

# SAMS<sup>®</sup> NEWSLETTER



## Summer 2022

Volume  
32,  
Issue 2

Editor:

Bill  
Trenkle,  
AMS<sup>®</sup>

Layout/Design  
Mark Shea



**EVERYONE  
BE  
SAFE!**



*Message From The Editor*  
[Page 2](#)

*Members Information*  
[Page 35](#)

*President's Message*  
[Page 3](#)

*Members Corner*  
[Page 36](#)



**Bill Trenkle, AMS®  
SAMS® Newsletter Editor**

Greetings! Thanks for choosing to open and read this newsletter. There is a lot of great information inside. Mark and the office work hard to put the newsletter out so please spend a little time and read what is inside, I guarantee you will learn something new or relearn something you have forgotten. It is also a great way to see what is happening in the other SAMS® regions by reading the regional directors reports.

Last month we held our Board of Directors meeting in St. Louis at the hotel where the upcoming IMEC will be, October 5-8. Let me tell you, Joe Lobley, AMS® has done a fantastic job in choosing this hotel as the venue. It is really, really nice and he negotiated a great room rate. This will be a good IMEC to bring your significant other, there is a lot to offer right in the area around the hotel. Did you know that you can ride up to the top of the famous Arch. I did that the day after the board meeting and it is awesome. The views out of the little view windows are amazing!



I know many of you are on Facebook and we need your help. SAMS® is trying to get a better social media presence and we need your help in following, liking and sharing posts on the SAMS® page. This will spread the page to a wider and wider audience which is a great low cost way for us to advertise. We do have a company helping generate content, but please feel free to share on the page if you see something that is surveying related that you can share on the page. It is [SAMS Marine Surveyors](#), just put it in the search box and that page will come up. If some of the posts seem corny, please excuse us but that is what happens when you have to hire someone to produce regular content. We hope that eventually the content will all be from SAMS® surveyors.

On a final note, I want to thank all of you who have contributed articles to the newsletter. Keep up the great work and everyone please keep the articles coming, we always need more information to pass on to our members, especially the newer ones.

**Signing off**

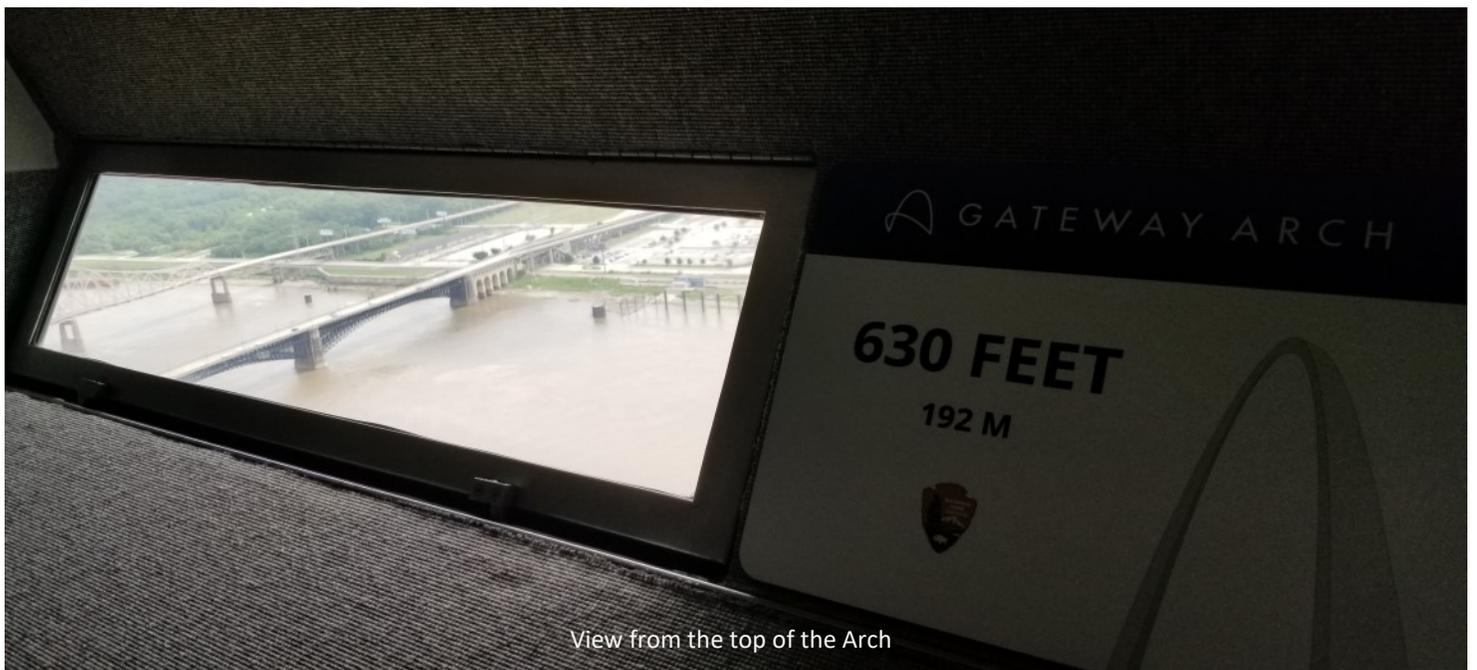


**John Lowe, AMS®  
SAMS® President**

Hello Everyone,

Hope everyone is doing well, and staying busy. The Board Of Directors meeting in St. Louis went well, and we are on track for a successful IMEC this October. We are looking forward to a well-attended meeting. St. Louis has a lot to offer in the way of eating establishments, and sightseeing opportunities, with the famous arch next to our hotel. Hope to see you all there.

We have seen a recent uptick in new boaters, many who have never owned a boat before making the plunge which is a good thing for our business. These buyers may need a little more attention than the more experienced buyer in the way of what to expect from a survey. Also, I have made an effort to educate these buyers on safety gear, its operation, and very importantly placement onboard. I have not been on board a vessel of any size during a sinking, but have interviewed quite a few that have, and the common comment is “it happened very quickly, all of a sudden she was tender, and rolling over” or “the engines stopped, and we opened the compartment and it was full of water.” This does not leave much time to access PFD’S, flares, or any safety gear that is very commonly buried below a mountain of gear down in a cabin. I had the unfortunate experience of an onboard fire on one of my charter boats while running at night when a garbage can ignited, luckily we were able to jettison it before it got out of hand and we had an extinguisher ready to go if we needed it. The point is, that new operators may not understand how quickly things go from bad to worse, and could use a little help in the way of recommending placement of safety gear, and possibly carrying gear beyond the minimum, like water lights and PLB’S, and possibly setting up a jump bag with appropriate gear for the intended usage. Also, I see a lot of boats with both life raft, and EPIRB installations which will not float free due to rigging during a submersion, we should be looking closely at these items. Reducing severity of emergency situations and maximizing survivability is paramount and we should be striving to help our clients in this regard.



View from the top of the Arch

# Attention IMEC Attendees

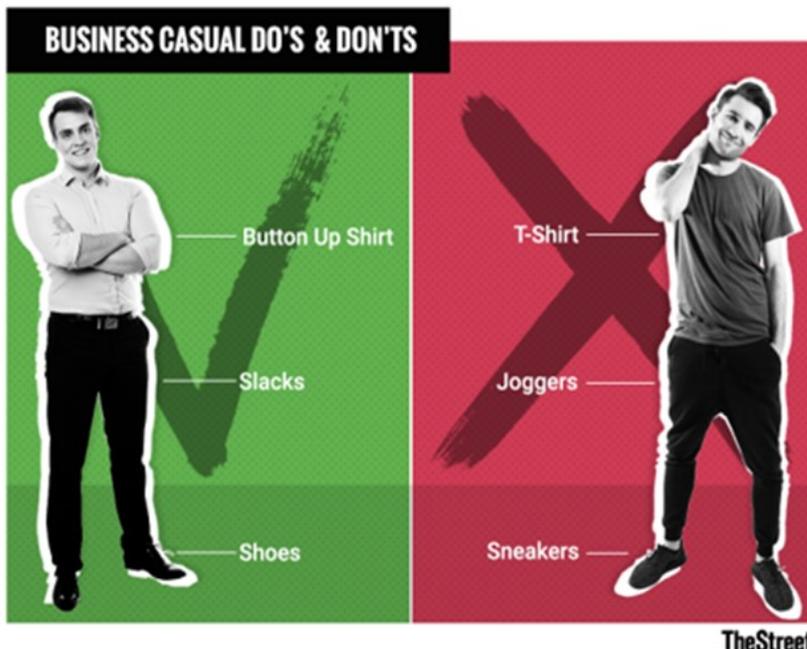
## How about Business Casual – What to Wear or Not Wear

Wasn't the Hotel DeSoto in Savannah great, perhaps the AC was set quite low, but really classy, great decoration, and wonderful food (except for breakfast?). When an IMEC is held at a 4 or 5 star hotels as is the norm, I would expect our members to realize that they are not in a boatyard or in Billy-Bob's brew shack. Stretched out faded T-shirts paired with ragged jeans might be acceptable at Billy-Bobs, but unfortunately, some of our members don't seem to know how to dress for different environments. Frank Zappa once commented that he had all the costumes necessary to deal in society, from what I saw in Savannah, some of our members surely don't. When you attend an IMEC, you are not only representing yourself, but the SAMS® organization as a whole. SAMS® has never asked you to wear a suit and tie, and probably never will, but it seems to me that a little more thought when packing for the IMEC might get us a lot more respect at the venue. I've taken the time to look up "Business Casual" and this is what it says along with examples of what IS and what is NOT Business Casual!

Below was copied from "The Street".

"Appropriate **business casual dress** typically includes slacks or khakis, **dress shirt** or blouse, open-collar or polo shirt, optional tie or seasonal sport coat, a **dress** or skirt at knee-length or below, a tailored blazer, knit shirt or sweater, and loafers or **dress shoes** that cover all or most of the foot."

*Please study the cartoons carefully and honestly decide which one best represented you in Savannah.*





**Kristoffer Diel, AMS<sup>®</sup> SAMS<sup>®</sup>  
Executive Vice President  
Ethic Chair**

**Ahoy, Fellow SAMS<sup>®</sup> Surveyors!!!**

Firstly, THANK YOU to the Office, for all of the critical support.

I hope this finds everyone healthy and working as hard as they can! (or want to!).

Welcome to the season of heat and humidity! At dawn.

On the Ethics front we are still seeing the lack of communication causing problems. There is NO EXCUSE for not communicating with your client. This also means picking up the phone if they call!

On another subject, I recommend everyone review the SAMS<sup>®</sup> Recommended Survey Report Content. Several of the surveys I have recently seen, are not even close.

The St. Louis IMEC is on the horizon (Oct 5-8). It is in the middle of the country, so please make every effort to attend. I hope to see you there!

Thank you, members of the newly organized SAMS<sup>®</sup> Safety Committee. They have been meeting every two weeks and are progressing in setting up the Committee goals and procedures.

Please Everyone, review the Confined Space Procedures. I found my old book... Edition 2017!? How could that have been 5-years ago?

Please work safely and enjoy the summer with your family and friends.





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

IMEC ST. LOUIS OCTOBER 5 - OCTOBER 8

Here's a sneak peek at the agenda for IMEC this year in St. Louis. Remember,.....if you need this IMEC for your qualification period you must be there at least two full days for the meeting to qualify. We had a lot of people during COVID that needed IMEC'S so this is your chance to recertify your credentials.

Wednesday 10/5

- 1300 - 1400 Ethics And Work Product, Is There A Difference? John Lowe, AMS<sup>®</sup>/ Kristoffer Diel - AMS<sup>®</sup>/ Stuart McLea, AMS<sup>®</sup>
- 1400 - 1445 AMS<sup>®</sup> & RD round table, Survey Reports and Recommended Survey Content  
Randell Sharpe, AMS<sup>®</sup>, VP Testing, Moderator
- 1445 - 1515 Break
- 1515 - 1615 Understanding Fire Suppression Systems, Portable / Fixed - John Malool, AMS<sup>®</sup>
- 1615 - 1715 ABYC Standards update - Brian Goodwin, ABYC
- 1800 Presidents Reception

Thursday 10/6

- 0800 - 0815 Welcome, introduction of the Board of Directors
- 0815 - 0930 Core repair / Epoxy Vessel Repair, Don Gutzmer, Technical Advisor - Gougeon Bros. West System
- 0930 - 1000 Break
- 1000 - 1130 Underwriting & Claims Reporting, Do's & Don'ts, Rob Varnell, Underwriting Manager - Markel
- 1130 - 1300 Lunch on your own
- 1300 - 1430 The Marine Surveyors Roll in Fire Investigation & Electrical Safety During  
Surveys - Jim Cote, Affiliate - Cote Marine
- 1430 - 1500 Break
- 1500 - 1615 Failure Analysis - Debbie Aliya, Affiliate - Aliya Analytical, Inc. - FASM

Cont.

1615 - 1715 New Market Products - Mercury Marine

1830 SAMS® Gala Dinner

Friday 10/7

0800 - 0815 Housekeeping

0815 - 0930 Accident Case Studies, Keeping The River System Safe - USCG / USACE -  
LCDR Stephanie Moore, Chief Prevention Dept.

0930 - 1000 Break

1000 - 1130 Recommended Cargo Survey Content & Marine Underwriting Surveys, Andrew Kinsey, AMS®

1130 - 1300 Lunch on your own

1300 - 1430 Engine Failure Analysis, Proper Procedures for Sea Trial, Reiner Van Der Herp, AMS®  
NE Regional Director - Gas Engine Chairman

1430 - 1500 Break

1500 - END Business Boot Camp: Advertising and Increasing Your Business Revenue  
Joe Lobley AMS®, Moderator. Panel Includes Seasoned Successful Surveyors

***DON'T MISS YOUR CHANCE TO RECERTIFY***





**Gary Frankovich, AMS®**  
**Secretary / Treasurer**

Greetings from hot and humid Florida. It has felt like August here for the past 6 weeks! Isn't climate change wonderful?

I'd like to tell you how nice it was in St. Louis for the last BOD meeting, but unfortunately, I spent my entire travel day sitting in an airport beginning with my 8:26am flight being cancelled, then my re-assigned flight at 2:36pm was delayed to 3:00pm, then to 3:35pm, then to 4:00pm, then to 4:15pm, and finally cancelled at 4:30pm. After spending about 30 minutes on the phone with customer service trying to re-route me, it turned out there was no way for me to get to St. Louis that day, but if I was willing to fly that evening from Jacksonville to Dallas, and then to Austin arriving at 11:45pm, I could then get a flight the next morning getting me to STL at 12:27pm, if there was no delay (there was a 2<sup>nd</sup> possibility through Atlanta and then to Philly spending the night there and then a 2-stop route to STL which was even worse). I had them cancel everything, and in the end, attended the meeting by zoom. The reason I'm recounting this saga is that I have no idea how many of you have been flying anywhere this summer, but air travel is a mess. This year is SAMS® 35<sup>th</sup> anniversary, and the St. Louis IMEC is going to be great, but if you're planning to fly, book your ticket NOW and make the reservation for the earliest possible flight possible so if there are problems you can be re-routed.

Now to business, SAMS® is still in good shape financially. We just upgraded the HQ phone system and installed a new sonic wall making our phones and computers not only more secure, but the system runs much smoother, with no problems since the upgrade. As I'm sure you're all aware, inflation is going crazy and of course it's affecting SAMS® just like everyone else. The BOD over the past decade+ has done a really good job of keeping SAMS® expenses as reasonable as possible, but the cost of doing business is constantly rising and we have NOT had a dues increase in TWELVE (12) years. At this time I don't see the need for an increase coming for 2023 (barring an unforeseen circumstance), but it would not surprise me if we HAD to raise the dues for 2024, and I don't want it to be a surprise to the membership if that is on the agenda at the 2023 IMEC, in Montreal. Please, just think about how much more the cost of running your business has gone up, and I doubt if there is a single member who has not raised their prices for twelve years.

See you all in St. Louis for SAMS® 35<sup>th</sup> Anniversary

### Need CE Credits ???

**Newsletter Material Deadline:** Have an interesting topic? Send it in! If your article is published in SAMS® 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® Newsletter is November 15, 2022. The editor must receive all articles by this deadline or they MAY NOT be published in the next issue.

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

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



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

It is hard to believe, but SAMS® first IMEC in three years will be in St. Louis Oct 5<sup>th</sup> thru the 8<sup>th</sup> at the Hyatt Regency. The room rate is \$169.00 per night. It's a large hotel with three restaurants onsite. Just out the front door are the Gateway Arch Park, and the Mississippi River to the left, and the Old Courthouse to the right. Four blocks away is Busch Stadium and the recently built Ball Park Village with sports bars, and restaurants. The hotel boasts 30 restaurants within a quarter of a mile. It's a 20 minute ride from the airport. The best options are the city taxis or your favorite share company. The airport uses "exit" numbers for leaving the airport. Exit #6 is for the ride-shares and is actually up on the departure deck to the right when you walk outside, there are signs. There is parking at the hotel (valet only) for \$30+/day but there are several parking garages next door to the hotel for much less. The Cardinals are away that week so the garages will be empty. The hotel is very large with an elevator layout that can be confusing for the first time user, since certain elevators go to certain floors. You must also use your room key to access the room floors. We have a beautiful space reserved for our Presidents reception on the 18<sup>th</sup> floor with a glass-enclosed, but open air roof top space with a spectacular view of the Arch. There are heaters outside, and a large indoor space as well. This hotel, like many others, is just getting back to normal staffing levels. I have been assured by the hotel they will be ready for us. Breakfast and lunches are on your own, with the exception of the business meeting breakfast on Saturday. Ken Weinbrecht, AMS®, VP Education, has arranged for one and a half hour lunch breaks so there will be plenty of time to find lunch either in or outside of the hotel. We will be having midmorning and midafternoon snacks and beverages on Thursday, and Friday. The President's reception on Wednesday evening and the sit down dinner is Thursday evening. Please remember that the dress code for our evening functions is business casual. Friday night is on your own. There are a number of steak houses and BBQ options nearby. The downtown area is very safe however, as with any city there are areas that need not be visited.

For future planning, IMEC 2023 will be in Montreal, October 25- 28, at the Double Tree by Hilton. The room rate is \$239.00 CAN which, as of today, equates to \$185.00 US and IMEC 2024 is in New Orleans, September 11-14, the Sheraton Hotel on Canal Street with a room rate of \$179.00.

**Look forward to seeing everyone!**





**Eddy J. Assaf, Jr., AMS<sup>®</sup>**  
**Public Relations**  
**Vice President**

Hi all!!! Hope everything is well. It's starting to thaw out here, and we're getting ready for another season, like most who work in the northern part.

Had our first live board meeting in March, it was nice to see everyone in person again, the virtual stuff works OK, but it's nothing like live. Hopefully we can all get together this year in St. Louis for the IMEC, Kenny Weinbrecht, AMS<sup>®</sup> has a great line up of speakers, Joe Lobley's, AMS<sup>®</sup> choice of hotel is perfect and really well located.

We had a problem with Google Ad Words since November of 2021, with no help from them, I might just have it up and running again soon. Although, I have noticed that since it has not been running, we are still making page 1 or 2 on keyword searches.

On the advertising side, we proceeded with the same programs as last year and adding a few more. I also have intentions of revamping our ads, some have been there for over 10 years and some from 4 years ago, so it's time to get new ones.

At the board meeting it was decided to venture into adding something to the website in the form of a members "LOG IN", where each member will be able to log in, and have access to their CE Credits. We are looking into this as I write this letter, and should have something solid to present to the board within a few weeks, and this will possibly be up, and running soon. Please keep in mind that data which HQ has in storage from many years past will most likely not be in there. This is more from the time it's installed, looking forward. If all goes well, you should receive an email from HQ asking you to create a username and password using a SSL system. This will hopefully make it so that members can do their own verifications on what is in their files including CE's and IMEC's instead of calling HQ.

We are also looking into social media programs, which is a whole new learning curve for me, so we are using professionals to set it up and get it going, but social media also must be fed information. The telephone has in many cases replaced man's best friend and is a part of business that we can't do without. Many companies and organizations have an active social media, so I figured let's see what it can do for us. Again, once this is set up, I will inform you on what, if anything, is needed by members and how to access it all.

Pretty much for now, and hopefully we'll have some responses on what's being advertised now to share.

Let's remember that the best advertising any surveyor can do is in the quality of his work, and word of mouth has always been a terrific way to get SAMS<sup>®</sup> and yourselves out to the public.

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



## **Randell Sharpe, AMS® Testing Vice President**

Here on the west coast things are slowing to a normal pace after two years of what seemed to be frantic boat buying during the Pandemic. The brokers appear to be running low on inventory with the bottom of the barrel boats left for buyers and surveyors. Lots of first-time boat owners in need of a thorough marine survey. Be thorough and careful out there.

I trust that our Surveyor Associate's are studying for their upcoming AMS® exams. I may sound like a scratched record for those that remember vinyl records. Don't put off studying until after you receive permission to upgrade to AMS®. The exam is not simple, and your thorough knowledge of industry standards and practices is critical to passing the exam for AMS®. My tally of exam results since the beginning of the year shows that 16 exams were given so far this year. 10 passed the exam. Four on the first attempt; Five on the second attempt; and One on the third attempt. Congratulations to those that passed! This reiterates the need to test as soon as you are approved to make sure you have the required 90 days between exams if you don't pass on the first attempt. I highly recommend that you study for the first test instead of winging it to see how it goes on the first attempt. Our "Up or Out" policy allows for three tries to pass the exam and then you are out of SAMS®, if you do not pass on the third try. You would then need to wait a year to reapply to SAMS®, as a new AMS® candidate to have another chance to become a SAMS® AMS®. You have worked hard to become a SAMS® member and qualify to sit for the AMS® exam. Don't waste one of the opportunities to pass the exam by assuming you will pass without studying, or taking the first exam just to see what it is like. I highly recommend taking the ABYC standards class and the ABYC electrical class as a good way to study for the exam. Much of the general knowledge portion of the exam is standards based. Electrical and corrosion questions remain the biggest area where questions are missed. Other standards related questions are for safety systems and equipment that we should be looking at closely during every survey. The first open book section of 25 questions should be good for 25 points, for everyone. The answers are right in the book, word for word. Once approved for upgrade to AMS®, you have a year to sit for and pass the exam. **Don't wait until the last month to take the exam.**

***If you plan on testing at the upcoming IMEC get your application to upgrade in now!***

When taking the exam, practice good testing habits. Cross out answers that you know are wrong. Don't leave any questions blank. Underline the word NOT in the question, which is also highlighted in the question on the test. Underline the points asked in the essay questions to make sure you address each point. Answer the essays with bullets that answer the question not a dissertation on how you feel that day about the standards and why they are important. If a question does not make sense to you, write me a note on what you think the answer is and why. Don't change one of the answers from wrong to right, and then pick the changed answer. Please let me know if you have any questions or concerns that you want to bring to the board's attention.



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

I hope everyone is enjoying a busy season. In my area of Northern Michigan the demand for boats is still at an all-time high, which also means that the phone is ringing non-stop for inquiries about pre-purchase condition, and value surveys. I have also heard that some areas of the country are reporting a drop in demand due to the economy shift. A close friend told me that boat buyers are looking at the long term and if he is right, it means we will continue to be busy.

The one thing that the change in economy brings is that more and more, non-SAMS® members may try to pass themselves off as a SAMS® member. If you encounter a situation where a surveyor who is not a member of SAMS® is advertising him or herself as a member please bring it to our attention. Try to capture as much documentation as possible, a business card or a copy of a survey report and send it to the International Office. They will be able to take the appropriate action to assure that only members of SAMS® are advertising as SAMS® members. When I encounter an instance when a surveyor is falsely advertising as a member of SAMS®, one of the first things that jumps out from reviewing the survey report is the following;

The survey report does not detail each system with pertinent information regarding the condition, if in compliance with regulations and if observed functioning.

Categorize findings and organizing them by importance.

Include the method utilized to analyze comparable value data to arrive at the fair market value.

Of course, as SAMS® surveyors we all know that these are critical elements of the Recommended Survey Report Content or RSRC.

Now would be a great time to take a step back, and review your survey report content and assure that it meets the SAMS® RSRC. As a surveyor that focuses on Insurance Damage Claims, I always ask for a copy of the most recent survey report for a vessel involved in a damage claim. I would like to think that every survey report issued by a SAMS® surveyor includes the information required by the RSRC. If for some reason you are not sure that your survey reports meet the requirements of the RSRC, I would invite you to reach out to me, I would be happy to assist you in reviewing your survey report practices.

Another area that separates SAMS® members from non-SAMS® members comes in the area of ethics. SAMS® members are required to operate at the highest level of ethics possible. It should go without saying that it's a slippery slope from the appearance of an ethics issue to actually crossing over into a non-ethical situation. It may be anecdotal information but it also may be true, if something looks like it may present an ethical issue, there's a good chance it does, and would require closer scrutiny before proceeding. If ever there is a doubt, please reach out to me, or any of the SAMS® Board of Directors for advice.

Finally, most members do not realize that this year's IMEC in St. Louis is actually in my home region of the Great Lakes. And boy am I excited for us to showcase what a great location St. Louis is for the IMEC. It's a great city with plenty of historical significance, but at the same time, offers plenty of fun and exciting activities, most of which are walking distance from the hotel. After several cancelled IMEC's due to the COVID pandemic I am really looking forward to meeting with each and every one of you in St. Louis.



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

I would like to introduce myself as the new Great Lakes Regional Director. I grew up around boats and have had a successful career in the marine industry as a yacht captain of both powerboats and sailboats for more than 25 years with worldwide itineraries. I've also been very active in the two yacht clubs that I have belonged to, serving on the board of directors of both.

I was the executive director of the nonprofit sailing organization Sail Sheboygan for several years, during which I served as the equipment manager for the Women's Match Racing event at the 2012 Olympic Games, in London. I also worked closely with the Blind Match Racing program in which competitors race without sighted crew. About 5 years ago, I switched gears and entered the Yacht and Small Craft surveying world, and am enjoying working for myself.

Although I have only been the Great Lakes Regional Director for a short time, I have been reviewing new applications, annual reviews, and upgrade applications. I will be reaching out to other surveyors who would like to help in reviewing survey reports. I'd like to get 5 to 10 surveyors who would be willing to review a couple surveys a year. This not only would help lighten the workload of the Regional Director, but also help the individuals by having different perspectives on good report writing.

The International Meeting and Educational Conference (IMEC) is scheduled for October 5-8, 2022, in St. Louis, which is in the Great Lakes region. It would be great to have a good showing of members from our region to attend and support the conference. This is a great opportunity to network with other surveyors as well as learn a few new things that you may not know.

If anyone has any questions or concerns, please do not hesitate to contact me.





**Charles W. Solarek, AMS®  
Pacific Regional Director**

Summer has finally arrived here in the great Pacific Northwest, or so we would like to think. With the better weather, folks are interested in recreational boating once again. I sincerely hope all are as busy as they wish to be. Being busy can be a great thing, however it can also be distracting. A long time ago, when I became a work center supervisor in the Navy, I used a daily work list to manage what maintenance we needed to accomplish. Priorities and personnel were assigned. After the noon meal we would meet again to discuss how things were going. When in port, I would assign those sailors staying onboard overnight, some “night work” and they would call me at home with a status report. Why am I writing about this? Because I firmly believe in our busy world, we all need to have some mechanism to keep track of those projects we are currently working on. I still use a steno pad notebook to generate my “work list” for the day. If not prepared the night before, it is the first thing I do while having the morning cup of coffee. Will I complete everything? Usually not. But it serves as a quick reminder of what I hope to accomplish that day, as well as, those long-term projects, work and personal.

Now, let’s take this one step further. Do you have a briefing that you give to your customers at the start of the survey process? We all probably sound like a broken record to ourselves and some of the brokers we work with on a regular basis, but if you are not giving an indoctrination to your clients, you are doing them a disservice. Use that time to hear any concerns they may have about the process, or the boat. Let them know what you will do AND what you will not do. I have a one-page checklist, yes, a checklist, for my briefing. Just subject to cover, I know what I am going to say. The checklist just reminds me to say it.

Speaking of checklists, do you use a checklist when conducting a survey? How many of us have left a survey only to realize, as we review our photos, that we forgot to check the GFCI outlets? Or to take a photo of the Hull Identification Number (HIN)? And the key to having a checklist is to make sure it is user friendly. If your checklist is so long and detailed and takes more than 3-5 minutes to complete, it is too long. The tendency will be to not use it. Trust me, it will save you a lot of heartache.

Naturally, you should also be de-briefing your customers once you have finished the survey. Cover the high points. Be sure that you have met their expectations with the inspection. Explain what happens next. When can they expect your formal report? Inform them what is your relationship with them AFTER they receive the report. I always tell them I am not “Mr. Wonderful” and they are not dead to me. I consider it the start of a long term relationship.

Finally, I look forward to seeing many of you in St. Louis this fall. If you are undecided, give it some serious thought, you will not be disappointed.

Stay safe! Stay sane!



## Christopher Day, AMS® Florida Regional Director

Hello from Sebastian Florida !!! I hope everyone is settling in with the boating season as school is out, summer vacations have begun and there are still plenty of boats out on the water.

I wanted to start off this newsletter with a huge ‘thank you’ to all that participated in the Florida Regional Meeting, that was held on April 23<sup>rd</sup>. I think it was a huge success as we almost hit our limit of 100 participants with close to 80+ attendees. A big thanks to Jerry Schmitt, AMS® who sponsored us at the Pelican Yacht Club. Also, a big thanks to those who presented: Jarl Strommer with Triton Subs (DC Batteries), Kyle Barley with Tactical Marine Key Largo (Outboard engine presentation), Angel Zeno, AMS® and Gary Frankovich, AMS®. Also, a thank you to Michael Grant, AMS® (954-540-1169) with Sedgwick who was looking to add surveyors to his team for inspections. Besides the education and networking there were a few winners in the group: Kerry Nikula, AMS® (Force5 SS Tumbler); Jamil Vanterpool, SA and Misty Berry (Frogg Togg Rain Suits); Diane Douglass, AMS® and Tom Meierhoff, SA (Coolers); Jerry Schmitt, AMS® and Dewey Ives, AMS® (LED Flashlights); Paul Morgan, AMS® and Chris Casey, SA (Mold-able ear plugs); Eddie Bauer, SA and Ryan Kruger, SA (Self Inflating PFD’s); Mario Posse, SA (\$100 gift card). There was a lot of good feedback and suggestions for the next meeting and I am investigating other meeting locations, and looking at another date after the SAMS® IMEC in St. Louis. Again, thanks for a successful meeting.

IBEX is coming to Tampa in September (September 27-29). I will be putting the table together and looking for volunteers to help out at the table during the show. My goal is to show some of the advancement in survey techniques and some of the newer tools that are used to provide a quality inspection. Remember, we are there to promote SAMS® and I would welcome any other suggestions on how we can present this at the show. Please contact me if interested by Sept 1st.

One of my goals as a Regional Director is to help bring a bit more professionalism to our industry. Let’s face it, surveyors tend to get a bad wrap. Almost as bad as a broker who misrepresents a boat, and the buyer walks off the survey as you are only 1 hour into the inspection (*I am sure it has happened to all of us at some point in our careers*). It only takes 1 bad report, 1 ethics complaint, 1 customer complaint, or 1 “project” boat with multiple “A” and “B” findings that can put “US”, as surveyors, in a bad light. Typically, the project boat that was misrepresented that you did a quality inspection on is not the issue, BUT you may never get a survey referral from THAT broker again, BUT that may not be a bad thing. My bigger concern is the other items listed. I believe that education, mentoring, and good customer communication is the key to raising the professionalism within our group.

**Education:** There are plenty of educational opportunities out there to take advantage of. The first and easiest is to attend Regional Meetings and SAMS® IMEC. Outside of that look at ABYC Classes, SAMS® Text Seminars, and other industry classes that may be available to you. Be sure to get them well documented to gain the required CE’s to maintain your SAMS® Membership. **Mentorship:** Let’s face it, we have an aging membership and a lot of those in the marine survey industry are doing this as a second job, a second career, or looking to gain a bit of extra money after they have retired from a prior career. Some members are looking to retire (*AGAIN*) and may be looking for apprentices that can take over for them. **Customer Communication:** As with anything else, communication is key to creating a quality customer relationship. Answer those phone calls and return messages in a timely manner. If you are not comfortable taking a job or feel that it is a conflict of interest, DON’T TAKE THE JOB.

It might be a bigger headache in the long run. IF you have surveyed the boat before, DISCLOSE it. Be up front, but do it in a way that you don't ruin your confidentiality with the client before. If you are going to be delivering a report later than promised, let the client know. There is nothing worse than falling short on your report timeline and having a client or broker upset because of it. AND speaking of reports, let's make sure that we are following the SAMS<sup>®</sup> Recommended Survey Content Guide to make sure that our survey reports are up to par.

The summer season is in full swing and it is HOT out there. Remember to drink plenty of fluids. *Yes, I know that beer is a fluid, but let's save it for after the inspection.* We all know that the 8 cups of water during a normal day is a rule of thumb that has been touted to US for quite some time. BUT let's face it, we are doing things that are far from normal: hot engine rooms, out in hot and humid weather for most of the day, and crawling through bilge compartments that can add stress to our bodies. So in these cases, your fluid intake should at least double. Sports drinks do help replenish electrolytes, BUT should not be a sole source of fluid as the body does need water too. Sodas, caffeinated drinks, and alcohol can dehydrate you further. Dehydration is probably the easiest thing to prevent, but seems to be the easiest thing to overlook. So, take that brief break between inspecting systems and drink some water.

That's all I have for this edition . . . Stay safe out there and may the surveys keep rolling in !!!

---

## The Following Members Have



Jared H. Houghtalen  
Mid - Atlantic Regional Director



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



Reinier Van Der Herp, AMS<sup>®</sup>  
Northeast Regional Director

John W. Huddleston, AMS<sup>®</sup>  
Gulf Regional Director

## Will Return For The Next Issue

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



TOWING VESSEL INFORMATION BUREAU (TVIB)  
TOP 10 SUB M VESSEL SURVEY FINDINGS

The below are TVIB's Top 10 Sub M vessel survey findings for the period 22 Nov 2021 – 17 May 2022:

1. Electrical systems, general (46 CFR 143.400). Open/exposed wires; missing blanks, marking of current/voltage ratings and/or circuit served incorrect/missing; connections not installed correctly to prevent coming loose; not protected from wet/corrosive environments, connections through watertight bulkhead not installed correctly to maintain watertight integrity.
2. Shipboard lighting (46 CFR 143.410). Sufficient shipboard lighting not provided within crew living and working areas (lighting inoperable, missing globes, portable battery lights missing, phosphorescent strips worn, etc.).
3. Readiness and testing (46 CFR 143.245). Essential systems and other equipment not tested/examined IAW manufacturer's instructions and/or at frequency required (PRVs, Gen. Alarm, Alarm setpoints, Pilothouse alerter, etc.).
4. First aid equipment (46 CFR 140.435). No first aid kit onboard or items in kit expired.
5. Guards in dangerous places (46 CFR 144.820). Various guards missing from hazards such as gears and rotating machinery.
6. Lifebuoys (46 CFR 141.360). Water light inoperable and/or lanyard not attached; vessel name deteriorated/missing; lifebuoy deteriorated or missing.
7. Marking (46 CFR 144.160). Watertight doors, watertight hatches, emergency exits not appropriately marked.
8. Hatches and other openings (46 CFR 140.610). WTH/WTD dogs, seals, operation, and wastage.
9. Alarms and monitoring (46 CFR 143.230). Missing or inoperable gauges at machinery location (Lube oil pressure, RPM gauge. Cooling water temperature; Steering fluid pressure).
10. Fire detection system requirements (46 CFR 142.330(b)). Smoke detectors inoperable, missing batteries, not installed.

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.



**International Association  
of Marine Investigators**  
Committed to Training Investigators Worldwide

[www.iamimarine.org](http://www.iamimarine.org)  
a 501(c)(3) nonprofit

## IAMI Membership Letter

The International Association of Marine Investigators (IAMI) offers a variety of memberships to individuals interested in the objectives of the association.

The types of memberships are:

The **Law Enforcement Membership** is open to those representatives of municipal, county, state, federal, national, or international law enforcement agencies who are full-time salaried employees with peace officer authority and/or who are engaged in intelligence gathering. United States Coast Guard officials, Special Agents of the National Insurance Crime Bureau (NCIB), or other similar agencies worldwide, and administrative officials of vessel registering and titling authorities are also eligible.

A **Non-Law Enforcement Membership** is open to those individuals not covered by Law Enforcement Membership, such as Marine Surveyors/Inspectors, Private Marine Investigators, Insurance Investigators and Adjusters, and Marine Industry Representatives. It also includes part-time, reserve, auxiliary, or retired law enforcement officers.

All new applicants shall be sponsored by an IAMI member in good standing and approved by the membership committee. Members can participate in the Certified Marine Investigator and/or Certified Marine Fire Investigator Programs and can obtain the designation of one or both of those programs.

For more information about the organization or to receive an application please contact IAMI Headquarters at E-mail: [iami@iamimarine.com](mailto:iami@iamimarine.com), Phone: 573-691-9569 and/or on our Web-Site at [www.iamimarine.org /IAMI Members – Forms/Applications](http://www.iamimarine.org/IAMI%20Members%20-%20Forms/Applications).

IAMI is a 501(c)3 Non-Profit Organization.

International Association of Marine Investigators  
9425 Smitty Trail  
Russellville, MO 65074  
Ph: 573.691.9569 ~ Email: [iami@iamimarine.org](mailto:iami@iamimarine.org)

Cont.

**2023  
ANNUAL TRAINING  
SEMINAR  
SAVE THE DATE**



**IAMI's 33<sup>rd</sup> Annual Training Seminar  
Las Vegas, Nevada  
February 26 ~ March 1, 2023  
Hosted by: Nevada Fish & Wildlife Conservation**

**Registration  
is open**

**Seminar Costs:**

Registration includes: Presidents Reception & Awards Banquet:  
\$400.00 thru 02/02/2023 and \$450.00 thereafter. **(NO REFUNDS AFTER EARLY CUTOFF  
DATE OF 02/02/2023)**

**Guest Cost:**

Guest Registration includes: Presidents Reception, Awards Banquet, & Hospitality Events - \$100.00

**Registration is now open**

**Hotel Accommodations**

*Southpoint Hotel  
9777 Las Vegas Blvd. S.  
Las Vegas, NV 89183*

*IAMI group rate guaranteed thru  
02/02/2023.*

**Room Rates: \$80.00 weekday and  
\$140.00 Fri/Sat (plus tax/resort  
fee) per night (free parking)**



**Phone Reservations: 1-702-797-8901**

**Online Booking: <https://be.synxis.com/?hotel=11548&arrive=2023-02-26&group=INT0223>**

**Register on-line at IAMI's Website: [www.iamimarine.org](http://www.iamimarine.org)**



## **It's hot on that boat and these conditions can be dangerous for the surveyor. How to protect yourself from heat stress and heat illness.**

### **Why is it important to prevent heat illness?**

Heat illness can be a matter of life and death. Workers die from heat stroke every summer and every death is preventable.

When heat stroke doesn't kill immediately, it can shut down major body organs causing acute heart, liver, kidney and muscle damage, nervous system problems, and blood disorders.

Workers suffering from heat exhaustion are at greater risk for accidents since they are less alert and can be confused.

### **What to look for:**

Signs of heat exhaustion:

Weakness and wet skin  
Headache, dizziness or fainting  
Nausea or vomiting

Signs of heat stroke:

Confusion or fainting  
May stop sweating. Dry, hot skin  
Convulsions or seizures

**Get help if you or a co-worker has signs of a heat stroke. HEAT STROKE IS A MEDICAL EMERGENCY. IT CAN BE DEADLY.** If you or a co-worker shows signs of heat stroke, **call 911.**

**Protect yourself.** As surveyors we frequently work alone, and medical assistance from a co-worker or bystander will not be available. Prevention of heat illness is critical.

Dress for hot conditions. Wear clothes that are light colored, loose fitting and lightweight.

Drink water every 15 minutes when you are working in hot conditions. Do not wait until you are thirsty to drink water. Do not drink alcohol and avoid caffeine.

Take rest breaks in areas that are cooler than the worksite—for example, shade or air-conditioned rooms.

Work in the cooler part of the day. When you can control the inspection sequence and timing, such as a pre-purchase survey, consider starting early in the morning and completing your inspection of the engine room and other confined spaces first. If you must go into a hot engine space (for example to collect oil samples) limit your time in that space. Make sure somebody knows that you are on the vessel and that you check-out with them when you are finished and have left the vessel.

Cold water should be part of your tool kit. Recommendations from the National Institute for Occupational Safety and Health (NIOSH) state that workers that have been in the heat for up to 2 hours and involved in moderate work activities should drink a cup of water (about 8 oz.) every 15 to 20 minutes. During prolonged sweating lasting more than 2 hours, workers should drink sports drinks that contain balanced electrolytes to replace those lost during sweating. I bring a stainless-steel insulated growler filled with ice water with electrolyte tablets added, and additional cold-water bottles in a cooler.

## Helpful resources:

Heat Safety Tool for your smart phone. The OSHA NIOSH Heat Safety Tool is a free app. for your smart phone. It's intuitive and runs without pop-up adds. The app will use your GPS position to automatically enter the temperature and humidity to calculate the heat index. The heat index, also known as the apparent temperature, is what the temperature feels like to the human body when relative humidity is combined with the air temperature. If your jobsite environment is hotter than the outside temperature the user can enter that temperature and the app will update the heat index to reflect your work environment. The app presents a heat illness risk level and provides recommended precautions for that heat index.

The heat index takes into consideration temperature and humidity and is calculated for shady areas. If you are working in direct sunlight the Wet Bulb Globe Temperature provides the most accurate information to heat hazards. The Wet Bulb Globe Temperature (WBGT) is a measure of the heat stress in direct sunlight, which takes into account temperature, humidity, wind speed, sun angle and cloud cover (solar radiation).

Web-based heat illness prevention courses; I completed the web-based course from HazMat Student which was \$19.95 and took approximately one hour to complete and offered a course-completion certificate. Additional courses from other providers were available.

Occupational Safety and Health Administration (OSHA): Standards regarding prevention of heat stress and heat illness are covered under the **General Duty Clause**, Section 5(a)(1) of the Occupational Safety and Health Act of 1970, which states that employers are required to provide their employees with a place of employment that "is free from recognized hazards that are causing or likely to cause death or serious harm to employees."

National Institute for Occupational Safety and Health (NIOSH): The National Institute for Occupational Safety and Health has published criteria for a recommended standard for occupational heat stress. The NIOSH document includes recommendations for employers about how to prevent heat-related illnesses. **Criteria for a Recommended Standard – Occupational Exposure to Heat and Hot Environments**. U.S. Department of Health and Human Services (DHHS), National Institute for Occupational Safety and Health (NIOSH) Publication No. 2016-106, (February 2016). For more information regarding heat stress safety and other safety topics relevant to the marine surveyor please contact Angel Zeno, AMS<sup>®</sup> or John Malool, AMS<sup>®</sup>, co-chairs of the SAMS<sup>®</sup> Health and Safety Committee, which is committed to providing the best possible training, solutions and advice to all SAMS<sup>®</sup> members, so the Marine Surveyor is assured the safest working conditions.

# Surveying Toys

By  
Christian Mancebo, Surveyor Associate



Every day we face new challenges in our surveying careers. However, these challenges are demanding more and more knowledge, studies and infrastructure capacity on our side. I'm talking about Super yacht water toys. When we talk about Super Yachts, we have to take in mind all the water toys and recreational equipment they carry on board. Some years ago, the only toy a yacht was carrying was a tender. With the generation of totally redesigned yachts, with open deck spaces, and swim platforms, the whole area of toys across a whole spectrum has opened up. The use of jet skis and wave runners are well established.

The world of inflatables has grown considerably in recent years, from banana's, do-nuts as well as other smaller types of inflatables, not only for children, but enjoyed by adults. We now have inflatable swimming pools attached to the swim platforms for safety, we have inflatable docking piers for tenders and jet skis. Now we have the giant water slide, they look like aircraft emergency escape slides, a very common type of toy for today's yachts.

From a simple paddle board to a helicopter, the number of toys are countless. For instance, jets skis, wave runners, Riva tenders with inboard engines, mini submarines, sailboats, scuba diving gear, electric foils, jet surfs, sea bobs, bicycles and motorcycles, etc. Almost anything that could be considered in a sporting arena can be customized for use on a super yacht.

However with the fun, and the toys, comes the regulations, in all aspects, not just for the equipment but also for the crew who is handling and in charge of it, and also for the passengers who are going to be using it. For instance, in case of yachts with Heli-decks, special consideration has to be given to the additional safety and fire-fighting equipment required on a yacht to be in a position to gain Class Society approval when operating helicopters. Crew members are required to be trained in fire-fighting skills for emergency action, especially during landing and take-off situations.



In relation to the tenders, they come in all shapes and sizes, they are, of whatever size, used as safety boats when guests or crew are involved in water sports, including diving off the yacht and for safety emergency use if they should be required. Some of the tenders are classed as a high-speed craft, and therefore the crew operating this craft need to be certified in their operation.

Some of the larger super yachts will have several tenders, all for differing purposes.



By no means the surveyor will be an expert in this type of equipment, but at least when the surveyor is going to attend the inspection of a super yacht, he must have certain knowledge of the toys and their regulations on board the vessel. Some examples of the new trend on super yacht toys just to mention a few, are:

**PAL V liberty Pioneer edition flying car** - This is literally a flying car, limited to only about 90 vehicles for delivery in Europe and North America, the price ranks the \$600,000 USD.

**U Boat Worx submarine** - The Nemo is touted as being the world's only production line submarine. It can seat up to two passengers and is actually the lightest manned submersible ever built with a weight of just 5,511.5 lbs. Its price is around \$1,000,000 USD

**Iguana X-100 beach Tender** - Iguana's X100 can ride on beaches and rugged terrain just as easily as on water. Her lightweight structure makes her no heavier than a regular boat of the same size. This allows the vessel to reach speeds of up to 48 knots. Its price is around \$270,000 USD

**Radin Jet boards** - This innovative self-powered board start from \$12,000 USD

**Wave runners** - These are one of the most popular yacht toys that have maintained their popularity over many years. They are in effect, water borne motorcycles, with similar engine power and output. Over the years, they have increased in power and therefore speed, and are probably the most dangerous of a yachts inventory of toys.

The bigger the toys the greater the logistics and equipment to deploy them, such as garages, winches, cranes, trained crew and so on. This type of equipment also demands a depth inspection from the surveyor.

Prior to accepting any survey of this kind, the surveyor should request a list of all toys aboard the vessel, and evaluate if he feels capable of performing such a survey.



---

MTN 01-10, CH-1  
16703/Plastic Pipe  
May 9, 2022

Subj: MARINE SAFETY CENTER REVIEW OF SYSTEMS CONTAINING PLASTIC PIPE

- Ref:
- (a) Title 46 CFR Subchapter F – Marine Engineering
  - (b) Title 46 CFR Subchapter K – Small Passenger Vessels (More than 150 Passengers)
  - (c) IMO Resolution A.753(18) – Guidelines for the Application of Plastic Pipes on Ships
  - (d) MSC.399(95) – Amendments to the Guidelines for the Application of Plastic Pipes on Ships (Resolution A.753(18)), as amended by Resolution MSC.313(88)
  - (e) PFM 1-98 – Policy File Memorandum on the Fire Performance Requirements for Plastic Pipe per IMO A.753(18)
  - (f) IMO resolution MSC.307(88) – Adoption of the International Code for Application of Fire Test Procedures, 2010 (2010 FTP Code)
  - (g) ASTM E84 – Standard Test Method for Surface Burning Characteristics of Building Materials
  - (h) UL 723 – Test for Surface Burning Characteristics of Building Materials

1. Purpose: This Marine Technical Note (MTN) provides guidance for industry design and Marine Safety Center (MSC) review of rigid nonmetallic (plastic) piping intended for installation on vessels subject to reference (a) or (b). Plastic piping may be required to undergo various fire testing procedures contained in references (c) through (h) depending on the piping system and installation location; however, these requirements are not concisely discussed in any one document. As such, the guidelines contained herein consolidate and clarify existing regulatory requirements for plastic piping installations and identify acceptability criteria. Change 1 of this MTN reflects the creation of a Coast Guard Type Approval for plastic piping in reference (a) and other administrative updates.

2. Applicability: This MTN applies to plans containing rigid nonmetallic piping intended for installation on vessels subject to reference (a) or (b). These guidelines are directed toward plastic piping such as polyvinyl chloride (PVC) and chlorinated polyvinyl chloride (CPVC), but also apply to reinforced thermosetting resin pipe (RTRP) such as glass fiber-reinforced plastic (GRP) or fiber-reinforced plastic (FRP) pipe.

3. Discussion:

- a. Weight savings, corrosion resistance, space constraints, and material costs are all factors which cause designers to select plastic in lieu of metallic piping in shipboard machinery systems. However, plastic piping is more susceptible to heat and flame damage. Furthermore, reaction to heat and flame varies greatly depending on the exact chemical composition of the plastic pipe. Accordingly, plastic pipe is subject to limited shipboard

Cont.

Subj: MARINE SAFETY CENTER REVIEW OF SYSTEMS CONTAINING PLASTIC PIPE

use, with stringent fire protection standards to provide a level of safety equivalent to that of metallic piping materials.

- b. This guidance augments 46 CFR 56.60-25 by clarifying the regulatory intent and prescriptive requirements governing the use of plastic pipe on USCG certificated vessels. These guidelines do not preclude the OCMI from applying additional requirements or restrictions which may be deemed appropriate and necessary.
- c. In addition to meeting the prescriptive requirements discussed in sections 2.1.1 through 2.1.11 of reference (c), the materials used in plastic pipe shall also comply with ASTM specifications or an appropriate alternative industry accepted standard.

4. **Definitions:** The following definitions are provided to clarify terms that are not consistently defined between the federal regulations and IMO resolutions:

- a. **Plastic(s):** Both thermoplastic and thermosetting plastic materials, with or without reinforcement, such as PVC, CPVC and glass fiber-reinforced plastic (GRP) or fiber-reinforced plastic (FRP).
- b. **Piping:** Includes the pipe, fittings, system joints, method of joining and any internal or external liners, coverings and coatings required to comply with the performance criteria. For example, if the basic material needs a fire-protective coating to comply with the fire endurance requirements, then the piping should be manufactured and tested with both the basic material and the coating attached.
- c. **Void Space:** A void space is a space completely encapsulated by "A" class divisions and not intended for carriage of liquids, cargos or other materials/equipment.
- d. **Duct:** A duct means a pipe trunk and should not be confused with ventilation ducts.
- e. **Vital System:** Those systems vital to the survivability and safety of the vessel, including: fuel and lube oil, firemain, fixed firefighting, cargo, bilge, ballast, steering, propulsion and its necessary auxiliaries and controls, generator auxiliaries, and other systems deemed by the Coast Guard crucial to the survival or protection of the vessel.

5. **Action:** Plastic pipe installations submitted to the MSC will be reviewed to the guidelines contained in enclosure (1) of this MTN.

6. **Disclaimer:** While the guidance contained in this document may assist the industry, the public, the Coast Guard, and other Federal and State agencies in applying statutory and regulatory requirements, this guidance is not a substitute for the applicable legal requirements, nor is it in

MTN 01-10, CH-1  
16703/Plastic Pipe  
May 9, 2022

Subj: MARINE SAFETY CENTER REVIEW OF SYSTEMS CONTAINING PLASTIC PIPE

itself a regulation. It is not intended to, nor does it impose legally binding requirements on any party, including the Coast Guard, other Federal agencies, the States, or the regulated community.



R. C. COMPHER

Encl: (1) MSC Review of Systems Containing Plastic Pipe

Copy: Commandant (CG-ENG)  
Commandant (CG-CVC)  
Commandant (CG-5P-TI)

## Enclosure (1) to MTN 01-10, CH-1: MSC Review of Systems Containing Plastic Pipe

### 1. Submission of Plans to MSC:

- a. Plastic pipe installations must be in accordance with references (c) and (d), as incorporated by 46 CFR 56.60-25. Where approval is required, plastic pipe and associated fittings shall be approved to approval series 164.141; the type approval will specify flame spread testing results, fire endurance testing results, and acceptability for use in accommodation, service or control spaces. Plan review submittals should include the manufacturer's approval number and certificate, and should readily demonstrate compliance with the manufacturer's installation manual.
- b. MSC will review all requests for the use of plastic piping that does not meet the fire endurance testing as indicated in Appendix 4 of reference (c), subject to the restrictions in 46 CFR 56.60-25(a)(3). Manufacturer data sheets must be submitted with the plans to verify the standards to which the pipe is fabricated.
- c. Piping plans must include all details indicating compliance with the installation and design requirements of Subchapter F and clearly indicate the locations through which piping runs will be installed.

### 2. Plastic Pipe Fire Testing Applicability:

- a. Piping is subject to fire endurance, flame spread, smoke generation, and toxicity based upon its service and/or location, per reference (c), section 2.2, as follows:
  - i. Fire Endurance: Fire endurance requirements are defined for each service and location as shown in the matrix within Appendix 4. There are three levels of fire endurance testing, based upon the risk associated with pipe failure. A notation of '0' in the matrix signifies no test is required, while 'NA' indicates plastic piping is not authorized for that application, regardless of fire endurance rating. Plastic pipe used outboard of the required metallic shell valve in any piping system penetrating the vessel's shell must provide at least an equivalent fire endurance rating as the metallic shell valve.
  - ii. Flame Spread: All piping, except piping fitted on open decks, within cofferdams, void spaces, or ducts, must exhibit low flame spread characteristics.
  - iii. Smoke Generation and Toxicity: Piping within accommodation, service, and control spaces must be tested and approved for these locations and listed on the type approval certificate. Alternatively, plastic pipe that has not been approved for use in accommodation, service and control spaces is permitted provided the criteria of 46 CFR 56.60-25(a)(2) are met.

### 4. System Design & Piping Installation:

- a. System Design: A minimum 4 to 1 safety factor, not to exceed the manufacturer's rating, must be applied to the internal design pressure as defined by 104.1.2 of ASME B31.1 and required by 46 CFR 56.07-10(a). Piping subject to external pressure (such

## Enclosure (1) to MTN 01-10, CH-1: MSC Review of Systems Containing Plastic Pipe

as deep tank installations) must be designed for an external pressure not less than the sum of the maximum potential head of liquid outside the pipe, plus full vacuum (14.5 psi). The nominal external pressure for a pipe should be determined by dividing the collapse test pressure by a safety factor of 3, as described in Section 2.1.3 of reference (c).

- b. **Joining/Welding:** Plastic pipe joining techniques must follow the manufacturer's installation guidelines. Procedure specifications should detail materials, tools, environmental requirements, joint preparation, fit-up/alignment, tolerances, cure time and temperature, tests, exams, acceptance criteria, and required binder certifications.
  - c. **Bulkhead and Shell Penetrations:** Bulkhead and shell penetrations must comply with the applicable CFR requirements and reference (c). As stated in 46 CFR 56.60-25(a)(6), piping outboard of the metallic sea valve required by 46 CFR 56.50-95(f) must have the same fire endurance as the metallic valve. Penetrations of watertight bulkheads and decks must maintain the fire and watertight integrity of the bulkhead and comply with the applicable remote operating capabilities, per reference (c), sections 4.6 and 4.7.
  - d. **Potable water:** Piping used for potable water must be certificated by an ANSI-accredited third-party laboratory.
  - e. **Testing requirements:** Systems identified by 46 CFR 56.97-40 that contain plastic piping must be tested to 1.5 times the maximum allowable working pressure.
5. **Exceptions:**
- a. **Subchapter L (Domestic Routes):** Class II vital piping systems installed on vessels certificated under Subchapter L should meet the guidelines of this MTN or demonstrate an equivalent level of safety to be acceptable. Installations in Class II non-vital systems need not comply with this MTN with regard to pressure design and materials; however, documentation indicating compliance with 46 CFR 128.220(c) and (d) and 128.230 must be submitted to MSC with the plans. Subchapter L vessels less than 6,000 GT ITC (500 GRT) need not request plan approval or submit documentation per 46 CFR 128.110.
  - b. **Subchapter K:** Title 46 CFR 116.405(f) permits non-vital, nonmetallic piping of any length to be installed within a concealed space in a control space, accommodation space, or service space. In lieu of meeting the requirements of references (c) and (d), materials exhibiting a flame spread rating of not more than 20 and a smoke developed rating of not more than 10, are deemed acceptable when tested in accordance with reference (g) or (h) by an independent laboratory.

February 15, 2022

NEWS from BoatUS  
Boat Owners Association of The United States  
5323 Port Royal Rd, Springfield, VA 22151  
BoatUS News Room at

FOR IMMEDIATE RELEASE

Press Contact: D. Scott Croft, Vice President Public Affairs, 703-461-2864, [SCroft@BoatUS.com](mailto:SCroft@BoatUS.com)

## BoatUS: New U.S. Coast Guard Fire Extinguisher Regulation Effective April 20

*12 year expiration for disposables and different carriage requirements for older, newer model year vessels*



A new U.S. Coast Guard regulation for disposable fire extinguishers mandates a 12-year expiration date from the date of manufacture. [Download hi-res photo: https://www.federalregister.gov/documents/2021/10/22/2021-22578/fire-protection-for-recreational-vessels#sectno-reference-175.320](https://www.federalregister.gov/documents/2021/10/22/2021-22578/fire-protection-for-recreational-vessels#sectno-reference-175.320)



A new U.S. Coast Guard regulation aims to increase use of a newer class of disposable fire extinguishers. A "5-B/C" class is shown here. [Download hi-res photo: https://www.boatus.com/news-room/images/releases/round-disposable-fire-extinguisher-12-years-expiry-and-class-changes-PHO191217-22.pdf](https://www.boatus.com/news-room/images/releases/round-disposable-fire-extinguisher-12-years-expiry-and-class-changes-PHO191217-22.pdf)

ANNAPOLIS, Md., Feb. 15, 2022 – A rite of passage for every boater is the annual spring commissioning. Newly added to the boat owners-to-do list this spring will be to check all disposable (non-rechargeable) fire extinguisher dates of manufacture, as well as the label for their U.S. Coast Guard classification.

That's because a [new U.S. Coast Guard regulation beginning April 20](https://www.federalregister.gov/documents/2021/10/22/2021-22578/fire-protection-for-recreational-vessels#sectno-reference-175.320)

<https://www.federalregister.gov/documents/2021/10/22/2021-22578/fire-protection-for-recreational-vessels#sectno-reference-175.320>) for disposable fire extinguishers mandates a 12-year expiration date from the date of manufacture. Boaters can find the manufacture date stamped into the bottom of the bottle or near the UL label. This may be two or four digits — if it is two, as in 08, that means 2008. Additionally, while the new regulation does not change the type (U.S. Coast Guard-rated) or quantity or requirement for USCG approved fire extinguishers aboard, it does specify the minimum Underwriter Laboratory (UL) classification of extinguishers to be carried aboard certain vessels — depending on the boat's model year.

This is the result of phasing out older "B-I" and "B-II" labels for newer "5-B" "10-B" and "20-B" extinguisher classifications. The number in this new rating refers to the size in square feet of the potential fire the device is suitable to extinguish and not the exact weight of the dry chemical inside the bottle.

Vessels on the water today that are less than 26 feet and model year 2017 or older may continue to carry older, dated or undated "B-I" or "B-II" disposable extinguishers. However, when they are no longer serviceable or have reached 12 years of age since manufacture, they must be replaced with newer class "5-B" or greater extinguishers. Boats less than 26 feet and 2018 model year or newer must carry unexpired "5-B" "10-B" or "20-B" fire extinguishers. Having older "B-I" and "B-II" types do not meet the new carriage requirements.

Many retailers today offer "10-B" class fire extinguishers, which may be a good choice as they exceed U.S. Coast Guard minimum carriage requirements for boats under 26 feet, while at the same time giving boaters more extinguishing coverage. For boats 26 feet or greater, however, having one "10-B" aboard does not equal two 5-Bs. Only a "20-B" classification meets the requirement to carry two "5-B" extinguishers. For a look at how many and what type of fire extinguishers are needed aboard all recreational boats up to 65 feet, go to [BoatUS.org/Fire-Extinguishers](https://www.boatus.org/Fire-Extinguishers) (<https://www.boatus.org/fire-extinguishers/>).

BoatUS strongly recommends going beyond the regulation's minimum requirements. [The results from a Foundation-sponsored boat burn showed](https://www.youtube.com/watch?v=XCEl8sF8Bo) (<https://www.youtube.com/watch?v=XCEl8sF8Bo>) that one extinguisher may give very little time to make an emergency call or potentially prepare to abandon your vessel.

BoatUS also notes that most U.S. Coast Guard disposables on the market today carry at least a dual B:C rating, able to douse both liquids and electrical fires, and some boat owners wisely prefer triple rated A:B:C extinguishers, adding a third protection for combustible fires.

To be serviceable, a portable extinguisher must have a pressure gauge indicating an operable range, lock pin firmly installed, clean discharge nozzle, and no significant corrosion or damage. Some more recently manufactured portable fire extinguishers aboard boats today may carry both old and new labeling, for example, having simultaneous "B-I" and "5-B" classifications.

Cont.

There are no changes to rechargeable or fixed-mount (i.e., engine room) extinguisher regulations. They continue to require regular maintenance and servicing, typically done annually by a technician.

"This new U.S. Coast Guard expiration date regulation aligns with the 12-years recommended by the National Fire Protection Association," said BoatUS Foundation Assistant Director of Boating Safety Ted Sensenbrenner. "We expect that the U.S. Coast Guard Auxiliary and United States Power Squadrons [vessel safety check \(http://cgaux.org/vsc/\)](http://cgaux.org/vsc/) program will soon include this new regulation as part of their free, no-penalty vessel exams. Because this change affects a critical piece of safety equipment aboard your boat, we also expect the U.S. Coast Guard will initially focus on education. You may want to start checking extinguishers now while your boat may be ashore this winter."

Sensenbrenner adds, "Also take a look now to ensure your fire extinguishers are readily accessible. You can [buy only the bracket \(https://www.westmarine.com/buy/kidde-replacement-mariner-fire-extinguisher-mounting-bracket-fits-mariners-5-10-110-181891?recordNum=28\)](https://www.westmarine.com/buy/kidde-replacement-mariner-fire-extinguisher-mounting-bracket-fits-mariners-5-10-110-181891?recordNum=28) if you don't have one and mount your extinguishers where they need to be — at points of egress, at the helm, and near the engine and fuel supply. Burying them in the bottom of a compartment ensures they will be hard to reach when you need them the most. Familiarizing yourself with the [PASS method \(https://www.boatus.org/fire-extinguishers/how-to/\)](https://www.boatus.org/fire-extinguishers/how-to/) (Pull, Aim, Squeeze, and Sweep) will prepare you for fighting a small fire aboard."

For more information on the new requirement, as well as frequently asked questions and an infographic, go to [www.uscgboating.org \(http://www.uscgboating.org\)](http://www.uscgboating.org).

###

Suggested social media post:

BoatUS: New U.S. Coast Guard fire extinguisher regulation effective April 20, 2022. Are the ones on your boat in compliance? [https://bit.ly/3Bs5lyf \(https://bit.ly/3Bs5lyf\)](https://bit.ly/3Bs5lyf) @BoatUSFoundation, #boatsafety #boatingsafety

About the BoatUS Foundation for Boating Safety and Clean Water:

The BoatUS Foundation for Boating Safety and Clean Water is a national leader promoting safe, clean and responsible boating. Funded primarily by donations from the more than 800,000 members of Boat Owners Association of The United States (BoatUS), the nonprofit provides innovative educational outreach directly to boaters and anglers with the aim of reducing accidents and fatalities, increasing stewardship of America's waterways and keeping boating safe for all. A range of safe and clean boating courses – including the nation's largest free online boating safety course – can be found at [BoatUS.org/Courses](http://BoatUS.org/Courses).

[Back to News Room \(https://www.boatus.com/news-room/\)](https://www.boatus.com/news-room/)



**UNITED STATES COAST GUARD**  
U.S. Department of Homeland Security

## **MARINE SAFETY ALERT**

**Inspections and Compliance Directorate**

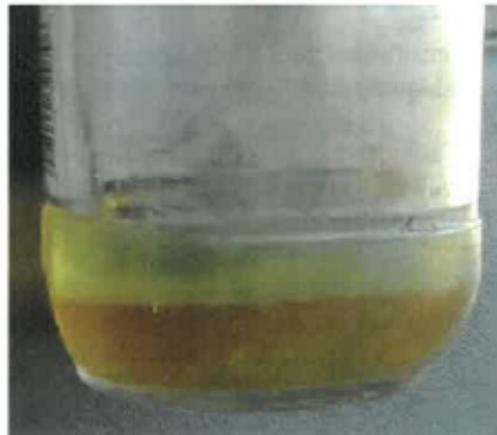
May 19, 2022  
Washington, DC

Safety Alert 06-22

### **PREVENTION OF WATER AND CONTAMINANTS IN MARINE FUEL SYSTEMS**

A towing vessel operating in a pushing-ahead configuration experienced a loss of all propulsion while operating on the Mississippi River. The loss of propulsion occurred approximately three hours after getting underway and about 3.5 hours after receiving fuel from a shore-side facility. Fortunately, there was no significant damage to the vessel, nor injuries to crewmembers because of this casualty.

The subsequent investigation into the causal factors revealed that the vessel's fuel tanks and fuel service system to the engine were heavily contaminated by water. The amount of water contamination was so significant that the vessel's engines initially suffered a reduction in power and eventually shut down completely, resulting in a total loss of propulsion.



*Diesel fuel sample showing water and sediment contamination.*

Since ships began using liquid fuels more than 100 years ago, vessel operators and engineers have long known the hazards associated with contaminated fuel. Fortunately, advancements in fuel quality standards and onboard purification/filtration systems have resulted in less-frequent casualties resulting directly from fuel contamination. However, improvements have also been made in engine designs, resulting in precise machining and smaller clearances in parts such as fuel pumps, bearings, cylinders, burners and injectors. Contaminants such as sediment and water can have detrimental impacts on equipment designed to operate on clean, water-free fuel. In addition, because fuel is constantly consumed while the vessel is operating, continuous vigilance in fuel procurement, as well as system operations and maintenance, is required to maintain a quality fuel program.

Large ships often have the benefit of having the space and power available to operate centrifugal purifiers to ensure high fuel quality is maintained. This is frequently not the case for smaller vessels that operate only on rivers or lakes. Those vessels often only have one or two filters installed directly in the fuel supply line and those types of filters are not as efficient as centrifugal purifiers for removing water.

The effects of water and other contaminants in fuel systems can be detrimental to the operation of any vessel. From large commercial ships operating internationally, to inland towing vessels and recreational boats, failure to ensure a supply of fuel free of water and contaminants can have devastating consequences.

The Coast Guard **strongly recommends** that vessel Owners and Operators:

- Ensure that fuel supplies (bunkers) meet the engine manufacturer's specifications for important parameters such as viscosity and cetane number, as well as any regulatory requirements such as flash point and sulfur content.
- Include regular fuel oil sampling and testing from service tanks as part of a periodic maintenance system.
- Ensure that fuel filters are of the correct flow rate and filtration (micron) rating, and that an adequate supply of spare filters is kept onboard.
- Consider the use of duplex filter systems to enable switching from clogged to clean filters, as well as the use of filter differential pressure gauges to monitor the condition and cleanliness of the filter element.
- Consider the use of a water sensor in diesel tank or filter system to monitor water content in fuels. These sensors may be combined with displays and alarms to indicate excessive water and are generally more effective at detecting rising water content than periodic manual sampling.
- Ensure that a means is provided, usually by a valve and piping arrangement, to periodically sample the fuel being received during bunkering.
- Have a plan in place to recover from any engine shutdown that occurs because of water contamination in fuel. Fuel severely contaminated by water or other impurities has the potential to cause damage to the engine in a number of ways, including subsequent contamination of the lubricating oil system.

**Casualty investigators, marine surveyors and inspection personnel** are encouraged to maintain an acute awareness to these issues and initiate corrective actions as needed.

This Safety Alert is provided for informational purposes only and does not relieve any domestic or international safety, operational, or material requirements. Developed by the U.S. Coast Guard Office of Design and Engineering Standards and based on the initial recommendations from Sector New Orleans, LA. Distributed by the Office of Investigations and Analysis. Questions may be sent to [typeapproval@uscg.mil](mailto:typeapproval@uscg.mil) or by phone at (202) 372-1375.

# **AFFILIATE MEMBERS (SERVICES OR PRODUCTS)**

## **Documentation, Financing, Licensing**

**Robin L. Harris, Harris Marine Financing, Inc., Harris Title, Documentation and Escrow**  
410-643-7097 - O • robin@uscgdoc.com • www.thedonedeal.com

## **Electrical And Corrosion Control Services**

**James A. Coté, Coté Marine, LLC**  
754-229-8658 - Fax & O • cotemarine@att.net

## **Fire Investigation**

**Dennis E. Field, Fire Cause Analysis**  
707-934-7206 - Cell • 510-649-1300 - O • dennis@fcfire.com • www.fcfire.com

**Robert K. Kochan, ME, CMI, Forensic Marine Investigations International**  
919-740-5040 - Cell • 757-265-9334 - Fax • 888-714-7566 - O • bobkochan@4n6marine.com

**Arthur J. Murphy, Jr., CFI, CMI, Maze Consultants & Investigations, Inc.**  
978-273-2900 - Cell • 978-373-0050 - O • ajmurphy@maze-pi.com

## **Forensic Analysis**

**Debbie Aliya, Aliya Analytical, Inc.**  
616-292-2707 - Cell • 616-475-0059 - O • daaliya@itohen.com

**Mark Douglas Bell, PE, Metallurgical Engineer**  
209-367-1398 - Cell • bell.metallurgy@gmail.com • www.metallurgical-failure-analysis.com

**Robert K. Kochan, ME, CMI, Forensic Marine Investigations International**  
919-740-5040 - Cell • 757-265-9334 - Fax • 888-714-7566 - O • bobkochan@4n6marine.com

## **Forensic Engineering**

**Jonathan Nelson, S-E-A Limited**  
410-693-8919 - Cell • 800-635-9507 - O • jnelson@sealimited.com • www.sealimited.com

## **Insurance**

**Alex Jones, Red Shield Insurance Company**  
503-830-0763 - Cell • 503-266-4146 - O • ajones@redshield.com • www.redshield.com

**Craig McGinnes, Maritime Program Group**  
443-744-0784 - Cell • 860-399-2802 - O • cmcginnes@maritimepg.com • www.maritimepg.com

**Alycia Napier McGlone - CMIP, President, ANM Maritime Solutions Group, PA**  
727-424-4276 - Cell • 727-522-1393 - O • alycia@anmmaritime.com • www.anmmaritime.com

**Sue Ryen, Ryen Marine Insurance Group, Inc.**  
727-260-3900 - Cell • 727-242-1045 - O • sue@insuremarine.com • www.insuremarine.com

## **ISM Auditor**

**Kimberly L. Sandell, Yacht Support, Inc.**  
561-379-7485 - Cell • kim@kerrmaritime.com • yachtsupport@kerrmaritime.com

# AFFILIATE MEMBERS (SERVICES OR PRODUCTS)

## Legal

**Stephen M. Ouellette, Esq., Ouellette Law Office**

978-317-2542 - Cell • 978-281-7788 - O • smo@fishlaw.com • www.fishlaw.com

## Marine Association

**John Adey, President - ABYC**

410-990-4466 - Fax & O • 410-990-4460 - O

## Marine Auctions/Valuation

**Graeme Shaw, O'Maras Valuers & Auctioneers**

+61-439-033-560 - Cell • graeme@omaras.com.au

**Robert B. Stainforth, Slattery Asset Advisory**

61-422-226-876 - Cell • 07-31-49-8210 - O • rstainforth@slatteryassetadvisory.co  
www.slatteryassetadvisory.com.au

## Marine Electrical

**Ward Eshleman**

**Ward's Marine Electric, Inc.**

954-523-2815 - O • 800-545-9273 - O • ward.eshleman@wardsmarine.com

## Mariner Training

**Chapman School of Seamanship**

772-283-8130 - O • www.chapman.org

**Laurent Long, HSCE**

0033-613-332-940 (France) • 001-506-223-0218 (Canada) • 0033-494-270-087 - O  
hsce@rogers.com • www.formation-hsce.com

## Mold Mitigation & Prevention & Oil Analysis

**Daniel May, Motor Check Analysis Clinic**

561-373-3329 - Cell • 561-684-7799 - O • dmay@motorchecklab.com • www.motorchecklab.com

## Propeller Sales & Repairs

**Larry A. Kindberg, Accutech Marine Propoeller, Inc.**

603-617-3626 - O • larry@accutechmarine.com • www.accutechmarine.com

## Rubber Texturizing Paint, Non-Skid Coatings

**Van Macomb, SoftPoint Industries, Inc.**

484-225-3710 - Cell • sales@softsandrubber.com • www.softsandrubber.com

## Salvage

**Ron Milardo, Cooper Capital Specialty Salvage, LLC**

860-395-4745 - O

## Survey Software

**Ted Stevens, Force5 Marine Survey Report Software**

800-373-6030 - O • 772-334-8555 - O • info@force5.org



## IMPORTANT MEMBER INFORMATION



### 2022 SAMS<sup>®</sup> International Meeting & Educational Conference (IMEC) Oct. 5th To Oct. 8th St. Louis, MO

#### CE Credits:

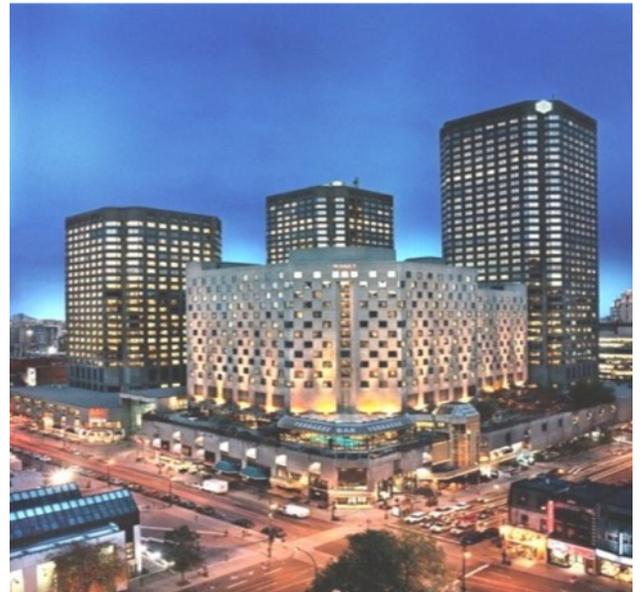
Don't forget to check the website under "Education" for ideas to obtain CE's.

Latest Addition: IAAI - Marine Fire Training (SAMS<sup>®</sup> credits to be determined)

#### Upcoming IMECS



[St. Louis, MO 2022](#)



[Montreal, QB, Canada 2023](#)



[New Orleans 2024](#)



## MEMBER'S CORNER

### APRIL 2022 - JUNE 2022

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

#### “YACHTS & SMALL CRAFT”

*Elizabeth Shanahan, Nuevo Vallarta, Nayarit*  
*Steve Smith, Beaufort, NC*

The following people have been accepted into SAMS® as:

#### “SURVEYOR ASSOCIATES”

*Christopher C. Casey, Tamps, FL*  
*Thomas Michael Green, Saint Augustine, FL*  
*Jason R. Hanna, Mount Desert, ME*  
*Jay Timothy Hawkins (Tim), Kailua Kona, HI*  
*Kurt Vance Howell, Berlin, MD*  
*Lorenzo Ladaga, Key Largo, FL*  
*Victor Luiz, Lake Worth, FL*  
*Lawrence Rice, Rehoboth, DE*  
*Andy Schwenk, Port Richmond, CA*  
*Peter Smith, Port Hope, ON, Canada*  
*Erin M. Stapleton, Waukesha, WI*  
*Edward M. Torre, Kings Park, NY*  
*John Stephen VanTol, Roseville, MI*

Applicants Seeking SAMS® Membership:

*Nart Abu Zahra, Aqaba, Jordan*  
*Yanal Abu Zahra, Aqaba, Jordan*  
*Juan Barandiaran, San Diego, CA*  
*David W. Boone, Miami, FL*  
*Matthew E. Brattlof, League City, TX*  
*Hewert Brown, Pompano Beach, FL*  
*Philip Joel Carmichael, Saint Augustine, FL*  
*Merrill DeMeritt, Christiansted, Saint Crox*  
*Claudio Di Stefano, Hollywood, FL*  
*Christian Eck, Stuart, FL*  
*Jeffrey Martin Enright, Victoria, BC, Canada*  
*Charles Gary Eser, Preston, MD*  
*Peter H. Fenn, Mystic, CT*  
*Duncan Alexander Fong, Naples, FL*  
*Robert Darrin Fricke, Little Egg Harbor, NJ*  
*Anthony Paschal Gagliardo, Green Cove Springs, FL*  
*Denis J. Gordon, Staten Island, NY*  
*Paul W. Harrod, Hendersonville, TN*  
*Loren Heay, Port Orchard, WA*  
*Michael Hill, Fort Lauderdale, FL*  
*Sebastian Andres Lehmann Sphan, Cancun, Qroo, Mexico*  
*Jerry Hampton Mandigo, II, Lisle, IL*  
*Daniel Maruszczak, Naples, FL*  
*William Miller, DeLand, FL*  
*Paul “Moe” Mottice, Key West, FL*  
*Kevin Nicholson, Long Beach, CA*  
*Justin Nuzzi, Cordova, AK*  
*Daniele Piludu, Bronx, NY*  
*William Pina, Ceiba, PR*  
*Torrey Pollard, Buffalo, NY*  
*Sebastian Rodriguez, Pembroke Pines, FL*  
*Miguel Angel Sanchez Ramos, San Juan, Puerto Rico*  
*James Darin Sepel, Juneau, AK*  
*Shelvin Thomas, St. Kitts, Grenada*  
*Daniel Lee Webster, Shalimar, FL*



# Society of Accredited of Marine Surveyors®

## BOARD OF DIRECTORS

<p><b>President</b> John N. Lowe, AMS® <a href="mailto:captursa@aol.com">captursa@aol.com</a> 516-359-0806</p> <p><b>Executive Vice President</b> Kristoffer A. Diel, AMS® <a href="mailto:oceansurveys@msn.com">oceansurveys@msn.com</a> 504-236-8151</p> <p><b>Secretary/Treasurer</b> Gary Frankovich, AMS® <a href="mailto:garyfrankovich@gmail.com">garyfrankovich@gmail.com</a> 904-377-0475</p>	<p><b>Immediate Past President</b> Bill Trenkle, AMS® <a href="mailto:bill@boatman.com">bill@boatman.com</a> 619-226-1895</p> <p><b>Membership Vice President</b> Angel Zenó, AMS® <a href="mailto:gldr@aamarinesurvey.com">gldr@aamarinesurvey.com</a> 616-826-9121</p> <p><b>Education Vice President</b> Kenneth Weinbrecht, AMS® <a href="mailto:oceanbaymarine@yahoo.com">oceanbaymarine@yahoo.com</a> 631-924-4362</p>	<p><b>Public Relations Vice President</b> Eddy J. Assaf, Jr., AMS® <a href="mailto:info@avtechmarine.com">info@avtechmarine.com</a> 514-248-0756</p> <p><b>Testing Vice President</b> Randell B. Sharpe, AMS® <a href="mailto:rsharpe@sharpesurveying.com">rsharpe@sharpesurveying.com</a> 510-337-0706</p>	<p><b>Meetings/Conventions Vice President</b> Joe B. Lobley, AMS® <a href="mailto:jblmarine@roadrunner.com">jblmarine@roadrunner.com</a> 207-557-5300</p>
--	--	---	---

<b>International Office</b>	
Executive Director.....	<a href="#">Rhea P. Shea</a>
Admin. Asst./Membership.....	<a href="#">Susan West</a>
Admin. Asst./Support.....	<a href="#">Cheryl Roach</a>
Admin. Asst./Education .....	<a href="#">Mark Shea</a>

## REGIONAL DIRECTORS

North East Region.....	Reinier Van Der Herp, AMS®	<a href="mailto:rvmarinesurveying@gmail.com">rvmarinesurveying@gmail.com</a>	609-618-8511
Mid - Atlantic Region.....	Jared H. Houghtalen, AMS®	<a href="mailto:jhmarinesurvey@outlook.com">jhmarinesurvey@outlook.com</a>	910-777-1354
Florida Region.....	Christopher B. Day, AMS®	<a href="mailto:cdayrad@gmail.com">cdayrad@gmail.com</a>	772-643-7300
Gulf Region.....	John Wayne Huddleston, AMS®	<a href="mailto:john@duesouthmarine.com">john@duesouthmarine.com</a>	713-376-2237
Great Lakes Region .....	Richard Reichelsdorfer, AMS®	<a href="mailto:rich@marineproservice.com">rich@marineproservice.com</a>	920-889-0758
Pacific Region.....	Charles W. Solarek, AMS®	<a href="mailto:cws@surveyorsforhire.com">cws@surveyorsforhire.com</a>	206-225-3045
Canadian Region.....	C. David Sandford, AMS®	<a href="mailto:dsmarine@sympatico.ca">dsmarine@sympatico.ca</a>	905-449-2176
Asia Pacific Region.....	Ruchin C. Dayal, AMS®	<a href="mailto:ruchin@edot-solutions.com">ruchin@edot-solutions.com</a>	+91-832-2501715
European Region.....	Roberto Scalvini, AMS®	<a href="mailto:roby@msb-palma.com">roby@msb-palma.com</a>	+34-971-403-370

## COMMITTEE CHAIRS

Cargo Chair.....	Dan McDonald, AMS®	<a href="mailto:mcdonaldsurveys@sympatico.ca">mcdonaldsurveys@sympatico.ca</a>	416-670-1160
Diesel Engine Chair.....	Dennis Guthrie, AMS®	<a href="mailto:gutmarinc@bellsouth.net">gutmarinc@bellsouth.net</a>	954-294-4481
Gas Engine Chair.....	Reinier Van Der Herp.....	<a href="mailto:rvmarinesurveying@gmail.com">rvmarinesurveying@gmail.com</a>	609-693-9005
Ethics Chair.....	Kristoffer A. Diel, AMS®	<a href="mailto:oceansurveys@msn.com">oceansurveys@msn.com</a>	504-236-8151
Fishing Vessel Chair.....	Joe B. Lobley, AMS®	<a href="mailto:jblmarine@roadrunner.com">jblmarine@roadrunner.com</a>	207-557-5300
Hull & Machinery Chair.....	Rolando R. Santos, AMS®	<a href="mailto:Roland_Santos@alphamarine.com">Roland_Santos@alphamarine.com</a>	305-324-1555
Newsletter Chair/Editor.....	Bill Trenkle AMS®	<a href="mailto:billtrenkle@gmail.com">billtrenkle@gmail.com</a>	619-987-0162
Insurance Chair.....	Stuart McLea, AMS®	<a href="mailto:smclea@gmail.com">smclea@gmail.com</a>	902-789-1619
Commercial Workboat Chair.....	Joseph A. Derie, AMS®	<a href="mailto:joederie@comcast.net">joederie@comcast.net</a>	503-236-6818
Tug & Barge Chair.....	Joseph A. Derie, AMS®	<a href="mailto:joederie@comcast.net">joederie@comcast.net</a>	503-236-6818

## LIAISON

American Boat & Yacht Council .....	Kenneth Weinbrecht, AMS®	<a href="mailto:oceanbaymarine@yahoo.com">oceanbaymarine@yahoo.com</a>	631-924-4362
National Fire Protection Association.....	Kenneth Weinbrecht, AMS®	<a href="mailto:oceanbaymarine@yahoo.com">oceanbaymarine@yahoo.com</a>	631-924-4362
International Standards Organization.....	James R. Renn, AMS®	<a href="mailto:randyrenn@aol.com">randyrenn@aol.com</a>	410-604-2327

### "Disclaimer"

The material contained in this newsletter is for informational purposes only and the Society of Accredited Marine Surveyors® disclaims any warranty of any kind, whether expressed or implied, as to any matter whatsoever relating to this Newsletter. In no event shall the Society of Accredited Marine Surveyors® be liable for any indirect, special, incidental or consequential damages arising out of any use of or reliance on any content or materials contained herein.

***SAMS® 2022  
International Meeting  
&  
Educational Conference (IMEC)***



***October 5th - October 8th***

**[Hyatt Regency St. Louis at the Arch](#)**

315 Chestnut St., St. Louis, MO 63102

**Reservations:**

**1- 324-655-1234 or 877-803-7534**

**Group/Convention Code: G-SAMS**

**Online Reservations:**

**<https://www.hyatt.com/en-US/group-booking/STLRS/G-SAMS>**

**Room Rates: \$169.00 US per night plus taxes and fees.**

**DEADLINE FOR RESERVED ROOM RATES: **September 5, 2022****