



4940 Merrick Road, Suite 333
Massapequa Park, NY 11762

Phone (631) 691-7005
Fax (631) 691-7006

John Fahlbusch, NAMS-CMS
Marine Surveyor

Website: www.castlerockrisk.com
Email: [REDACTED]
New England - Phone (802) 226-7025

HORNBLOWER CRUISES / CITY EXPERIENCES
VESSEL: "SPIRIT OF NORFOLK"
FILE: CRS 22 CV 3620

June 15, 2022

This is to certify that the undersigned marine surveyor did examine the "Spirit of Norfolk" for general condition and value purposes as per the request of Captain Scott Smith, Senior Vice President of Marine Operations, Hornblower Group and whom it may concern.

This survey is limited in scope to visual observation and is not intended for sale purposes. No removals or testing accomplished. All dimensions, capacities and specifications are as reported, listed or labeled or are approximate.

The determination of inherent integrity, stability in addition to compliance with OSHA Standards are beyond the scope of this report.

LIMITATION OF LIABILITY : To the fullest extent permitted by law, and not withstanding any other provision of this Agreement, the total liability, in the aggregate, of the Consultant and the Consultant's officers, directors, partners, employees and sub-consultants, and any of them, to the Client and anyone claiming by or through the Client, for any and all claims, losses, costs or damages, including attorneys' fees and costs and expert-witness fees and costs of any nature whatsoever or claims expenses resulting from or in any way related to the Project or the Agreement from any cause or causes shall not exceed the total compensation received by the Consultant under this Agreement, or the total amount of \$ 1,000.00, whichever is greater. It is intended that this limitation apply to any and all liability or cause of action however alleged or arising, unless otherwise prohibited by law.

Survey Held: with the vessel afloat, port side to adjacent 333 Waterside Avenue, Norfolk VA on June 6, 2022.

ATTENDANCE:

Attendance included during portions of the inspection, Capt. Ryan Nadeau and "Tyler", crew member

I. VESSEL PARTICULARS & GENERAL DESCRIPTION

1.	Vessel's name & flag	“Spirit of Norfolk” / USA
2.	Official number	D982944
3.	Owner's name & nationality	Hornblower Cruises and Events LLC- USA
4.	Manager's name & nationality	Same
5.	Vessel type	Passenger excursion
6.	Year & place of construction	Service Marine – Amelia LA 1992
7.	Gross Tonnage Dimensions (L x B x D)	99GRT/ 67NRT 169.0’ x 38.0’ x 12.0’ as documented
8.	Classification Society	N/A- USCG Inspected
9.	Certificate of Inspection	Posted in the wheelhouse- February 20, 2020- February 20, 2025 Annual inspection January 12, 2022 Certificate on board dated 10 May 2022
10.	Stability Letter	Posted in the wheelhouse- dated September 8, 2011 <ul style="list-style-type: none"> • 700 persons total/ 600 passengers with no restrictions on vertical distribution of passengers • COI states maximum 600 passengers/ 661 total persons



11.	Navigation Area & Service	Partially protected waters, Lakes, Bays, Sounds, Chesapeake, and Delaware Bay/ tributaries- not more than one mile from shore
12.	General 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.

Risk and Condition Assessment Rating Matrix Explanation Table: Throughout this - Report our assessment ratings 1-5 are based on the table below:

<p><u>EXCEPTIONAL</u> <i>Operational:</i> The Company is an “Exemplar” in this category. The company implements procedures that are at the leading edge of the industry. Generally, this is demonstrated by industry awards along with evidence that the company is considered by others in the industry to be an example of “Best Practices” and Innovation. <i>Equipment:</i> As-new condition. Unable to be improved. Extremely low levels of risk including well documented and evidenced maintenance. *This is a very high threshold and should be reserved for very well supported/evidenced conditions.</p>	5
<p><u>ABOVE AVERAGE</u> <i>Operational:</i> The company is a “Best Practices” company. The company implements and seeks to improve Best Practice policies and procedures. Procedures are well documented and enforced by management. The company exhibits a risk management “Culture” by all personnel. <i>Equipment:</i> Fully maintained. Equipment appears to have normal wear and tear for its age. Maintenance is completed in an anticipatory/regular fashion and with full record-keeping to support when an item was placed into service along with recording interim maintenance actions.</p>	4
<p><u>AVERAGE</u> <i>Operational:</i> The company operates in a well-managed environment. The company has knowledge of Best Practices and has some implementation of these, especially in critical areas. Conditions are under routine review by management and effective actions are taken when deficiencies are discovered. <i>Equipment:</i> Maintained. The equipment exhibits normal wear and tear. Evidence of regular maintenance is apparent. Record keeping is available for critical equipment including information as to when the item was installed along with servicing and/or replacement in accordance with manufacturer’s specifications. ** Risks qualifying in this class can be accepted provided that all ‘major deficiencies’ i.e. fundamental breaches such as structural or main engine defects are rectified within a short time window</p>	3
<p><u>BELOW AVERAGE</u> <i>Operational:</i> The company practices an Ad Hoc methodology for controlling risk. Active risk management is not evident. <i>Equipment:</i> Unsatisfactory at the time of survey. Not necessarily demonstrating a condition of imminent damage/loss and conditions are acceptable in the short term for the operational</p>	2



<p><i>effectiveness of the item. Specific timelines for corrective action should be provided in the report.</i></p> <p>* Recommendations should be considered as “warranties” by underwriters all deficiencies must be restored/rectified within specified timelines and subject to re-survey.</p> <p><u>UNSUITABLE</u></p> <p><i>Operational:</i> Risk management procedures/practices do not exist and conditions are such that imminent concern of loss/injury exists. ** Underwriters must be notified urgently</p> <p><i>Equipment:</i> Seriously defective, damaged and/or unserviceable. The equipment presents serious potential of failure resulting in loss/injury.</p> <p>** In principal, risk in this class should be rejected and or immediately corrected.</p>	1
---	---

II. CONSTRUCTION:

1.	Shell plating	<p>Scantlings not determined. Reported that the vessel recently completed a dry-dock period with inspection, repairs including inserts and recoating.</p> <ul style="list-style-type: none"> • As viewed afloat, vessel sides and stern well- coated with no unusual conditions visible • Condition 4.0
2.	Frames, beams, bulkheads, etc.	<p>Scantlings not determined- 4” x 3” angles on 2’ centers viewed on sides forward. 3” x 3 ½” side angles on 2’ center near amidships, ¼” bulkheads, 4” x 4” angle bottom framing , #”x 2” transverse deck frames viewed</p> <ul style="list-style-type: none"> • Accessible below deck areas viewed clean and well coated- no unusual conditions sighted • Condition 3.5
3.	Weather decks, foc’sle, poop, catwalks, etc.	<p>Smooth- no deflections sighted- satisfactory non-skid coatings</p> <ul style="list-style-type: none"> • Condition 3.5
4.	Above deck openings, ports, skylights & scuppers.	<p>No unusual conditions except</p> <ul style="list-style-type: none"> • Tempered type wire glass door main cabin to foredeck with crack, doors aft from main cabin to aft deck glass cracked- renewal of glass indicated. • Condition 3.5
5.	Superstructure & coatings	<ul style="list-style-type: none"> • Recent coatings • Extensive side cabin window renewal program completed recently. • Condition 4.0
6.	Handrails, bulwarks, safe access	<ul style="list-style-type: none"> • Approx. 3’ section crew grabrail port side forward of the side door with sharp approx. 8” deflection upwards/ buckled • Other wise no unusual conditions to bulwarks or handrails sighted except; Upper deck starboard aft bulwark plating – lower edge with wastage.



		<ul style="list-style-type: none"> Condition 3.0
7.	Ventilators, mushroom heads, air vents & fills pipes)	<p>Main deckhouse port and starboard louvers with trunks to inside and below decks including engine room</p> <p>Shutoff for ventilation system provided pilothouse “J” panel – not tested</p>
8.	Ultrasonic Steel Thickness Gauging:	Gauging report not available; reported spot gauged as required by USCG at last dry-dock with some insert plating accomplished.

III. CONFIGURATION: Transverse watertight bulkheads separate from forward

Description	Description/Condition
1. Forepeak	Satisfactory, good coatings. Condition 4.0
2. Thruster	Clean, painted compartment- Condition 4.0
3. Water tank	Not accessed- void in cabin starboard entered via hatch, compartment clean and well- painted Condition 4.0
4. Head with sewage tank beneath	Not accessed Reported cleaned, inspected last dry-dock period
5. Galley	<p>Painted out, maintained with some light soil, bilge near centerline</p> <p>Condition 3.5</p> <p>Grease trap tank in area (sealed) reported cleaned at least monthly in season</p>
6. Engineroom	Clean painted bilges Condition 3.5
7. Shaft alley	Clean, painted Condition 4.0
8. Lazarette	Clean, painted Condition 4.0

Note: Evidence of recently applied over coatings and touch up.

IV. PROPULSION MACHINERY

1. Main Engine/	(2) Two Scania Di 16- 8-cylinder diesel engines reported 550 hp
-----------------	---

	Horsepower:	each, reported as tier two compliant.
2.	Year Built/History	<p>Reported 2009 engines originally utilized in marine generator application, converted to marine and installed in the vessel 2021.</p> <ul style="list-style-type: none"> • The port engine reported to have sustained a cooling system failure which resulted in low engine coolant and overheat in 2022. The engine, which has approx.. 10,000 hrs. was repaired and overhauled in frame – specific details not available. • The Capt. stated that the engine’s alarm system did not include a low coolant level function and is in the process of ordering parts to install. • The starboard main engine has approx. 10,000 hrs.
3.	Reduction Gears	Twin Disc MG 516 marine gears- 4.04-1 ratio
4.	Cooling system/valves/ Seachests	<p>Keel cooling reported</p> <p>Sea chests with accessible shutoffs in the engine room under floorboards for fire pump, cooling water pumps</p>
5.	Controls/Stop/ Engine Alarms	<p>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</p> <p>Maskin electronic engine function displays in the pilothouse</p>
6.	Shaft/Propeller/Bearing/Stuffing Box/Shaft Log	<p>Approx. 4” stainless steel propeller shafts with packing glands to steel shaft logs. Trays and fractional DC type pumps located beneath packing glands</p> <p>Propeller size not determined</p>
7.	Exhaust	Engines have protected exhaust systems with mufflers in line- wet type- exit through side hull aft each side
8.	Ventilation	Port/ starboard cabin side louvers with vent trunks to the engineroom. Engine room exhaust blowers to trunks provided provided. Pilothouse at the center helm console area has a labelled emergency ventilation shutdown switch.
9.	Thruster/HP/History	<ul style="list-style-type: none"> • Accessed via Freeman hatch aft starboard side of the forward deck • 3116 Caterpillar diesel engine serial 4K601108 drives a Twin Disc MG506 2.5-1 reduction to thruster unit • 5517 hrs. on engine clock <p>The engine is 12V electric start with boxed/ covered battery and adjacent disconnect switch. A La Marche 12V 30-amp charger provided.</p> <p>Racor primary fuel filter adjacent engine, fuel line piping lead to Aeroquip FC-234 type flex sections between the engine and bed. Engine exhaust piping has muffler in line and protective lagging exiting starboard side</p> <p>Raw water has a sea chest with gate valve/ sea valve and strainer in line starboard with a wash-down pump in the compartment as</p>



		well. Compartment bilges are clean and well- painted. Overhead plating and aft bulkhead have insulation covering Condition 4.0
10.	Steering	Skipper non-follow-up control type hydraulic steering Two electric/ hydraulic pump units and reservoirs in the engine room
11.	Layout- engine room	<ul style="list-style-type: none"> • Generators port and starboard towards forward center main engines towards aft port and starboard outboard. • Main electrical panel centerline towards aft. • Port and starboard forward fuel tanks and labeled shut off for thruster fuel. • Port of centerline (4) four compressors for galley reefers • Starboard of centerline sewage pumps 1&2 Crane/ Barnes with color coded or directional decaled piping with unknown est. 10hp electric motors • Starboard towards outboard aft of the fuel tank, sewage pump control switches, then Barnes electric driven fire pump, AMT bilge pump, labelled valve manifold to compartments. • The next aft outboard bay starboard has Two (2) Intercity A/C units, (2) two AMT A/C cooling water pumps and a sea chest. • Also mounted starboard main end generator battery boxes with covers each with its own switch. Above are two (2) Phase 3 Newmar 20-amp chargers- some loose wires in the area* • Aft starboard side bay, there is a recently installed Quincy air compressor and tank and an engine room exhaust fan • Port side from forward (2) two steering motor pumps with a reservoir tank beneath, outboard there is a lube oil tank. • Next bay aft; port generator and main engine batteries and switches ; Newmar chargers above- same loose wire conditions in area. Sea chest and blower in this bay • Aft bay port side has electronics for the port and starboard main engines mounted and outboard storage on shelves for spare filters and other engine parts. • Aft end from port there is an est. 40 gallon hot water heater, then workbench with tools boarded above, grinder, shorepower transformer. • Starboard inboard aft there is a top and bottom Husky tool chest/ cabinet with complement of sockets, wrenches and other hand tools.
12.	Comments	<ul style="list-style-type: none"> • The engine room and equipment viewed in clean overall condition with recent renewals of some accessory components including sewage pumps, steering pumps, air compressor.



		<ul style="list-style-type: none"> • Bilges clean and painted • CCTV to pilothouse • Overall condition 3.5
--	--	--

V. ELECTRICAL SYSTEM

1.	Voltage AC / DC:	480/ 208/120VAC, 12/24VDC
2.	Fuses / Breakers/Panels:	The main switch board/ breaker panel is located centerline in the engine room. A rubber mat provided on the floorboard in front. Auxiliary panels distributed below and on each deck level with a power panel locator placard posted in the pilothouse
3.	Generator(s):	Caterpillar diesel 3406/ 250 KW each located on stands port/ starboard center area of the engineroom 24V electric start, keel cooled, protected exhaust systems with mufflers- piping through hull sides Aeroquip type flexible fuel lines, Racor primary, cartridge secondary fuel filters
4.	Emergency Generators:	N/A
5.	Shore Power:	From dedicated shore power connection, flexible cable runs port side to connector located aft end port main deck house A GE 3-phase 300 KVA transformer 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
6.	Battery Banks:	Separate engineroom banks port and starboard for each main and generator engine. 8D size 12V x 2/ 24V-Batteries are secured in covered plastic type boxes with disconnects adjacent.
7.	Chargers/Converters/Inverters	Newmar Phase 3- 20 amp chargers provided for each bank
8.	General Comments and Conditions	<p>Most wiring well secured in looms with bulkhead grommets</p> <ul style="list-style-type: none"> • Some non-permanent labels engine room panel • Some loose/ unsecured wiring in the area of the battery chargers engine room • Some loose/ unsecured wiring under the center pilothouse helm console with discontinued pneumatic tubing loose in the area. • Loose wiring with no grommets through metal framing -low voltage string lighting beneath port restroom staircase • Starboard forward deck outboard Mitsubishi heat pump has flexible PVC conduit pulled from its case with inner wires loose/ exposed • Overall condition 3.0



--	--	--

VI. FUEL SYSTEM

1.	Tank construction, location, capacity.	Integral steel port and starboard forward outboard engineroom area. 10,000-gallon total capacity reported
2.	Fuel lines, Fills, Vents and Shutoffs	Metal piping with manifold valves in the engine room. Filters and Type A flex sections at each engine. Gooseneck vents with screens each side inside cabin recesses outside along the margin deck as well as port fill pipe with lock Emergency shutoffs locations labelled in the main cabin and forward floorboard in the engine room for the thruster engine
3.	Condition	No unusual conditions sighted Condition 3.5

VII. AUXILIARY MACHINERY & EQUIPMENT

1.	Hydraulic Systems	Steering system with one of two electric motor driven pumps utilized; the other a spare. Hydraulic tank beneath located port side towards forward in the engineroom
2.	Winches/Capstans	Electric motor driven capstan for handling the anchor line on the foredeck
3.	Masts, cranes, rigging	Cabin top aft end raked mast with light atop
4.	Heat / AC:	Mitsubishi MXZ-80 48NA heat pumps- (2) two forward deck (1) Heat pump upper cabin top between mast legs, (2) Intercity units starboard side engine room
5.	Other Tankage	Reported 2,500 gallons sewage, 6,000 gallons sewage, 11,000 gallons potable water

VIII. PILOTHOUSE

1.	Description	Upper-level forward end main entrance from port aft to landing and stairwell, auxiliary entrance starboard aft to passageway and upper deck bar area. Straight side windows, curved corner windows and raked aft center area windows
2.	Visibility	Good visibility to sides and ahead, poor/ no visibility aft
3.	Steering/Control stations	Main helm center with port and starboard wing stations
4.	Navigation & Pilothouse Equipment: <i>includes</i>	Twin Disc "Quick Shift" gear shifters Kobelt throttle controls Skipper non- follow up steering controls Maskin screens for engine functions Skipper rudder angle indicator



		<p>View sonic screen Standard Horizon VHF Weems and Plath chronometer, barometer Navigation light panel- switches with fuses- to exterior nav lights- Anchor light, NUC, Fwd. masthead, port, starboard, aft masthead, aft anchor. Three (3) electric windshield wipers/ switches- Wynn series 1000 control Window heaters left/center / right Ritchie compass approx.. 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>
5.	Compliance:	Not determined; charts, notice to mariners, drills reported by Captain to be up to date
6.	Comments:	<p>Improvement of housekeeping under the helm area centerline needed: Storage of uniforms and other unnecessary stuff, disconnected old pneumatic tubes hanging loose, numerous unsecured wires Condition 3.5</p>

IX. ACCOMMODATIONS

Upper “Skyline” deck area:

Aft of the pilothouse deck area accessed either by starboard aft door from the pilothouse, port side door from port interior landing or staircase aft.



Forward area under pilothouse overhang is a bar area with open counter transversely facing aft and starboard dutch door to starboard passageway pilothouse or aft.

The bar has a forward counter with locked liquor storage cage above, TV, (5) five door Perlick beverage reefer.

Behind the bar counter from starboard there is a stainless handwash sink, soda dispenser, Perlick stainless beverage drain, counter area with (2) two NCR credit card terminals, beverage/ soda dispenser, stainless sink, Ecolab dishwasher and port side Hoshizaki icemaker

Port side in the bar area is a fixed ladder to hatch to the pilothouse top (not opened/ viewed)

Aft of the bar area with forward area partially under the cabin top overhang is 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.

Deck noted to have a recent non-skid paint coating- reported blasted and primed beneath.

(2) Two fans viewed under the overhang area, (2) two floodlights facing aft

Four (4) Fostoria electric heaters mounted underneath the top overhang

CCTV camera noted overhead

Aft end (4) four metal lifejacket boxes (bottoms corroding)

- Starboard side lifejacket box with label missing

Bulwarks/ stanchions along open sides and aft end with railings atop to 42+”

Bulwarks have lights ranged along inner length

- Bulwark plating lower portions starboard side with multiple areas edge wasted “lace”

Removable gate provided port bulwark aft amidships

- Port forward bulwark area one electric outlet box with no weather cover

Forward of the bulwark plating there is a pilothouse side grab rail and small margin deck each side

Stairwell area- port side

The pilothouse aft port side door leads to an outboard hallway then landing with steel door to the open passenger upper deck area or forward-facing staircase down to a landing with a steel door to the “Harborview Deck”, which is an enclosed cabin area.



There is then an outboard passageway with sofas and a door aft to the Harborview Deck or a forward-facing staircase down to the main deck.

Staircases have handrailing's each side, carpeted stairs and flooring (good condition), overhead lighting, CCTV camera, emergency lighting noted.

At the base of the staircase inboard are double doors to the "Riverview Deck" (main cabin) Outboard there is a sliding boarding door with securement dogs to the dock with removable inner and outer gangway sections available.

- Deck floor material inboard of the door has a 3' x 6" area broken out

Aft of the boarding door there is a transverse wall with door to a crew storage area with a Bosch furnace.

Next aft, a door to a linen storage area then a transverse passage to an inboard door to the main passenger cabin or a forward-facing staircase down below deck to the galley.

Main Deck Cabin

The main cabin has an open design with large (recent new) windows along open areas port, forward and starboard. There are acoustical type drop ceiling panels with high hat lights (some irregularities) Starboard side ceiling dropped lower with a vent trunk/ duct noted.

Carpeting provided (good condition) with tile type flooring along the port side in way of the main door, a stairway forward down to rest rooms , and at the galley landing entrance. There is a tile dance floor area center area.

Forward end forward section there is a metal door with wire glass (*cracked) to the open forward deck

Port side forward in the cabin there are life jacket lockers labeled 28 adult, 26 adult, starboard side 28 adult, 12child/ 15 adult.

In the forward section there is a quantity (not inventoried) 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 is an athwartships stainless counter to starboard with (5) five stainless framed vinyl cover stools. Also in this area a sliding curtain divider with capabilities of closing off the forward area for a private party.

To port outboard there is a wait station with stainless steel counters and cabinets – aft and port there are 2 sinks, Luzianne ice tea dispenser, Curtis Gemini GT coffee maker, small crew cubbies, Delfield stainless shell reefer, epoxy terrazzo type floor



Next aft to port towards outboard is a staircase leading down to ladies and men's restroom and storage. Amidships to starboard is a seating area with tables and chairs.

Next aft to port the main entrance to the stair tower or boarding door, near amidships dance floor, to starboard DJ booth.

Next towards aft, to port the doorway to the galley stair landing.

Next aft to port a wait station separated from the cabin area by a "bead curtain". Equipment includes a Traulsen stainless shell reefer, Autoshaam halo heat stainless hell double heat rack unit, stainless steel cart/ table, soda area. Area has epoxy type flooring.

In the forward end of this wait station area there is a dumbwaiter trunk from the galley. Signage states "Do not open door with light on". *There are no operational or other warning placards. We were advised that only the head cook, and one captain operate the unit, which is primarily used for handling galley store deliveries

Next aft port, there is 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 is tiled, ceiling is dropped with vent ducts

Next towards aft there is a seating area with movable tables and chairs

Just aft of the serving area port there is a small closet outboard with a computer and printer

At the aft end of the main cabin accessed from near amidships is 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.

The aft face has upper section with a fence grate locking over liquor storage and (5) five lockable reefer cabinets below.

Port side there is a breaker panel and Ecolab dishwasher. Running under the bar counter inside from port there are (2) two bar sinks, (2) two Perlick stainless cabinets, (2) Two NCR cash registers, soda dispensers and a stainless-steel handwashing sinks.

To starboard and aft of the bar there are double steel doors with wire glass type windows (*cracked) leading to the aft deck

Starboard aft in the cabin there is a handicap restroom with a tile floor.

Forward of the restroom starboard side outboard there is 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 (*labeled "Do not use")



Also noted outboard vent trunk and a hatch to the shaft alley void.

Forward Deck

Bulwarks and railings to approx. 42” each side, foredeck has a locker below for the anchor rode.

Passengers allowed on this deck with the forward section roped off. Deck plating has nonskid finish.

Equipment includes center bitt with horns, electric anchor windlass, 26” pipe style cleats- (1) one starboard, (2) two port

Starboard out board towards aft hatches to forward compartment and thruster compartment.

Starboard aft just inboard, (2) two Mitsubishi heat pump units-*outboard unit has loose wire conduit.

On the fore deck, there is a bell mounted on the aft end of a small flag mast.

Anchor line under the foredeck is a 1 ½” nylon type with a 5/8” galvanized chain lead leading to a Danforth type anchor est. 150lbs. which is suspended through a starboard closed bulwark chock and held by a steel tripod gantry. The bitter end of the anchor line is secured to the base of the forward bitt with the line in this area sun-degraded and frayed*

Forward Restrooms & Storage

Accessed from port main cabin by double wide staircase with carpeted treads, railing both sides and “rope” side lighting.

Men’s room with (2) two stalls (3) three urinals, stainless dividers, sinks, escape hatch with ladder port side to the main deck. Very clean condition

Centerline employee closet with a State Electric hot water heater, (2) two Dayton expansion tanks, potable water pumps – (2) two Baldor 3hp x1½”, bilge alarm J box.

Ladies room with (5) five stalls, stainless, tile, excellent housekeeping.

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. In this area light wiring for the staircase rope lighting noted to be loose and passes through steel plating with no grommets/ chafe protection*

Galley

Access via forward facing staircase from the main deck; stairs double width with expanded metal treads, handrails both sides.



The galley floor is a poured epoxy type with assorted recessed trays with metal grates to a grease trap tank. There is a drop style ceiling with covered lighting panels.

Equipment includes 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 is 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 are stainless steel food prep tables in a U configuration.

Port bulkhead towards aft there is a Crown Tonka walk-in reefer with breaker panel adjacent to the door and first aid kit bracketed.

Center leading aft there is a passageway; port aft dumbwaiter , shelves for food trays. Starboard side there is a Bally double walk-in reefer.

Next aft to port there is a dishwashing area with an Ecolab dishwasher unit; starboard side there is a caged galley storage area.

Next aft is a centerline water tight door leading to the forward end of the engine room

O1 Deckhouse

Access either port side stairwell trunk or door aft to open aft end stairwell.

Tile type floor port side adjacent doorways and food serving area- similar lay-out and equipment as the main deck cabin.

Forward end under the windows there are 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 includes 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.

There running aft there is another door port side to the stairwell landing, next aft wit station with



bead curtain divider with Traulsen reefer, stainless steel tables with hot trays, Auto Shaam duble warming oven and a door to the dumbwaiter

Opposite amidships to starboard is a passenger seating area with tables and chairs
Towards the aft end port there is 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 is a wait station with bead curtain entrance; inside there is a double Delfield reefer, air handler unit, Hoshazaki ice maker, sink, double coffee maker.

Aft of that is a men’s head with (2) two sinks, (2) urinals, (1) toilet, then a life jacket closet with 229 jackets listed.

Aft Deck area

Storage area starboard side main deck under 01 deck overhang, towards port there is a reefer locker reported used for liquor storage and then port side shore power connector

Port and starboard sides on the main and 01 deck aft have bulwark doors fitted.

Other Hull Equipment

42” bulwark railings aft deck area. (2) two cleats aft, (2) two cleats port and starboard aft and (3) three cleats ranged along each main margin deck.

Along each hull side at the sheer there is an extended rubber rubrail held in a top and bottom flat bar retainer with bolts. The port side has numerous gouges and wear marks along its length with the retainer steel wavy and displaced especially at the forward end, which is just forward of the boarding door, where it is worn thin and displaced over 4’ run

X. GENERAL SAFETY AND P&I ARRANGEMENTS

1.	Lifeboat/Rafts	N/A
2.	Survival Suits	N/A
3.	PFD’s/Work vests	Not inventoried- 650 total listed
4.	Fire Stations/	(4) Four with racked hoses/ nozzles
5.	Portable Fire Extinguishers	(19) nineteen dry- chemical or CO2 type, bracketed- ranged locations thru the vessel. Current inspection tags
6.	EPIRB/TRANSPONDER	N/A
7.	Lifering	(5) Five viewed, 1-port side upper deck, (1) one aft end 01 deck port, (1) main deck aft end starboard viewed with throw lines and water lights

8.	First Aid Kit/ Defibrillator	First aid kits viewed pilothouse and galley/ defibrillator not viewed
9.	Flare Kit	In pilothouse cabinet, current dates
10.	Drills/Station Bills	Station bills for Fire and Emergency, Abandon Ship and Man Overboard posted pilothouse/ galley. Crew reports man overboard and pump tests recently performed for the USCG
11.	Heavy Weather	Plan not determined, semi- protected harbor location
12.	Permit to Work Systems	Tags/ labels are provided on non- working equipment (icemaker), minimal labelling provided for the dumbwaiter
13.	Gas and Paint Storage	N/A
14.	Stairwells	Regular rise and run, handrails both sides, no unusual conditions
15.	Anchoring	Anchor secured starboard forward with chain lead and line- end of anchor line deteriorated
16.	Decks	Nonskid coatings viewed on exterior surfaces, satisfactory condition
17.	Lighting	Deck, cabin, stairwell, machinery, and void space lighting viewed as well as emergency lighting. Daytime inspection precluded evaluation of light coverage

RISK ASSESSMENT

As far as may be ascertained from a visual examination of the subject vessel, without removals or opening up to expose parts ordinarily concealed, and without taking drillings to ascertain thickness, testing for tightness, or opening or testing machinery, it is the opinion of the undersigned, that the hull, machinery, and equipment of the subject vessel are in satisfactory condition for current operation, subject to no alterations and continued compliance with USCG inspections. Further, no determination of inherent structural integrity or stability has been made and no opinion is expressed in this respect.

- **Estimated Current Market Value (CMV):** **\$5M**
- **Estimated Orderly Liquidation Value (OLV):** **\$4M**
- **Estimated Forced Liquidation Value (FLV):** **\$3M**
- **Estimated Replacement Value (RV):** **\$9- \$11M**

Note: Values as opined can reasonably have a variance of plus/minus \$500K due to market volatility as a result of economic conditions created by Covid as well as elevated fuel prices that have created significant strains to operations.

Specific Appraisal Notes:

This vessel has undergone significant updating and renewals including replacement main engines, replacement cabin windows and much of the HVAC equipment.

As far as market value, we found no internet listings found for east coast dinner cruise boats of this size and type.

A 500- passenger 1998 155' casino dinner cruise boat built by Washburn and Doughty found listed at \$4.950,000

A 1994 177' cruise type vessel with small overnight cabins found listed at \$2.1M.

Many of the vessels in this market are older and have been owned by several operators- straight comparisons based on age and passenger capacity is not a valid comparable and valuation models need to consider condition, level of maintenance as well as level of fit and finish. Our values are based on our knowledge of this industry utilizing a blend

of the three approached listed below.

General Appraisal Notes:

Current Market Value (CMV) is defined as the amount expressed in terms of monies that may be reasonably expected for a property in exchange between a willing buyer and a willing seller, with equity to both, neither under any compulsion to buy or sell, both fully aware of all relevant facts, and a reasonable time is allowed for exposure on the open market.

Orderly Liquidation Value (OLV) is the most probable price that a specified interest in real property is likely to bring under all of the following conditions:

1. Consummation of a sale will occur within a severely limited future marketing period specified by the client.
2. The actual market conditions currently prevailing are those to which the appraise property interest is subject.
3. The buyer is acting prudently and knowledgeably.
4. The seller is under extreme compulsion to sell.
5. The buyer is typically motivated.
6. The buyer is acting in what he or she considered his or her best interest.
7. A limited marketing effort and time will be allowed for the completion of the sale.
8. Payment will be made in cash in U.S. dollars or in terms of financial arrangements comparable thereto.
9. The price represents the normal consideration for the property sold, unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Forced Liquidation Value (FLV) is the probable gross dollar amount which could typically be realized from a properly advertised and conducted public sale held under forced or distressed conditions and with a sense of immediacy. The sale is “as is where is”.

The primary difference in the valuation between CMV, OLV and FLV is the level of a seller’s motivation ranging from reasonable to orderly to distress. Due to general market conditions and individual circumstances the valuation results can rapidly change.

Replacement Value (RV) is the estimated cost that it would cost to construct the vessel today utilizing similar construction materials and quality of construction. It does not include the cost for upgrades, betterment, regulatory mandates, safety or other factors that would change the as vessel described within the report.

To determine the value of a vessel or piece of marine equipment an attempt is made to utilize the three approaches to value as defined below:

1. **Cost Approach:** is that approach which measures the value by determining the current cost of an asset and deducting for various elements of depreciation, which are referred to as physical deterioration, functional obsolescence, and economic obsolescence.
2. **Market Approach:** is that approach to value where recent sales and offering prices of similar property are analyzed to arrive at an indication of the most probable selling price of the property being appraised
3. **Income Approach:** simply stated is the present worth of the future benefits of ownership.

Within the cost approach analysis, we determine the equipment’s current day replacement value, the cost of building a new vessel of like design, capacity, and horsepower at the current market rates. This value is then depreciated over the expected useful life of a similar piece of equipment, and subsequently adjusted up or down, for the condition of the equipment as noted by the surveyor at time of survey to reflect actual remaining useful life. Equipment, which has recently been rebuilt or repowered, would have years added to its remaining useful life; conversely, equipment in need of repairs, maintenance, or repowering would have years removed from its expected useful life.



After completion of the cost approach, we continue to analyze value by the market approach when appropriate data and information is available, whereby comparable sales, current asking prices and general market conditions are considered. The results are then adjusted to reflect our opinion of the current market for the particular type of equipment involved. This adjustment considers economic and/or functional obsolescence, and is based on our constant contact with owners, operators, brokers, buyers and sellers of all types of marine equipment.

Value is also analyzed by the income approach, but only when historical data such as income flows and related expenses are known and when future predictions to these can reasonably be made.

In addition to our numerous industry contacts, extensive travel, field inspections, and online research we regularly trade publications regarding marine equipment and events pertaining to the marine industry in order to maintain a continual knowledge of current market conditions.

In addition to the conditions noted in the report the following were taken into consideration to assist in determining the fair present day market value on the dates noted.

LIMITING CONDITIONS

1. This is a summary appraisal report performed for valuation purposes.
2. The vessel was appraised under the assumption that there was responsible ownership and management, competent crewing, and ongoing maintenance.
3. The vessel was appraised on the premise that it was free and clear of all encumbrances, mortgage debt, and special liens.
4. The appraisal was done without regard to any problems associate with the American with Disability Act (ADA) or violations of the ADA.
5. We are unaware of any significant potential environmental hazards associated with this equipment.
6. The values noted above are based on the units reported and existing conditions as noted in the report and found during survey
7. No determination of stability, suitability, characteristics and structural integrity have been made, in addition no responsibility is assumed for latent defects of any nature.
8. The observations noted in this report have been ascertained from a visual examination of the subject vessel, without removals or opening up to expose parts ordinarily concealed, and without taking drillings to ascertain thickness, testing for tightness, or opening or testing machinery.
9. Vessel equipment descriptions are included in this report for purposes of identification and classification. Descriptions are intended for informal purposes only, but are not intended to detail all conditions or list all features associated with each item described.
10. This report was prepared for the client of record, as noted, in order to provide an opinion of value under an assumed set of circumstances as requested and mutually agreed upon by that client. Any use of this report by others should be done so, only with the knowledge, that no liability or guarantees have been purchased by the owner of this report or through fees paid to the undersigned.
11. This report was made by the undersigned and will be considered as confidential. Copies of this report will only be made available to other parties with prior written consent of the purchaser/owner of this report.
12. Information supplied by others that was considered and utilized in construing this report is from sources believed to be reliable and no further responsibility is assumed for its accuracy.

SURVEYOR'S CERTIFICATION

1. The statements and opinions expressed in this report are correct to the best of my knowledge and belief, subject to the assumptions and limiting conditions stated.
2. The statements of fact contained in this report are true and correct.
3. The report analysis, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and is my, personal, unbiased, professional analysis, opinions and conclusions.

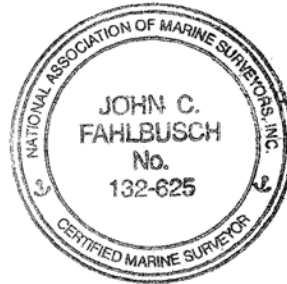


4. I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.
5. My compensation is not contingent on an action or even resulting from the analysis, opinions, or conclusions in, or the use of this report.
6. My analysis, opinions, and conclusions were developed, and this report has been prepared in conformity with the Uniform Standards of Professional Appraisal Practice.
7. I have made a personal inspection of the personal property that is the subject of this report.
8. No one provided significant professional assistance to me in completing this survey report.

Survey and report made without prejudice to the rights of whom concerned

Respectfully Submitted by,

John Fahlbusch
 John Fahlbusch, NAMS-CMS
 New England Branch Manager
 Castlerock Risk Services, LLC



Note: Photos taken at the time of survey to be submitted separately

COMMENTS & RECOMMENDATIONS:

It was our intention, our general practice to discuss the following with the Port Captain and then formalize recommendations. In this case, the casualty following prevented this activity.

- (1) Mitsubishi heat pump starboard forward deck with dislodged wire conduit (Capt. advised by E-mail)
- (2) Anchor line end at the forward bitt deteriorated.
- (3) Wire reinforced window glass- door main cabin to foredeck and both doors main cabin to aft deck with cracks.
- (4) Starboard upper deck bulwark plating lower edge wasting
- (5) Outlet cover missing port side upper deck
- (6) PFD box starboard side upper deck missing label
- (7) Helm console- center wire securing needed beneath
- (8) "Rope" lighting port side restroom staircase needs securing under stairwell and wire chafe protection through openings
- (9) Engineroom, both sides adjacent battery chargers wire securing needed. In general marine wires should be secured by nonconductive straps or clips to prevent movement and chafe.



- (10) Engine room main panel change out tape labels for permanent labels.
- (11) Dumbwaiter- provide instructional and/or warning placards each deck level.