

November 15, 2021
File No.: 21-0967

CONDITION & VALUATION
SURVEY REPORT

VESSEL

LENGTH (registered)	: 61.4'
BREADTH	: 16.1'
DRAFT	: 7.8'
DEPTH	: 5' 7"
GROSS TONS	: 58
NET TONS	: 39
PROPULSION	: Twin oil screw
FUEL CAPACITY	: 1,900 gallons
BUILT	: 1970 / Loreauville, LA / Hull # 1149
CERTIFICATION	: none

THIS IS TO CERTIFY THAT the undersigned surveyor did, on November 10, 2021, at the request of owners, conduct a survey while afloat at Shipyard. In order to ascertain the general condition and value of the vessel for insurance underwriting purposes.

DESCRIPTION/GENERAL ARRANGEMENT

65' crew boat constructed of all welded aluminum. The vessel is fitted with raised pilothouse forward, with accommodation space aft.

The vessel has an open work deck aft, which also provides access to the engine room through two (2) large hatches and an oval hatch on the centerline. On the centerline from this work deck is access to the superstructure.

The vessel is divided into four (4) water tight sub-divisions: forepeak, void #1, engine room, lazarette.

The vessel is documented at the National Vessel Documentation Center.

UNDERWATER BODY

An examination of the underwater body was not made, inasmuch as the survey was conducted aboard the vessel afloat. The vessel was reportedly last drydocked in August of 2021.

At this drydock the vessel bottom was pressure washed, new antifouling paint and zinc anodes were applied. The starboard propeller shaft was also removed and replaced, along with new associated bearings.

In 2015 the vessel was media blasted to bare aluminum. The bottom was coated with two (2) coats of barrier coat and three (3) coats of antifouling paint.

HULL ABOVE WATERLINE AND WEATHERDECKS

The hull above the waterline is painted with blue hull and white sheer stripe and superstructure, with painted gray no-skid paint on the decks. The vessel paint coatings were found to be in very good condition, near 100%

The open decks are protected by a 3' raised bullworks and pipe rail starting at the stem, tapering down to 12" at the end of the superstructure. On the port and starboard sides of the aft deck, starting at the aft end of the superstructure the work deck is protected by a 42" two (2) tier pipe rail extending aft to the engine air intakes. The remainder of the work decks have a 12" bullwork, with the transom being open.

A second navigation station is found aft to port atop the superstructure with helm, engine controls and start and stop buttons for the engines.

Access to the interior is either through centerline watertight door aft on the work deck, or from the port and starboard pilothouse doors, both operating easily, and appearing to be able to be made up weathertight.

Anchor handling is by 240V Ideal bow capstan.

PILOTHOUSE/ SUPERSTRUCTURE

The pilothouse and passenger space trunk are of all welded aluminum construction. The pilothouse finds three (3) forward facing, three (3) to port and starboard, and three (3) aft safety glass windows, set in rubber gaskets.

The pilothouse features fixed helm chair, with day bed aft to port

The raised console on centerline helm provides good visibility for the navigation electronics.

The interior of the pilothouse is generally painted aluminum bulkheads, with lower bulkheads being varnished wood paneling. The overhead has a liner.

NAVIGATION AND ELECTRONICS

The vessel is fitted with navigation and communications electronics equipment which appear to be in good working order. The owner reports that all the equipment is operating satisfactorily.

The following is a list of the equipment aboard this vessel:

RADAR	: (1) Furuno 1835
GPS	: (1) Raymarine 12" hybrid touch
VHF COMMS	: (1) Icom IC-M602 : (1) Kenwood TXM 502
SOUNDER / PLOTTER	: (1) Raymarine ST40 : (1) Lowrance 3000
COMPASSES	: (1) Constellation magnetic
STEREO	: (1) Kenwood AM/FM/CD
MISCELLANEOUS	: (1) Emerson TV with Glowmax

The navigation station is fitted with bilge alarms for below deck spaces including the forepeak, void #1, engine room, and lazarette. The alarm is visible and audible in the pilothouse. The alarms are activated by float switches located in each bilge space.

Additional equipment found within the pilothouse includes three (3) single electric wipers, two (2) overhead spotlight, and defroster fan.

Controls are by dual lever, port and starboard helm controls, with hydraulic steering by stainless steel wheel.

The vessel is also fitted with a 12 volt side power bow thruster.

ACCOMMODATION

Four (4) steps down from the pilothouse is the main cabin/accommodation space. Moving forward from the stern entry door finds a double bunk to starboard, and enclosed shower and separate enclosed head to port. Forward is has the galley to port, and dinette and couch to starboard.

The space has rubberized non skid floor, panel walls over aluminum and marlite overhead. The galley and dinette are constructed of wood, with laminate tops.

This space is heated and cooled by a reverse cycle AC unit found in void #1

FIRE PROTECTION AND LIFE SAVING

The vessel is fitted with hand held portable fire extinguishers installed as follows:

<i>No.</i>	<i>Type</i>	<i>Location</i>	<i>Date Tagged</i>
1 -	BC size II	Pilothouse	Showing green
2 -	BC size II	Accommodation space	Showing green
1 -	BC size II	Work shop	Showing green

Installed portable hand held fire extinguishers are fitted with pressure gauges that show proper charge and were found to be in the green at the time of survey.

The vessel is also fitted with a halon fire suppression system located in the engine room.

Lifesaving equipment consists of the following:

Life raft : (1) Soft pack 4 person

EPIRB : (1) 406 Category II EPIRB, Reg # 2Dcc811F36FFBFF, expires 7/1/23,
battery expired 10/21

Survival suits : (1) None

PFDs : (44) Adult PFDs
(6) Child PFDs

Distress signal kits : (1) Weems and Path

Life ring buoys : (3) 30" ring buoy with float light and line

First aid kit : (1) Fully stocked

PROPULSION

The vessel is propelled by twin Detroit Diesel model 12V-71 Series marine diesel engines, naturally aspirated, with a rated HP of 425 each, through 2 ½" stainless steel shafts, via a twin Disc 514C reduction gear turning bronze 32" x31" four (4) blade propellers.

The main engines are 32V electrically started, heat exchanged cooled, with wet horizontal exhaust out the transom.

The starboard engine is fitted with a Jabsco pump, powering the primary bilge pumping system through a manifold accessing the forepeak, passenger bilge, engine room bilge, and lazzerate. There is also a 120V electric back-up pump.

The engine room is also fitted with a rule 1500 GPH automatic bilge pump.

Engine hours are reported to be 6,332.

ELECTRICAL

The vessel is fitted with a four (4) cylinder Northern Lights 20 KW 240V generator, mounted aft in the engine room on the centerline, showing 8,269 original operating hours. The engine is 12V electrically started, with heat exchanger cooling and has a wet exhaust through waterlift muffler out the transom.

Primary and secondary electrical panels appear in good condition, and well-marked. Our inspection of the vessel wiring found it to be in good condition, and generally of marine grade.

The vessel is fitted with a four (4) aluminum non-integral diesel fuel tanks for a total capacity of 1,900 gallons. The (day) tank is located aft in void#1. The other three (3) tanks are located in the lazzerate.

Fuel lines are Coast Guard approved type, with fill and venting from the main deck for the day tank, and direct fill for the lazerette tanks.

The system is fitted with both primary and secondary filters on a fuel manifold system.

RECOMMENDATIONS/REMARKS

The Vessel was found to be in overall above average condition for it age and use.

The vessel was media blasted to bare aluminum in 2015, and the paint coatings are still in very good condition.

The Detroit Diesel engines were replaced in 2015 with running takeout's from a motor yacht with less than 500 hours.

The bilge spaces were found to be in above average condition, clean and orderly.

We find that, following the undertaking of the attached recommendations, the vessel is considered in above average condition and fit for its intended service, structurally intact, complies with standards and regulations, and presents a reasonable insurance risk.

VALUATION

Subject to consideration of the preceding remarks, and considering the age of the vessel, its condition in comparison to vessels of like size, age and service, and in consideration of the current market, the following estimated values are considered appropriate:

FAIR MARKET VALUE	: \$240,000.00
HULL REPLACEMENT COST	: \$1,500,000.00

This report is based on examination of the vessel, and of those parts, spaces and equipment that could be sighted without removals or operation and is rendered without bias or prejudice. In accepting same, it is agreed that the extent of obligation of this surveyor, with respect thereto, is limited to furnishing a competent survey, and in the making of this report, this surveyor is acting on

behalf of the person or firm requesting same and no liability shall attach to this surveyor, for the accuracy, errors and/or omissions therefore.

Naval architecture and marine engineering analysis as usually performed in the design stage of the vessel's construction were not part of this survey and typical subjects such as adequacy of stability and seakeeping were not within the scope of this survey.

SURVEYOR'S RECOMMENDATIONS

FILE NO. : 21-0967

DATE OF SURVEY : 11/10/21

1. Recommended the EBIRB battery be renewed, the battery was expired at the time of the survey.
2. Recommend the vessel be fitted with Immersion suits for the crew. The vessel operates during the winter months.