



Survey Report No. 180127AP

Date: February 5, 2018



SOCIETY OF  
ACCREDITED  
MARINE  
SURVEYORS®

San Jacinto College Maritime  
3700 Old Highway 146  
La Porte, TX 77571

Attn: John Stauffer



### VALUATION SURVEY

#### M/V HOWARD T. TELLEPSON



**THIS IS TO CERTIFY** that the undersigned Marine Surveyor did on January 29, 2018, at the request of John Stauffer, and for the account of San Jacinto College, inspect the captioned twin screw, diesel powered, aluminum vessel while subject was lying hauled out at the docks of Pier 77 in Galveston, Texas, in order to ascertain its general condition and valuation for a Current Value "As Is", "Where Is", only, and this is not to be considered a complete Condition and Valuation Survey.

#### ATTENDING SURVEY:

Capt. Dick Frenzel, Marine Surveyor

#### PARTICULARS

Current Ownership: San Jacinto College (Previous) Harris County Port Authority

Official No: 655454 (Expired 2014)

Hull No: N/A

Length: 68.0'

Breadth: 20.0'

Depth: 9.5'

Draft: 4'

Gross Tonnage: 90

Net Tonnage: 72

Fuel Capacity: N/A Gal.

Potable Water Capacity: N/A Gal.

Total Horsepower: 1,000 HP

Estimated Speed: 14 Knots

Flag: U.S.

Hailing Port: Houston, Texas

Original Intended Service: Fire boat for the Port of Houston Authority

Built in 1983 in Morgan City, LA

*Ownership, HIN and Official numbers are from documents. Numbers not verified on hull.*

*All specifications above are from USCG documents or other reference data and not measured during survey.*

## **SCOPE OF SURVEY**

### **Circumstances of Appraisal**

Vessel was inspected while hauled out. The hull exterior wetted surface and underwater machinery and hardware were viewed.

A sea trial was not conducted. Machinery and equipment were not inspected while operating. Machinery, tanks, belts, hoses, and piping were visually inspected where accessible. No disassembly, sampling, analysis, compression testing or pressure testing was performed.

Interior compartments, including machinery spaces, were viewed by flashlight only, as no shore power was available.

Locked compartments or otherwise inaccessible areas were not inspected. This vessel was surveyed without removals of any parts, including fittings, tacked carpets or liner materials, screwed or nailed boards or panels, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items.

No determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed thereto. This survey report represents the condition of the vessel on the date specified above, and is the unbiased opinion of the undersigned, but is not to be considered an inventory or a warranty, either specified or implied.

### **Intended Users**

This survey is prepared for the exclusive use of the client whose name and address appear on Page 1, and this report is not transferable to any other person or entity. The intended user of this report and appraisal is the client.

### **Design Characteristics**

**Watertight Hull Compartmentation:** Four compartments consisting of forepeak void, utility void, fuel tankage beneath galley, machinery space, and lazarette.

**Hull Form:** Moderate displacement, semi-planing type, with moderately raked, sharp bow, vertical curved stern, vertical, with flair forward, curved sides, straight sheer, V bottom with light deadrise at midsection.

**Superstructure Form:** One level deck house with control station in forward end, located fore and aft of midsection. Four (4) exhaust ports exiting port and starboard towards aft end of hull. One fabricated aluminum Navigation Mast.

**Watertight Integrity, Decks and Superstructure:** Hatches, doors, windows and port lights opening to weather deck and/or weather deck bulkheads, are weathertight types.

**Minimum Designed Freeboard to Weather Deck:** 5' 6".

## **Construction**

Method/Material: Welded aluminum hull with transverse/longitudinal framing system.

Welded aluminum deck house.

Textured aluminum ceiling in deck house and personnel quarters.

Hull scantlings considered normal for vessel's intended service.

Hand Rails: 41" minimum height welded aluminum, three course, aluminum pipe stanchions on weather deck.

Mooring Fittings; One single post towing bitt aft center of stern deck. Two double post bitts ranging on each side.

## **Propulsion System**

### **MACHINERY:**

Two Detroit Diesel, Apparent Type: 12-71-Turbo charged, 12-cylinder electric starting, fresh water cooled with heat exchanger, 500 hp. each, diesel engines, driving twin bronze screws through two Twin Disc hydraulic reverse/reduction gears. Model and gear ratio not readable.

### **CONTROLS:**

Single levers for throttle and reverse gear, two control stations located in enclosed pilot house and exterior raised station with 360° visibility.

### **ENGINE EXHAUST SYSTEM:**

Wet type. All piping is lagged in engine room and exits through hull sides.

### **DRIVE TRAIN:**

Two stainless steel 3" diameter shafts.

Water lubricated rubber sleeve bearings in aluminum struts and two bronze, approx. 37" dia x 11" approx. pitch (RH) (LH) four-blade propellers.

## **Auxiliary Equipment**

### **STEERING SYSTEM:**

Hydraulic type wheel steering. Two control stations located forward in cabin and raised topside exterior station.

### **SHIP'S SERVICE GENERATORS:**

Two, Onan, <sup>TM</sup>, 27.5 and 21.5 KW, 220/110 volt generators, each powered by one Kubota<sup>TM</sup>, 4-cylinder, electric starting, fresh water cooled with heat exchanger, diesel engines.

## **Electrical Systems**

### **AC SYSTEMS:**

220/110 Volt power supply from ship's service generators or dockside shore power with main switch panel, distribution/breaker panel, transformers for low voltage circuits, switch boxes, motor control boxes, and basket weave armored conduit and plastic covered marine type wiring.

**ALARM SYSTEMS:** None noted.

### **FUEL SYSTEM:**

One independent aluminum tank found. No fuel trap at fuel fill areas on deck.

### **POTABLE WATER SYSTEM:**

One independent aluminum tank.

### **AIR SYSTEM:**

One each, 1 & 2 cylinder, electric powered, compressor units with automatic start/stop switches, and one receiver tank.

**MARINE SEWAGE DISPOSAL SYSTEM:** Not inspected.

### **FIRE SYSTEMS:**

Two sea chests with service manifolds, steel piping, pipe fittings, valves, suction, and two commercial type fire pumps with apparent 8" discharge to three, on deck monitors, and three fire hose connectors.

### **ACCOMMODATIONS:**

Located below Pilot House, for day crew, with one head/shower, and one galley area.

### **NAVIGATION AIDS:**

One, Furuno™, Model: NAVNET, RADAR /CMAP/NTMAX

One, Sitex™, digital depth indicator.

One, Wagner™, Model 150, Rudder angle indicator.

One, Ritchie™, Model 4" apparent diameter, magnetic steering compass.

One, 10" diameter, incandescent bulb type, remote control searchlight located atop pilot house.

Necessary instruments for marine firefighting.

Necessary charts for previous area of operation (Houston Ship Channel).

**COMMUNICATION:**

One, Standard™, Model: GX3000, VHF marine radiotelephone

One, Standard™, Model: Eclipse, VHF marine radiotelephone.

**Safety Equipment**

**REQUIRED LIGHTS AND SIGNAL APPARATUS:**

Red and green 10 pt. side lights; white 20 pt. bow light; white 12 pt. stern light; one white 32 pt. anchor light.

LIFE SAVING GEAR: None usable on board.

**General Condition**

**CIRCUMSTANCES OF SURVEY:**

Vessel hauled out. Bottom inspected. All accessible compartments entered.  
Machinery not inspected while operating.

Housekeeping: Neglected

Protective Coatings: Fair

Structural: Apparently fair

Machinery: Unknown, stacked over 2 years.

**Remarks**

Starboard side, port side, stern, and stem found free of indents and or insets.

Bottom contained numerous areas of minor corrosion

Anti-fouling coating in poor condition.

Bilges. Forward area bilge full of water.

Weather Decks found free of corrosion wasting.

Machinery found to be neglected, and in unknown operation condition.

**NOTES**

- A. Maintenance history was not available at time of survey.
- B. Vessel has been out of the water for a considerable period of time.
- C. Complete condition survey cannot be achieved until electric power for lighting is available and bilges pumped out. This still would not determine the operational condition of machinery until vessel is launched.

## **APPRAISAL**

To ascertain a true value of this vessel in an “As Is” “Where Is” condition, all three methods of appraisal must be considered.

### **1. Current Market Value**

No listings have been currently found for 35 year old, aluminum hulled, vessels powered by 2 stroke, Detroit Diesel engines, and equipped with dated, commercial, fire suppression water pumps. There would be extensive expense to convert this vessel to a, modern equipped, firefighting vessel, or any other service, which on todays’ market, probably would not be economically feasible. Therefore, this minimizes considering the Current Market Value option.

### **2. Business Method**

This vessel was replaced by a newer, modern fire boat, which shows its non-value to the major marine ports. Some small commercial port might consider this older vessel, if there were surplus funds to bring it back to a modern operational condition, even with using the obsolete power plant and firefighting equipment.

### **3. Cost Method**

To build a new comparable sized, modern firefighting gear equipped, and new government mandated engines, would be in the \$4-6 million dollar range. With a 30 year normal effective life span, this 35 year old vessel has been depreciated out with only a scrap value remaining.

Therefore, using the Cost Method as the most accurate, we would find this vessel’s value as stated below:

## VALUATION

**Estimated Current Market Value**

**\$35,000.00**

This valuation is based on the vessel's apparent condition on the date of survey and does not assume that the vessel's engines and other installed equipment not proven during the survey inspection are in fact operational. Discoveries made as a consequence of additional testing/inspection procedures may significantly lower, or raise, this valuation. Also, there is no warranty given, or implied, for the future use or life of the engine or machinery described herein. Valuations are developed using some or all of the following resources: commercially published used boat price guides (Soldboats, Workboat, Boats 'n Harbors, Waterways journal) etc., commonly accepted marine depreciation schedules, and consultations with knowledgeable boat brokers.

I certify that to the best of my knowledge and belief: •The statements of fact in this report are true and correct. •The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial, and unbiased professional analyses, opinions and conclusions. •I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved. •I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment. •My engagement in this assignment was not contingent upon developing or reporting predetermined results. •My compensation for completing this assignment was not contingent upon the development or reporting of a predetermined value, or direction in value, that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal. •My analyses, opinions, and conclusions were developed and this report has been prepared, as near as possible, in conformity with the **UNIFORM STANDARDS OF PROFESSIONAL APPRAISAL PRACTICE** using methods recognized by the **AMERICAN SOCIETY OF APPRAISERS**, leading to an educated, unbiased, and defensible opinion. I have made a personal inspection of the property that is the subject of this report. •No one provided significant personal property appraisal assistance to the person signing this report.

## REPORT SUBMITTED WITHOUT PREJUDICE

**DIXIELAND MARINE INC.**



Capt. Richard L. "Dick" Frenzel  
SAMS- Accredited Marine Surveyor, Retired  
NAMS-Certified Marine Surveyor, Retired

Attachments: Photographs