

# Dufour, Laskay & Strouse, Inc.

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National Association of Marine Surveyors American Society of Appraisers Accredited Members on Staff

June 11, 2013

General Condition As of May 15, 2013

#### CREWBOAT "PEGASUS #90"

SURVEY REPORT NO. 0529-54N13-A

THIS IS TO CERTIFY that the undersigned Marine Surveyor did, on May 15, 2013, at the request of and for the account of JP Morgan Chase Bank, survey the all welded aluminum twin screw crewboat "PEGASUS 90", Madcon Corporation, Owners and Operators, while the subject vessel lay afloat in Slidell, Louisiana, in order to ascertain the general condition of the vessel as of May 15, 2013 for appraisal purposes.

Note: All sizes, shapes, dimensions, and capacities are approximate, unless otherwise noted.

#### GENERAL DESCRIPTION:

The vessel is a typical twin screw crewboat. The vessel has a model bow, square stern, cargo deck aft, and a single recessed superstructure.

## VESSEL PARTICULARS:

1990; Breaux's Bay Craft, Inc. Built

968747 Official Number

34' x 11.3' x 5.5' Dimensions

14/11 GRT/NRT

VESSEL PARTICULARS: (continued

Engines : Two Detroit Diesel, 6V-71

Total Horsepower : 280

Drive : Fixed pitch propellers

Crewboat : 3 Passengers

The vessel's hull is protected by means of forty-one cable hung tires around the entire periphery of the vessel.

The vessel is fitted with 12" pipe kevel in way of the bow and port and starboard stern.

The aft deck is fitted with port and starboard 36" high, 3-tier aluminum pipe safety rails with a 9" tow plate, and built-in port and starboard air intakes.

## HULL COMPARTMENTATION:

Hull compartmentation is as follows:

- The forward compartment is the forepeak compartment
- The second compartment is the passenger area
- The third compartment is the machinery space fitted with an approximate 200-gallon fuel oil tank
- The fourth compartment is the stern void compartment

Bulkheads are constructed of aluminum and are designed watertight.

Fuel oil tanks noted above have a total reported capacity of 200 gallons and are complete with approved type filling lines, vents with flame screens, and fuel oil shut-off valves.

## DECKHOUSE ARRANGEMENT:

The deckhouse is constructed of aluminum and is fitted with fixed rubber and aluminum sliding windows. Located forward and aft are aluminum weathertight doors.

The interior of the passenger area is sheathed with FRP type paneling in way of the overheads and bulkheads.

Fitted along the port and starboard sides are built-in passenger settees with storage below.

# PILOTHOUSE, NAVIGATION AND ELECTRONICS EQUIPMENT:

- Captain's chair
- 18" stainless steel wheel
- Port and starboard throttle/clutch controls
- Two each RPM gauges, volt meter, oil pressure gauge, gear oil pressure gauge, and temperature gauge
- Horn button
- Start/stop buttons
- · Two hour meters
- Radar (not onboard at time of survey)
- VHF radio (not onboard at time of survey)

## SUPERSTRUCTURE EXTERIOR:

The pilothouse top is fitted with a 6" incandescent searchlight, electric horn, port and starboard navigation lights, radar scanner, and two antennas.

The main deck is fitted with port and starboard engine hatches, port and starboard 36" high, 2-tier steel pipe safety rails, and engine room air intakes.

## MAIN PROPULSION MACHINERY:

The vessel is twin screw. Propulsion machinery consists of two Detroit Diesel model 6V-71, diesel engines which are rated at 140-HP @ 1,800-RPM. Each engine drives a fixed pitch propeller through a Twin Disc marine reverse gear. The engines are electrically started.

## ELECTRICAL OUTFITTING:

Electrical power is provided by means of a 12-volt system powered by batteries.

## SAFETY EQUIPMENT:

Safety equipment consists of one ring buoy, one life jacket, and two 10-lb CO<sub>2</sub> fire extinguishers.

## CERTIFICATES/DOCUMENTS:

The vessel had onboard a United States Coast Guard Certificate of Documentation which expires on November 30, 2013.

The vessel had onboard a United States Coast Guard Certificate of Inspection which expires May 6, 2014.

#### SERVICE:

In the opinion of the undersigned, service of this vessel should be limited to sheltered inland waters.

#### CONDITION:

The vessel was sighted afloat in Slidell, Louisiana.

The vessel's hull was found to be in good condition with good coatings.

The radar, VHF radios, and bench seat cushions were removed to the owner's warehouse to prevent theft.

The passenger area was found to be in satisfactory condition.

The pilothouse equipment was reported to be in good condition and appeared adequate for a vessel in this service.

The machinery was not sighted in operation. The machinery was reported to be and appeared to be intact with signs of ongoing maintenance.

Engine room housekeeping was generally fair.

Bilges were found with nominal amounts of oil and water present.

Survey made, signed, and submitted without prejudice to rights and/or interests of whom it may concern.

Attending Surveyor: Captain Daniel F. MacKinnon

DUFOUR, LASKAY & STROUSE, INC.

Capt. Daniel F. MacKinnoh, Surveyor

No 118-381

Master Mariner

Paul F. Deister, Marine Surveyor PAUL F DESTER

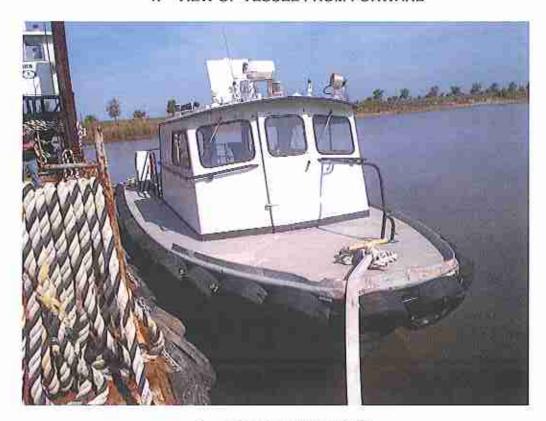
NAMS - CMS; ASA

DFM/jap (Distribution on following page) Enclosures: Photographs

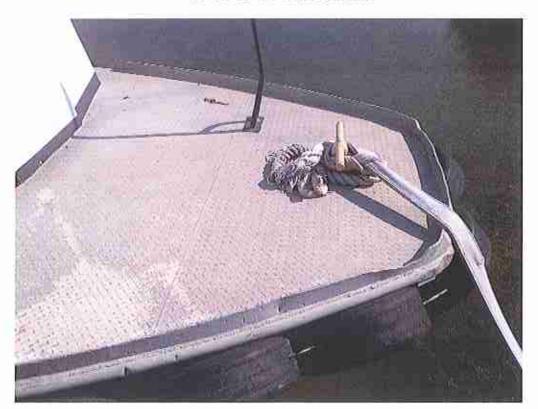
Distribution:

<u>Distribution:</u>
JP Morgan Chase Bank
Attn: Sharyn Bennett - Via Email: <u>sharyn bennett@chase.com</u>

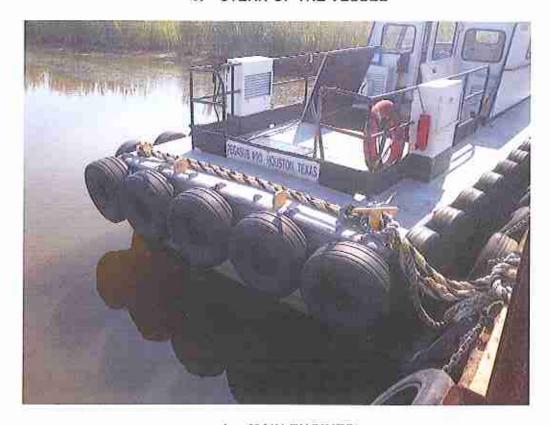
#### 1. VIEW OF VESSEL FROM FORWARD



2. BOW OF THE VESSEL



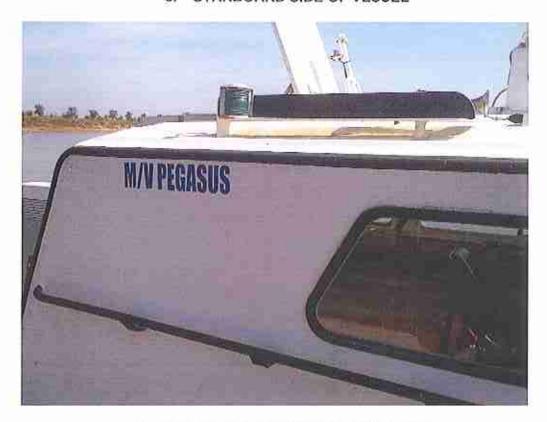
#### 3. STERN OF THE VESSEL



4. MAIN ENGINES



## 5. STARBOARD SIDE OF VESSEL



6. RING LIFE BUOY WITH HEAVING LINE



### 7. PILOTHOUSE



8. PILOTHOUSE TOP

