



Worldwide Marine Appraisers,
Surveyors and Consultants
Inland and Ocean

Dufour, Laskay & Strouse, Inc.

3939 N. Causeway Blvd., Suite 300
Metairie, LA 70002
504.835.8505
Fax: 504.835.9901
www.portlite.com

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

New Orleans • Houston • Tampa • Great Lakes

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:

Built : 1990; Breaux's Bay Craft, Inc.
Official Number : 968747
Dimensions : 34' x 11.3' x 5.5'
GRT/NRT : 14/11

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 keel 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 CO₂ 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. MacKinnon, Surveyor
Master Mariner


Paul F. Deister, Marine Surveyor
NAMS – CMS; ASA



Enclosures: Photographs

Distribution:

Distribution:

JP Morgan Chase Bank

Attn: Sharyn Bennett - Via Email: sharyn.bennett@chase.com

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

