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AMS[®]**

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**EVERYONE
BE
SAFE!**



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

Well, here I go on my new job as Newsletter editor. As many of you who attended our virtual annual SAMS[®] business meeting on October 2, 2021 know we have a new Board of Directors. As immediate past President, I became the newsletter editor. The new Board is a strong group with lots of experience in many roles, and will do a great job in keeping SAMS[®] moving forward as the biggest and best international surveyor's association. It was really a huge disappointment to have to cancel our 2021 IMEC in New Orleans, but was the right call based on the hurricane recovery they were going through and the Covid situation. These meetings are so important for quality continuing education and networking, so lets all hope we can get together in St. Louis next fall.

As newsletter editor, I want to reach out to you for technical articles that will be beneficial to our members. Many of you have specific and unique skills and knowledge so please write an article to share that knowledge. Articles are a good way to get your name out there as an expert in a certain area of the profession, and a way to get some CE Credits, so please step up.

We also can use your help with interesting photo's, everyone likes to see photos. Please send them in with a short caption and they will be posted with your photo credit.

Take care, be safe out there, stay healthy, always be fastidious in your surveys and enjoy the holidays.

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 March 1, 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 The editor must receive all articles by this deadline or they MAY NOT be published in the next issue.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.



**John Lowe, AMS®
SAMS® President**

Hello Everyone,

Hope everyone is doing as well as we are here in the northeast. By all reports the work is still coming in at a pretty good rate with everyone staying busy. Since becoming president, I have developed a real appreciation for my predecessors as the job requires pretty constant attention. We are very lucky to have an office staff, board of directors and team of regional directors who make this organization run as well as it does. We speak daily about the ongoing operations and are constantly reviewing policy to make things go smoothly. I am enjoying the challenge as the rest of the team does and will do my best to live up to the position.

Our regional directors are the ones who handle the heaviest load with screening new applicants, arranging regional meetings and dealing with complaints which usually go up the ladder to the ethics chair and Executive committee. It should be clear that the regional directors are volunteers like everyone on the board with their own practices, families and lives to run so please give them some leeway when it comes to their handling of these matters. Those of you that know me, know that I always answer my phone even if I'm underneath a boat and if there is anything that I can help with in service to our membership please don't hesitate to call.

We are disappointed that New Orleans had to be cancelled, but in hindsight it was the right move with the hurricane and state of COVID cases. The ZOOM meetings are a pale substitute for the in-person meetings, and the fellowship, and networking opportunities they provide. If you are on the fence about attending you really should consider it as the seminars are top notch and I guarantee you will learn a lot just chatting with other members, this does not happen over ZOOM. We look forward to a NORMAL IMEC next year (God willing).

Recent events have been a real challenge to SAMS® but we are doing pretty well considering. Our membership numbers are stable, education opportunities are available and everyone seems to have sufficient work available. With the holidays upon us take some time to put down your tools and enjoy the fruits of your labor with family and friends.

Once again myself, the regional directors and board of directors thank you for your support and look forward to serving our membership.

Be Well

I will look for you in the yards.



**Kristoffer Diel, AMS[®] SAMS[®]
Executive Vice President
Ethic Chair**

Ahoy, all SAMS[®] Members!

I am honored to have just been elected SAMS[®] Executive V.P.

I wish to begin with a heartfelt ‘THANK YOU!’ to the many people who helped me to get to V.P., from Chapmans to the learning experience inherent in being Regional Director and Testing V.P., it was the individual surveyors who reached out and helped me, when I was in need. And the Office was the one who kept me on track!

Looking forward, I will continue to focus on Education by introducing some new courses on various aspects of Health and Safety. We Yacht Surveyors are the only people in the whole maritime industry, which do not require First Aid, or Confined Space Entry training. I wish to initiate a fundamental change in our outlook, because we all crawl about in the bilges for a living. If it saves one life, I believe the effort, worth any cost. In this vein, I will ask anyone interested in assisting, to contact me, or Angel Zeno, AMS[®]. We are putting together a Health & Safety Committee, to first gather information about where/how to get the education. With the end goal, to make it a requirement for the AMS[®] Y&SC designation. Please fill out and return the Survey Monkey that will be coming from the Office.

In the month since assuming the Ethics Chairmanship, we have already had some complaints. The bulk of complaints by boat buyers or owners having surveys done on their boats, is about late or no receipt of the report. I wish to stress to all, just because you have sent the Survey Report off by email or post, you are NOT DONE! A few days later, YOU call the client, and ask if they have any questions or concerns. And, if you get a message or email question from your client, stop everything! Get in touch with them right away. What would you think if you were the one calling, and no one wanted to talk to you? Being “too busy” is not an argument.

I wish to send out to everyone and their families, stay safe and healthy, and enjoy the upcoming Thanksgiving and Christmas holidays.





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

St. Louis IMEC - 2022

Well...it's unfortunate that we had to cancel another IMEC but from our local sources in NOLA, it was the right thing to do, even now much of the city is still in disarray.

We haven't been to St. Louis for a number of years and it's a real interesting city, and the marine environment, and marine commerce is considerably different than if you live on the coast. There is a considerable amount of commercial traffic in the area and much of it moves inland freight to the tune of billions of dollars a year.

The goal for this IMEC is to gear it more for an inland agenda as well as some of the speakers that we had set for NOLA.

Here's what we are trying to plan:

Tug and barge lectures

Cargo & container inspection

Major engine manufacturer, new products to look forward too.

Army Corp of Engineers

St. Louis Waterway Systems

Ethics And The Marine Surveyor

Electrical inspections For The Marine Surveyor

ABYC

Silent Yachts - All electric large catamarans

Major Marine Insurance Company

Let's talk CE credits.

Did you know that there are a number of organizations that offer online CE's?

ABYC, NFPA, AIMU, Mid-Atlantic Marine Academy, Maritime University's, just to mention a few. Just google marine online CE courses.

Many of the local marine associations are now having in person meetings again, by the way, if you're not a member of one of the associations in your area, it's a great way to get some business as well as assisting colleagues.

Enjoy your holidays !!!



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

First of all, I want to thank everyone that supported me to become Secretary/Treasurer for SAMS[®] and to all of you for the past four years for your support as Membership VP. As you know Angel Zenzo, AMS[®] has been elected to that position and having worked with him for the past few years in his position as Great Lakes Regional Director, I know he will do a great job in his new role. I hope you will all give him your support and especially your assistance if he calls on you.

We, on the Board of Directors, know that some Surveyor Associates are having survey reports rejected by certain insurance companies, we want you to know that we are contacting these companies to try to figure out how, and why the change in policy, BUT, there are still plenty of insurers who are accepting Surveyor Associate reports, so don't be too discouraged, and at least for now, look at it as a reason to improve and attain your AMS[®] status as soon as you can. When you are advised that your report has been rejected, it is important to find out why it was not accepted, was it a poor report, or just because you are a Surveyor Associate? If the reason is the former, it's on you, but if you're told it's company policy to not accept Surveyor Associate reports, you need to let us know who (name of person, insurance company, and contact info etc.) so we as an organization can look into it. SAMS[®] can't tell any company what they can or can't do as far as accepting reports, but we can explain how important Surveyor Associates are to the industry, and to try to make them understand, if Surveyor Associates can't make a living, at some point in the future, there will be no AMS[®]'s. BTW, the insurance people I've talked to so far are telling me the present policy is to ONLY accept reports by SAMS[®] AMS[®]'s or NAMS CMS's, so you are not losing business to any of those other pseudo survey organizations, no matter how many letters they put out after their names.

In closing, I want to wish everyone a Happy, Healthy, Holiday Season.

Be Safe, Stay Warm, and see you all next fall in St. Louis.





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

It was a very difficult decision to postpone the IMEC in New Orleans. It is one of my favorite cities and I was really excited to make this IMEC a success. The decision was made weighing both financial and ethical reasons, but once the decision was made it felt like it was the right decision. We had strong early registration prior to hurricane Ida but then we started getting phone calls, emails and cancellations including most of the guest speakers. The hotel was open for business but much of the surrounding area was suffering. Adding to this is the fact that the number of Covid cases continued to set records in Louisiana. The city's Covid mandates were going to result in limiting the number of attendees. The Board agreed this could have been a significant financial loss for SAMS® plus it just didn't feel like the right thing to do in an area recovering while we live it up. IMEC will return to New Orleans in the fall of 2024 with the same hotel. The dates are September 11-14, 2024 with the same room rate of \$179.00

This brings us to what hopefully will be our first meeting in three years. IMEC 2022 will be in St. Louis, Oct 5th thru the 8th at the Hyatt Regency. The room rate is \$169.00 per night. It's a large hotel with three restaurants on site. The meeting spaces and guests rooms have been renovated. Just out the front door are the Gateway Arch Park and the Mississippi to the left and the Old Courthouse to the right. Four blocks away is Busch Stadium and the recently built Ball Park Village with shops, sports bars and restaurants. The hotel boasts 30 restaurants within a quarter of a mile. It's a 20 minute ride from the airport. 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 and offices. I found the area around the hotel to be clean, very safe and friendly.

IMEC 2023 is in Montreal on October 25th thru the 28th at the Double Tree by Hilton. The room rate is \$239 CAN which, as of today, equates to \$188 US. The exchange rate normally fluctuates and the currency projection I saw online predicts we should have a rate between \$185-190 which is higher than we usually contract but this is a very good value for the city, the quality and location of the hotel. Tourism Montreal has committed to reimbursing SAMS® \$10CAN for each room night booked. This is separate from the hotel contract and will be realized in the conference fee. It is on St. Catherine's Street and a short walk from the historic section of town. The first three floors of the hotel is a mall with everything available. You don't need to be concerned about weather since the hotel connects to the "Underground City" with pedestrian walkways to many shops and restaurants. I am sure our Canadian members will be there in force. Montreal is a day's drive for most of the North East and Great Lake members. We should have a great turn out. Don't forget your passports.



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

Well, another season is starting to wind down here in the northern part of the continent, and after the season we had I'm kind of looking forward to a little down time.

Unfortunately, we were not able to get together again this year in New Orleans, I was really looking forward to this one, I miss not being at these meetings. Luckily, we had the Canadian Regionals last month in Whitby, On, and had a real good crowd. It was so nice to converse with members I hadn't seen in a while "LIVE", but always respecting the yacht clubs Covid policies. Just being with a bunch of surveyors in the same room was great again, and most of us have known each other for a while. Haven't been able to be around others since the board meeting at the beginning of 2020.

On the advertisement scene, we had a good run this year, most projects and shows did happen, and we were able to capitalize on those advertisement opportunities. Working with 19 different advertising groups, and trying my best to cover as much territory as possible, with exposure in over 140 different ads. In those 19, 3 of them are for surveyor recruiting, and from what Gary Frankovich, AMS[®] mentioned, it seems to have brought some more applicants in, if they continued or not, I don't know, but at least I know that the ads appear to be working a bit.

I want to mention again for those out there who feel that there is an advertiser/magazine or website that you feel would be good for SAMS[®] members in your general area, please reach out to me, as much as I try to get info. on this, I am not able to get to know all of them, and you might know a place we could advertise that is better than the ones we are using now, so give me some feedback please.

Next year I plan on running with the same plan, just going to make some minor adjustments with some advertisers and any other suggestions I might get back from all of you. The google ad campaign is still running, I tuned it down a bit in October and November because I was getting close to the budget limit, but will be in full swing for the holidays and into the new year. (Last years records showed January and February to be the busiest time for our site on (Google), I do try to monitor it constantly because they can tend to charge more during certain times of the year. I am also planning to work on some new ads, we have been seeing the same ones since forever and I hope to have some to show the board in February, I want to make sure everyone sees it before I run with them.

For everyone out there, please be diligent in protecting yourself out in the field, this virus is still around and after all this time being careful, now is not the time to let your guard down.

I want to take the time to wish everyone a GREAT HOLIDAY SEASON and all the best in the NEW YEAR.

BE SAFE!!
Cheers



**Randell Sharpe, AMS[®]
Testing Vice President**

Let me start by thanking the membership for electing me to continue in the position of VP of Testing for SAMS[®]. During the past year I have organized all the previous Y&SC tests by their revision dates and copied all the unique questions from all the tests into a single document that is a compendium of all the questions ever asked on the AMS[®] Y&SC tests over the past 25 years that SAMS[®] has been administering tests for AMS[®]. That compendium is now in order by question type and either regulatory site or standards site with the answer noted on the answer key along with the citation that verifies the answer. It was interesting to me that many of the questions were the same over the years restated in different ways or with different wrong answers. I have eliminated this duplication and have added multiple questions from the regulations and standards to fill in gaps where areas of important safety standards had previously been ignored. From this master list I have created a new Y&SC test which is now being given to members. The new test was vetted by Kristoffer Diel, AMS[®] my predecessor in the VP testing position. When taking the test please provide comments directly on the test if you find questions confusing or if you don't find an answer you think is correct, write one in. This will allow me to continually update and improve the tests.

I hope you all tuned into the SAMS[®] annual business meeting on October 2, 2021. The reports from the officers of the board are always informative and you received 6 CE credits if you attended. For those that missed it here's a summary of the testing over the last year. With 30 tests taken since the last annual meeting, 29 were Yacht and Small Craft for AMS[®], 1 was for Hull & Machinery AMS[®], 14 of the tests were passed and 16 failed to attain the 80% required for a passing grade. 6 members passed the Y&SC test on the first try. 8 members passed on their second or third try. 3 members failed to pass the test after three attempts. The takeaway here is it is not an easy test. It is a comprehensive test of the knowledge expected of a SAMS[®] Accredited Marine Surveyor. The second takeaway is don't wait until the last month to take the exam. It took 8 members, 2 or 3 tries to attain a passing grade. The SAMS[®] policy requires a 90-day waiting period between tests so plan accordingly.

Review the testing guidelines that were published in the SAMS[®] 2021 Spring newsletter. You can read or download the newsletter from the SAMS[®] website at www.marinesurvey.org Click on the members corner link and then the newsletters link. There is good information here. It is also a good practice to open and read the entire SAMS[®] newsletter.

Please refresh your knowledge of the SAMS[®] policy on upgrade and testing for AMS[®].

Some highlights:

A Surveyor Associate shall apply for AMS[®] upgrade by their stipulated MUST UPGRADE DATE (which can be found in the candidate's acceptance letter), and then take and pass their AMS[®] test prior to their AMS[®] test date, if approved for testing.

The minimum passing grade is 80%. The candidate has one year from declared eligibility to pass the AMS[®] exam. They will have three opportunities to sit for the exam, with a minimum of 90 days between exams. It is highly encouraged to schedule testing during a Regional or International meeting. There is a fee for re-testing.

The time limit for taking all exams is **four hours**. The small blue book of ABYC Rules & Regulations for Recreational Boats handbook is allowed only for Part One of the Yachts & Small Craft Exam. No reference material is allowed for any of the other exams.

Tests may be scheduled and taken as follows:

1. At any Regional Meeting (i.e., candidates may be tested at Regional Meetings in other than their own Region).
2. At the International Meeting and Educational Conference (IMEC).
3. At the International Office in Jacksonville.
4. At a location determined by the respective Regional Director, under the supervision of the Regional Director, or Sub-Regional Director.
5. On a case-by-case basis, dictated by excessive geographical distance or other exigency, under the supervision of a person, preferably an AMS[®], designated by the Regional Director and/or Testing VP.

Not less than thirty days prior to the scheduled administration of the examination, the Regional Director and the eligible candidate shall advise SAMS[®] Executive Director of the number of examinations requested and the name of each candidate. The Executive Director will reproduce the appropriate examination, place the candidate's name and a control number on each copy and forward the package to the Regional Director. In the case of Option 5 above, the examination will be forwarded to the individual who will administer it.

I am happy to discuss test results with any member that has questions. I can't give you specific question answers but can discuss areas that need improvement when a member fails to pass an AMS[®] test. Please let me know if you have any questions or concerns that you want to bring to the board's attention.





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

I would like to start by saying how honored I am to have been voted to the position of SAMS® Membership VP. I would also like to convey my gratitude to Gary Frankovich, AMS® the outgoing Membership Vice President. Under his guidance our membership numbers continue to be favorable, despite the long periods of quarantine and Covid restrictions.

I would also like to extend my appreciation to all those that had supported me in my former role as the SAMS® Great Lakes Regional Director. It was a pleasure to serve the region and have the opportunity to touch base with so many great members. By now I am sure that you have read the announcement that Kevin Bache, AMS® has accepted the role of the SAMS® Great Lakes Regional Director and I ask that you extend him a warm welcome and provide him with the same great support that I received.

I would like to remind all our members to keep an eye on your continuing education (CE) credits. be sure to consider ways to expand your knowledge base and earn CE units. There are a variety of online opportunities available. It should go without saying that ABYC has positioned itself as a leader in providing online learning opportunities to the boating professional and many of their offerings are free of charge. If you are looking to learn more about the marine insurance industry, you may want to consider taking a look at the e-learning opportunities offered by the American Institute of Marine Underwriters (AIMU). If you are active in the Marine Insurance Damage Claims business, or are thinking of getting into it, you may want to entertain some of the online learning opportunities offered by the International Association of Arson Investigators (IAAI). This is only a small sampling of the opportunities available; the bottom line is to try to improve and expand your knowledge. It's not only a good idea, it's a requirement for all SAMS® members, and one of the ways that we set ourselves above other non-SAMS® surveyors.

An optimist sees the glass of water as half full.

A pessimist sees the glass of water as half empty.

A marine surveyor sees the glass and asks where did all the liquid come from.

As surveyors we should always be asking those uncommon questions that most folks overlook. That especially comes into play whenever we inspect an engine space with gasoline powered equipment. Both title 33, section 183.410 and ABYC E-11.5.1.4.1 spell out the requirements for electrical devices located in a space containing gasoline powered equipment. We need to be sure that in addition to the more common things to look for when we enter a gasoline engine compartment like the electrical water heater, alternators and engine starters that we take a good look around the engine compartment for devices that are not labeled Ignition Protection, this could be lighting fixtures, power inverters and audio amplifiers to name just a few. Be sure to make note of any non-compliant devices, list them on your survey report along with the recommendation to comply with the CFR and ABYC requirements.

Here's a special note for all those SAMS® Surveyor Associates nearing their up or out date. Please be sure that you have met the requirements for attending at least one IMEC or two Regional Meetings before your target date. Bear in mind that the cancellation of the last two IMEC's , places that much more importance on attending Regional Meetings. If you have any questions regarding the requirements to achieve the AMS® candidate status please feel free to reach out to me or your Regional Director to learn more.

In closing I would like to thank each and every one of you for the opportunity to continue serving SAMS® as the Membership Vice President.



**Reinier Van Der Herp, AMS®
Northeast Regional Director**

Ahoy all in the northeast! I hope this was the last zoom meeting I'll have to put on so that we can go forward with in person Regional Meetings in the future! Hopefully these variants will fizzle out and not cause too many problems.

It's been extremely busy from everyone I've talked to and so far it doesn't seem to be slowing down. Supply chain problems seem to be causing the most havoc right now but that should ease up and hopefully things will get back to some kind of normal.

I know this is repetitive and it seems like a broken record but as a Surveyor Associate you need to perform 12 pre-purchase surveys per year, and when you submit a pre-purchase survey for your yearly review make sure you **submit a vessel with systems and preferably sea trials**. Only submit one survey please! Reviewing is time consuming and I try to get to them as soon as I can. **No skiffs, center consoles or other small craft or insurance surveys where you're not testing systems, they really don't tell us as reviewers about your survey writing skills and that's what it's all about!** We do expect improvement as your yearly reviews come in, and the best way to stay on top of it is to always look for ways to improve your reports. **Good system descriptions, findings with references to ABYC, etc., over usage of the word "appears" and lastly one word or one line checklists won't fly!** Make sure that when you write up a deficiency in the body of the report so that it's accurate and describes it fully and make sure it's summarized at the end of your report! Other than a couple of required boat photo's keep your photo's to describe or point out deficiencies, use arrows or similar to point things out so your client knows what he's looking at! Too many Surveyor Associate's are putting in "Beauty" photo's, we are writing reports not sales brochures. For the people using programs make sure you modify the program to fit your needs, most will let you add items in so the system you're looking at can be described well along with any deficiencies you find. And please get rid of the **"Yes & No"** in these programs, those two words mean nothing, they are answers to questions and reports shouldn't have questions in them. "VHF Radio" Yes. Yes what? What make, model is it and does it work?

Valuation is another big weakness I see in reports, **you must list your comps sources, you must list your comps, you must state your methodology and how you arrived at the final value. You must list where you got your replacement value from**

So please review your reports, the **SAMS® RSRC** and try to improve on every report you do! Your clients will be happy and so will financial and insurance companies. Do that and you will have no problem getting through as a Surveyor Associate and will be ready for your AMS® upgrade.

As a Surveyor Associate ready to upgrade, don't wait until the last minute, plan this out six months or better before your up or out date is due! This will give you time to study for the AMS® test which isn't easy, and prepare you for when the time comes, remember you only have three tries with a month between attempts! If you don't pass on your third attempt then you're out, and have to wait a year before reapplying! So please take this advice seriously so that things will go much more smoothly.



**Kevin R. Bache, AMS®
Great Lakes Regional Director**

My wife Laura and I reside in Sandusky, Ohio, where I began my survey practice in 1994 here on Lake Erie. My formal education is in journalism, photography, insurance and marine surveying. Career history and acquired skills include: photojournalist, automotive and marine mechanic, marine service writer & repair/restoration technician and insurance agent.

I retired from the insurance agency in 1993 and attended the Chapman School Yacht Survey Course, planning to apply education, experience and skills in becoming a marine surveyor. After graduation from the Chapman School, SAMS® accepted me into membership as a Surveyor Associate in 1994 and my AMS® credential was attained in 1997.

I returned to Chapman in 2003 to co-author, along with several colleagues, the “Fundamentals of Damage & Claims Survey” course and was an adjunct senior course instructor from 2004 through 2008.

Being a Marine Surveyor and SAMS® member, has afforded many opportunities, leading to personal growth and professional development. When President Lowe called, I did not hesitate, recognizing the responsibilities, and welcoming the opportunity to help advance the professionalism and technical expertise of practitioners in the Great Lakes Region, and SAMS® in general.

As we are into the recreational boating off season in the Great Lakes, and the demand for surveys begins to taper off. The winter off season provides a great opportunity to take a look back at the last season, identify and expand on the things that worked well for your business, and learn from the things that could have resulted more favorably. Take all of that into account and make plans and goals for the upcoming boating season.

I would add that, as we transition into below-freezing temperatures, I believe it is wise practice to eschew the survey of vessels stored outdoors. Deteriorated and / or moisture-affected cores that are frozen may go undetected to the hammer, and cause unreliable moisture meter readings. In addition, limitations on inspecting and proving the winterized systems will not give the client much value.

For an insistent client unwilling or unable to accomplish this, an explanation of the risks involved and a statement and waiver with an option to proceed, regardless - or an option to wait until the vessel thaws - could then be offered for their signature. Send me an email if you would like a copy of my “Freezing Weather Disclosure” form to use along with your Work Order.

Thanks to everyone who attended the recent Great Lakes Regional Meeting. We had members join us from twenty different States, Canada, Puerto Rico and the Bahamas. Thank you V.P. Membership Angel Zeno, AMS® for your technical assistance with Zoom and arranging for the excellent educational presentations.

Current plan is to hold a Spring meeting in March or early April. Although the cost, efficiency and reach of a Zoom meeting is attractive, there seems to be some interest for meeting in person. Either way, I am seeking your suggestions for speaker, meeting topics and possible locations.

Best wishes to all for a happy, healthy Holiday season and a prosperous New Year!



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

Well, here we are heading into the Winter Boating season and I hope everyone has had a busy Fall season. I do hope, being in the Mid-Atlantic area of the country that the Winter business will also continue to stay busy as possible for everybody.

Talking to surveyors around the region, everybody is keeping busy, “so far so good”.

I want talk about writing your survey report and “communication”. First when writing your report you should use the SAMS® minimum Recommended Survey Report Content as you begin to start writing your report and putting your ideas together. Once you’ve assembled the content of your report and what you want to say, you can now put it together using your own words and the various rules, regulations and recommendations. As you continue your time as a marine surveyor, your style of writing will change over time and that is a good thing.

The most important point is that the customer understands what you’re telling them about the vessel that they are going to purchase. I’ve had occasions when the customer doesn’t understand what you’ve pointed out or thinks your wrong on a certain issue and gets very upset. I always end my reports stating, “after reviewing your report, if you have any questions, please give us a call.” More than likely the customer always will.

When they do call and are asking questions, I always feel good when I am able to answer all their concerns about their report. It also helps establish a good relationship between you and your customer. Communications, Communications.

Changing the subject, I hope everyone had a Happy Thanksgiving with a lot of family gatherings and of course lots of Turkey. And of course, lots of good family memories.

Also, it’s that time of year that we celebrate Christmas and New Years. Remember, Keep in mind the true “reason for the season”. Merry Christmas and a Happy New Year. Stay safe everybody.

Be safe out there.





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

Greetings all from the Pacific Northwest. Summer is done and things should have been slowing down a bit. But, we are busier than ever here right now. Where do all these boats come from??

As Regional Director (RD) it has been an enjoyable experience talking to other surveyors on a regular basis. Sometimes it is to discuss a potential new member. Other times a Surveyor Associate (SA) has applied for upgrade, and we talk about their journey towards becoming an Accredited Marine Surveyor (AMS®). Seems everyone is busy these days. As busy as they wish to be. But your Regional Director is more than just an administrator that is part of the membership committee. It is true that most of our time is spent reviewing survey reports. However, your Regional Director is also a resource for all, not just a Surveyor Associate.

The Regional Director should be the first person contacted with a SAMS® policy question. Contact your Regional Director if there is a situation that you are not quite sure how to handle. Keep your Regional Director informed of any possible issues a client may have with you or your process.

When I was informed that a previous client was about to take legal action against me the first individual I contacted was my Regional Director. He was able to calm me down (yes, I was VERY upset & concerned). He educated me on some of the processes involved and what I may expect. Legal counsel was suggested. And he offered future assistance as the issue played out. Even if it was just to be an ear to let me vent my frustrations.

No, your RD will not have all the answers. However, he can give some sound advice and point you in the right direction. If the answer to a question is not known, then they will contact headquarters or the appropriate board member for that answer and get back to you.

Be sure to get all the details of the situation. The who, what, where, when and why. We cannot do any kind of follow-up based on third party comments. The Regional Director needs to know who can be contacted, if necessary. Providing as much information as possible will help to resolve things in a timely manner.

Changing the subject, a little... It was great to see some of our members at the recent NAMS Regional Meeting in Bremerton, WA. Face to face meetings are important for many reasons. The subject matter discussed were interesting and informative. Thanks to the NAMS Regional Director for inviting us to participate. The present situation makes it challenging to get everyone together. Local municipalities have different limitations on size, seating and on, and on. We are planning a meeting or meetings in February of next year for the Pacific region. It is in the planning stages with the dates and location yet to be determined. It is quite possible we may have a short ZOOM meeting AND an in-person seminar day(s). Local sub-regional meetings are also in consideration. If you have any thoughts or ideas feel free to email me. In the next couple of weeks, I will get an email out soliciting feedback for this. If you would like to volunteer to have something locally, again, email me. Most of us have developed relationships with local marine businesses that may be willing to host a field trip through their facilities. Usually some Continuing Education (CE) credits can be awarded.

As always, stay safe. Stay sane!

The Following Member Has



Seth Mosley, AMS®
Gulf Regional Director



Will Return For The Next Issue



**C. David Sandford, AMS[®]
Canadian Regional Director**

Wrapping Up 2021

As always the busy season is almost at an end and its getting cold up here in Ontario, as it is in many of the Northern U.S. States. For us as surveyors it means we're coming into a slower time of the year. Not much can happen with fiberglass boats when the weather is below freezing, and I have to admit that my enthusiasm for inspecting boats always wains in the freezing winter weather.

It's been another banner year for marine surveying here in Ontario and most everywhere, so I'm told. I'm just finishing up my last few assignments of the 2021 season and the winter weather is closing in. From here forward, until probably mid-March, the weather probably won't be conducive to much of anything from a marine surveying perspective. It looks like the Toronto International Boat Show will once again be an in-person show in February 2022. It's always a good way to beak things up over the winter and it usually produces a few boat deals. Because of this and with weather permitting, I sometimes get a few survey assignments completed over the winter. You never know, but sometimes you get lucky.

Here in my local area it has become apparent, that as we move forward, we are going to loose a number of large pleasure craft service and land storage facilities. Just got to have more condos, it seems. One large facility has closed already and another is slated for closure in the next year with two to three still up in the air, but it doesn't look good. What this means for boaters at this point is unclear but, it appears that vessel ownership will become more difficult, both in docking and also land storage in the winter months. One local facility that hopefully will remain viable, says that they are booked a year in advance for major service work. At my own club we are struggling to find space for forty plus footers, both in the water and on land.

I have said this before and will do so again. Each year the slow winter months are a time for me to review my report templates and make any additions or deletions that I may deem necessary. While doing this I also review the "Recommended Survey Report Content" handbook and have current ABYC standards handy for review, as well. This is a ritual that I go through every year and I recommend that all of you do the same.

Each year, here in Southern Ontario, we always get high winds and as a result usually have a few boats topple. As part of my inspection process, I always note the condition of the cradle, the stands or look over the blocking methods and report on anything that is suspect. You would be surprised what I've come across over the years and I've also found that most people, whether it be boat owners or the marina staff, they are always receptive to suggestions on this.

That's it for now.

Stay warm and please stay safe.



**Christopher Day, AMS®
Florida Regional Director**

Welcome from Sunny Central Florida. A few cold fronts have started to pass through the state and hurricane threats have dropped as those fronts tend to push them well east of the peninsula. These fronts have not deterred the boat buyers much and has only increased those looking for surveys to renew insurance. In addition to survey work still coming in, this is also the time to network and educate ourselves as best as possible with the Boat Show season kicking off in Fort Lauderdale at the end of October and many Maritime classes being held throughout the state and most are filling to capacity (ABYC, Chapman's and others).

I have been trying to keep my ear to the ground and have heard reports of some insurance companies NOT accepting Surveyor Associate surveys. Most times, the Surveyor Associates are unaware of the problem until they get a follow up call from the person that hired them and are told that the survey is not accepted by the insurance company. This is a bit disconcerting to hear as we know that Surveyor Associate reports are reviewed annually and are critiqued to make sure they follow the "Recommended Survey Content" as proposed by SAMS®. This has been brought to the Board's attention and they have contacts with a few insurance companies that we have heard about. These contacts are willing to listen to those claims and re-evaluate the "Company Stance" on this said implied policy. In the meantime, please inform me through email about the survey type, buyer/owner of the vessel with policy information (if provided), and your information. I will make sure that it gets through the proper channels and be prepared to provide a copy of the survey, if requested.

Keeping in line with the insurance realm of things, most insurance companies have had record sales of boat insurance, but have also had record claims reported that were paid out. This has brought along tighter restrictions as to insurability of vessel's and our surveys are critical in that decision making process. Most surveyor's within SAMS® prioritize findings as "A, B, C" and condition rate vessels according to BUC Book (Bristol, Above Avg, BUC/Average, Fair, Poor, Restorable). I have noticed a couple of things with this: 1. Insurance companies see a FAIR or condition rating below, they will not insure the vessel 2. They are requesting that ALL "A & B" findings be attended to prior to insurance policy's being issued in full. This does make our jobs that much more difficult as most clients come directly back to us and complain, and possibly ask US to modify the report so that the client can get insurance on the boat. This is a big discussion point that we can take up during either our scheduled virtual meeting, or region meeting.

I have been working on getting survey reviews, Surveyor Associate applications, and AMS® Upgrade requests honed down to a manageable number and plan our annual regional meeting. April 23, 2022 - Pelican Yacht Club, Ft. Pierce is our tentatively scheduled in person meeting and will have a certain limit of people imposed depending on current and local restrictions.

So, stay safe out there. . . Keep your work product and ethic strong. . . May the surveys continue to keep us afloat.

Cheers!!!

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



SOME COMMON COMMERCIAL VESSEL SURVEYING DEFICIENCIES

Some time ago the USCG published a list of the Top 10 Small Passenger Vessel (Subchapter T) deficiencies. These items were (in no particular order or apparent degree of seriousness):

1. Dead end electrical conductors.
2. Deteriorated hull material.
3. Inoperable bilge high level alarm.
4. Portable hand bilge pump inoperable or missing.
5. FCC license missing.
6. Running lights (stern, mast, side) inoperable.
7. Light guards missing.
8. Expired First Aid Kit medication.
9. Navigational Charts outdated or missing.
10. Expired EPIRB hydrostatic release.

Based on my experience most of the above list pretty much fits all commercial vessels, not just T-boats. Other common deficiencies (in no particular order or degree of seriousness) I find are:

- Outdated Rules of the Road aboard the vessel.
- Tripping hazards not marked.
- Lack of NDT for older metal hulls.
- Engines and AC generators are not on an oil analysis program.
- Many violations of ABYC Standard E-11 (uninspected commercial vessels).
- The leading edges of stair treads are not colored yellow or international orange as recommended by section 11.2.3.2 *Coloring of Leading Edge of Tread*, ASTM Standard F 1166-07 *Standard Practice for Human Engineering Design for Marine Systems, Equipment and Facilities*.
- Damaged deck fittings on barges.
- Battery boxes not ventilated.
- Ladders or stairs with irregularly spaced steps or treads or damaged steps or treads.
- Stairs without railings (uninspected commercial vessels).
- The openings to confined spaces are not marked.
- Voids on barges without manholes.
- Voids on barges have corroded scantlings.
- Voids on barges require dewatering.
- Fixed fire extinguishing systems not properly inspected (uninspected commercial vessels).
- Fixed fire extinguishing systems installed in places in the machinery space where they wouldn't activate in time to prevent a major conflagration.
- The anchor light or all-around white light is blocked by the radar dome.
- The all-around white light is not 1 meter above the running lights.
- Fireboats have blue police lights not the alternate flashing red and yellow lights as prescribed by the Navrules.

Con't

- Cranes are not properly inspected per OSHA (uninspected commercial vessels).

As a follow-up to this column I would ask anyone surveying commercial vessels to e-mail me (joederie@comcast.net) any common deficiencies they would add to the list. I'll compile a list and feature it in a future column.

As always, I hope anyone who would like a copy of the USCG list, wants to discuss this column or has questions about Commercial Workboats, tugs or barges will contact me at 503-236-6818.





Dear SAMS® membership,

I regrettably just learned of the passing of one of your treasured members. The person I am referring to is Mr. Lloyd “Kitt” Kittredge. I hope that no one minds, but I wish to say a few words about this man in the spirit that it might get published perhaps with a flattering photo of his likeness in the SAMS® newsletter. First you should know that I am a retired AMS® who worked alongside Kitt as a former Florida Regional Director. That is not important, but it gives some perspective as to context about what I am about to exclaim. You all probably know that Kitt, as he was affectionately known, came up the ranks and earned the honorable position of President of SAMS® during his tenure. Needless to say this job comes with a lot of voluntary responsibility and no pay.

Lloyd was also a big family man with a full time job of his own whom while I am sure took care of business as a family patriarch, also led SAMS® to its next level. I wish I knew Kitt in his prime, because he also served our country in the US Marine Corps. We all know what a commitment and sacrifice that is. I am not sure that he in present times could still fit in his uniform, but we can easily blame that on his wife, Darlene’s cooking. By the way, during Kitt’s reign as President, the organization was treated with Darlene’s gratis expertise in the capacity as a Certified Public Accountant. She saved SAMS® from untold legal and accounting penalties due to her professional input. SAMS® is a not-for-profit organization that is governed by many legal and technical guidelines. The diminutive yet mighty Darlene studied our previous governmental submissions and made the necessary corrections to better align us into compliance. So we got Kitt as the capable leader with his much better half as an added bonus.

All of the above data I consider to be just boilerplate about the man. To me, he represented all that is good about the Midwest. A handshake was his bond. He treated everyone the same. With that I mean, with respect. After witnessing the final service and respective eulogies for Lloyd on the Internet, I told Jim Sepel, AMS® [SAMS® representative and speaker] that Kitt reminded me of my dad. That is the ultimate compliment. As a historian, I just hope that this man gets his due. New members will come in and have no idea what the word Kittredge means to SAMS®. That is unavoidable. But, I hope that for those of you that had the honor of knowing him, and his grace, and wit that this message leaves you with a lump in your throat. There are other men / women who were as dedicated as he was. But there will only be one Lloyd Edwin Kittredge. SAMS® is a better place because of his countless contributions. Perhaps you might see the name Kittredge come to prominence again some day in the future. His only son Buck Kittredge, AMS® is currently in your midst.

Signed, Robert Heekin / AMS® retired

Bob Heekin was Florida’s Regional Director from 2011 to 2015.
He retired to relax and enjoy





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

MARINE SAFETY ALERT
Inspections and Compliance Directorate

September 13, 2021
Washington, DC

Safety Alert 05-21

**CORRODED TURNABLE PINS CAN CAUSE STRUCTURAL FAILURE
ON ACCOMMODATION LADDERS**

A recent marine casualty resulting in an injury of a crewmember onboard a foreign freight vessel brought to light a potentially dangerous situation involving the turntable pin on accommodation ladders. Currently, there are no established timelines or requirements to replace turntable pins. Without proper and periodic examination and replacement, corrosion can ultimately lead to structural failure.

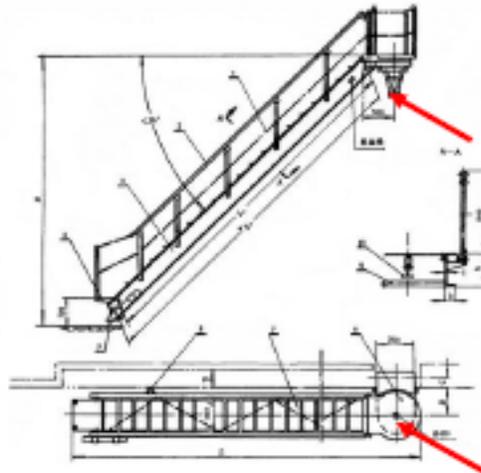


Figure 1: Pin location on the Accommodation Ladder Turntable

After the incident, the Coast Guard noted that multiple foreign flag vessels had accommodation ladder turntable pins in service for more than 20 years without replacement. Guidelines on the maintenance of accommodation ladders is contained within 74 SOLAS (14) II-1/3-9, MSC.1/Circ. 1331, and 74 SOLAS (14) III/20.7.2; however, none of the aforementioned references include maintenance guidelines for the turntable pins.



Figure 2: Accommodation ladder connection pin with severe corrosion over the pin's fracture surface & sidewall and on the surface of the hub.

While the turntable pin may seem like a minor component, its failure can cause significant harm to all persons utilizing the accommodation ladder. In this instance, the vessel's crew was in the process of stowing the accommodation ladder when the turntable pin failed. As a result, a crewmember who was on the accommodation ladder at the time fell approximately 30 feet and sustained serious injuries.



Figure 3: Surface corrosion and contamination are evident on the fracture surface of the failed turntable pin. Severe corrosion pitting and surface cracks are also visible on the sidewall, which could have provided an indicator of the pin's unsafe condition prior to failure.

The Coast Guard strongly recommends that vessel owners and operators:

- Maintain the turntable pins.
- Periodically inspect the condition of the turntable pins and replace them when necessary.
- Revise accommodation ladder maintenance plans to include turntable pins.

This Safety Alert is provided for informational purposes only and does not relieve any domestic or international safety, operational, or material requirement. Developed by the Investigators of Sector Delaware Bay and distributed by the Office of Investigations and Analysis. Questions may be sent to HQS-SMB-CG-INV@uscg.mil.

Professional repower. Following the trend switching to outboard motors. Photo of the month contest



Note the professionally cut out transom, adequate mount above the waterline, bondo filled old exhaust exits, self flooding aft cockpit with period correct two stroke Johnson.



IMPORTANT MEMBER INFORMATION

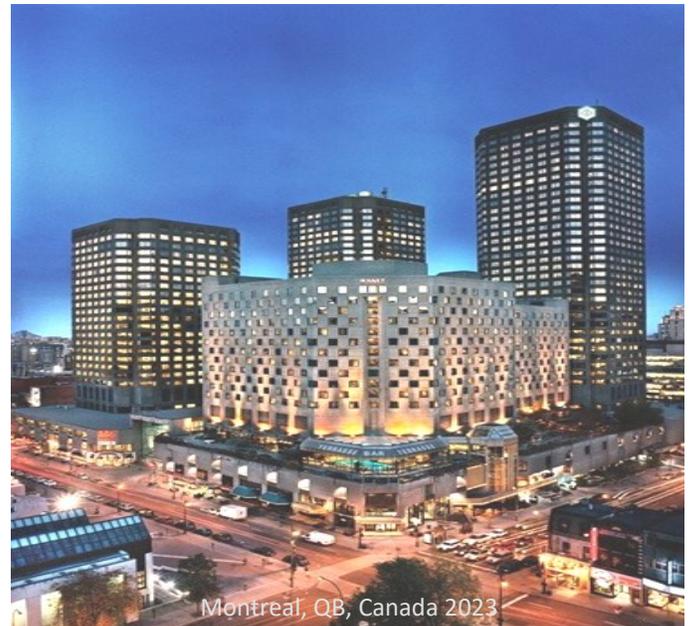


2022 SAMS® International Meeting & Educational Conference (IMEC) Oct. 5th To Oct. 8th St. Louis, MO

CE Credits:

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

Upcoming IMEC'S





MEMBER'S CORNER

JULY 2021 -
NOVEMBER 2021

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Marine Surveyors with the earned
designator:**

“YACHTS & SMALL CRAFT”

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J. L. Cameron Buchanan, Orillia, ON, Canada
Nelson Fernandez, Miami, FL
Dean A. Ford, San Diego, CA
Lee Tyler Hope, Chattanooga, TN

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into SAMS® as:**

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Ron Atkinson, Riverhead, NY
Tom Aversa, Deer Harbor, WA
Timothy Haines, Saint Cloud, FL
Christopher Hathaway, Shelburne, VT
Reid McKay Jenkins, Nashville, TN
Christopher Matthew Johnson, Kinsale, VA
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Thomas Lee Narron, Urbanna, VA
Mario Posse, Miami, FL
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***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**