

DAVE GERR, CENG, FRINA

SUMMARY

Dave's experience and expertise consists of a wide array of fields, including but not limited to the following areas:

- Naval Architect specializing in the design of vessels under 200 feet, yacht and commercial.
- Educator, with extensive experience in distance-learning, accreditation, curriculum development, school management, publicity and marketing, and student relations.
- Author of books and technical articles on naval architecture, boatbuilding, marine technology and history.
- Lecturer on technical and historical topics in naval architecture, boatbuilding, and boat systems installation and engineering.
- Marine surveyor specializing in complex and unusual accident, damage and failure analysis.
- Expert witness, with twenty-four years of experience in cases related to boats, boating accidents and boat design.

EDUCATION

Diplomate in Yacht & Small-Craft Architecture, Westlawn Institute of Marine Technology, 1989

Industrial Design - Pratt Institute, 1974

Physics - New York University, 1973

REGISTRATIONS & CERTIFICATIONS

Chartered Engineer (CEng), Engineering Council, UK, Reg No. 605383

PROFESSIONAL ASSOCIATIONS

Royal Institution of Naval Architects (RINA), Fellow
Society of Naval Architects and Marine Engineers (SNAME), Member
American Boat & Yacht Council (ABYC), Member

CAREER HISTORY

FORCON International – Independent Contractor

Conducting Forensic Investigations and Expert Witness Services in his areas of expertise.

Gerr Marine, Inc. – President & Chief Naval Architect

Perform and/or supervise all aspects of design and engineering for projects.

MacLear & Harris, Inc. – Naval Architect

Responsible for design, engineering, drawings for all projects.

HIGHLIGHTED PROJECTS (DESIGN & MANAGEMENT)

Partial List of Projects as President & Chief Naval Architect of Gerr Marine, Inc.

General Dynamics/Electric Boat/US Navy - Groton, CT, Feb. 2001—Oct. 2001: Subcontractor/consultant on design and arrangement of all ergonomic aspects of the crew accommodations for the new Virginia-Class (SSN 774) U.S. nuclear attack submarines.

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Cape Dory Yachts/Newport Shipyards - Amityville, Long Island, May 1992—Aug. 1995: naval architect and engineer in charge of all aspects of design and production (machinery, hull, glasswork) on all models—Cape Dory 40; Cape Dory 28; Sumner 36. Consultant on repairs, customer questions and problems, computer applications.

200-foot Steel School Ship, Motor Vessel - Styled after the Hudson River tour boats of the early 1900s. The Oriska I. Four classrooms, two machinery labs, cafeteria, five offices, four double cabins, captain's and mate's cabins. For Oriska Jobs & Careers, NY, NY and Utica, NY.

200-foot Steel School Ship Barge, Motor Vessel - Styled after the Erie Canal barges of the early 1900s. The Oriska I, f Two classrooms, one machinery lab, captain's and mates' cabins. Bridge clearance for operation on the Erie Canal. For Oriska Jobs & Careers, NY, NY and Utica, NY.

120-foot Aluminum Single-Screw Clipper-Bow Motor Yacht - Classic-styling, clipper-bow, counter-stern, long-range, motoryacht. Hundestead controllable-pitch propeller, accommodations for 6 in owner and guest, 6 in crew. Lloyds Maltese Cross 100 A1 and MCA classification. For St. Augustine Marine, St. Augustine, FL.

82-foot Aluminum Single-Screw Voyaging Motor Yacht - Slender hull form for economy and seakeeping, 4,500 mile range at 11 knots, for construction at Kanter Yachts, St. Thomas, Ontario. Featured in Yachting magazine, Dec. 1993.

76-foot Aluminum Single-Screw Ultra-Shoal Fantail Motor Yacht - Fully beachable, drawing just 42 inches, cruises at 12 knots, with a top speed of 14, fully transatlantic capable. Built by St. Augustine Marine, St. Augustine, FL, launched March, 2008.

75-foot FRP Staysail Charter Schooner - Draft just 4 feet. U.S. Coast Guard certified for 49 passengers day charter coastwise, and 8 passengers plus 3 crew offshore. For American Dream Makers, Inc., Lower Bank, NJ.

74-foot Aluminum Fast Ferry - Twenty-seven knot cruise, 149-passenger, two-deck offshore T-boat, designed for soft ride at cruise speed in offshore conditions. For the Puerto Rico Port Authority.

65-foot 149-passenger Steel Dinner/Cruise Boat - Two-deck, dinner/cruise boat, for operation in the Genesee River and Erie Canal, with 15-ft. 6-in. bridge-clearance restriction. U.S. Coast Guard certified for 149 passengers coastwise plus 8 crew. For Corn Hill Waterfront & Navigation Foundation, Rochester, NY.

62-foot Steel Ferry Barge Irvington - Create drawings for the Irvington 62-foot steel ferry barge, the oldest welded-steel vessel in the world. Do required hydrostatic, weight, and stability calculations, from deadweight survey, to obtain new Stability Letter and Certificate of Inspection, from the United States Coast Guard (USCG) under 46 CFR for operation as a passenger vessel. For Tony's Barge Service, Sayville, NY.

60-foot Steel Army T-Boat (tug) Conversion - Complete gutting, redesign, and refit of army tug boat as live-aboard home. Construction and launching by South Bay Boat Repair, Patchogue, NY, September 1993.

60-foot Class-1 BOC Boat, Ultra Light Ocean-Racing Cutter - Believed to be lightest true ocean-racing sailboat in the world, with real loaded D/L ratio of 40, wood/epoxy/unidirectional S-glass construction, unidirectional S-glass fin keel; launched Summer 1995 at Pilot's Point Marina, CT, 1st transatlantic 1996. Featured design in Soundings magazine, April 1990.

58-foot Twin-Diesel Westbourne 58 Express Cruiser - FRP/DuraKore construction, 38 knots top speed, 30 knots cruise. For mass production at Westbourne Custom Yachts, Oceanside, CA.

57-foot Aluminum Single-Screw Diesel Voyaging MotorCruiser - Designed for world cruising with a family of five, 4,500-mile range, extreme ease and precision of handling at low speed with specialized rudder, launched June 1998, at Kanter Yachts, St. Thomas, Ontario. Featured test boat in Motorboating & Sailing magazine, Dec. 1998.

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57-foot Composite FRP Performance Motorsailer - Designed to achieve 14 knots under sail and 14 knots under power, DuraKore/epoxy/unidirectional S-glass construction, 20,000 lb. lifting keel, shifting water ballast, 275-hp diesel.

52-foot Aluminum Clipper-Bow Cruising Ketch - Moderate-draft, twin-rudder/twin-skeg configuration, can take ground level and upright on three-point keel-skeg "tripod" base; twin-screws in twin skegs give reliability and enhanced maneuverability. Launched August 1998 at Kanter Yachts, St. Thomas, Ontario. Featured in Ocean Navigator/American Yacht Review magazine, Jan. 1999.

52-foot Twin-Diesel Westbourne 52 Express Cruiser - FRP/DuraKore construction, 38 knots top speed, 30 knots cruise. For mass production at Westbourne Custom Yachts, Oceanside, CA.

50-foot Tunnel-Drive Ultra Shoal, Single-Screw Diesel Motorcruiser - Wood/epoxy strip-plank construction, just 26-inch draft, fully ocean capable, launched May 2000 at Covey Island Boatworks, Lunenburg County, Nova Scotia.

50-foot Fantail, Single-Screw Diesel Motorcruiser - Sea Bright skiff hull form with fantail stern, aluminum construction, designed for long-range ocean voyaging with 3,500-mile range. Launched October 2002, at Kanter Yachts, St. Thomas, Ontario.

47-foot Tunnel-Drive Ultra shoal, single-screw Diesel Motorcruiser - Wood/epoxy strip-plank construction, just 25-inch draft, fully ocean capable. Launched June 2002, at Covey Island Boatworks, Lunenburg County, Nova Scotia.

44-foot 100% Solar/Electric Commercial Tour Boat (first of its kind in the world) - The first solar-powered boat ever certified for passenger carrying in the U.S. Design of the first 100% solar/electric, zero-fuel commercial passenger tour boat. The Solaris, 44-foot boat, 28 passengers and 2 crew, has no shore-power connection and no other source of onboard power except its solar panels. Borton US Patent Pending PCT/US2015/59967. Wood-epoxy, strip-plank construction sheathed in glass. The design has the lowest total carbon footprint of any commercial power vessel in the world. Issued a COI by the U.S. Coast Guard, June 2019. Launched July 2018, at the Riverport Wooden Boat School, Kingston, NY. For Capt. David Borton, Ph.D., Sustainable Energy Systems, Troy, NY.

44-foot High-Performance Sailing/Cruising Catamaran - Vinylester-FRP/composite construction, ultra-lightweight, slender hull form, for mass production for Slipstream Yachts, Trumbull CT, launched August 1996. Featured in Sailing magazine, June 1996.

44-foot Twin-Diesel Westbourne 44 Express Cruiser - FRP/DuraKore construction, 36 knots top speed, 30 knots cruise. For mass production at Westbourne Custom Yachts, Oceanside, CA. Hull number 1 launched Winter 1998, hull number 2 launched March 1999. Featured cover story in Yachting magazine, August 1999.

42-Foot Tunnel-Drive, Ultra Shoal, Single-Screw, Diesel Motorcruiser - Wood/epoxy strip-plank construction, just 22-inch draft, fully ocean capable. Built by Covey Island Boatworks, Lunenburg County, Nova Scotia, launched June 1996. Featured in Wooden Boat magazine issue nos. 121 and 143. Hull number 1 has weathered severe conditions offshore, with the crew reporting unusual comfort and ableness. Hull number 2 launched May 2000, at Covey Island Boatworks.

42-foot Triple-Diesel, Triple-Jet-Drive, Patrol/Supply Boat - FRP/epoxy DuraKore construction, 332-mile range at 40 knots, 1700-mile range at 18 knots, extreme shoal draft, cargo hold.

41-foot Single-Jet-Drive, Coastal Flyer Express Cruiser - E-glass/Kevlar-hybrid/sandwich/composite construction, 25 knot cruise, Ultra Jet jet-drive, express cruiser. For mass production at Santa Cruz Yachts, Watsonville, California. Hull number 1 launched August 2001. Hulls number 2 and 3 launched April 2002.

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34-foot Twin-Diesel FRP Off Soundings 34 Sportfisherman - FRP/balsa-core construction, 33 knot top speed, 26 knot cruise. For mass production, at Off Soundings Yachts, Manorville, Long Island, 8 hulls launched 1993 through 1997. A Yachting magazine best pick for 1996.

29-foot Hybrid-Electric Tug Yacht - Wood/epoxy/composite hybrid, diesel/electric tug yacht. The Rebecca Cornell can cruise for 9 hours at 6 knots without recharge. The vessel can recharge from shore power, or run directly on its Beta Diesel, which drives the hybrid/electric propulsion system. Kitchen rudder steering. For Mr. John Frieman.

28-foot Outboard Offshore Skiff - Tape-seam sheet-plywood construction, 30-knot, center-console fishing/work skiff, and full-headroom cabin-cruiser version. Numerous vessels built, including a workboat fleet of 6 for FMC Foods Corp., the Philippines, 1995, and a 45-mph sterndrive cabin-cruiser version by Hills Marine, Seal Beach, CA, 1996.

25-foot Traditional FRP Motor Launch/Cruiser - For mass production at Amsterdam Boatworks, Amsterdam, NY, 3 boats delivered.

19-foot Canoe-Stern Sloop - Built at North River Boatworks, Albany, NY, 1986, wood-epoxy lapstrake construction. Voted 2nd most attractive boat at 1986 Newport Wooden Boat Show.

11-foot Tape-Seam Sheet-Plywood Nester Dinghy - A come-apart nesting dinghy, for home builders and small yards. Specially designed/engineered custom joining clamps. Over 400 plans sold, several dozen boats built. Featured in Yachting magazine, January 1996.

Partial List of Projects as Subcontractor for MacLear & Harris, Inc.

440-foot Steel Sailing Cruise Ship for Caribbean and Pacific cruise-line trade, for Circle Line, New York City - Rig analysis, deck layout and general arrangement, preparation of preliminary specifications, stability analysis, preparation of publication drawings.

106-foot Aluminum Cutter - Designed in conjunction with John Bannenberg Ltd., England - Detailed computer stability analysis, including check of free surface effect of tanks and flooded deck areas, detailed rig design - comparison of steel and aluminum rig structures, investigation of suitability of Bergstrom/Ritter rig, speed, powering, rudder and lateral plane calculations, perspective sketches of complex multidirectional side access well, structural analysis of side access well and preliminary electrical system design.

70-foot FRP Motorsailer - Deck and general arrangement, speed and powering calculations, hull scantling calculation.

64-foot High-Speed Trimaran - Structural analysis of cross arms and amas (outer hulls) in aluminum, cold-molded wood epoxy and Kevlar-S-glass-graphite fiber composite, stability analysis, rig analysis.

Partial list of Projects while Naval Architect at MacLear & Harris, Inc.

90-foot Aluminum Brigantine - Built at Palmer Johnson, Wisconsin. Launched summer 1983; all 9 sails (over 3,000 sq.ft.) roll up electrically at the touch of a button in under 90 seconds. design and engineering of bowsprit, masts, yardarms, stability calculations, speed and powering calculations, refrigeration system, rudder, steering mechanism and autopilot, electric roller-furling system, engineering and design of blocks, fittings, davits, winch bases, anchor rollers, chain locker, hatches, chainplates, design and layout of navigation area, all to Lloyds Maltese Cross 100 A1 classification.

64-foot Swing-Keel Cutter - Built at Goetz Custom Boats, Rhode Island, launched fall 1983. Vessel has 8,000-pound, hydraulically actuated swinging keel that pivots from side to side for shifting ballast and also raises and lowers for reduced draft. Two additional hydraulically actuated centerboards fore and aft provide additional lateral plane; the rudder also pivots up and down hydraulically, all at the touch of a button. Vessel has a 19-foot gig that fits into the cockpit well under the cockpit floorboards. Participated in design and engineering of all aspects of the

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swinging keel and hydraulic mechanism, design and engineering of all aspects of the fore and aft centerboards and rudder, design and engineering of hydraulic autopilot linkage for the rudder under extreme space restrictions, detailed stability calculations and analysis. rig and sail plan design and analysis, detailed investigation of effects of "jumboizing" to 90 feet, analysis of sea trial results and design of cockpit-well/removable-floorboard system for stowing gig.

32-foot Stepped-Hull, Aluminum Sportfisherman - Built at Carija & Son Boatworks, Mystic, CT, launched summer 1984. Displacement and stability, calculation and specification of required scantlings and construction drawings, detailed design of complete electric system, design and engineering of tuna tower, bait and fishwells, specification of running lights and safety equipment to meet Coast Guard requirements.

HIGHLIGHTED BOATBUILDING PROJECTS

Supervised Construction of Tooling for 72-foot Charter Schooner - Loft hull and deck, design and supervise part/pan tooling, supervise set-up of facility.

Supervised Construction of 60-foot BOC Racer - Loft hull and deck, laminate hull shell, laminate S-glass fin keel, inspect, review, and solve construction problems on site.

Supervised Construction of Cape Dory 40s - Production tooling inspection, supervise installation of machinery, FRP components, cradle design and construction, all aspects of construction.

Extensive Rebuilding of 32-foot Dutch-built Transcendent Sloop - Replacement of planking, stem, deckhouse sides.

Extensive Rebuilding of 30-foot Knaar Class Sloop - Replacement of planking, frames, deck cabin structure, rig and complete interior.

Complete Rebuilding of 21-foot Pennant Sloop - New transom, planking, frames, redesign and repair of rig, rudder, cockpit, hatches, engine mounts.

Construction of 20-foot Sharpie Sloop: Wood-epoxy Construction - Built complete boat from scratch, including hull, deck, spars, rigging, outfitting.

HIGHLIGHTED EXPERT WITNESS SERVICES

Date	Client/Services	Project Description
06/17-05/19	FORCON International (Expert Witness)	Case: Civil Action No. 4:16cv188, United States District Court for the Eastern District of Virginia (with Forcon): Inspected the former U.S. presidential yacht, the Sequoia, in Deltaville, VA, on June 12, 2017 and again on July 27, 2017. This is a 104-foot, 147 GRT, wood motoryacht built in 1925 by Mathis Yacht Building Co, and designed by John Trumpy. Depositions and trial pending.
05/17	FORCON International (Expert Witness)	Retained as their naval architect specializing in boats on May 12, 2017.
05/17-03/18	FORCON International (Expert Witness)	Case Number: C-02-CV16003780, District Court of MD, Anne Arundel County, Kevin Williams v. Scandia Marine Center, LLC (with Forcon): Inspect the vessel in question, Grace, a Bristol 38.8, sloop, 38 feet 3 inches LOA, built in 1984, in her yard, in Edgewater, MD on May 8, 2017. Analyze information, report on findings, deposed February 2, 2018.
12/03-06/04	Ellenoff Grossman Schole & Cyruli, LLP (Lawsuit/Expert Witness)	Expert witness regarding dispute on completion, cost, and quality of 105-foot advanced-composite motoryacht, involving C. Raymond Hunt Associates, Goetz Custom Boats, Derecktor Shipyards,

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		Palmer Johnson, and client. Review and analyze all drawings, documents, specifications, inspect and sea trial boat, provide guidance to attorneys.
11/99-12/00	Mohen, Craig & Treacy (Lawsuit/Expert Witness)	Examine builder records and technical data. Determine hours and value of builder work. Assess builder charges. Assist in suit to collect refunds of builder overcharges.
03/99-11/00	English & Gloven (Lawsuit/Expert Witness)	Review construction, state of completion, design and events leading to total loss by fire of a 44-foot, composite, twin diesel, 36-knot express cruiser. Prepare evidence for trial. Consult on applicability of CFR and ABYC standards.
12/98	United States Coast Guard (Engineering/Survey)	Test, analyze and recommend corrective measures for 50-foot aluminum Coast Guard patrol boat 502001.
09/98-07/01	Rumberger, Kirk & Caldwell (Lawsuit/Survey/Expert Witness)	Survey 44-foot twin-screw FRP motorcruiser, analyze insured's loss claims, assist in defense of insured's claims against Continental Insurance Co.
01/95-03/98	Burt Stutchin, Attorney (Lawsuit/Survey/Expert Witness)	Survey defective 34-foot, single-screw, diesel, FRP lobsterboat partially completed by builder. Qualified and testified as an expert witness in U.S. District Court, Suffolk County, NY. Survey vessel, engineer and redesign all corrective layout, machinery, and systems. Supervise repairs and completion of construction, at Cape Dory/Newport Shipyards, Amityville, NY.
01/96-02/96	Propeller and powering analysis	Detailed propeller and powering analysis of specialized, long-range, ocean-voyaging power trimaran. Specify propeller, shaft, bearings, design struts and engine beds.
04/96	Gregory A. Anderson, Attorney (Lawsuit/Product Defect)	Technical consultant for SeaRay Boats, Inc., in suit regarding improper construction of 390 SeaRay. Review, consult, and advise on all aspects of structural design and construction pertaining to case.
04/95-12/95	Nassau County District Attorney (Homicide/Expert Witness)	Expert witness for district attorney. Survey defendant's vessel, review police performance trials, analyze speed and powering characteristics. Prepare reports for evidence in trial.
10/95	Production Tooling (Survey)	Survey and appraise all molds and tooling for 45-foot, FRP voyaging motorcruiser, for Independence Marine, Annapolis, MD.
12/94-05/95	Hale & Dorr, Attorneys (Homicide/Expert Witness)	Negligent homicide involving 33-foot SeaRay Sundancer. Qualified and testified as expert witness in Rockingham County Court, New Hampshire. Consulted on and prepared all aspects of the technical defense, including: survey, measurement, and redrawing of the vessel; preparation of graphics for presentation; assistance in preparing for depositions; assistance in preparation of expert testimony and questioning of witnesses of fact.
04/95	Boat/US (Marine Insurance Survey)	Special survey and investigation of hull damage caused by defective construction and improper design on a 25-foot Marathon sterndrive FRP motorboat.
12/94-04/95	Baltek Corporation (Engineering Consultation)	Retained to analyze Baltek's new, proprietary DuraKore hull construction/core system. Create and devise complete, comprehensive scantling rule covering both monohull and multihull craft. Write complete DuraKore Scantling Handbook.
11/94-05/95	Van Dam Marine (Engineering Consultation)	Calculate special propellers and design and specify correct struts and rudders, for 30-foot and for 35-foot custom wood-epoxy, classic-craft-type, custom runabouts, for Van Dam Marine, Boyne City, MI.
01/95-02/95	T-Boat inclining experiment	Supervise and prepare inclining experiment and passenger-load increase certification, 67-foot aluminum T-boat for South Bay Cruises, Brightwaters, NY.

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06/94	Boat/US (Marine Insurance Survey)	Special survey and investigation of hull/laminate damage due to improper storage and maintenance on 20-foot Thompson 200 Carrera sterndrive motorboat.
03/94- 09/94	John Benefil, Attorney (Patent Defense)	Consult as expert witness on defense of patent on unusual specialized propeller. Patent No. 4,632,636, W. Smith, inventor, Edward Smith, assignee.
05/94	Tunnel-Drive Consultation	Consult on design and installation of tunnel drives in twin-diesel, FRP sportfisherman for Moroso Motorsports Park, Inc., Palm Beach Gardens, FL.
12/93	Boat/US (Marine Insurance Survey)	Special survey and investigation of defective chainplate installation on 31-foot, FRP Elan cruiser/racer sloop. Engineer and design corrective repair, certify installation.
09/93- 12/93	Construction & Design Supervision Survey	Survey unusual high-speed, planing 36-foot Sumner motorsailer. Design and supervise completion, including engine, rig, machinery, and all systems, at Cape Dory/Newport Shipyards, Amityville, NY.
06/92- 09/92	Defective Rig Consultation Survey	Special survey and investigation of defective rig on 40-foot custom sailing junk, built by Parker Marine. Design correction. Supervise repair at Kortchmar & Willner, Greenport, NY.
06/91- 07/91	Defective Steering Consultation Survey	Survey 35-foot FRP Challenger ketch with defective helm and steering characteristics. Design and engineer corrective measures. Supervise corrective repairs at Willis Marine, Huntington, NY.
10/90- 08/91	Patent Protection, Test/Validate Invention	Inspect, test, and validate results of unique, patented Handler outboard propeller nozzle system. Consult on all aspects of operation, efficiency, and marketing.
01/89	Boat/US (Marine Insurance Survey)	Special survey and investigation of extreme vibration caused by defective engine beds, on FRP twin-screw diesel, 40-foot Burns Craft motoryacht.

TEACHING EXPERIENCE

EDUCATOR

Aug. 15 – Present: Lecturer at SUNY Maritime College:

- Lecturer, teaching:
- ENGR 472 Sailboat Principles and Design
- ENGR 476 Powerboat Principles and Design
- ENGR 371 Applied Naval Architecture
- ENGR 100 Engineering Graphics

May 03 – Dec. 14: Director/CEO of the Westlawn Institute of Marine Technology:

- Direct and supervise all aspects of operation of the Westlawn Institute, the only school in the world solely dedicated to teaching small-craft naval architecture:
 - Create, upgrade and manage curriculum, including writing new textbooks and question papers; grade advanced papers; advise students; supervise teaching and administrative staff; develop and manage budget; supervise and manage accreditation process; marketing; website development; create and publish quarterly online technical journal, The Masthead; provide technical and engineering support to ABYC; member of the board of directors

SEMINARS

Mr. Gerr has conducted the following courses:

- **IBEX (The International Boatbuilders' Exhibition & Conference) 2001-2014**

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- Efficient Powerboat Design, Fundamental Concepts of Boat Stability, Drivetrain Systems, Propeller Selection and Sizing, Wet exhaust Installations, Fuel Systems for Boats, Rudders and Steering Systems, Anchoring Systems, Dry Exhaust Systems, Noise Control and Reduction, Elements of Boat Strength Scantling Rule, Fin-Keel Structural Engineering.
- **USCG (United States Coast Guard) Accident Mitigation Meeting 2012, at IBEX**
 - Report on findings from the analysis of the capsizing of the 34-foot Silverton Kandi One, and need for stability standards.
- **METS (Marine Equipment Trade Show) 2011**
 - Propeller Selection and Sizing.
- **NOAA (National Oceanic and Atmospheric Administration) 2011**
 - Design Details Critical to Safe and Successful Boats.
- **The Boat School 2010-2011**
 - Drivetrain Systems, Propeller Selection and Sizing, Fundamental Concepts of Boat Stability, Design Details Critical to Successful Boats.
- **ABYC (American Boat & Yacht Council) Webinar 2010**
 - Propeller Selection and Sizing.
- **YBAA (Association of Yacht Sales Professionals) 2009**
 - Principles of Planing Hull Design.
- **SAMS (Society of Accredited Marine Surveyors) 2009 & 2014**
 - Fundamental Concepts of Boat Stability, Moisture Meters – Principles of Operation and Correct Application.
- **NAMS (National Association of Marine Surveyors) 2006**
 - Drivetrain Systems.
- **Webb Institute 2002**
 - Principles of Planing Hull Design.

PUBLICATIONS

BOOKS

- **Boat Mechanical Systems Handbook**

The first comprehensive handbook on the design, installation, configuration, and trouble-shooting of all fundamental boat mechanical systems: drivetrain installations; fuel systems; exhaust systems; rudder and steering systems; ventilation, air/conditioning and heating systems; plumbing systems (including sea suction, bilge, fire mains and fire suppression, pumps, fresh water); and anchoring systems. Published by International Marine/McGraw-Hill, 2009. In 4th printing. Published in a Turkish edition, 2011, as Tekne Mekaniği Elkitabı (Boat Mechanical Engineering Handbook), Translated by Doğan Çelen, Turkish publisher: Amatör Denizcilik Federasyonu (ADF).
- **The Elements of Boat Strength**

The first dedicated, comprehensive handbook on engineering boat structures up to 120 feet, in all materials: fiberglass, wood, aluminum, and steel. It includes complete scantling rules; detailed discussion of, history, materials, and methods; and of best practice and avoiding pitfalls. Used as a textbook for over ten years, in Professor Paul Miller's first-year naval architecture class, at the U.S. Naval Academy, Annapolis, MD. Published by International Marine/McGraw-Hill, 2000. In 14th printing.
- **Propeller Handbook, The Complete Reference for Choosing, Installing and Understanding Boat Propellers.**

The industry-standard reference on propellers, the first and only dedicated technical handbook on propeller operation and selection specifically for yachts and commercial vessels under 200 feet overall. Published jointly in the U.S. and the U.K. by International Marine/McGraw-Hill and by A&C Black (Publishers) Ltd., London, 1989. In 10th U.S. printing.

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- **The Nature of Boats, Insights and Esoterica for the Nautically Obsessed**
International Marine's best seller for 1994. A compendium of design information on boats. Used as a textbook at the Landings School, Cape Cod Regional Tech, and several other marine training programs. Required reading for National Association of Marine Surveyor's CMS test. A Dolphin Book Club main-selection. Published by International Marine/McGraw-Hill, 1992, 2 hardcover printings. Paperback edition published Spring 1995. In 14th printing.
- **Pocket Cruisers for the Backyard Builder**
Published by International Marine/McGraw-Hill, 1987, two printings.

ARTICLES

- **Contributing editor for:**
Sail Magazine 2008-2011; Offshore Magazine 1986-2003; Boatbuilder Magazine 1986-2004; Yachting Magazine 1995-1996.
- **Over 400 articles published since 1983 in the above magazines plus:**
WoodenBoat, National Fisherman, Boating, Cruising World, Sail, Boat Journal, Soundings, Ocean Navigator, Southern Boating, Powerboat Reports, Good Old Boat, Professional Boatbuilder, ABYC Reference Point, China Yachting, PassageMaker, Sextant (Society of Boat & Yacht Designer).