

# INVOICE

## Associated Marine Surveyors & Adjusters, Inc.

6501 Red Hook Plaza, #69  
St. Thomas, U.S. V.I. 00802-1306



Office: [REDACTED]  
Cell: [REDACTED]

Email: [REDACTED]

A. Rodriguez  
Little St. James, USVI  
[REDACTED]

INVOICE # 05/09/MRC  
OUR FILE # 1509-02-030MVI  
OUR FED. ID # 66-0422855

ATTN:

25 September 2015

CLIENT/INSURED:

NATURE OF SERVICES: Condition/Valuation Report

RE: "LSJ"

Martin R. Carlson: INVOICE FOR SERVICES RENDERED

Attendance & Reporting Time -  
10.5 hrs. @ \$90.00/hr.

\$945.00

**TOTAL** \_\_\_\_\_ \$945.00

YOUR EARLIEST REMITTANCE WOULD BE APPRECIATED  
ALL INVOICES DUE UPON PRESENTATION

THANK YOU

*Martin R. Carlson*  
Martin R. Carlson, NAMS  
President/Chief Surveyor  
Lloyd's Agent, St. Thomas

**SERVING THE CARIBBEAN**



# Associated Marine Surveyors & Adjusters, Inc.

6501 Red Hook Plaza, #69  
St. Thomas, U.S.V.I. 00802-1306



Office: [REDACTED]  
Fax: (340) 775-9785  
Email: [REDACTED]

The undersigned surveyor did, at the request of LSJE, LLC, attend to affect survey on: "LSJ"

## CONDITION & VALUATION SURVEY REPORT FOR INSURANCE IN AND OUT OF WATER

Where a particular item is noted with \*SSC/R in the following text, the attending surveyor is intending to make further comments and/or recommendations. These Comments and/or Recommendations are contained in the final pages of this report. In the absence of such notation, then the item has been checked and requires no further comment.

File #: 1509-02-030

23 September 2015

### GENERAL INFORMATION SSC #1a

REQUESTED BY: A. Rodriquez

ADDRESS: Little St. James, USVI  
[REDACTED]

OWNER/ADDRESS: As above

VESSEL NAME: "LSJ" ex "MISS AVA"

DATE BUILT: 1968

COUNTRY/OFFICIAL #: US 1108579

STATE REG. #: VI 2583TC

BUILDER HULL #: 74CM6763

TONNAGE GROSS & NET/DISPLACEMENT: GRT 136 NET 109

HOMEPORT/PORT OF REGISTRY: St. Thomas, USVI



Claims Settling Agents for Lloyd's of London  
Underwriters, Insurance and Pre-purchase Surveys of Yachts and Commercial Vessels,  
Audio Gauging - Cargo Surveying: Multiple Lines, Property & Casualty  
Private and Insurance Investigations

Members of: National Association of Marine Surveyors



File #: 1509-02-030MVI

"LSJ"

23 September 2015

BUILDER: Marnette Marine Corporation

WHERE BUILT: Marnette, WI USE: Inter island cargo

VESSEL TYPE: Landing craft, Mechanized LCM(8) MOD-1

L.O.A.: 73.6' REG./LOAD WATERLINE LENGTH: EST. 69.0'

BEAM: 21.0' DEPTH: (Keel to main deck)Est. 3'0' DRAFT: 2.0'

VALUE-PRESENT: \$500,000.00

SURVEY MADE AT: Subbase Drydock, St. Thomas, USVI

WHILE VESSEL WAS: On the hard and afloat/under way in Gregory channel

DATE/TIME: 21 September 2015 0800-1430 hrs. and subsequently

**HULL**

**[2] NAVIGATIONAL FITTINGS AND EQUIPMENT**

VHF: Icom IC M412 S.S.B.: None

RADAR: Furuno model1932 Mark 2 RADAR REFL: A1 vessel

GPS: Furuno Navigator

COMPASSES: Ritchie 3" bowl SSR#2 EPIRB: SSR#2

DEVIATION TABLES: None sighted AUTO PILOT: None

DEPTH SOUNDER: None SPEED LOG: In GPS

WIND INSTRUMENTS: None BAROMETER: None

CLOCK: in GPS BELL: None sighted

SEARCHLIGHT: Above wheel house(Not tested)

HORN: Port side of wheel house

CHARTS/PLOTTERS/NAV TABLES, ETC.: Local waters Paper and electronic

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**[3] HULL CONSTRUCTION**

MATERIAL: Aluminum

FRAMING (SIZE/MATERIALS): 4"x 3"x 5/16" tee bar 18" o.c. with 6"x4"x3/8" every third longitudinal. Three(3) 2½"x 2½"x 5/16" angle diagonal braces fore and aft in each tank.

FASTENERS: All welded construction

DECK BEAMS (SIZE/MATERIALS): Reflect bottom framing in dimensions & spacing

HULL/DECK CONNECTION: 3"x 4"x 3/8" welded angle

BOTTOM: Aluminum plate 3/4", 3/8" & 5/16"

KEEL: Skogs forward of each propeller KEEL BOLTS: None

RUDDER POST: 2½" Stainless

STEERING SYSTEMS/CABLES: Jog steering in pilot house to single hydraulic ram with tie rod between tiller arms

STEM TYPE: Hydraulically operated bow ramp

STERN TYPE: Transom

NO. OF BULKHEADS/CONDITION: Eight(8) watertight

HULL VENTILATION: Tanks sealed

GENERAL TOPSIDE APPEARANCE: SSR#3

GENERAL DECKING APPEARANCE: Good

GENERAL INTERIOR APPEARANCE: Fair

GENERAL BILGE APPEARANCE: SSR#3

**[4] GALLEY EQUIPMENT**

None fitted

**[5] APPLIANCES**

None fitted

**[6] MAIN ENGINE  
MACHINERY/MECHANICAL/ELECTRICAL**

TYPE AND LOCATION: Twin V12 Diesels

MAKE/MODEL: Detroit Diesel 12 71 YEAR: Factory rebuilds 2015

HORSEPOWER: 380 hp. each VESSEL SPEED: 11knts @ 1,800 rpm

GEAR TYPE: Twin Disc

MAINTENANCE RECORD: With owners

OIL POLLUTION/WASTE DISPOSAL PLACARD: yes

EXHAUST SYSTEM AND LINE: Dry to mufflers outboard machinery  
space wet discharge hullside ████

HOW COOLED/TYPE COOLING SYSTEM: Keel coolers

ENGINE MOUNTS: Rigid type, good where visible

ENGINE ROOM VENTILATION BLOWER SYSTEM/FLAME ARRESTER: Natural  
ducted ventilation

FUEL PUMP TYPE/ELECTRIC? Engine mounted mechanical

FLEX LINE AT FUEL PUMP: New 2015

FUEL LINE CONNECTIONS: Good where visible

ENGINE GAUGES AND CONTROLS: Within normal ranges

ENGINE EQUIPPED WITH LOW OIL PRESSURE, HIGH TEMPERATURE ALARMS?  
High temperature only

ENGINE FILTER SYSTEM: Bulkhead mounted Racors with engine  
mounted secondaries APPROVED: Yes

ENGINE ROOM BILGES: Dry

STERN TUBE BEARING TYPE: Cutless type

SHAFT LOG: Bronze stuffing boxes on rubber hoses to stern tube

PROPELLER SHAFT/S: 2½" stainless

PROPELLERS: Four blade Nigril 27" diam.

ELECTROLYSIS PROTECTION: New zincs 2015

**[7] AUXILIARY MACHINERY/GENERATOR, ETC.**

Hydraulic pump on each engine to power bow ramp cylinders

**[8] BATTERIES/ELECTRICAL SYSTEMS**

TYPE AND NO.: Eight (8) size 31 lead acid (New 2015)

ISOLATOR/SHUTOFF SWITCHES: Rotary switches

VENTED BOX TOPS/INSTALLATION: SSR#8

WIRING TYPE/SYSTEM: Marine grade insulated multistrand copper  
12V and 24V systems

CONDITION: All new 2015

FUSED SWITCH PANEL/CONTROL PANELS: Labeled breaker panel

LIGHTING/INTERIOR: Operable

LIGHTING NAVIGATION: Operable

BATTERY CHARGERS: Engine alternators

SOLAR/WIND CHARGING: None

SHORE POWER & SYSTEMS: None

**[9] FUEL TANKS  
TANKAGE/PUMPING SYSTEMS**

NO. TANKS: Two (2)

SHAPE AND LOCATION: Rectangular in lazarette

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File #: 1509-02-030MVI

"LSJ"

23 September 2015

CAPACITY: 850 US gal. total

MATERIALS: Aluminum

CONDITION: New 2015

HOW SECURED: Welded ears bolted to beds

ELECTRICALLY BONDED: Aluminum hull

LABELED FILL CAPS: On deck

FILL/LINES/VENTS: Good

OVERFLOW RUNS OVERBOARD: yes

TANK SHUT OFF VALVES: At tanks

ACCESSIBILITY: Fair

INFLAMMABLES ON BOARD: None

**[10] FRESH WATER TANKS/BALLAST TANKS**

None fitted

**[11] PLUMBING AND PIPING ARRANGEMENTS**

NO. THRU HULL CONNECTIONS: None below waterline, six(6) above

HEADS, TYPE AND CONDITION: none fitted

BILGE PUMPING SYSTEMS AND PIPING: SSC#11

**[12] RIGGING**

**RIGGING/MASTS/SAILS, ETC...**

STANDING RIGGING: None

RUNNING RIGGING: None

WINCHES: None

LIFELINES/STANCHIONS: 42" stanchions

**[13] MASTS**

NO. OF MASTS: Signal mast only

SPAR TYPE: Aluminum

LIGHTNING PROTECTION: Aluminum vessel

MAST STEP: On Wheelhouse

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EFTA01119956

**[14] SAILS**

None fitted

**[15] LIFESAVING APPLIANCES  
SAFETY EQUIPMENT/SOLAS**

LIFEJACKETS: Eight (8) APPROVED TYPE: Type I

THROWABLE DEVICES: 36" ring buoy

FIRST AID KIT: Commercial pack

DISTRESS SIGNALS/ROCKETS, ETC...: SSR#15

SMALL BOATS/TENDERS/LIFERAFTS/LIFEBOATS, ETC...: None sighted

**[16] FIREFIGHTING EQUIPMENT**

BUILT-IN SYSTEM: None

LOCATION: N/A

NO. PORTABLE AND CLASS: SSR#16

LOCATION/FIRE STATIONS: Wheel house, store room

LAST INSPECTION: SSR#16 APPROVED TYPE: Yes

**[17] GROUND TACKLE AND DOCKING EQUIPMENT**

ANCHORS/ANCHOR RODES: 75 lb. Danforth type with 15' ½" chain & 100' 1¼" Nylon

ANCHOR WINDLASS: None

DOCKING EQUIPMENT/WINCHES: Bow ramp with hydraulic ram lift.

DOCK LINES/FENDERS: Adequate

**COMMENTS:****[1] GENERAL:**

"LSJ" is an aluminum built LCM 8 landing craft. At our attendance she was completing an extensive refit. Among other work included in this refit was cropping and replacement of large areas of bottom plate, transom and topsides, replacement of engines and exhaust systems, replacement of bow ramp hydraulic rams all hoses and associated tank, removal and replacement of both fuel tanks and replacement of all ship's wiring.

Configuration is that of a military type landing craft with a loading ramp opening to a well deck cargo space about taking up 2/3 the length of the vessel. Machinery space and lazarette are aft of the cargo hold. The wheelhouse is raised approx. 7' above main deck with access by stairway aft. Space below wheelhouse is enclosed for storage.

This vessel is judged to be very well suited for her current work as an island supply vessel. With current refit, she now has a new lease on life.

At sea trial on 22 September vessel attained 11 knots at 1,800 rpm, maneuvered through turns in both directions, stopped and reversed. Some difficulty with Jog steering system, rudder angle indicator and port tachometer were repaired on return to the yard.

**[3] HULL CONSTRUCTION:**

Bottom plate cropped and replaced to new between frame stations #27to #31 width of vessel and between #39to #41 width of vessel

**[6] MAIN ENGINE:**

Both main engines are factory rebuilds installed 2015

Insulation of dry engine exhaust pipes was under way at survey.

**[7] AUXILIARY MACHINERY/GENERATORS, ETC . . .**

All hydraulic lines replaced 2015

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[8] BATTERIES/ELECTRICAL SYSTEMS:

All electrical wiring replaced to new 2015

[11] PLUMBING & PIPING ARRANGEMENTS:

All hoses replaced to new 2015

While 12/24V submersible electric bilge pumps are currently fitted, a bilge manifold is under construction to provide high volume discharge capability.

**RECOMMENDATIONS:**

[1A] DOCUMENTATION:

Provide on board documents showing current registration and ownership.

[2] NAVIGATION FITTINGS & EQUIPMENT:

Consider repair/replacement of compass with dry bowl

Service outdated EPIRB

[3] HULL CONSTRUCTION:

It has been our experience that a number of aluminum vessels in these islands show pitting on the interior surfaces of bottom plate and associated frames and bulkheads. This develops even on surfaces that are not submerged. Residual salt brine deposits are, we understand, a contributing factor in this type of corrosion. "LSJ" shows this type of damage in the tanks below her cargo deck.

At next haul-out crop and replace 18"x18" portion of bulkhead showing an opening at bottom on centerline at frame station #7. Crop and replace lower 12" of bulkhead width of vessel at frame station #11 showing eleven small holes across width; all within 6" of bottom.

Undertake a program to reduce pit corrosion on inside of bottom plate and transvers bulkheads in tanks below cargo deck. This particularly in tanks between frame stations #15 to #27 Flush

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areas with fresh water to clear any salt brine or deposits. Fit interior surfaces of tanks with magnesium anodes and consider applying protective coatings to interior surfaces.

Monitor dented area at starboard topside at frame station #7 from chine up approx. 4'x 6'x 3" indent with consideration of repair.

Secure broken hinge on storage room door and secure lazarette hatch hinges

[8] BATTERIES/ELECTRICAL SYSTEMS:

Provide battery terminal covers to prevent accidental shorting

[15] LIFESAVING APPLIANCES:

Replace outdated visual distress signals

Mount life ring to be available in emergency

[16] FIREFIGHTING EQUIPMENT:

Have all fire extinguishers tagged with dated inspection certificates annually and mounted in appropriate locations

In accepting this report, it must be understood that examination was made without testing for tightness, trying any of the vessel's machinery, opening any concealed places, taking any borings or plugs, and without diving for examination.

In the opinion of the undersigned, subject vessel is considered to be a satisfactory risk for interested underwriters, pursuant to compliance with recommendations as set forth above.

Present value amount shown is considered by the undersigned to be the "Sound Market Value" of vessel at time of survey, and is generally considered the value for insurance purposes, and does not necessarily reflect the true selling value of this vessel.

To all intent, purpose and interest, reports emanating from this office may be adjudged as an evaluated opinion of the attending surveyor.

Submitted Without Prejudice;  
Associated Marine Surveyors & Adjusters, Inc.

A handwritten signature in cursive script that reads "Martin R. Carlson".

Martin R. Carlson, NAMS-CMS  
Chief Surveyor/President