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CONDITION & VALUATION REPORT

Report Date: November 10, 2023

M/V "CAPT. JIM"
(Name of vessel surveyed)

TYPE OF VESSEL:

Welded Steel, Twin Screw, U.S. Coast Guard
Certificated, Inland Push Boat

VESSEL OWNER / OPERATOR:

SURVEY REQUESTED BY:

INTENDED USER(S):

DATE OF PHYSICAL INSPECTION:

LOCATION OF SURVEY:

VESSEL STATUS AT THE TIME OF INSPECTION

PURPOSE OF SURVEY / INTENDED USE:

VALUATIONS:

ESTIMATED FAIR MARKET VALUE:

ESTIMATED REPLACEMENT VALUE:

GENERAL PARTICULARS:

OFFICIAL NO.: 1066863

LENGTH	44'
BREADTH	14.5'
DEPTH	6'
HEIGHT OF EYE	Approximately 22'6" at the time of inspection
GROSS TONS	25
NET TONS	20
DATE BUILT	1994
WHERE BUILT	Steiner Shipyard, Morgan City, LA
HOME PORT	Houma, LA
LAST DRY DOCK	Unknown
NO. ENGINES	Two (2)
MAKE/MODEL OF ENGINES	"Detroit Diesel" / 671
HORSE POWER	Approximately 400 combined

CERTIFICATE AND CLASS PARTICULARS:

USCG DOCUMENTED	Yes
USCG COD ISSUE DATE	May 17, 2023
USCG COD EXPIRATION DATE	June 30, 2024
USCG INSPECTED	Yes; however, vessel has not completed U.S. Coast Guard Annual Topside Inspection.
USCG COI ISSUE DATE	July 15, 2021
USCG COI EXPIRATION DATE	July 15, 2026
ABS LOADLINE CERTIFICATED	No
ABS LOADLINE FREEBOARD	N/A
ABS LOADLINE CERTIFICATE ISSUE DATE	N/A
ABS LOADLINE CERTIFICATE EXPIRATION DATE	N/A
ABS CLASSED	Not Classed
ABS CLASS CERTIFICATE ISSUE DATE	N/A
ABS CLASS CERTIFICATE EXPIRATION DATE	N/A
STABILITY LETTER	None

COAST GUARD CERTIFICATE PARTICULARS:

The vessel is U.S. Coast Guard certificated as an inland towing vessel, upon rivers, including the Gulf Intracoastal Waterway from St. Marks, FL to Rio Grande, TX while transiting within the waters upon which Inland Rule 24(i) applies as listed in 33 CFR 89.27 (B).

The vessel must operate with one (1) master, one (1) licensed mate and two (2) deckhands, with zero persons in addition to crew. Total persons allowed four (4). When the vessel is away from the dock for not more than twelve (12) hours in any twenty four (24) hour period, the crew may be reduced to one (1) master and one (1) deckhand.

The vessel has been granted a fresh water service examination interval in accordance with 46 CFR 137.300 (A) (2). If the vessel is operated in salt water more than six (6) months in any twelve (12) month period, the vessel must be inspected using salt water intervals per 46 CFR 137.300 (A) (1) and the cognizant OCMI must be notified in writing as soon as this change in status occurs.

U.S. Coast Guard dry dock and internal inspection is due on July 31, 2026.

1.0 PILOT HOUSE ELECTRONICS, EQUIPMENT AND PUBLICATIONS:

1.01 PILOT HOUSE ELECTRONICS:

- 1.01 (a) RADIO One (1) multi channel VHF radio, model MR F45-D, manufactured by "Cobra".
- 1.01 (b) RADIO One (1) multi channel VHF radio, model GX1200 manufactured by "Standard Horizon".
- 1.01 (c) RADAR One (1) model 1932 Mark 2, manufactured by "Furuno".
- 1.01 (d) GPS One (1) model GPS Map 441S, manufactured by "Garmin".
- 1.01 (e) DEPTH FINDER None.
- 1.01 (f) MAGNETIC COMPASS 4" liquid filled compass, manufactured by "Ritchie". Deviation card not sighted.
- 1.01 (g) LOUDHAILER One (1) model VLH-3000, manufactured by "Standard Horizon".
- 1.01 (h) AUTOMATIC One (1) model SAS-900, manufactured by
INDENIFICATION "SiTex".
SYSTEM
- 1.01 (i) ALARMS Ten (10) circuit alarm panel manufactured by
"Murphy", serving main engines, gears, high
bilge levels and day tank levels.
One (1) "Kidde" fire alarm system.
General alarm system with one (1) alarm
switches, two (2) sirens and warning lights at
engine room.

1.02 PILOT HOUSE EQUIPMENT:

- 1.02 (a) HORN - NAVIGATION LIGHTS Dual trumpet electric horn; approved type navigation lights.
- 1.02 (b) SEARCHLIGHTS Two (2) approximately 9" xenon,

North and South America including Greenland.

One (1) copy Tidal Current Tables 2018 Atlantic Coast of North America.

One (1) copy Coast Pilot 5, 45th Edition, 2017, Gulf of Mexico, Puerto Rico and Virgin Islands.

2.0 INTERIOR ACCOMMODATIONS AND EQUIPMENT:

- 2.01 (a) ARRANGEMENT ***** Pilothouse forward, galley centerline, crew quarters, lounge, head within main structure.
- 2.01 (b) CREW'S QUARTERS ***** One (1) 2-man bunkroom located main deck level with built-in wooden bunks.
One (1) 3-man bunkroom located below deck. Reportedly, not used.
No shower, sink or commode.
One (1) 18" "Vizio" TV.
- 2.01 (c) INTERIOR FINISH ***** FRP fiberglass paneling on bulkheads and overheads, with unfinished aluminum at deck at pilot house.
FRP fiberglass paneling on bulkheads and overheads, with carpet at deck at main deck accommodations.
FRP fiberglass paneling on bulkheads, plywood at overhead and vinyl at deck at below deck accommodations.
- 2.01 (d) ESCAPE ROUTES ***** Port and starboard sides of pilothouse, aft 01 deck and aft main deck from engine room.

- 3.01 (h) RIGGING One (1) signal mast located atop pilot house.
- 3.01 (i) PAINT LOCKER None.

4.0 HULL:

4.01 HULL STRUCTURE:

- 4.01 (a) HULL CONFIGURATION Square bow, square stern, chine hull, with a double structured cabin.
- 4.01 (b) CONSTRUCTION All welded steel estimated original thickness 5/16", 3/8" and 1/2" steel plate.
- 4.01 (c) FRAMING The vessel is transversely, longitudinally, and vertically framed; however, approximate framing dimensions and spacings were not ascertained at the time of inspection.
- 4.01 (d) SUPERSTRUCTURE Welded steel estimated original thickness 1/4" steel plate at main deck.
Pilot house is estimated 3/16" original thickness aluminum plate.
- 4.01 (e) COMPARTMENTATION Four (4) transverse bulkheads and no longitudinal bulkheads divide the hull into five (5) compartments. Bulkhead protective penetrations are unknown.
- 4.01 (f) WATERTIGHT INTEGRITY Designed watertight and appear watertight (visually inspecting).
- 4.01 (g) DOORS One (1) 2-dog watertight, aluminum doors located at pilot house.
One (1) 4-dog watertight, steel door, located at aft 01 deck, serving access to bunkroom.
One (1) 4-dog watertight, steel door, located at aft main deck, serving access to

engine room.

Machinery and accommodation areas are not common.

4.01 (h) DOOR SILLS 7" sill at engine room access door at main deck.

4.01 (i) GENERAL HULL CONDITION See surveyor's notes.

4.01 (j) PORTHOLES - WINDOWS Safety glass set to extruded rubber frames at windows.

4.01 (k) HATCHES One (1) 26" x 26" x 24" high emergency escape hatch located forward main deck.
One (1) 18" diameter flush deck mounted center bolt hatch at forward main deck.
One (1) 18" diameter flush deck mounted perimeter bolt hatch at starboard side main deck.

One (1) 18" diameter and one (1) 21" diameter flush deck mounted center bolt hatches at aft main deck.

Two (2) 24" x 24" perimeter bolt hatches at engine room forward bulkhead.

4.01 (l) HULL GUARDS Two (2) estimated 6" x 2" flat bar at port and starboard sides.

Hard rubber bumpers at port and starboard sides bow and stern corners.

Two (2) compressed rubber bumpers at stern.

4.02 HULL CAPACITIES:

- 4.02 (a) FUEL COMPARTMENTS One (1) steel compartment, approximately 1,000 gallon total capacity, located forward of engine room
- 4.02 (b) POTABLE WATER One (1) steel compartment, unknown gallon capacity.
COMPARTMENTS
- 4.02 (c) VALVES - PIPING Ball valves, with 1" to 2" piping throughout.

4.03 UNDERWATER GEAR, EQUIPMENT AND THROUGH HULL FITTINGS:

- 4.03 (a) RUDDERS - PROPELLERS Reportedly, two (2) 4-blade stainless steel propellers.
Two (2) skegged rudders.
- 4.03 (b) BEARINGS, RUDDERS & Unknown condition; vessel was sighted
POSTS afloat.
- 4.03 (c) SKEGS - STRUTS - Unknown condition; vessel was sighted
ANODES afloat.
- 4.03 (d) COOLERS Keel channel.

5.0 ENGINE ROOM:

**5.01 PROPULSION ENGINES, REDUCTION GEARS
AND GENERATORS:**

- 5.01 (a) PROPULSION ENGINES Two (2) "Detroit Diesel" model 671, 6-cylinder diesel engines.
- 5.01 (b) REDUCTION GEARS One (1) "Caterpillar" starboard reduction gear, with 3.93:1 ratio.
One (1) "Twin Disc" unknown model and ratio port reduction gear.
- 5.01 (c) GENERATORS One (1) approximately 23 kilowatt "Magna Plus" generator powered by one (1) "Isuzu", model 4LE1, 4-cylinder diesel engine.
- 5.01 (d) STARTING Electric starting.

- 5.01 (e) EMERGENCY SHUTDOWN At helm.
- 5.01 (f) ENGINE HOURS - REBUILT Engine hours are unknown.

5.02 AUXILIARY EQUIPMENT:

- 5.02 (a) AIR COMPRESSORS None.
- 5.02 (b) AIR RECEIVERS None.
- 5.02 (c) STEERING SYSTEM One (1) "Fluidyne" pumps, electric over hydraulic system, powered by one (1) 3-horsepower electric motor.
Steering gear located below deck at rudder compartment. Rudder compartment was not opened for inspection; therefore, the condition of the below deck steering gear is unknown.
- 5.02 (d) SANITARY SET None.
- 5.02 (e) SHAFTS - STUFFING BOXES Two (2) estimated 3" stainless steel shafts; gland type stuffing boxes, with single locking nuts.
- 5.02 (f) ACCESS - EGRESS Two (2) exits from pilot house.
One (1) exit from accommodations at aft 01 deck.
One (1) exit from aft end of engine room at aft main deck.
- 5.02 (g) GUARDING Adequate.
- 5.02 (h) EXHAUSTS Dry exhausts covered by exhaust blankets.
- 5.02 (i) SHIP'S TOOLS Engine room is provided with basic tool set.
- 5.02 (j) OILY RAG DISPOSAL None sighted.
- 5.02 (k) VENTILATION Naturally aspired. Ventilation closure provided by aluminum flat plate.
- 5.02 (l) BILGES 1/2" oil/oily water at bilge located at centerline engine room.

5.02 (m) WASHER/DRYER None.

5.02 (n) HOT WATER HEATER None.

5.03 PUMPS:

5.03 (a) FIRE PUMPS One (1) 2" centrifugal fire pump/salvage pump, powered by one (1) "Honda" model WB20XT gasoline engine, secured at 01 deck.

5.03 (b) BILGE PUMPS One (1) electric sump pump at centerline engine room bilge.

5.03 (c) FRESHWATER SET None.

5.03 (d) FUEL TRANSFER SYSTEM None.

5.04 ELECTRICAL:

5.04 (a) WIRING Armor and rubber covered commercial grade throughout.

5.04 (b) ENGINE ROOM FIXTURES Approved vapor proof fittings throughout.

5.04 (c) DECK FIXTURES Approved vapor proof fittings throughout.

5.04 (d) BATTERIES Four (4) lead acid heavy duty marine type batteries located at engine room in boxes.
One (1) fixed battery charger, model 1240ACD, manufactured by "Lewco Electric", at engine room.

One (1) portable battery charger, model SE6030 manufactured by "Schumacher", at engine room.

5.04 (e) SHORE CONNECTION Through main panel.

5.04 (f) BONDING - GROUNDING Steel bonding system.

5.04 (g) SWITCHES - Switched through "Midwest" switching panel, SWITCHBOARDS with one (1) "Eaton" Cutler Hammer throw switch. Overload protected through breakers as follows:

One (1) 120 VAC panel at engine room, with nineteen (19) circuit interruption breakers, one (1) AC meter and one (1) Hertz meter. One (1) area of breaker panel is missing a spacer.

One (1) 120/208 VAC panel at pilot house, with nine (9) circuit interruption breakers.

One (1) 12-volt panel at pilot house, with twelve (12) circuit interruption breakers.

One (1) "Square D" throw switch at forward engine room bulkhead, serving 12-volt disconnect.

Shore power connection located at forward main deck.

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|------|-----|---------------------------------------|-------|---|
| 5.04 | (h) | ELECTRICAL OVER
CURRENT PROTECTION | ***** | Through breakers and fuses.
Insulating mat is provided on deck |
| 5.04 | (i) | OTHER | ***** | Electrical splices, pigtails and jury rigs are not noted. |

6.0 LIFESAVING AND FIRE FIGHTING EQUIPMENT:

6.01 LIFESAVING EQUIPMENT:

- | | | | | |
|------|-----|---------------------------|-------|---|
| 6.01 | (a) | LIFE JACKETS | ***** | Six (6) Type I aboard, U.S.C.G. approved type, located at pilot house and main deck accommodations, with water lights and whistles. |
| 6.01 | (b) | WORK VESTS | ***** | None onboard; however, vessel was not in service at the time of inspection. |
| 6.01 | (c) | LIFE BOATS, RAFTS, FLOATS | ***** | One (1) 8-person capacity life float, secured to starboard side 01 deck rails. |
| 6.01 | (d) | LIFE RINGS | ***** | Two (2) life rings onboard, one (1) located 01 deck and one (1) at pilot house deck, with lanyards and water lights. |

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|------|-----|-------------------------------|-------|---|
| 6.01 | (e) | FLARES | ***** | One (1) "Orion" flare gun kit, two (2) handheld orange flares and four (4) handheld red flares. |
| 6.01 | (f) | FIRST AID EQUIPMENT | ***** | One (1) first aid kit at pilot house. |
| 6.01 | (g) | ADDITIONAL SAFETY EQUIPMENT | ***** | One (1) smoke alarm at main deck and below accommodations.

One (1) fire ax.

One (1) emergency light |
| 6.01 | (h) | BAD WEATHER PLAN | ***** | Seek safe harbor. |
| 6.01 | (i) | DRILLS | ***** | Unknown, vessel was not in service at the time of inspection. |
| 6.01 | (j) | EMERGENCY BREATHING APPARATUS | ***** | None. |
| 6.01 | (k) | PLACARDS, SIGNS, AND WARNING | ***** | Posted throughout vessel. |

6.02 FIRE-FIGHTING: INSPECTION CERTIFICATE DATED MARCH 27, 2023

- | | | | | |
|------|-----|----------------------------------|-------|--|
| 6.02 | (a) | PORTABLE FIRE EXTINGUISHERS | **** | One (1) 5-lb. dry chemical, located at pilot house.

One (1) 5-lb. dry chemical, located at main deck accommodations

One (1) 15-lb. CO ² , located at engine room. |
| 6.02 | (b) | SEMI PORTABLE FIRE EXTINGUISHERS | ***** | One (1) semi portable approximately 50-lb dry chemical, located at aft 01 deck. |
| 6.02 | (c) | FIXED FIRE EXTINGUISHERS | ***** | None. |
| 6.02 | (d) | FIRE STATIONS | ***** | One (1) 2" centrifugal fire pump/salvage pump, powered by one (1) "Honda" model WB20XT gasoline engine, secured at 01 deck.

Hose, nozzle and spanner wrench was not sighted. |

7.01 MISCELLANEOUS:

- 7.01 (a) MACHINERY SPACE Neat and in good order. Engine room was generally clean, with the exception of the engine room bilge which was found with approximately 1/2" oil/oily water at centerline engine room, with oily residue at engine room bilge. Oil soaked absorbent pads noted below main engines.
- HOUSE-KEEPING
- 7.01 (b) GENERAL HOUSEKEEPING Neat, clean and in good order.

GENERAL HULL CONDITION:

Port and starboard sides where sighted and where visible found with rust bleeds, failed coating, surface rust and light rust scale at deck level and hull guards. Algae and marine growth noted at port and starboard sides, commencing 2" above waterline, extending down to below surface. External coatings are estimated to be 70% or less effective.

Visual inspection of stern transom was limited due to the vessel's moored position.

Bow was not visible due to the vessel being moored with its bow flush to the rake of a spud barge.

Engine room where sighted and where visible found generally clean, with the exception of the engine room bilge which was found with approximately 1/2" oil/oily water at centerline engine room, with oily residue at engine room bilge. Oil soaked absorbent pads noted below main engines.

With the exception of the engine room, not other compartments were opened or available for inspection; therefore, the conditions are unknown.

The vessel was sighted afloat; therefore, the condition of the bottom plating and underwater gear is unknown.

Main deck is well coated with non-skid paint; however, coatings were noted to be failing scattered at edges in way of side shell plating and at deck hatches.

Superstructure found well coated without notable damage, with isolated areas of rust bleeds.

MACHINERY:

The propulsion engines and generator was sighted in operation and was well coated and appeared in good operating order. However, the engines were not sighted in operation under full loads/stresses and the vessel was not sighted underway. Therefore, the full operating conditions are unknown.

Machinery found with minimal surface corrosion and/ with light to moderate oil leaks and appeared to be subjected to a good maintenance program.

Except for the propulsion engines and generator, the remaining ancillary equipment, deck winches, pumps, electrical system, electronics, engine controls, steering system, emergency shut downs, alarm systems/sensors, safety equipment, fire fighting equipment, navigation lights and appliances were not sighted in operation; therefore, operating conditions are unknown. The survey of all machinery, ancillary equipment, deck winches, pumps, electrical system, electronics, engine controls, steering system, emergency shut downs, alarm systems/sensors, safety equipment, fire fighting equipment, navigation lights and appliances were limited to a superficial examination. The survey will not uncover potential deficiencies which may lead to inoperable condition or potential premature failures.

SURVEYOR'S NOTES:

As far as may be ascertained from a general examination of this vessel afloat, without removals or opening up to expose parts ordinarily concealed, and without taking drillings to ascertain thickness of structural members, testing for tightness, or opening up the machinery, it is the opinion of the undersigned that her hull, machinery and equipment will be in satisfactory condition for its intended purpose, after completing its required U.S. Coast Guard annual topside inspection and completing any and all required repairs by the U.S. Coast Guard. The internal compartments and bottom plating were not sighted at the time of survey attendance; therefore, the conditions are unknown.

Except for the engine room, the internal compartments were not opened for inspection. Visual inspection of portions of the engine room compartment was limited due to floor plates, machinery and ancillary equipment hindering view. Internal observations could have been severely impeded due to accumulation of water and/or oil and by virtue of coatings.

The undersigned states no opinion concerning the vessel's stability, watertight integrity or structural integrity.

The survey of all machinery, ancillary equipment, deck winches, pumps, electrical system, electronics, engine controls, steering system, emergency shut downs, alarm systems/sensors, safety equipment, fire fighting equipment, navigation lights and appliances were limited to a superficial examination. The survey will not uncover potential deficiencies which may lead to inoperable condition or potential premature failures.

The electrical systems were not tested. Therefore, operating condition of the electrical system is unknown. The potential for electrical grounds exist and the effectiveness of the over current protection system is unknown. Numerous areas of the electrical wiring were concealed by the interior superstructure paneling; therefore, could not be sighted during the physical inspection.

This report is "NOT" a warranty of the condition, seaworthiness, or marketability of the subject vessel. Additionally, insurance recommendations, trip in tow recommendations, trip under own power recommendations, port risk recommendations, repair recommendations or recommendations concerning 46 CFR Subchapter M are not addressed in this report. Further, this report does not certify horsepower ratings, tank capacities or suitability for the intended service, for the subject vessel.

This report or the inspection is not a warranty of any repairs, conversions, retrofitting, hull modifications or renewals carried out on the vessel proceeding or following the undersigned's inspection.

This report and the inspection are exclusive of the vessel's towing safety management system, crewing, pre-job training and the operations of the vessel.