

## JOINT FIELD SURVEY

**DATE:** 06/22/2022

### STATEMENT:

We, the undersigned, have this date held survey on MV *Spirit of Norfolk* while afloat at Colonna's Shipyard, Pier 3, to ascertain and agree upon, or as noted otherwise, the cause, the nature and extent, and the recommended repair of damage caused while the boat was on fire June 7, 2022 - June 11, 2022.

### VESSEL DESCRIPTION & GENERAL INFORMATION:

**Vessels Name & Flag:** MV *Spirit of Norfolk* / USA

**Official Number:** D982944

**Owner / Operator:** Hornblower-American Queen Group GP, LLC – United States

**Inspection Location:** While afloat at Colonna's Shipyard, Pier 3, 400 East Indian River Road, Norfolk VA 23523

**Vessel Type:** Passenger Excursion

**Year of Construction:** 1992 per USCG Documentation

**Gross Tonnage:** 99 GRT per USCG Documentation

**Length / Breadth / Depth:** 169.0' / 38.0" / 12.0" per USCG Documentation

**General Vessel Description:** Welded steel construction dinner cruise vessel, V- bottom twin screw with raked bow and transom stern. There are enclosed passenger cabins on two deck levels and open upper deck with bar and seating and an enclosed pilothouse forward.

### VESSEL HOLD:

<b>Found:</b>	<b>Recommend:</b>
<b>Bow thruster compartment</b> and Caterpillar 3116 bow thruster engine located forward, no damage was noted.	N/A
Aft of bow thruster compartment with access on the port side; <b>men's and women's heads and utility closets</b> which had smoke damage, some minor heat damage and saltwater damage from firefighting efforts. Men's room with (2) two stalls (3) three urinals, stainless dividers, sinks, escape hatch with ladder port side to the main deck. Centerline employee closet with a State Electric hot water heater, (2) two Dayton	Water and smoke remediation service needed. Some items may be salvaged.

<p>expansion tanks, potable water pumps – (2) two Baldor 3hp x1½”, bilge alarm J box. Ladies room with (5) five stalls, stainless, tile. Closet 2 at the end of the hall- locked reported liquor storage. Closet 3 in the hall forward side by the ladies’ room door under staircase- Crown loudspeaker system, First Alert Security System.</p>	
<p>Aft of the head compartment was the <b>galley</b>; coolers, storage areas, plumbing, appliances and dishwashing station were destroyed by fire. The steel sole was heat deformed, the overhead and the wiring and ventilation contained overhead were fire destroyed and bulkheads were fire destroyed or heat deformed. The galley floor was a poured epoxy type with assorted recessed trays with metal grates to a grease trap tank. There was a drop style ceiling with covered lighting panels. Equipment included port forward air handler, then Manitowoc ice maker and port aft 120-gallon 208V hot water heater, port shelf storage. Across the forward end from port, (3) three stainless front True reefers, Traulsen Reefer, then (2) two Traulsen freezers. Starboard forward there are (3) three stainless sanitizing sinks Along the starboard side: an Eclipse fryer unit, (4) four Rational ovens (2) two Vulcan 12-gallon simmer pots. Starboard towards aft was an air handler and inboard (2) two Crescor cabinet heaters and stainless prep tables with Kitchenaid mixer and shelves. In the center area of the galley there were stainless steel food prep tables in a U configuration. Port bulkhead towards aft there was a Crown Tonka walk-in reefer with breaker panel adjacent to the door and first aid kit bracketed. Center leading aft there was a passageway, port aft dumbwaiter, shelves for food trays. Starboard side there was a Bally double walk-in reefer. Next aft to port there was a dishwashing area with an Ecolab dishwasher unit; starboard side there was a caged galley storage area. Next aft was a centerline watertight door leading to the forward end of the engine room</p>	<p>Replace all galley equipment, appliances, sole and overhead.</p>
<p>Aft of the galley was the <b>engine compartment</b>; There was a waterline</p>	<p>Replace all engine compartment equipment sole and overhead.</p>

<p>approximately 36” from the deck. The saltwater line was from firefighting efforts. The overhead was fire damaged and wiring and cables had insulation melted away. Plastic and rubber hoses had melted. Hydraulic lines were heat damaged and some had parted, pumps were destroyed. Gear stowed throughout the compartment was burnt away or fire damaged. The ventilation system and all control systems were destroyed. A/C units, water heater, battery chargers destroyed.</p>	
<p><b>Propulsion engines:</b> Two Scania diesel DI-16-42-M engines were fire damaged; all rubber and plastic components were melted; conductor insulation was melted and hoses were parted. The engines had been partially submerged in saltwater. The engines have not been flushed and preserved.</p>	<p>The engines cannot be repaired and must be replaced.</p>
<p><b>Engine controls:</b> The main engines/gears have Twin Disc EC 300 electronic controls Reported that they can be started or stopped from the pilothouse or engine room. The controls are destroyed by fire.</p>	<p>Replace.</p>
<p><b>Transmissions:</b> Two Twin Disc MGX516 transmissions. The transmissions are fire and heat damaged and were partially submerged in salt water.</p>	<p>Flush and preserve the units to preserve salvage value.</p>
<p>Aft of the engine compartment was the <b>steerage compartment</b>. No damage was noted.</p>	<p>N/A</p>

**MAIN DECK:**

<p><b>Found:</b></p>	<p><b>Recommend:</b></p>
<p>The enclosed <b>main deck</b> was an interior open designed dining and dancing area with service stations, a bar and a port side boarding area. Except for the aft and forward decks which had some smoke and heat damage, this area was destroyed by fire; the overhead, furnishings, bar, light fixtures, wiring, ventilation, plumbing, windows, tables and chairs all destroyed. The steel sole was heat deformed. Bulkheads and doors were heat deformed. In the forward section there was a quantity of metal base/ varnished wood type tables or Formica top tables with metal frame upholstered chairs. At the aft end of the forward section main cabin, there was an</p>	<p>Replace all equipment; appliances, furnishings, overhead, sole, windows, bulkheads and doors.</p>

<p>athwartships stainless counter to starboard with (5) five stainless framed vinyl cover stools. Also, in this area was a sliding curtain divider with capabilities of closing off the forward area for a private party. To port outboard there was a wait station with stainless steel counters and cabinets – aft and port there were 2 sinks, Luzianne iced tea dispenser, Curtis Gemini GT coffee maker, small crew cubbies, Delfield stainless shell reefer, epoxy terrazzo type floor. Aft to port was a wait station separated from the cabin area by a “bead curtain”. Equipment included a Traulsen stainless shell reefer, Autoshaam halo heat stainless shell double heat rack unit, stainless steel cart/ table, soda area. Area had epoxy type flooring. Next aft port, there was an open buffet food service area with (7) seven triple tier stainless serving counters for plates beneath and hot trays above. Flooring in this area was tiled, ceiling was dropped with vent ducts. Just aft of the serving area port there was a small closet outboard with a computer and printer At the aft end of the main cabin accessed from near amidships was an L-shaped bar facing the cabin area with a terrazzo floor, with drain Corian style bar top, (5) five stainless frame vinyl upholstered stools. Port side there was a breaker panel and Ecolab dishwasher. Running under the bar counter inside from port there were (2) two bar sinks, (2) two Perlick stainless cabinets, (2) Two NCR cash registers, soda dispensers and a stainless-steel handwashing sink. Starboard aft in the cabin there was a handicap restroom with a tile floor. Forward of the restroom starboard side outboard there was a wait station area with a bead curtain inboard. Equipment in this area includes Curtis double coffee maker, (2) two stainless steel sinks, (4) four stainless steel cabinets and a Hoshzaki ice maker. Storage area starboard side main deck under 01 deck overhang, towards port there was a reefer locker reported used for liquor storage and then port side shore power connector.</p>	
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**SECOND DECK:**

<b>Found:</b>	<b>Recommend:</b>
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<p>The <b>second deck</b> was an interior dining and dancing area with service stations, a bar and restrooms. this area was destroyed by fire; the overhead, furnishings, bar, light fixtures, wiring, ventilation, plumbing, windows, tables and chairs all destroyed. The steel sole was heat deformed. Bulkheads and doors were heat deformed. Forward end under the windows there were life jacket cabinets labelled from port 23, 28, 28, 28, 28 adult and 30 child. Carpet forward, movable tables and chairs. Port side (4) four hot tables then port side wait station separated with a bead divider. Equipment included stainless steel cabinets, sink, Gemini GT coffee maker Next aft port door to the stairwell landing, inboard extending to starboard dance floor then stbd. DJ booth. Then running aft there was another door port side to the stairwell landing, next aft station with bead curtain divider with Traulsen reefer, stainless steel tables with hot trays, Auto Shaam double warming oven and a door to the dumbwaiter Opposite amidships to starboard was a passenger seating area with tables and chairs Towards the aft end port there was a 60” TV then bar with (7) seven stainless/ vinyl chairs. Bar equipment includes liquor cage aft, (3) three-door Perlick cabinet, Ecolab dishwasher, (3) three stainless steel sinks, (2) two NCR cash register units Across from the bar on the starboard side, there was a wait station with bead curtain entrance; inside there was a double Delfield reefer, air handler unit, Hoshazaki ice maker, sink, double coffee maker. Aft of that was a men’s head with (2) two sinks, (2) urinals, (1) toilet, then a life jacket closet with 229 jackets listed.</p>	<p>Replace all equipment; appliances, furnishings, overhead, sole, windows, bulkheads and doors.</p>
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**THIRD DECK:**

<b>Found:</b>	<b>Recommend:</b>
<p>Forward on the <b>third deck</b> was the enclosed <b>pilot house:</b> The pilot house equipment, electronics, appliances and furnishings were destroyed by the fire. This included the main helm center with port and starboard wing stations. Pilot house equipment included: Twin Disc “Quick Shift” gear shifters, Kobelt</p>	<p>Replace all pilothouse equipment, appliances and furnishings.</p>

<p>throttle controls, Skipper non-follow up steering controls, Maskin screens for engine functions, Skipper rudder angle indicator, View sonic screen, Standard Horizon VHF, Weems and Plath chronometer, barometer, Navigation light panel; switches with fuses- to exterior nav lights- anchor light, NUC, forward masthead, port, starboard, aft masthead, aft anchor. Three (3) electric windshield wipers/ switches: Wynn series 1000 control, window heaters left/center / right, Ritchie compass approximately 8”, Furuno AIS FA-150, Jastram rudder angle indicator, center engine screen emergency ventilation shutdown panel, Furuno Navnet – chart plotter, Nav-Net 2- radar (2) Furuno 48 mile radars, steering pump controls -2 units, air horn controls/ trumpets above pilothouse, pneumatic bow thruster controls incl. start/ stop port/ starboard center station, (2) two Standard Explorer VHF radios, remote control searchlight- pilothouse top mounted, Furuno RD-30 apparent wind indicator, Ray 420 loud hailer, 208/120V switch breaker panel (labelled), bracketed fire axe, water cooler, microwave oven, cabinet for manuals/ books, Kramer 4x4HDBT entertainment and communication system matrix switcher, 2 dish TV, Magic Chef 3’ refrigerator, aft berth, desk, (6) six storage drawers, swivel chair, case with glass front for ship’s papers/ placards/ instructions, Sea Post helm chair, (3) three small safes/ Gardall lock box secured under the starboard helm console, five (5) Motorola CLS1110 walkie talkie radios and charging docks.</p>	
<p>Adjacent and aft of the pilothouse was a bar area, which was destroyed by the fire, including the liquor locker and Perlick five door beverage refrigerator. Aft of the bar area with forward area partially under the cabin top overhang was a seating area with (6) six bar chairs, (2) two wood tables, (4) four small pedestal tables, approx. 2 dozen metal chairs, (2) two couches and (4) chairs with removable cushions</p>	<p>Replace all bar equipment, appliances and furnishings.</p>
<p>The remaining three quarters of the third deck was an open-air observation deck. The steel deck was heat deformed and the furniture was</p>	<p>Replace furnishings.</p>

heat and fire damaged.	
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**HULL & SUPERSTRUCTURE:**

<b>Found:</b>	<b>Recommend:</b>
The coating on steel hull and superstructure from the waterline to the top deck had burnt, blistered and peeling paint over approximately 50% of the exterior surface. The exposed steel is rusting.	Prep and recoat the entire hull and superstructure.
The steel decks on all three levels have been heat deformed by the fire.	Remove and replace damaged decks.
Exterior windows on all three deck levels have been broken and fire damaged.	Replace windows.
Ventilation: Main deckhouse port and starboard louvers with trunks to inside and below decks including engine room. All exterior louvers are melted and fire damaged.	Replace.

**ELECTRICAL SYSTEM:**

<b>Found:</b>	<b>Recommend:</b>
The vessel had an AC system with multiple voltages and a DC system with multiple voltages. The main switch board/breaker panel was located centerline in the engine room. Auxiliary panels distributed below and on each deck level. All breakers, switches, panels were destroyed by fire. Conductors throughout the vessel had insulation burned away.	Rewire the vessel and replace the electrical system.
<b>Generator engines:</b> Two Caterpillar diesel 3406, 250 KW engines located centerline were fire damaged; all rubber and plastic components were melted; conductor insulation was melted and hoses were parted. The engines had been partially submerged in saltwater. The engines have not been flushed and preserved.	The engines and generator electric ends cannot be repaired and must be replaced.
<b>Shore Power:</b> From dedicated shore power connection, flexible cable ran port side to connector located aft end port main deck house. A GE 3-phase 300 KVA transformer was located aft end of the engine room. Switches from shore power to generator sets located in the engine room panel with a lock-out bar provided. The shore power system has been destroyed.	Replace system.
<b>Batteries:</b> Separate engine room banks port and starboard for each main and generator engine. 8D size 12V x 2/ 24V. The batteries were destroyed.	



**TANKAGE:**

<b>Found:</b>	<b>Recommend:</b>
The internal condition of the fuel, potable water, waste and hydraulic tanks could not be determined. The exteriors were scorched.	Further inspection required.

**CONCLUSION:**

The catastrophic fire almost totally consumed and or structurally deformed the vessel’s interior, including the main deck and superstructure, including the galley and machinery spaces below deck. Firefighting efforts blanketed the vessel with water and firefighting chemicals that flooded the machinery space, galley and saturated most other surfaces. The extent of damages clearly will exceed the vessel’s value and should be considered as a CTL subject to policy terms and conditions.

**SURVEYOR’S NOTES:**

1. Fire origin investigations are being carried out by the USCG, NTSB, and AFT as well as the Hull & Machinery interests. Machinery space of the vessel is to remain as is until all investigations are complete. At the time of completion of the regulatory investigations, the vessel will be released to the owner.
2. All parts removed from the machinery space during these investigations are to be preserved pending further testing.
3. Prior to any entries into the machinery space a marine chemist safe for entry certificate is to be obtained.
4. Notification is to be given to all interested parties if and when any type of onboard investigation or survey is to be undertaken.
5. At completion of all investigations by all interested parties, the vessel is to be moved to a safe location and ultimately disposed of in a safe and environmentally friendly manner.
6. The vessel may require cleaning or other environmental remediation prior to scrapping, which may exceed the residual/scrap hull value, if any.
7. As a result of fire damages, various breaches exist, which allow rainwater to accumulate in the bilges. The bilge water requires watch person monitoring with any removal of the bilge water requiring environmental treatment prior to discharging.
8. Because the vessel’s interior was either totally consumed by fire or fire and heat damaged beyond recognition, most equipment and furnishing listings in this Field Survey were taken from the Castlerock Risk Services, LLC Condition and Value Survey Report dated July 15, 2022, File CRS 22 CV 3620. The date of the inspection was June 06, 2022, one day before the date of loss.

**SURVEY MADE AND SUBMITTED WITHOUT PREJUDICE:**

**ATTENDING:**

**REPRESENTING:**

[Redacted Signature]

Owners of “Spirit of Norfolk”



Mr. David J. Tantrum

P&I Interests for "Spirit of Norfolk"

A handwritten signature in black ink that reads "Richard D. Milner". The signature is written in a cursive style with a large, prominent initial "R".

Mr. Richard D. Milner

H&M Underwriters for "Spirit of Norfolk"