

# SAMS<sup>®</sup> NEWSLETTER



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2020

**2020 SAMS<sup>®</sup>  
International Meeting &  
Educational Conference  
(IMEC)  
Oct. 28th To Oct. 31st  
Montreal, Canada**



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Editor:  
Stuart  
J.  
McLea,  
AMS<sup>®</sup>

Spring Has Arrived

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**Stuart J. McLea, AMS®  
SAMS® Editor**

Good day from a Cool North East Coast of Canada

Here in Maritime Canada we have been restricted in our movements since the beginning of March. Most stores have been closed by Government Order and the only stores open are grocery stores, gas stations, some banks, and of course Wal-Mart. There are no gatherings in excess of 5 people and social distancing is in effect (6 feet separation). If you are returning from out of the country or even out of province (state) you must self-quarantine yourself for 14 days failing to do so will see a fine in the thousands of dollars, and jail time for no less than 2 weeks. The World is changing, and so is our business. I have been receiving claims calls but this time they call me first, and ask if I am ok to take a file. I will take the claim, but only if no one else is around the vessel. I interview the insured over the phone then go, and look at the damage. If the insured shows up I get in my car, and go home. My PPE now includes latex gloves, a N95 mask, and a bottle of hand sanitizer, this could be the way of the future, and we as SAMS® Surveyors need to be prepared or we will become sick, and frankly it's not worth it. Some food for thought!

**E&O Claims**

Claims have slowed which is good. I have been asked on 'how do we file a claim'?, when you have been contacted by a client who is not happy with your survey. Please contact them, and ascertain the complaint and what they are looking for. I have found that simple dialogue with your client can usually solve the problem. If you are not successful contact SAMS® HQ to file your claim (DO NOT CONTACT THE INSURANCE BROKER OR COMPANY DIRECTLY) this is a SAMS® Group policy, and it is our responsibility to make notification of an impending claim. If you go directly to the broker or company it slows this process up, and if you have already been served with a court order, we want to have our ducks in line as soon as possible. Now this is what SAMS® will require moving forward.

1. Copy of your signed, or acknowledged work order
2. A copy of the survey in question.
3. One document containing all emails in chronological order (please DO NOT send all the emails by pressing forward).
4. A statement of fact as to what transpired between you, and your client.
5. Any information that you feel is pertinent to this claim.

Send this to me as soon as possible, I will contact you if I have any questions, and then I will be in contact with our insurance carrier. You will also be contacted by them by email if the underwriters have any questiones. PLEASE ANSWER THESE EMAILS! You will also be asked to pay your deductible of \$2,000.00 US Funds, and please do so ASAP but only when asked. Failing to do so could see you losing your coverage.

If you have any questions please call me. I am the E&O Chairman, and it is my job to assist in protecting you in the process, and providing a healthy defense.

All the best, and keep safe but remember to "Social Distance" (6 feet)



**Bill Trenkle, AMS<sup>®</sup>  
President**

I am so glad you are reading this newsletter, way too many members do not, and they miss important information that is shared. We also have a problem with members not opening their mail chimp emails from Headquarters. There are important issues that will be handled by email so ALWAYS open the SAMS<sup>®</sup> Headquarters emails.

Now on to the big issue dominating everyone's lives, the Covid-19 virus. As older people for the most part, we are all susceptible as this virus spreads. I just got back from a trip from the west coast to the east coast and when I returned home I had to basically decontaminate my clothes, equipment, luggage and anything else that may have been handled by anyone on the trip. This was very disconcerting, but I have a wife who is very sensitive to a respiratory illness, so I could not take any chances. Bottom line much of this may be overblown but, it may not be as well, therefore we all must be very careful, it is not that hard to follow the guidelines. As independent self-employed professionals for the most part, SAMS<sup>®</sup> members may also be affected financially. If your work has slowed down use this as a time to get some online training and CE's. Work on your business planning and get that filing up to date.

The 2020 IMEC in Montreal is well along on its planning, preparations and financial commitments, but we recognize that some people may have concerns about planning to attend. At this time all we ask is that you hold off on making any firm decisions. All indications are that the worst of this will be over in a few months and travel and meetings will be safe and unrestricted.

In closing I want to thank all the Regional Directors who have been running their Regional Meetings the last couple of months, the feedback has been great. I know the Pacific Regional Meeting, run by new Regional Director Chuck Solarek, AMS<sup>®</sup> was a great success with an overflow attendance. I really enjoyed it, and it was great to spend time with the region members. If you have not been attending your Regional Meetings do so, they are a great way to get CE's, meet and network with area surveyors and pick up some new knowledge.

Stay safe out there and keep washing those hands.



**John Lowe, AMS®  
Executive Vice President/Ethic Chair**

Hello all, hope everyone is happy and healthy heading into the new season. I have been handling the ethics chair duties for the last several months and I know we have all heard this before but it is clear that some points need to be revisited. Our clients don't rely on us, we rely on them to provide us with our living, we sometimes lose sight of this in our interactions with them. We have had quite a few complaints about members who have either not provided a report after getting paid for a survey or failed to show up on the day of survey without even contacting the client. I'm perplexed at the thinking of a surveyor who simply ignores his client when things go awry, we need to put ourselves in the client's position. The boat may need to be hauled, captains hired for sea trials, and other specialists who may be scheduled to show up on survey day. When we cancel at the last second or without warning this puts an unfair expense on your client and believe me they will flame you on social media which WILL catch up with you at some point as many people will research surveyors by looking at reviews on the web. On a good note we recently had a surveyor who cancelled at the last minute, and two local members found out about the situation and shuffled their schedules to accommodate the client. As this is an ongoing ethics case, I can't mention names but you know who you are and you should be commended as the client left with a good feeling about SAMS® surveyors and that is very important.

Another thing we're seeing a lot of, is text, and e-mail messages which are less than professional and in some cases offensive. Remember that these messages will follow you if there is a complaint filed, and may weigh heavily against you. THINK before you hit SEND, and remember your message may find its way to me and we may be having a chat about that.

Finally, we are having the photo contest again this year at the IMEC, please limit your entry to ONE photo per member, and remember the spirit of this contest is to highlight some of the craziest things we see in our work, and have some fun.

Be Well

I will look for you in the yards.



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

Montreal is just about 6 months away, and the educational program is really setting up well with the help of Eddy Assaf, AMS® our VP of Public Relations who lives in Quebec.

Here is what is on the agenda so far; we are emphasizing report writing and ethics as part of the program.

Anatomy Of A Complaint Ethics: Bill Trenkle, AMS®, President; John Lowe, AMS®, Executive VP; Stu Mclea, AMS®, Past President and E&O Chair as well as John King, E&O Insurance Broker

Failure Analysis - Debbie Aliya, Affiliate - Materials Engineer.

CV Report Writing - Randell Sharpe, AMS® - Testing VP

Marine Salvage - Michel Martin

New Innovations for Sails - Evolution Sales

Electric Engines and Conversions

Damage Report Writing - Reinier Van Der Herp, AMS®, North East Regional Director - What Should Be In A Damage Report.

Mars Keels - Repairing and Manufacture of Keels

Naval Architect - Stability for The Marine Surveyor

Rudder Repairs - Competition Composites

Still working on some other agenda items.

### **USPAP Concerns**

For those of you that have taken the 15 & 7-hour USPAP course (I congratulate you for doing that), I must emphasize something, I have seen a number of survey reports recently that have been sent to me by some people (attorneys and the courts) since I am a member of the American Society of Appraisers and an ASA, that stated that the author of the report was USPAP Certified....UGH!. Below is a response from the Appraisal Standards Board to a question that was asked a while ago by someone.

**Question: Recently I have seen numerous advertisements from individuals who may have completed a USPAP course and describe themselves as “USPAP Certified Appraisers,” or their reports as “USPAP Certified Appraisals.” Is this an actual credential, and if not, is that wording misleading?**

Cont.

**Response: There is no such credential. The use of the expression “USPAP Certified Appraiser” is misleading. Completing a USPAP course does not entitle one to call oneself a USPAP Certified Appraiser.**

One requirement for an appraisal or appraisal review is that the report include the appraiser’s certification that: “to the best of my knowledge and belief my analysis, opinions, and conclusions were developed, and this report has been prepared, in conformity with the *Uniform Standards of Professional Appraisal Practice*.” The use of language such as “USPAP Certified Appraisal” could be taken by intended users to mean that there was some independent certification of compliance. If that could be inferred from the language used, this would also be misleading.

USPAP does not certify or accredit anyone. I should also let you know that if you take, and pass the 15 hour USPAP course you must take the 7 hour refresher every two years to remain compliant, or you can take the 15 hour course and the test again to remain compliant if you wish.

Please remember, ASA (Accredited Senior Appraiser with the American Society of Appraisers) is a title that can only be obtained by taking pre-requisite appraisal courses and passing a test. Once passed, then the title can be used. Attorneys love to catch stuff like this, and discredit reports, and the authors of them.

**YOU NEED A PASSPORT TO GO TO MONTREAL!!!!!! As much as our Canadian neighbors love us (at least that’s what Stu and Eddy tell me) they won’t let you cross the border. And you are going there for a seminar, not to work just in case they ask.....and they probably will.**



**Kristoffer Diel, AMS®  
Secretary/Treasurer**

Ahoy Surveyors All!!!

We do live in interesting times! I first want to wish everyone well, and hope you and yours avoid any of the current viruses. As they say over, and over...wash your hands! Over, and over.

Looking through the fuzzy lens of the future, it appears to me that major changes could result from the current virus epidemic. Numerous economic engines are failing, and major business enterprises are suffering from the lack of normal movement of people around the globe. As even the schools, restaurants, and bars are being closed, many people cannot even go to work. The outcome of this will not be good.

As the economy deflates, there is a fair chance that boating will deflate also. This means our surveying incomes will also slow down as the owners may have more boat time available, but no income.

Unfortunately, I do not have ANY answers. All I can state is if anyone has a question, or needs someone to talk to, please feel free to give me a call. 504-236-8151.

God Bless all and, do not forget: Eat Dessert First!



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

As Vice President of Membership it's my job, along with the Regional Directors to review every person applying to join SAMS®. We also review every SAMS® Surveyor Associate (SA) who is applying to upgrade to AMS® Candidate Status to decide if they exhibit the knowledge, experience, and report writing ability, as well as have they kept up with the CE, and Meeting attendance requirements, to be approved to take the exam, and if they pass the exam, become an Accredited Marine Surveyor®.

Lately we've been taking a lot of flak over who we let in, or upgrade, and those we deny. What's really rather funny is we're taking flak from two sides, those that feel we're being too strict in accepting or upgrading members, and those that feel we're still accepting people who don't have the background, or experience to become a marine surveyor. We're also taking flak about our use of the minimum Recommended Survey Report Content in order to decide if the applicant qualifies for either membership, or upgrade. Some members don't seem to understand the rationale behind the use of the minimum RSRC. We are trying to be consistent through all the regions in how the Regional Directors review, and judge the applicants. It's 2020, it's just not good enough anymore to have owned a boat for 20 years, to have attended a 2 or 6 week course in marine surveying, or to be mentored by someone who is a marine surveyor. We can't personally accompany each applicant on a survey, and observe what they look at, and what they actually test, however, we can read their reports, and try to determine if they inspected/tested/turned on what we consider the minimum necessary for a thorough survey, and if they conveyed it in a clear manner in the report. It's our belief that a person could know more about boats than anyone else on the planet, might be the most thorough surveyor in the universe, but if that person can't write down what was observed, tested, and its condition, then that person did not do a complete job. It's no longer acceptable to use the excuse "if I didn't say it was bad, it was good", you are asking the buyer, owner, lender, underwriter to just assume that you looked at everything, and only listed the problems. Lots of people say the bank and underwriter only look at the first, and last page of the report, in some cases I know that's true, but not all, that's why we get contacted by insurance companies about reports that were submitted, and lacking. I can tell you for sure, when there is a major claim, the entire report gets read, by both the adjuster, and the surveyor assigned to the claim. We have no doubt that because of the minimum Recommended Survey

Report Content, and the Survey Review Form that goes along with it, the quality of the survey reports have improved immensely, and that we have a better chance of not admitting someone who is not qualified, or doesn't care, and do admit those who are qualified, or who make a determined effort to improve their reports when they get their review back.

We don't expect new applicants to write perfect reports, but we do expect them to submit a report that comes close the minimum Recommended Survey Report Content. For a Surveyor Associate who is applying to upgrade to AMS<sup>®</sup> Candidate, we expect more. That is why we require every Surveyor Associate to submit a survey report for review each year within 30 days of the anniversary of his/her acceptance date into SAMS<sup>®</sup>. The Regional Directors are to review that report with the review going back to the Surveyor Associate so he/she knows how they are doing and what areas they need to work on. Unfortunately, for several years we had a few Regional Directors who didn't keep up with the annual Surveyor Associate reviews, and when Surveyor Associates from those regions came up for upgrade, their survey reports were lacking because they just didn't get any feedback along the way. This problem has now improved as the office also tracks annual Surveyor Associate reviews. However, any Surveyor Associate who submits their review on time, and does not hear back within four to six weeks should contact their Regional Director.

We understand why SAMS<sup>®</sup> was formed, but we don't believe the idea was to let anyone who thought being a marine surveyor might be fun should be admitted. Keep in mind, SAMS<sup>®</sup> now has group Liability Insurance and group E&O Insurance, every claim on either of those policies affects every other member when it comes time to renew and write that check.

Finally, EVERYONE COME TO MONTREAL, it's a beautiful city (and yes they do speak English), plus you won't believe how far the US dollar goes with the weakness of the "Loonies and Toonies" (look it up if you don't know).

Montreal, Quebec, Canada





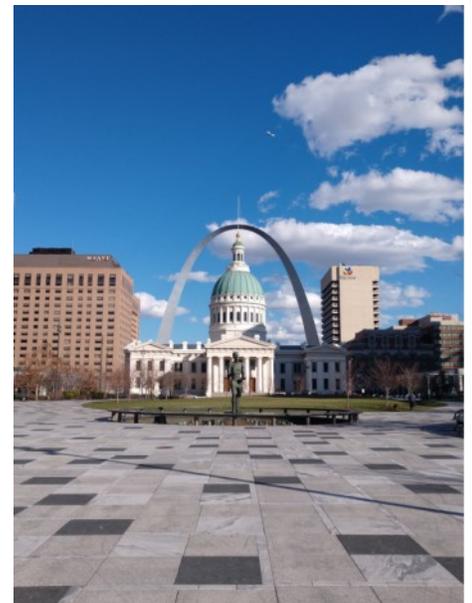
**Joseph Lobley, AMS®  
Meeting/Conventions Vice President**

I hope this newsletter finds you all well. This is a challenging time for us as individuals, families, and a community. For now, we are still forging ahead with the plans for the IMEC 2020 in Montreal. We are closely watching the happenings here in the States, and in Canada and will make a final determination when possible. I am in hopes that we will know more within a few months. I am sure you have all heard the maxim “Hope for the best, and prepare for the worst.” The information is as follows.

IMEC 2020 will be at the Double Tree by Hilton in, Montreal October 28-31. 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 March 30, 2020 would equate to \$162.00 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 in a day or take the train. **You must have a passport to enter Canada.**

The IMEC 2021 will be at The Sheraton on Canal Street. The dates are September 29 thru Oct 2, 2021. We have a room rate of \$179.00 with the usual amenities. New Orleans has always been a big draw and a great time.

At the last IMEC the membership voted on the location for IMEC 2022. The votes were for Indianapolis 1<sup>st</sup>, St. Louis 2<sup>nd</sup>, and Nashville 3<sup>rd</sup>. I started my search with Indianapolis but ended in St. Louis, MO. After touring four likely locations, I decided on the Hyatt Regency at the Arch. The dates are Oct 5-8, 2022 with a room rate of \$169.00 per night. It’s a large hotel with three restaurants on site. The meeting spaces and guests rooms have just been renovated. Walking out the front door are the Gateway Arch Park left and the Old Courthouse to the right. Four blocks away is Busch Stadium, and the newly built Ball Park Village with shops, sports bars and restaurants. The hotel boasts 30 restaurants within a quarter of a mile. There is parking for \$10/day just a block away, and onsite valet parking which is quite a bit higher but I am trying to get that reduced. It is a great “small” city with a vibrant downtown. There is a huge influx of young professionals moving into the old brick manufacturing buildings that have been transformed into modern living spaces. I found the area around the hotel to be clean, very safe and friendly even if you aren’t a St. Louis Blues fan!



Stay safe!



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

Well as much as I would like to say that spring is here, the snowbanks outside my window say different. So with all the boats being buried, it's given me time to take care of a few things on our advertising side. I have started running ads in most major areas through information received by members. So we are advertising all along the Atlantic, and Pacific coasts, a few advertisements in the Great Lakes area, Gulf region, and Canada. These ads started in February (some had January covered in 2019). We are also running advertisements in boat directories, some advertisements for the cargo industry, and commercial industry, and as of last year have a recruiting advertisement that we have been running. Any members, who know of a good place for advertising, such as in local boat shows or marina show throughout the season, please tell me about it and we will see what can be done.

The Google ad words campaign is running strong. For the last couple of months the key words that appear to be getting the most demands is: SAMS®, yacht surveyors and SAMS® marine surveyor. This campaign has really been giving us positive results to the amount of people going to our website through searching.

Still making minor changes to the website, and hopefully will have them done by mid season. One of the changes is in the Country, State, City section, I want the pop up to be bigger and probably in a different color for the REGION or CITY banner when selection of a region. The gold color banner there now is hard to see. We will also be making an order form for the roster, we took it off the site because it was being downloaded, and then sold for a mailing list, now it will be an order form that goes to headquarters, and will be sent accordingly, according to headquarters judgement.

IMEC 2020 is in Montreal. **Please remember that you need a passport to enter Canada**, so don't wait until the last minute, if you don't have one, you should take care of it ASAP, and remember a passport is a business expense. Do not change US dollars for Canadian dollars at the airport as it will cost you 8%. Do it at a Canadian Bank, there are a few close to the hotel, and a much cheaper option.

Pretty much it for now, oh ya, one last thing we should remember, one of the best advertisements this organization, and its members can make is in the quality of our work, and our professionalism. That action alone is the best way to show who you are as a surveyor, and SAMS® as an organization.

Let's be safe out there.

Cheers



**Randell Sharpe, AMS<sup>®</sup>  
Testing Vice President**

I am continuing to review the current batch of exam's for the various SAMS<sup>®</sup> designations and will update the exams to keep them fresh and a fair evaluation of our Surveyor Associate members as they prepare for and take the exams to advance to AMS<sup>®</sup>. There is a recent update to the open book portion of the Y&SC exam. For those studying for this test you should be familiar with the ABYC publication "Rules & Regulations for Recreational Boats" revised 2018. You will bring your copy of this to the exam with you for the open book portion of the test. There are no trick questions and if you are familiar with the book you will find all the exam question answers in that book. For those that have recently taken the exams I encourage you to let me know if you think there are questions that need to be corrected, or that are confusing. When taking the exam, please feel free to write out comments on questions that you think are poorly worded or confusing. You should still pick the best answer even if you think a question is confusing. When you read this, I hope to have a new exam for our Surveyor Associates applying for the Engine designation. There are now two separate designations for Engine; one for diesel and one for gasoline. These exams have been completely revised with the assistance of our members and should be a much more up to date reflection of the current industry. Thanks go out to the time and effort put into developing these exams by Dennis Guthrie, AMS<sup>®</sup> and Reinier Van Der Herp, AMS<sup>®</sup>. When studying for your AMS<sup>®</sup> exam, take a look at the SAMS<sup>®</sup> website under the tab member's corner and useful links, which has a wealth of information that may be helpful in studying for the exam. Also take a look at the SAMS<sup>®</sup> google group as we have information posted there in this member's only website. If you are not a member sign-up, and HQ will approve your joining the group. (please adhere to the guidelines to join, or you will not be approved). You can also post questions with photos on this website for our members to respond to. As always become familiar with the ABYC and NFPA standards for yachts and small craft (Y&SC). This is what we use as our industry standard guide for surveys and the closed book testing for Y&SC is heavily based on these standards as well as Coast Guard regulations and general maritime knowledge.

If you are a Surveyor Associate, review the paperwork you have received from SAMS<sup>®</sup> HQ to make sure you are getting your annual reports in for review and apply for upgrade to take the AMS<sup>®</sup> exam in a timely manner. This is your responsibility as a member of SAMS<sup>®</sup>. Review your reports with a critical eye for compliance with the SAMS<sup>®</sup> RSRC minimum guidelines by reviewing the guide next to your report and checking to see that all the content is there and in an understandable organized layout. Take the recommendations from your Regional Director's survey reviews to heart, as they are meant to be a peer review to assist you in improving your report writing. A member brought up a misunderstanding at the recent Pacific Regional Conference that simply using one of the survey report writing programs ensured that their reports met the SAMS<sup>®</sup> RSRC guidelines. SAMS<sup>®</sup> does not endorse or approve any of the report writing software as report writing and report content is up to the individual surveyor.

As always be safe out there. I don't want to hear of anyone falling off a ladder or getting injured on the job. Please let me know if you have any questions, or concerns that you want to bring to the Board of Director's attention.

## **Reinier Van Der Herp, AMS<sup>®</sup> North East Regional Director**



Hello again from the North East! Despite the recent events with the Corona virus both our meetings went off well, good attendance and thanks to all the speakers that sacrificed time for our meetings. My Assistant Regional Director, Julie Wheaton, AMS<sup>®</sup> put on a remote speaker, Joe Lombardi, AMS<sup>®</sup> via two way conference and video, a new and innovative way of getting speakers without travel, good job! She's doing a great job as my assistant, and I appreciate her efforts.

For those of you that were at the Atlantic City meeting you got a special treat at the Viking plant when they vacuum infused two bulkheads while we watched. It's one thing to read about it and understand the process, but it's another to see it in action, I hope everyone enjoyed it! At Jersey Cape Yachts our members got to see some custom installations and different construction methods, the underwater periscope was especially interesting; as they say just add some zeros to the costs. Fourteen transducers are going to be mounted in it for a 360 degree view underwater, what some people will spend money to fish!



The new gas engine designation is coming along as well and should be rolled out by this summer if not sooner; it's a bit of work but will help some of our members who only do gas engine surveys. The test will be 150 questions with some essay questions, be sure you know your stuff before taking it I can tell you it's not easy! With all the new technology out there and multiple outboard installations, fly by wire, etc. it's time to separate diesel and gas designations.

For all our members that have health problems please be careful with this new pandemic, we don't need to lose anyone. I know it will be hard on those members because it's tough to pay bills if you're not working. I think we'll get through it and business will pick back up, I'm already hearing complaints about the phone not ringing, we'll just have to push through till things get better.

One last thing; I know I harp on this subject a bit but it's important to remind all of our Surveyor Associates about your report writing. This is the biggest pitfall in our organization per underwriters and financial institutions. That being said please always try and improve your reports, be factual, accurate and honest, it goes a long way! Make sure you source as many comps as possible for your valuations and take the USPAP course which will teach you valuation methodology. You are only as good as your last report and your report can end up in court which leaves you to defend it, if it's written well it won't be hard to defend.

**Angel Zeno, AMS®  
Great Lakes Regional Director**



Are your clients going Loopy? No, I'm not referring to the usual shenanigans that our clients typically employ that sometimes confuse us, and other times leave us laughing. I'm referring to the Great Loop, which is a nautical voyage of over 6,000 miles consisting of the waterways that encompass the eastern portion of the United States, and parts of Canada. The America's Great Loop runs up the East Coast of the United States on the Atlantic Intracoastal Waterway, continues on the Hudson River to the Erie Canal and through the Great Lakes. From there, it travels down the Illinois River and the Mississippi River to the Tennessee River and the Tennessee-Tombigbee Waterway. Finally, the loop is completed along the Gulf Coast Intracoastal Waterway. The time to complete the Loop varies but typically can take about a year. To help put the challenge into perspective, last year more folks swam across the English Channel than successfully completing the loop. Along the route vessels will encounter 19-foot bridge clearances, waters as shallow as 3 feet and will require a typical fuel range of at least 250 miles between re-fueling stops. Before you wish your Loopy clients a Bon Voyage you may want to offer the following suggestions; Along the route, they will encounter several locks, they'll need to check with the local authorities to be aware of any scheduled Lock scheduled maintenance. They'll want to be sure that they advise their insurance carrier that they are planning on taking on the Loop along with the anticipated timing to be sure that the vessel maintains the appropriate coverage. I've encountered several boat owners that have attempted to tackle the Loop in a recently acquired vessel, having a feel for the boat, its handling and maintenance needs is a must. Also, research is required, and I don't mean the usual fun stuff like where to find the best fried catfish in the Delta, but if the vessel is equipped with unique or specialty equipment, they'll want to plot out the best choices for in route service stops, for example, if the vessel is equipped with Zeus or Volvo pod drives or an older Lehmann diesel, their choices for service centers may be limited. And it goes without saying that they should be sure that the propulsion system has been inspected by a qualified technician to be sure the propulsion system is healthy and capable of the long journey. Finally, and this suggestion is partly offered tongue and cheek, but also based on reality, be sure to allocate plenty of extra money for the journey, it would be sad to have one unfortunate, and unscheduled stop bring the entire journey to an end. The good news is that if all goes well, your client will be able to proudly display the AGLCA burgee from the bow of the vessel.

How about a collective Great Lakes Region Thank You to Eddy Assaf, AMS®, the SAMS® Public Relations Vice-President. Thanks to Eddy's quick actions SAMS® was able to meet a very tight deadline and include a quarter page advertisement in the Cleveland Boat Show program guide. Please be sure to let Eddy know if this advertising was referenced by any of your potential clients.

Cont.

If you had a chance to read the Fall/Winter SAMS® newsletter you may have noticed an article and graphic regarding Business Casual Dress while attending IMEC's. That article caused me to start thinking about the importance of image, and how it may impact our businesses. For example, does your business maintain a user-friendly website with support for portable devices like cell phones, or tablets. Does your email address tell your customers that you are a professional and does it end with Gmail, or Yahoo? Maintaining a professional web image comes at a cost, but it may be the trick to help separate and highlight yourself and your business. Also, be sure that your website includes a link back to the SAMS® webpage.

As the Great Lakes Regional Director, I often receive phone calls from someone looking for a SAMS® surveyor in a certain area or with a particular skill. The location is the easy one as all I have to do is pull out the SAMS® members directory, the specialty skill can be a lot trickier. For that reason I would like to ask that if you feel that you have a specialty, i.e., infrared certification, ultrasonic testing, wooden boats, and/or metal boats, etc. please drop me a note, or give me a call to discuss so that the next time someone calls looking for a referral I'll have a much better chance of including your name.

To all those that were able to attend the Great Lakes Winter Regional Meeting in Sandusky, Ohio, I would like to say thank you and that it was a real treat to touch base with each of you. I'm sure that you will agree that the Sandusky Sailing Club was a great location for our educational seminar and the Sailing Club members were very inviting and friendly. Stay tuned for more information in the future regarding a Great Lakes Fall Regional meeting. Feel free to drop me a note with suggestions for potential locations, site tours, and possible speakers.

If you are planning on attending the 2020 IMEC in Montreal, be sure that you have a valid passport and if you don't have one, you'll want to start the application process as soon as possible. I would also like to remind the members in the Great Lakes to check to see if they are on the list of members that must attend the 2020 IMEC in order to be compliant with their membership educational requirements.

As we enter into the 2020 boating season, I would like to encourage you to think safety first, be sure to let someone know where you are going and when you should be returning, and always tie up your ladder. Also, from a business standpoint, please be sure that you are using a survey agreement.

Wishing you all the safest and best 2020 season possible.

**C. David Sandford, AMS<sup>®</sup>  
Canadian Regional Director**



As the newest Regional Director on the block I'd just like to say hello to everyone and to introduce myself. My name is David Sandford, AMS<sup>®</sup> and I reside in Oshawa, Ontario, on the north shore of Lake Ontario about thirty minutes east of Toronto. And yes, it's still cold here right now but with the help of some really nice heated boat storage facilities we still manage to crank out a few survey jobs during the winter months.

Next I'd like to say thanks to some of the previous Canadian Regional Directors who came before me Nicole, Eddy, Peter and Stu for all of your efforts in creating a quality SAMS<sup>®</sup> presence here in Canada. While our numbers here in Ontario have dwindled slightly over the past couple of years (mostly due to retirements) we have new Surveyor Associate's coming on board and a few AMS<sup>®</sup> candidates that will fill the gaps. I'm sure they will all give us good coverage moving forward.

I've just recently attended my first SAMS<sup>®</sup> Board Meeting in Jacksonville, and had an opportunity to meet all of the Board Members and Regional Directors. It was a great experience; I learned a ton and I can say I think that as an organization we're in pretty good hands. It's been a pretty steep learning curve but I've had a lot of help so things have gone pretty well.

Since taking over as Regional Director in November of last year, I've had an opportunity to review a number of survey reports, and if there are any common areas that I see lacking they are in AC ground fault protection and bonded AC/DC ground circuitry. E11 covers this extensively so I recommend to all Surveyor Associates and AMS<sup>®</sup> candidates give it another read. For our Canadian members if you haven't done so please review the Transport Canada policy on the acceptance of ABYC Standards as an approved alternative method for small vessel compliance in Canada, effective October 30, 2019. Update your reports as required. The web links were posted in the last newsletter but I'll repost them here.

<https://www.tc.gc.ca/documents/acceptance-small-vessels-alternative-construction-requirements-eng.pdf>

<https://abycinc.org/news/476746/One-Set-of-Marine-Safety-Standards-in-North-America.htm>

Like I said it's cold here right now, boats are on the hard, many are still covered and everyone's patiently or not so patiently waiting for the spring weather which should come in a few weeks. Preliminary plans for a two-day Regional Meeting sometime in August are somewhat on hold right now due the current health situation but if things change I will be moving forward. All activities at marinas and local yacht clubs are at the moment suspended so we'll have to see how it goes.

Just a shout out to any Surveyor Associates on your approval for AMS<sup>®</sup> upgrade. Don't dawdle on sitting for your exam. Time flies especially in the busy season, and you can run into your "must upgrade" date before you know it.

**Charles W. Solarek, AMS<sup>®</sup>  
Pacific Regional Director**



I would like to thank all who helped make our recent Pacific Regional Meeting & Seminar a HUGE success! Excuse me for not mentioning anyone by name out of fear of missing somebody. BRAVO ZULU! I am excited for next year!

As I review survey reports from Surveyor Associates a recurring theme has arisen that requires some discussion. Condition & Value (C&V) Surveys. Notice there is no additional clarify there. A C&V Survey is just that. The purpose for the survey is another story. All one must do is look at the Recommended Survey Report Content (RSRC) for Yachts & Small Craft. There is no difference made if the survey purpose is for pre-purchase consideration, insurance underwriting or financial evaluation, they are ALL C&V Surveys and should be approached with the same due diligence. In the case of C&V Survey for the purpose of insurance underwriting the argument can be made that you are working for two clients, the boat owner, and the insurance underwriter. The boat owner's interests are readily apparent. They are expecting you to perform a thorough inspection, and make them aware of any items requiring attention. For them you are a "fresh" set of eyes that are not looking at the boat with any bias, or as I like to say, "rose colored glasses."

The insurance underwriter is depending on you to give an honest description of the vessel, and any shortcomings that may be present the day of the survey. Is the boat at risk? And they are also interested in the fact that installed systems are functional. Do systems and/or components operation meet any requirements as spelled out in the CFRs, American Boat & Yacht Council (ABYC) or the National Fire Protection Agency (NFPA). The report should have the same attention to detail as one for pre-purchase considerations, period.

Ask yourself this question, "How can one accurately assess the condition of a vessel, and formulate a Fair Market Value if the vessel's systems, and major components are not tested for operability?" If that super-duper navigation GPS chart plotter/radar/sonar is not functional it is just taking up space. Should the engines not start is the boat really in AVERAGE condition? Even a simple start up at the dock is better than using that word, "assume." Are you really performing a professional service to your client if you do not verify the condition of the safety equipment; that it is in effective locations (per ABYC/NFPA)? Is that sanitation system compliant with the Code of Federal Regulations (CFRs)? Maybe the owner does not realize that their distress flares have been out of date for six months. The bottom line just noting what is installed DOES NOT meet the RSRC for SAMS<sup>®</sup> for a C&V Survey. It is a disservice to your client, the insurance underwriter, and reflects poorly on your colleagues in general. As a member of SAMS<sup>®</sup> you should always strive to be highly professional and ethical each time you take on an assignment.

Spring is almost here, and I wish all of you plenty of business.

And above all else, STAY SAFE OUT THERE!

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



Hi everybody. Winter is officially over. “Spring has sprung” and here we go into a busy surveying season. Although it seems like it never did slow down. Winter never seemed to slow things down.

Heading into this year's boating season we have some big changes we should be aware of, and of course, are very careful of. That being the Coronavirus quarantine, certainly everyone is aware of what's been going on, and the various ways that you should handle it. Being as we deal with people, and handle a lot of equipment as part of our job, we will have to be very careful during the upcoming season.

I myself, have already started using the latex gloves that I normally use while doing oil sampling during the whole survey as well as any other personal protection I deem necessary. I've always carried the antibacterial hand cleaner and wipes. We've got to be careful out there.

We just finished up the 2020 Mid-Atlantic Regional Meeting. It turned out very good and thanks to everybody that attended.

Mona Miller, Director of Pacific Gem Lab Inc gave a very good presentation of the USPAP 7 hour “2020/2021 Personal Property USPAP Update Class”. All attending surveyors received a Certificate of Completion.

Also thanks to Jack Allinson, AMS® for his very interesting presentation concerning Thermal Imaging. After all the presentations were complete, on Friday, we all boarded the beautiful 90 foot “Carolina Grace” operated by Luxury Yacht Charters for a 2 hour lunch cruise. It was pretty windy out on the lake but, Captain Andy was able to “stay the course” and made it an enjoyable cruise.

And now, it's time to hit them docks, tap the boats, get back to work, but, BE CAREFUL OUT THERE.



**The Following Members Have**

**Seth Mosley, AMS®  
Gulf Regional Director**



**Will Return For The Next Issue**

**Cliff Schmidt, Jr., AMS®  
Florida Regional Director**





## ADMIRALTY LAW

## Expert Analysis

# Cruising for a Bruising?

*Sailing takes me away  
to where I've always heard  
it could be  
Just a dream and the wind  
to carry me  
And soon I will be free.*

—“Sailing” by  
Christopher Cross

By  
James E.  
Mercante



The passengers aboard the cruise ship MS WESTERDAM are singing a far different tune. That vessel has been turned away from five countries and at last report was seeking refuge in Cambodia due to the suspected outbreak of the Coronavirus on board.

Indeed, it seems on every channel these days, a cruise ship is in the news. There's nothing like a good cruise to unwind, dream, be free and explore. But, like nearly everything else fun in life, sometimes things go haywire.

With the popularity and capacity of cruise ships, it is no wonder that viruses originating in one sliver of a country can spread so rapidly

across the world. *Celebrity Cruises v. Essef*, 2005 U.S. Dist. LEXIS 46721, 2006 AMC 528 (S.D.N.Y. 2005) (jury held in favor of passengers who contracted Legionnaires disease originating from a hot tub aboard cruise ship, resulting in an outbreak onboard).

As a result of the spread of the Coronavirus, the world has been reintroduced to the word *quarantine*. Of course, quarantine is a word that originated in maritime history, like almost everything else (if you ask me). It comes from a 17 century Italian word *quaranta giorni* meaning 40 days—the period that all ships were required to be isolated before passengers and crew could go ashore during the Black Plague.

Three cruise ships have been quarantined for at least 14 days off the coast of Asia as a result of the Coronavirus. Passengers must remain in their cabins during quarantine. At least 61 people onboard these ships have tested

positive for the Coronavirus. Closer to home, passengers reportedly showed signs of sickness aboard Royal Caribbean's Anthem of Seas and were being quarantined and tested for the virus after the ship arrived in Bayonne, N.J., on Feb. 7, 2020.

The U.S. Coast Guard issued a Marine Safety Information Bulletin on the Coronavirus, advising ship owners and operators to be aware of quarantine station points for any passengers reported sick.

### S.O.S.

In addition to such outbreaks, far and few between, cruise ships carry

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The degree of care considered “reasonable” in any particular circumstance depends upon the extent to which the circumstances surrounding maritime travel are different from those encountered in daily life.

an array of scenarios resulting in maritime litigation.

Under maritime law, an owner or operator of a cruise ship owes a duty of exercising reasonable care to their passengers. The degree of

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

care considered “reasonable” in any particular circumstance depends upon the extent to which the circumstances surrounding maritime travel are different from those encountered in daily life. The Second Circuit has stated that where an allegedly defective condition constituting the basis of a plaintiff’s complaint is not unique to the maritime context, the ship owner or operator could be held liable “only when it has actual or constructive notice of the condition.” *Lee v. Regal Cruises*, 1997 U.S. App. LEXIS 13763 (2d Cir. 1997) (holding that cruise ship operator was not liable for passenger’s fall from errant ice cubes and water on a staircase); *Monteleone v. Bahama Cruise Line*, 838 F.2d 63, 65 (2d Cir.1988) (reversing summary judgment and holding that cruise line is not liable for trip and fall down a staircase as a result of a protruding screw).

On July 7, 2019, an 18-month old girl died during a Caribbean cruise in a highly-publicized case when her grandfather held her over a railing in a children’s play area aboard the ship without realizing that there was no glass panel in front of him. The child fell more than 100 feet below to a concrete deck. A criminal investigation has resulted in charges brought against the grandfather. The cruise line has been sued civilly in Florida by the family.

In 2012, the COSTA CONCORDIA, an Italian cruise ship, ran aground and overturned off the coast of Tuscany when she struck a rock formation close to shore, allegedly because the captain was saluting

onlookers ashore or was otherwise distracted. The captain was charged with manslaughter and sentenced to 16 years in prison as a result of sailing off course in such shallow waters. The cruise line apparently did not face any charges.

One of the most notorious maritime disasters occurred on April 15, 1912, when the ‘unsinkable’ TITANIC struck an iceberg and sunk during her maiden voyage from Southampton UK to New York City. The casualty resulted in over 1,500 deaths. The vessel owner filed a petition in the Southern District of New York to limit its liability under maritime

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Courts sitting in admiralty are steered by well-settled maritime law and precedent to adjudicate most any challenging situation.

law to the value of the remaining lifeboats. That case wound its way to the U.S. Supreme Court.

### Cruising for a Bruising

Cruise ship owners manage their vessels from a distance. i.e., while ashore. Thus, the owner generally does not have notice of dangers that occur during the voyage. This, and lack of advanced notice to the onboard crew of certain hazards, makes for some interesting rulings:

- In 2020, *Broberg v. Carnival*, Nos. 19-10388, 19-12033 (11th Cir. Jan. 24, 2020) (Eleventh Circuit affirmed finding that the cruise line was not negligent for serving its passenger at least 16 drinks at different

bars before she fell overboard. Court held that while passenger was intoxicated, Carnival Cruise Line’s crewmembers were not on notice that she was intoxicated to the point of being in danger).

- In 2018, *Caron v. NCL (Bah.) Ltd.*, 910 F.3d 1359 (11th Cir. 2018) (affirming dismissal of negligence suit brought by passenger against cruise line where the passenger drank too much, entered a crew-only area and fell down an open hatch).

- In 2011, *Smolnikar v. Royal Caribbean Cruise Line*, 780 F. Supp. 2d 1308 (S.D. Fla. 2011) (Summary judgment granted to cruise ship in action by passenger who slammed into a tree at high speed during a zip-line shore excursion. Court held that cruise line had no reason to know of the alleged absence of padding on the tree at the end of the zip line, and had no duty to conduct its own inspection of the zip line course).

### Crews on the Cruise

Indeed, under the radar screen of “reasonable care,” ship owners are often not found culpable for dangerous conditions or negligence that occurs onboard, even if caused by their own crew members.

- *York v. Commodore Cruise Line*, 863 F. Supp. 159 (S.D.N.Y. 1994) (cruise ship owner and operator held not liable for failing to install locks on cabin door when crewmember gained entry to cabin and raped passenger inside).

- *Dawsey v. Carnival*, 2018 U.S. Dist. LEXIS 180312 (action brought by passenger who sustained fractured hip as a result of bamboo massage; cruise operator not liable for negligent hiring of masseuse) (S.D. Fla. 2018).

- *Desiderio v. Celebrity Cruise Lines*, 1999 U.S. Dist. LEXIS 9699, 1999 AMC 2723 (S.D.N.Y. 1999) (action brought by passengers against cruise ship operator and captain; complaint was dismissed when Court found that defendants were not negligent in setting sail from New York to Bermuda despite the likelihood that ship would encounter an approaching hurricane).

- *Yusko v. NCL (Bahamas)*, No. 1:19-cv-20479, 2020 U.S. Dist. Lexis 1126 (S.D. Fla. Jan. 3, 2020) (ship owner held not liable for passenger injured onboard when flung to the floor by her crewmember-dance partner because the cruise line was not on notice of the risk given the absence of prior similar accidents).

### Time and Place for Everything

In New York and elsewhere, forum selection clauses and time limitation clauses are not only common but also enforceable in passenger tickets:

- *Palmer v. Norwegian Cruise Line & Norwegian Spirit*, 741 F. Supp. 2d 405 (E.D.N.Y. 2010) (one-year limitations provision in the passenger ticket was enforced and summary judgment granted in lawsuit brought

by passenger who was injured when wooden slats on cruise ship bed collapsed while passenger was asleep).

- *Commander v. American Cruise Line*, 389 F. Supp. 3d 180 (N.D.N.Y. 2019) (New York man whose thumb was severed aboard cruise on waterways in Oregon and Washington required to litigate action in Connecticut under passenger ticket's forum selection clause).

- In *Lurie v. Norwegian Cruise Lines*, 305 F. Supp. 2d 352 (S.D.N.Y. 2004), a husband and wife living in New York took a cruise around Hawaii. Ironically, the wife was a paralegal at a law firm hired to defend the cruise line operator in a class action brought by crewmembers suing for alleged unpaid overtime work. Because of her affiliation with the firm, while the couple was onboard the cruise, the crewmembers locked the wife and her husband in a room and refused to let them disembark. The husband and wife brought suit in New York for false imprisonment and despite that the cruise never sailed in Florida waters, the action was transferred to the Southern District of Florida pursuant to a forum selection clause contained in the passenger ticket.

- In *Vega v. Norwegian Cruise Lines*, 2007 U.S. Dist. LEXIS 44642 (E.D.N.Y. 2007), a passenger domiciled in New York saw an ad for a cruise in New York and purchased tickets for that cruise through a New York travel agent. The cruise departed from

a terminal in New York City and returned to the same New York City terminal at the end of the voyage. The New Yorker broke her leg onboard and brought suit in New York. The court transferred the matter to the Southern District of Florida pursuant to a forum selection clause contained in the passenger ticket. The New York court explained: "a forum is not necessarily inconvenient because of its distance from pertinent parties or places if it is readily accessible in a few hours of air travel".

\* \* \*

A cruise is typically a wondrous seafaring adventure. But sometimes "the ship hits the fan" and the "dream" that Christopher Cross sings about in *Sailing* can become a nightmare. Fortunately, courts sitting in admiralty are steered by well-settled maritime law and precedent to adjudicate most any challenging situation.

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



**OSHA REQUIREMENTS FOR MARINE CONSTRUCTION**

**(Part 1 – Deck Barges)**

CAPT Joe Derie, NAMS-CMS; AMS®, SAMS®; CMI  
Chair, SAMS® Commercial Workboat Committee  
Chair, SAMS® Tug & Barge Committee  
Southwest Passage Marine Surveys, LLC

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

Another area of OSHA that is applicable to un-inspected commercial vessels are the requirements of OSHA 29 CFR 1926 *Safety and Health Regulations for Construction*. Two areas of this regulation are applicable and should be known to marine surveyors when surveying uninspected commercial vessels being used for marine construction.

The two areas are 29 CFR 1026.605 *Marine operations and equipment* and 29 CFR 1926.1437 *Floating cranes/derricks and land cranes/derricks on barges*. I will cover 29 CFR 1026.605 *Marine operations and equipment* in article and 29 CFR 1926.1437 *Floating cranes/derricks and land cranes/derricks on barges* in my next article. 29 CFR 1026.605 *Marine operations and equipment* has the following requirements:

(a) *Material handling operations.*

(1) Operations fitting the definition of “material handling” shall be performed in conformance with applicable requirements of part 1918, “Safety and Health

Regulations for Longshoring” of this chapter. The term “longshoring operations” means the loading, unloading, moving, or handling of construction materials, equipment and supplies, etc. into, in, on, or out of any vessel from a fixed structure or shore-to-vessel, vessel-to-shore or fixed structure or vessel-to-vessel.

(b) *Access to barges.*

(1) Ramps for access of vehicles to or between barges shall be of adequate strength, provided with side boards, well maintained, and properly secured.

(2) Unless employees can step safely to or from the wharf, float, barge, or river towboat, either a ramp, meeting the requirements of paragraph (b)(1) of this section, or a safe walkway, shall be provided.

(3) Jacob's ladders shall be of the double rung or flat tread type. They shall be well maintained and properly secured.

(4) A Jacob's ladder shall either hang without slack from its lashings or be pulled up entirely.

(5) When the upper end of the means of access rests on or is flush with the top of the bulwark, substantial steps properly secured and equipped with at least one substantial hand rail approximately 33 inches in height, shall be provided between the top of the bulwark and the deck.

(6) Obstructions shall not be laid on or across the gangway.

(7) The means of access shall be adequately illuminated for its full length.

(8) Unless the structure makes it impossible, the means of access shall be so located that the load will not pass over employees.

(c) *Working surfaces of barges.*

(1) Employees shall not be permitted to walk along the sides of covered lighters or barges with coamings more than 5 feet high, unless there is a 3-foot clear walkway, or a grab rail, or a taut handline is provided.

(2) Decks and other working surfaces shall be maintained in a safe condition.

(3) Employees shall not be permitted to pass fore and aft, over, or around deck loads, unless there is a safe passage.

(4) Employees shall not be permitted to walk over deck loads from rail to coaming unless there is a safe passage. If it is necessary to stand at the outboard or inboard edge of the deck load where less than 24 inches of bulwark, rail, coaming, or other protection exists, all employees shall be provided with a suitable means of protection against falling from the deck load.

(d) *First-aid and lifesaving equipment.*

(1) Provisions for rendering first aid and medical assistance shall be in accordance with subpart D of this part.

(2) The employer shall ensure that there is in the vicinity of each barge in use at least one U.S. Coast Guard-approved 30-inch life ring with not less than 90 feet of line attached, and at least one portable or permanent ladder which will reach the top of the apron to the surface of the water. If the above equipment is not available at the pier, the employer shall furnish it during the time that he is working the barge.

(3) Employees walking or working on the unguarded decks of barges shall be protected with U.S. Coast Guard approved work vests or buoyant vests.

As can be seen, surveyors doing on-hire surveys for deck barges or investigating accidents involving deck barges at construction sites should be aware of these requirements and ensure their clients are aware of them.

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.

# Attention Florida Surveyors

By  
Darrell Brizendine, AMS®

This article is primarily directed to Florida marine surveyors especially working with damages, which can save their clients, ie, insurance companies, private or otherwise, up to thousands of dollars in misrepresented surtaxes being charged by marinas.

We spoke with the Florida Dept. of Revenue, technical regarding the Florida surtax.

Each county in Florida can assign a percentage after a county vote.

Broward County here just passed a 1% surtax which is added to the 6% state tax. Most repair vendors are adding a full 7% even if it is over \$5,000 total.

They finally answered my request as seen in the attached letter. The senior attorney is in agreement with our assessment that when repairing a vessel, it is considered one working unit, with the repair items not being a stand alone such as an anchor, radar, engine, etc., all no good on their own. This means that there is a cap or limit of the total sales at \$5,000 for the Surtax to be levied, or if the surtax is 1% in our case, the most that can be included with the 6% tax is \$50.

We have had repairs upwards of \$400,000, where the vendor adds the full 1% to the state tax of 6%, (\$4,000 extra) and the surtax should have been \$50!!

This has obviously been costing the insurance company thousands and thousands of dollars over a small amount of time.

Some counties in Florida do not change a surtax and some .5% (\$25), 1% (\$50), and 1.5% (\$75) is the highest we can remember. Not over \$4,000.

We would suggest you pass the enclosed letter onto your claims personal, so they can in turn, pass it on their marine facilities, and save thousands for your clients, in the state of Florida.

<https://www.marinesurvey.org/wp-content/uploads/2020/03/Letter-from-DPR-Florida-Surtax-is-limited-to-5000-for-vessels.pdf>

Thank you!!!



## IMPORTANT MEMBER INFORMATION



### **2020 SAMS<sup>®</sup> International Meeting & Educational Conference (IMEC) Oct. 28th To Oct. 31st Montreal, Canada**

#### **Attention All SAMS<sup>®</sup> Members**

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

To access the SAMS<sup>®</sup> Group, please go to the above link. Upon logging in, an approval will be given via SAMS<sup>®</sup> 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.

#### **Need CE Credits ???**

**Newsletter Material Deadline:** Have an interesting topic? Send it in! If your article is published in SAMS<sup>®</sup> NEWS, you not only contribute news and information, you may be eligible to receive (3) CE Credits\* for your article. The cutoff date for material to be submitted for publication in the next SAMS<sup>®</sup> Newsletter is June 20, 2020. The editor must receive all articles by this deadline or they MAY NOT be published in the next issue.

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

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

#### **CE Credits:**

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



## **MEMBER'S CORNER NOVEMBER 2019 THROUGH MARCH 2020**

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

### **“YACHTS & SMALL CRAFT”**

**Jared H. Houghtalon** - Wilmington, NC  
**Eric Smith** - Gloucester, VA  
**Michael McHenry** - Hope, ME  
**John Wayne Huddleston** - Hungerford, TX  
**Diana J. Clevenger** - Ft. Lauderdale, FL  
**CJ Kusmierz** - Port Saint Lucie, FL  
**Timothy J. Howe** - Fort Lauderdale, FL  
**Aaron Wilson** - Snohomish, WA  
**James L. Knapp** - Gig Harbor, WA  
**Richard Reichelsdorfer** - Belgium, WI

### **“CARGO”**

**Harry Guiang** - Honolulu, HI

**The following people have been accepted into SAMS® as:**

### **SURVEYOR ASSOCIATES:**

**Anna Orchard** - Tortola, B.V. I.  
**Christopher Allen Klemchusky** - Middletown, DE  
**Aaron Daniel Bandstra** - Bellingham, WA  
**Dylan Abreu** - Oyster Bay, NY  
**Christopher Aslin** - Toronto, Canada  
**Mark Ralston** - Nanaimo, BC, Canada  
**Carmen J. Tartaglia** - Franklinville, NJ  
**Daniel Allen Withers** - Fort Wayne, IN  
**Timothy John Stuart Martin** - Minesing, ON, Canada  
**Frank D. Messana** - Naples, FL  
**Michael Jay Manns** - Lexington, KY  
**Stephen Donald Heinrich** - Green Cove Springs, FL  
**Marcus Amodeo** - Plantation, FL  
**Nicholas Heath Yeomans** - Pass Christian, MS

**Applicants Seeking SAMS® Membership:**

**William V. Ackley** - Yulee, FL  
**Jorge Alberto** - Miami, FL  
**Marco Amodeo** - Plantation, FL  
**Tom Averna** - Deer Harbor, WA  
**John Cardona** - Aquebogue, NY  
**Keegan James Claussen** - Courtenay, BC, Canada  
**Deatra Cole** - George Town, Bahamas  
**Matthew Coutu** - Gloucester, MA  
**Brenna Craft** - Rainier, OR  
**Jonathan Foster** - Edgewater, MD  
**Martin Gee** - Brusly, LA  
**Carl Grass** - Montclair, NJ  
**William Janakos** - Missouri City, TX  
**Brian J. Levens** - Norfolk, VA  
**Laurent Long** - Biot, France  
**Kells Chrsitian Manthei** - Carlsbad, CA  
**Robbie Nesmith** - Minnetrista, MN  
**Paul L. Pedretti** - Oakdale, NY  
**Daniel Christopher Scott Reynolds** - Westminster, London  
**Mauricio Saenz** - Houston, TX  
**Joseph Thomas** - Kingston, NY



# Society of Accredited of Marine Surveyors®

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National Fire Protection Association.....	Kenneth Weinbrecht, AMS®.....	oceanbaymarine@yahoo.com.....	631-924-4362
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**September 26, 2020**