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## ***Outboards – Fire Alert***

DCG is currently working on an outboard fire case where the circumstances surrounding the cause are innocuous and thus could present a hazard to life and property. It is with this concern in mind that we are issuing this alert.

The positive battery cable is routed to the starter solenoid so that it is in contact with the powerhead fuel filter (photo). The operational vibration of the powerhead

eventually wears away the battery cable insulation and an arc to ground ensues. The spark from the arc



ignites the fuel and the resulting fire consumes the outboard and boat. This could occur during operation or while the boat is un-attended.

We suggest the routing of this cable be investigated and if it is in contact with the fuel filter or any part of the powerhead it be corrected immediately.

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## ***Training, Training, Training***

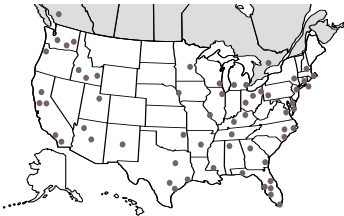
Six staff members and supervisors attended the IBEX industry education event in Miami in the fall of 2004. During the social side of this event the supervisors met with our President expressing various frustrations- good and bad- with management of the survey staff. The outcome of this was a meeting of the supervisors in December, 2004 keyed on flushing out the frustrations and devising a plan to meet these challenges head-on. The two-day meeting resulted in a task force assigned to update our surveyor training program. This was completed by February of 2005 and the training content was then posted to our extranet (virtual company on the web). We also digitized two training videos on FRP repair and estimating and put them on the extranet.

The supervisors took the 2005 training materials on the 'road' with regional training sessions with groupings of 6-10 surveyors rather than our annual full staff meeting of 60 surveyors. The rationale was that smaller groups would lead to more interaction and thus a better retention of the information reviewed.

It is important to remember that our staff of surveyors is roughly 92% certified or accredited so there is no one that is not a knowledgeable marine surveyor. The important things to cover were our client service processes, logical deduction methods, and uniform estimating of damage and repair so that we can deliver on our "One Source, One Solution" motto.

*“One Source, One Solution”*

## Offices throughout North America



Check our website at  
[www.daviscoltd.com](http://www.daviscoltd.com)  
for locations

## Davis at PLRB San Antonio

Sochaitan Malhotra, Sales, of Davis and Company, Ltd. greeted visitors to our booth (photo) at the Property Loss Research Bureau's annual claims education and Expo conference held in San Antonio, Texas in April of 2005.

Sochaitan has been with Davis & Company Ltd. for about a year working in our sales and marketing department. She has a degree in marketing from North Central College, Naperville, Illinois.

Greg Davis was a conference presenter for the Boatowner's losses educational event. This three-hour class covers presentations by Greg on engine and propulsion system theory, damage assessment/cause determination, and repair estimate evaluation. He also presented a PowerPoint on maritime salvage (this PowerPoint is also available on our website [www.daviscoltd.com](http://www.daviscoltd.com) in the engineering



section). Jerry Mc Ginty of Allstate's Techcore national education center was a co-presenter covering the marine rules of the road and fiberglass boat construction and repair principles.

This is the third year Greg and Jerry have presented the Boatowner's losses class for the PLRB.

## National Service

Davis & Company Ltd. has partnered with [www.boats.com](http://www.boats.com), the leading new and used boat web portal, in providing condition and value surveys for its customers. We are the only marine survey services provider in North America that has the capabilities to offer services on this scope.

We are also partnered with a major insurance carrier to provide boat claims related services nationwide. This insurance carrier has recognized the value of consistent report format, handling timeliness, and loss cause and extent determination across the nation. We averaged 12 days open to close for this customer last fiscal year. Our nationally consistent report format increases staff productivity in processing claims. There is also consistent methodology in loss assessment as to cause and extent when utilizing our services in this manner.

Davis Consulting Group, our engineering division, also handles accounts on a national

basis in the area of commercial vessels for underwriters and lenders (see the articles on their projects in this issue).

We are always interested in working with new and existing accounts to tailor a program to fit your particular national need. The benefits to your organization can be measured via our detailed reporting programs or customized to your particular schedule. If you haven't seen our management reports, log on in our commercial accounts section of our website ([www.daviscoltd.com](http://www.daviscoltd.com)) and view your reports on open, closed assignments. We serve up these reports for all customers based upon the level of authority of the customer. The adjuster can view only their assignments; the manager can see all assignment reports within their authority, etc.

We work very hard to deliver consistent, quality marine survey services for our customers. We thank you for your business!!

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## E-ORDER

### Web based order and order tracking featuring:

- Secure loss assignment order form with immediate email acknowledgement
- Secure open files report and email inquiry to the assigned surveyor
- Secure closed files in the last 30 days report
- Search our boat and equipment recall database
- Search our marina database
- Search our assignment database (historical)
- 24/7 access

URL:

[www.daviscotld.com](http://www.daviscotld.com)

*then click the  
E-order button*

**ORDER OUR  
INSTRUCTIONAL  
VIDEO TAPE**  
(18 minutes)  
**800-223-8816**

## From the Bridge

I received a telephone call from Boating Industry magazine last fall requesting my thoughts on the differences between the two major surveying organizations. I told them that each of the organizations have major good points and that my staff is comprised of professional surveyor members from both. The conversation also gravitated toward my current "pet project". About a week later Boating Industry called me once again and indicated that the thrust of their intended article was about me and my "pet project." Thus was born my feature article, with photo, in Boating Industry, November/December 2004 issue.

But more importantly my "pet project" is about to be born into reality. The project began about three years ago. But some background first. I entered the marine survey profession about 33 years ago as an apprentice under a senior surveyor. There were no books, little formal guidance, and much frustration. At the current time there is little consistency from one surveyor to another or one region to another for that matter in

what a particular survey needs to cover or what a surveyor needs to know, from a consumer of survey services perspective.

I thought the place to start was to approach the 'consumer' of survey services to find out what they liked and disliked. An ad hoc committee was born with the National Marine Manufacturers, the American Boat and Yacht

years to hash out a basic educational criterion for marine surveyors entering the field. Each survey organization has taken their own path in the education venues department, but now there is a path where there was none!

The criterion NAMS chose is comprised of ABYC courses and certification programs and the formulae are currently being reviewed within NAMS



Council, Boat US- Consumer Division, the National Association of Marine Surveyors and the Society of Accredited Marine Surveyors participating. This committee met several times over three

for incorporation into its apprentice and associate member programs. My thanks to my ad hoc committee participants (and to NAMS) for accepting the challenge to invent something NEW.

## Flotsam & Jetsam 2005

Joe Williamson, Davis & Company Surveyor has just transferred to our new office in the Clearwater/Bradenton/Tampa area. We are calling the office our TAMPA office. Joe is acclimating to the warmer temperatures after having lived in northern Ohio for the last 20 years. If we can keep him away from the mermaids in Weeki Wachee all should be well. Wedding bells for Joe are forthcoming in November. Frank Taft just returned

from a vacation in Virginia Beach and on the first day a 57' Fin whale washed ashore. The whale had sustained lethal damage from having struck a ship. First whale to have come up on this part of the coast in over 25 years. Is this an SSO loss?

Sochaitan Malhotra, our new sales person, just recently became engaged.

This is our second year in a row with expanded office hours in our headquarters

office in IL. We are open from 7am to 7pm central time to cover office hours on both coasts. FAX and email are both available 24 hours a day. Emergency numbers can be found on our after hours message. We are here to help. If you do not know how to use or need some help in using our EORDER assignment and order-tracking program please call our HQ office at 1-800-223-8816.

# NEWS BRIEFS



## *Casino barge loss control engineering project*

DCG was hired by the underwriter to manage the loss control aspects for the marine contractor engaged to move a 97 metric ton three story casino barge section into its permanent mooring. The casino barge was 1/2 of the permanently moored floating casino currently moored to the New York Street bridge in downtown Aurora, Illinois (photo). The casino barge had been constructed in two sections, which comprise a cashew shape when fully assembled.

The project complications included the 'flipping' of the section orientation 180 degrees when departing the graving dock (long dimension into the full river current- bank to bank), the limited operating environment for the tugs when adjacent to the mooring site (five feet), and the stipulation that the vehicle traffic on the bridge and gaming in the currently moored section would not be ceased during the process.

Greg Davis was in charge of the project for DCG. In conjunction with our engineers the loadings of current and wind were calculated for the move and then entered into our engineering loss control plan, which was approved



by all involved parties prior to the event. The move commenced at 0600 hours and was completed 2 1/2 hours later with no complications.

## *DCG commercial/technical survey projects update*

The consulting group is now working construction progress surveys on ship 4 at the Kavaerner Philadelphia yard for the lead lender. The first 3 ships (#3 is now in preliminary shake down trials prior to delivery) are the first container ships to be built in the USA in over twenty-five years and each have been delivered to Maersk Lines. Davis Consulting Group has been tracking construction progress in accordance with the contract schedule payments for the lead lender on each of these multi-million dollar ships.

The consulting group completes underwriting survey inspections on commercial vessels, primarily passenger and small ferries, across the USA for a major commercial underwriter. These vessels run the gamut from large dinner cruise ships to small (more than 12 passenger) craft operating on

navigable waterways and on inland waters (non-federal).

DCG is considering offering a delivery inspection service for mega-yachts where we will complete certain performance tests on ventilation, propellers, etc. as a part of a shake down pre-delivery survey. These tests would be completed under the direction of one of our PE Naval Architect/Engineers. We are looking for feed back from customers as to the need for this type of technical service. Let us know if you are "in the market" by calling Greg Davis at 800-223-8816 or by email at [dcg@daviscoltd.com](mailto:dcg@daviscoltd.com).

## *Military, Ferry & Performance Craft Expert Joins Davis Consulting*

Christopher Barry, PE a mechanical engineer and naval architect with experience in ship design, stability and structural analysis and offshore civil engineering has joined Davis Consulting Group (DCG) marine engineers, a division of Davis & Company, Ltd., as a Consultant. His addition brings to seven professionals on the company's nationwide team of marine surveyors and naval architects that specialize in the areas of engineering and design and accident reconstruction, fire and explosion cause and origin, forensic engineering and commercial vessel surveying.

Notes Greg Davis, President, "Barry brings

hands-on experience in production boat and ship building practices that we will utilize in our consulting practice with builders. His knowledge in ferries will assist us in the insurance carrier practice area. He brings very valuable capabilities for our clients."

Barry has 31 years of experience in the marine industry, including commercial, military and recreational small craft, offshore oil systems, commercial and Navy ships, high-speed propulsion systems and amphibian and swimming armored vehicles. A 1974 graduate of the University of California, Berkeley in Mechanical Engineering / Naval Architecture, he is licensed in mechanical engineering (in California and Washington state) and in naval architecture and marine engineering (in Washington state). Barry won the Society of Naval Architects and Marine Engineer's (SNAME) 1997 Elmer Hann Award, which recognized the best paper published at its Ship Production Symposium, for his work in implementing CAD/CAM in small shipyards, and holds two U.S. patents in high speed marine craft.

Mr. Barry is a prolific technical article writer and has been a conference speaker at SNAME events and at IBEX, the marine industry annual education venue. Many of his technical papers are available for download at our website [www.daviscoltd.com](http://www.daviscoltd.com).