

# NAUTICAL SERVICE TECHNOLOGIES, Inc.

MARINE SURVEYORS

4949 ROYAL PALM DRIVE  
ESTERO, FL 33928-2509  
TELEPHONE 239/470-8468

## MARINE SURVEY

OF

THE YACHT

“ [REDACTED] ”

**Grand Banks 42 Classic**

HIN #: GND [REDACTED] 192

PREPARED EXCLUSIVELY FOR:

FILE #: J [REDACTED] P

Date: **November 14, 2005**

Mr. [REDACTED]  
[REDACTED] Drive  
Houston, TX 77024 [REDACTED]

By

**Capt. EUGENE P. SIPE, JR., AMS<sup>®</sup>-SMS**  
Marine Surveyor

MEMBER: SOCIETY OF ACCREDITED MARINE SURVEYORS - AMERICAN BOAT & YACHT COUNCIL  
SOCIETY OF NAVAL ARCHITECTS & MARINE ENGINEERS

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## MARINE SURVEY REPORT

VESSEL NAME: " [REDACTED] "

DATE: **November 14, 2005**

**This is to certify** that the undersigned marine surveyor did attend the subject vessel as she lay afloat at Hal Jones Yachts, Fort Lauderdale, Florida, and dry-docked at Performance One Marina, Fort Lauderdale, Florida, and sea-trialed the vessel on the Atlantic Ocean, Fort Lauderdale, Florida, on November 11, 2005, to examine the vessel, to report on conditions encountered and to make recommendations as further disclosed, at the request of Mr. [REDACTED] and in the interest of such financial institutions and/or underwriters as may be concerned. In attendance at the time of the inspection was Mr. [REDACTED], Capt. [REDACTED], Mr. Dan Mattos, AMS®(engine surveyor), Mr. [REDACTED], and Capt. Gene Sipe, AMS®-SMS (attending surveyor). This survey represents a condition and valuation report for the purpose of purchase evaluation.

### VESSEL IDENTIFICATION

MODEL:	Grand Banks 42 Classic	HIN #:	GND [REDACTED] 192
MODEL YEAR:	1992	DOC #:	[REDACTED]
BUILDER:	American Marine PTE, Ltd.	HAILING PORT:	[REDACTED]
LENGTH:	43' 03"/ 13.17M	DISPLACEMENT:	34,500 Lbs./15,682
LWL:	41' 01"/ 12.53M	GROSS TONNAGE:	27 Tons
BEAM:	14' 01"/ 04.29M	NET TONNAGE:	22 Tons
DRAFT:	04' 02"/ 01.27M		





### **HULL IDENTIFICATION NUMBER**

The vessel's Hull Identification Number (HIN) was photographed at the time of this survey inspection. The above number represents the image of the HIN as taken from the subject vessel, by the undersigned surveyor. The HIN and other numbers in this report were recorded where accessible and listed in this report for identification of the vessel and her related equipment. The vessel's Official Number (Document) was recorded from the vessel's hull markings. The expiration date on the hull decal was checked and a discrepancy was noted in the currency of the registration (see recommendations).

### **DESCRIPTION OF VESSEL**

The subject vessel is designed as a yacht trawler and provides dual steering stations at the flybridge and in the pilothouse. The salon is large and open with a pilothouse, galley and a sitting/dining area. The cabin provides a stateroom with a V-berth forward with a head compartment and a stateroom aft with a double berth and enclosed head and shower compartments. The upper deck is large and open. The interior of the vessel was inspected where accessible and found in good physical condition. The cosmetic condition of the interior of the vessel was inspected and found in good general condition with the upholstery, carpeting and draperies basically clean and unblemished. The ventilation of the interior was satisfactory. The interior wooden surfaces were well maintained.

### **HULL AND DECK COMPOSITION**

The hull is constructed of a fiberglass reinforced polymer (FRP) laminate, finished with polyurethane paint above and an anti-fouling paint below the waterline. The decks are constructed of an FRP laminate, finished with polyurethane paint and a nonskid texture along working surfaces. The superstructure consists of a deckhouse and flybridge constructed of an FRP laminate, finished with polyurethane paint. Decks and deckhouses were sounded and found to be basically sound. The cosmetic condition of the superstructure was found in good condition. The partitions, bulkheads and hull/deck joints were inspected where accessible and found to show no visual signs of weakness due to flexing or separation of their fastenings. The vessel was inspected while in dry-dock, the bottom sounded and the running gear visually evaluated. There were no major scars or gouges in the hull surfaces below the waterline. The hull was evaluated by percussion sounding and no indication of delamination of the hull laminates was observed. The anti-fouling paint was inspected and found deteriorated (see recommendations). Blisters were observed on the hull surface below the waterline (see recommendations). The thruhull fittings, running gear and metal hull attachments below the waterline were visually inspected and found free of apparent indications of galvanic deterioration.

### **ELECTRONICS AND EQUIPMENT**

Compass:	Two – Danforth, Constellation
Marine VHF:	One – Standard, Spectrum w/Ram Mike One – Standard, Titan+
Plotter:	One – Garmin, 2010C
GPS:	One – Garmin, GPS-75 One – Garmin, GPS-50
Radar:	One – Raytheon, R20X
Fathometer/ Knotmeter:	One – Autohelm, Tridata w/Repeater
Autopilot:	One – Autohelm, 7000
Stereo:	One – Audiovox, AV400 One – Audiovox, Disc Exchanger
TV:	One – Sharp, Aquos 20” Flat Panel
Windshield Wipers:	Three – Electric Units
Nav. Computer:	One – Dell, Inspiron w/Docking Port
Nav. Computer Software:	One – Nobletech (W95 OS)

The VHF radios were operated and found to transmit and receive. The other electronic units were inspected for operation and some units were noted to be inoperable (see recommendations). The electronics were not inspected for accuracy or calibration.

### **GALLEY EQUIPMENT**

Stove:	Seaward, 3 Burners	Ventilation:	12-110 Volt Fan
Stove Fuel:	Electricity	Microwave:	Sharp
Sink:	Single, Stainless Steel	Water Maker:	Galley Maid, R/O 100
Refrigeration:	Grunert, 75-CDW.	Refrig. S/N:	██████████
Freezer:	Grunert, Cold Plate	Ice Maker:	U-Line
Water Heater:	Seaward, 11 Gallons	W/H S/N:	██████████

The galley equipment was inspected for operation and found functioning, with the exception of the stove, which was not ignited by this surveyor for the purpose of this evaluation. The units were securely installed and appeared to be in satisfactory physical condition. The icemaker was activated and the freezer compartment chilled, however, water was not cycled through the icemaker for the purpose of this evaluation. The water maker was visually inspected, however water makers require full cycle operation to prevent damage to the membrane. The RO system was not activated for the purpose of this evaluation.

**TANKAGE AND SYSTEMS**

**FUEL TANKS:**

Type of Fuel:	Diesel	Number of Tanks:	Two
Total Capacity:	600 Gallons / 2,270 Litres (labeled)		
Location:	Portside and Starboard - Aft of Engines		
Material:	Mild Steel	Shape:	Rectangular
Filling and Venting:	On Deck	Accessibility:	Satisfactory
Fuel Valves:	Bronze	Flex Section:	All Hose
Fuel Lines:	USCG Type AI	Tank Bonding:	Yes
Fuel Fill Lines:	USCG Type AII		

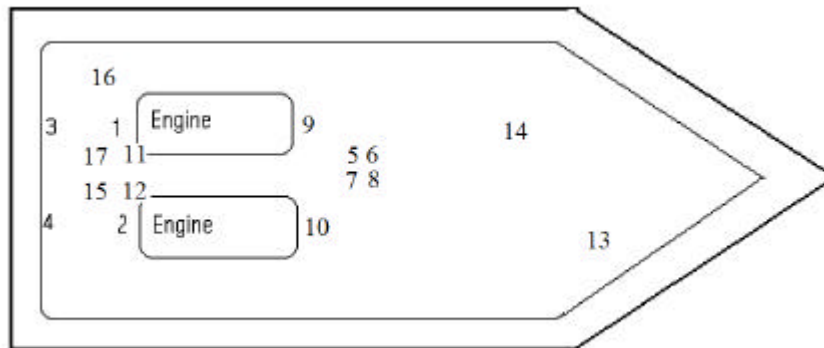
**WATER TANKS:**

Total Capacity:	265 Gallons / 1,000 Litres (reported)		
Number of Tanks:	Three		
Location:	Aft Lazarette	Pressure System:	Groco
Material:	Aluminum	Shape:	Rectangular

**WASTE TANKS:**

Marine Sanitation Device: (Type II)		Number of Tanks:	Two
Total Capacity:	155 Gallons (reported)		
Material:	Not Accessible	Shape:	To Fit
Location:	Amidships	Macerator:	Sealand

The vessel's tankage was inspected where accessible and the tanks were found in satisfactory physical condition. The vessel's tanks were securely installed. Tankage and piping systems for fuel supplies were generally installed in compliance with the recommended standards of the ABYC and NFPA. Fuel piping was noted to consist of type accepted USCG, marine grade hose. The fuel filter sight bowls were checked and minimal contamination was noted. The vessel's hoses were generally found in good overall condition. The hose clamps were found in generally good condition. The vessel's MSD (marine sanitation device) was installed in compliance with state and federal clean water regulations, with the exception of a locking device on the discharge seacock (see recommendations).



**THRUHULL FITTINGS**

- 1) Stuffing Box 5) Head Intake 9) Engine Intake 13) Waste Discharge 17) Knotmeter/Transducer

- 2) Stuffing Box    6) A/C Intake                      10) Engine Intake      14) Head Intake
- 3) Rudder Post    7) Refrigerator Intake                      11) Generator Intake    15) Head Intake
- 4) Rudder Post    8) Water Maker Intake                      12) Waste Discharge    16) Waste Discharge

The diagram above depicts the approximate location of the accessible thruhull penetrations below the waterline and is not intended to be to scale. The thruhull fittings below the waterline were fitted with seacocks or secured. All accessible seacocks were found in functioning condition. All accessible hoses connected to seacocks below the waterline were secured with double hose clamps. The thruhull fittings below the waterline were protected from galvanic deterioration by a bonding system. The condition of the bonding system was found in generally in good overall condition.

**SAFETY & REQUIRED EQUIPMENT**

PFD's:	Six - Adult Type II	Life Rings:	None Found
Horn:	Electric Air	Fog Signal:	Bell
Flares:	Orion, 25 mm Kit	First Aid Kit:	Yes
Oil Discharge Sign:	Posted	MARPOL Sign:	Posted
Waste Management Plan:	None Found	Navigation Rules:	None Found

The vessel's safety inventory was inspected and found to comply with minimum required safety regulations with the exception of the waste plan and COLREGS (see recommendations). The PFD's were inspected, and found in satisfactory condition and in sufficient quantity for an average compliment of crew and guests. The vessel's navigational lights were inspected and found to comply with the installation requirements and configuration for this vessels intended operation. The existing navigational lighting was operable, with the exception of the starboard sidelight (see recommendations). The visual distress signals were found to comply with USCG minimum quantities for this vessel's intended operation. Pyrotechnic distress signals were expired and should be replaced (see recommendations). The applicable placards, licenses and procedural documents were not posted in a readily visible location (see recommendations). The signal horn was tested and found operational.

**FIRE FIGHTING EQUIPMENT**

Portable Extinguishers:

- Two - USCG Size I, Dry Chemical in the Salon
- One - USCG Size I, Dry Chemical in the Aft Stateroom
- One - USCG Size I, Dry Chemical in the Engine Room
- One - USCG Size I, Dry Chemical in the Pilothouse
- One - USCG Size I, Halon 1211 in the Forward Stateroom

The vessel's fire safety equipment was inspected and found to include the minimum number of extinguishers for this size vessel as determined by the National Fire Protection Association. The



Battery Location:	Engine Room	Ventilation:	Natural
Battery Boxes:	Fiberglass	Battery Covers:	Yes
Master Shutoff Switch:	Guest, Vaporproof	Switchboard:	Yes
Ground System:	Negative to Engine Block	Circuit Breakers:	Yes
Shore Power Supply:	One - 50 Amp.	Shore Cords:	One - 50 Amp.

The wiring, where accessible was inspected and found in good overall condition. The 110-volt electrical systems were inspected for the purpose of this inspection. The wiring connections were found to be of type accepted marine fittings. Accessible circuits were protected from overload at a main fuse or breaker panel. The polarity of the 110-volt electrical receptacles, where accessible were tested and found to display proper circuitry. Ground fault circuit interrupts (GFCI) were installed to protect the galley and head outlets. The battery terminals and cable ends were found in good condition, with the exception of the starboard outboard (see recommendations). The batteries were tested under a load and found in satisfactory condition.

### **GENERATOR SYSTEM**

Gen. Manufacturer:	Onan	Capacity:	8.0 Kw
Model Number:	MDKDD	Serial Number:	[REDACTED]
Fuel:	Diesel		
Cooling System:	Fresh Water	Hours:	1692.7 (meter)
Exhaust System:	Water Cooled	Exhaust Line:	Neoprene Hose

The generator was operated for a trial period during the course of this survey inspection. The generator was tested and found to maintain its normal voltage under rated capacity load limits. There was no evidence of excessive smoking at the exhaust.

### **AIR CONDITIONING/HEATING SYSTEMS**

Manufacturer:	Marine Air Systems	Number of Units:	Three
Total Number of BTU's:	Unknown	Reverse Cycle:	Yes

The air conditioning system was operated for a trial period during the course of this survey inspection. The cooling cycle was functioning normally. The heat cycle could not be cycled because the ambient air temperature was too high to activate the system.

**MISCELLANEOUS EQUIPMENT**

Swim Platform:	Teak Wood	Swim Ladder:	Stainless Steel
Bow Sprit:	Fiberglass	Bow Pulpit:	Stainless Steel
Stern Pulpit:	Stainless Steel & Teak Wood	Hand Rails:	Stainless Steel
Rub Rails:	Stainless Steel	Deck Hardware:	Stainless Steel
Marine Head:	Two - Groco, Electric Units	Canvas:	Flybridge Bimini Weather Curtains
Showers:	Two - Handheld	Deck Wash:	Fresh Water
Misc.:	Shaft Spurs		

The deck equipment was visually inspected and found to be in satisfactory physical condition. The deck cleats, chocks and rails were checked and found secure. The wash-down system was tested and found functioning. The exterior bright work was observed to be in satisfactory condition. The vessel's exterior canvas was found in generally satisfactory overall condition. The marine heads were inspected and found functional and in good general condition.

**PROPULSION SYSTEMS**

Make of Engines:	Sabre (Lehman)	Fuel Type:	Diesel
Engine Type:	Inboard	Rated Horsepower:	135 Hp.
Model Number:	2725 E	Model:	Super 135
	Port	Starboard	
Serial Number:	██████████	██████████	
Engine Hours:	2292.4 (meter)	2291.8 (meter)	
Year Built/Rebuilt:	Unknown	Number of Cylinders:	Six
Synchronizer:	Glendenning	Fuel Filters:	Racor
Ventilation:	12v Blower	Intake Screens:	Bronze, Strainers
Engine Cooling:	Fresh Water	Exhaust Lines:	Rubber Hose
Exhaust System:	Transom Discharge	Air Intakes:	Natural
Mufflers:	Fiberglass	Engine Mounts:	Iron & Aluminum, Flex
Engine Bed:	Fiberglass Laminate	Gear Ratio:	2.45 : 1
Drive Gear:	Velvet Drive 21-00-005		
Drive Gear S/N:	██████████	██████████	
Steering Gear:	Wheel, Cable & Quadrant Drive		
Clutch & Throttle Controls:	Dual Lever, Dual Station Morse Controls		
Propellers:	3 Bladed, Bronze (26 x 20)	Propeller Shafts:	Stainless Steel, 1-1/2"
Stuffing Boxes:	Dripless	Shaft Logs:	Fiberglass
Struts:	Bronze	Shaft Bearings:	Rubber
Rudderposts:	Stainless Steel, 1-1/2"	Rudders:	Fiberglass
Stabilizers:	Naiad, 173		
Sea Valves:	Bronze, Ball & Barrel Valves	Thruhull Fittings:	Bronze, Below the W/L Bronze, Above the W/L
Zinc Anodes:	Shaft, Transom, & Spurs		

The engines were operated for a trial period for the purpose of this inspection. Recommendations are based upon visual observations of the engines, instruments and subordinate systems where accessible. The engines started easily with typical cranking required for turnover. The exhausts were checked and no excessive smoking was noted. The mounts and alignment were visually evaluated. The engines were mounted at an unusual attitude (see recommendations). The propeller shafts appeared to have no vibration or wobble during operation. The engine instruments were inspected and noted to function normally, with the exception of the port oil pressure gauge (see recommendations). The steering system was operated and found to function smoothly. The shift and throttle controls were operated and found to function smoothly. The engine Low Oil Pressure alarms were checked and noted operable. The engines were tested for start while in gear and found to have functioning "neutral safety" protection. The engine maximum load RPM's were noted to be: Port 2250 and Starboard 2375 and within the manufacturers acceptable recommended full load operating range. The shafts and propellers were dialed and found to turn basically true. The shaft bearings were found to be in satisfactory condition. The rudders were inspected and observed to be in good condition. The zinc anodes were inspected and found deteriorated (see recommendations). A separate engine survey was conducted in conjunction with this inspection by Mr. Dan Mattos, AMS® an engine surveyor from Ft. Myers, FL. The engine survey report is provided under separate cover by the engine surveyor. The engine analysis should be used in conjunction with this report.

### **OBSERVATIONS and RECOMMENDATIONS**

**The following observations and recommendations are listed as regulatory violations, priority standard/safety discrepancies and/or items significant to the operation of the vessel.**

- 1) The vessel's Florida registration stickers, on the hull and on the tender, were expired and should be renewed.
- 2) The air conditioning raw water intake hose (below the waterline) had a number of sections that were cracked. The cracked hoses should be replaced. Some of the hose barbs for the hose connections were PVC fittings. PVC is not approved for use below the waterline and should be replaced with hardware rated for below waterline applications.
- 3) The generator battery switch was cracked and should be replaced.
- 4) No lock was found on the waste overboard seacocks. A locking device should be installed and secured to prevent discharge of waste into Florida waters. Note should be made that if the vessel is to leave Florida waters, it should be made to comply with the regulations for waters in which she is operated.
- 5) The positive terminal posts on both engine alternators were exposed and should be fitted with insulated protective cover.
- 6) The fire extinguishers throughout the vessel were expired and should be re certified. The pilothouse, aft stateroom, and salon extinguishers were not mounted. All extinguishers should be mounted in a readily accessible location.
- 7) The visual distress signals were expired and should be replaced with current units (minimum three day and night rated). Expired pyrotechnic devices should be safely discarded.
- 8) The manual bilge pump did not function when tested and should be serviced.

- 9) Sections of red tracer hose and single clamps were observed in the head intake system. The red tracer hose should be replaced with hose approved for below waterline applications and the hose connections should be secured with double hose clamps.
- 10) The starboard sidelight navigation light fixture did not illuminate and should be repaired.
- 11) The life ring was deteriorated and should be replaced.
- 12) No waste management plan or copy of the COLREGS were observed aboard the vessel at the time of inspection. These required items should be supplied.

**The following recommendations are intended to be considered secondary in priority or informative in nature:**

- 13) The window tracks for the salon, aft stateroom, and head windows were fouled and should be cleaned and the felt strips replaced.
- 14) The sunshield film on the window panels was peeling and should be replaced. One of the panels for the window in the shower (aft stateroom) was cracked and the panel should be replaced.
- 15) No latch was found on the swim ladder. A latch should be installed.
- 16) Corrosion was found on the battery terminal connections for the starboard outboard battery terminal posts. The corrosion should be cleaned and treated. A number of battery terminal lugs were connected with wing nuts. Wing nuts are not recommended for marine applications and should be replaced with locking fastenings.
- 17) No sling marks were found on the hull sides. Sling marks should be added.
- 18) The water pump for the potable water pressure system was leaking and the pump should be serviced or replaced, as required.
- 19) The faceplates on the engine water pumps (at the impellers) were corroded and should be serviced.
- 20) The engine cooling systems had corrosion around the exchangers and deteriorated anodes. The cooling systems should be serviced.
- 21) The neoprene hose in the exhaust system appeared to be original and the hose on the starboard side was cracked. Deteriorated hoses should be replaced. The engine exhaust system had silicone hose that did not state that it was rated for exhaust systems. The application should be proven acceptable.
- 22) The engine motor mounts had surface rusting and appeared to be out of alignments. The motor mounts should be serviced.
- 23) Minor rust was noted on the corners of the port fuel tank. The paint surface should be maintained.
- 24) Evidence of a patching material was noted on the starboard vernalift. The patch material should be monitored.
- 25) The seacock at the generator overboard discharge was frozen. The seacock should be serviced.
- 26) Evidence of a fiberglass repair was noted at the latitudinal stringer below the transmissions. The area should be monitored.
- 27) Rust and corrosion was found on the "Y" fitting, hose clamps, and pump for the waste system in the engine compartment, aft of the genset. The fitting should be serviced and the hose clamps replaced.
- 28) The notation on the oil cover noted that the oil was last changed in February 2004. It is recommended that engine oils be changed at every 100 hours or annually whichever comes first. The engine oils and filters should be changed.
- 29) The sound shield for the generator compartment was falling from the overhead and should be reattached.

- 30) The faceplate on the air conditioning control switch in the forward stateroom was worn through and should be replaced. The unit chilled when tested however only a 10° temperature variation was observed and the unit should be serviced.
- 31) The forward air conditioning unit condensation pan had no drain hose and the condensation water has damaged the hull insulation. The insulation should be replaced and a drain hose installed.
- 32) The aft air conditioning circulating pump had a bad bearing and should be replaced.
- 33) Corrosion was found on the waste overboard discharge and head raw water intake fittings. These fittings should be cleaned and treated.
- 34) The lens in the deck hatch in the forward cabin was UV crazed and should be replaced.
- 35) The gasket on the icemaker was rusted. The icemaker should be cleaned and treated and the gasket replaced.
- 36) The RO System was not cycled for the purpose of this inspection. RO systems must be serviced annually and appeared to be due for service.
- 37) The vent hose for the water tanks was cracked and should be replaced.
- 38) Mildew was observed in the aft stateroom. The source of the water should be cleaned and sealed and the mildew cleaned and treated.
- 39) Ants were noted throughout the vessel. The vessel should be fumigated.
- 40) The plastic coated anchor chain was severely rusted and should be replaced.
- 41) The vessel had no high water alarm on the flybridge. All flybridge vessels are recommended to have a high water alarm installed.
- 42) The port propeller was loose and should be secured.
- 43) The zincs on the shaft spurs were deteriorated. The zinc anodes should be replaced.
- 44) Blisters were found on the hull surface below the waterline. Blisters covered the entire wetted surface and ranged in size from very small to 1-5/8" in diameter. The blisters should be monitored and repaired as required.
- 45) The anti-fouling paint was spent. Fresh paint should be applied.
- 46) The paddlewheel for the knotmeter was frozen with marine growth. The paddlewheel should be serviced. The knotmeter powered up but displayed no speed. The knotmeter should be rechecked after the paddlewheel is serviced.
- 47) The Garmin 75 GPS powered up however was not able to lock onto a satellite. The antenna and connection should be serviced.
- 48) The stereo did not function and was missing a faceplate. The cassette player of the CD player was missing. The stereo system should be serviced.
- 49) The engine mounts were high on the adjusting posts and presented a potential for being damaged in the event of a grounding. The mounts should be closely monitored.
- 50) The port engine oil pressure gauge fluttered at engine speeds in excess of 2200 RPM's. The pressure gauge should be serviced.

### **REMARKS**

WARNING! This vessel is designed with berthing compartments that can trap carbon monoxide gas. Carbon monoxide gas is not detectable by human sensory organs and ingestion of carbon monoxide gas can be lethal. This vessel should not be operated without full understanding of the cause and prevention of carbon monoxide poisoning. Additional information can be found at <http://uscgboating.org/command/co.htm>.

**OPINIONS**

It is the opinion of the undersigned that upon completion of the aforementioned priority recommendations, this vessel will be satisfactory for use on protected inland and offshore waters. At the time of this survey, the subject vessel and her related equipment have an:

**Estimated market value:** \$ 3 ████████.00

Estimated replacement value: \$ 926,800.00

The opinion of values established for this vessel are based on a combination of prices published by vessel valuation services, actual current market sale prices of comparable vessels and interpretive analysis of the undersigned surveyor. The values are based on the US Dollar at the time of the issue of this report. The basis of this survey and the aforementioned recommendations are the scantlings and safety standards set forth by the combined criterion of the American Boat and Yacht Council, the National Fire Protection Association and the regulations of the United States Coast Guard.

This survey represents reasonable care and skill; but is based upon visual examination of accessible areas of the vessel, at the time of this inspection, only and does not include inspection of sections requiring removal, disassembly; or unless specifically stated, the operation of machinery, systems or electronics. All judgments, conclusions, and recommendations are expression of opinion of the undersigned based on visual examination. No part of this report constitutes a warranty or guarantee, expressed or implied of condition or valuation of the vessel or the cost of repairs. Unless specifically stated otherwise in this report, the undersigned has not removed fasteners; removed fixed structures or equipment; emptied tanks; ascended the mast; disassembled the hull, decks or machinery for testing; and therefore this report does not cover defects not readily discovered without such action. Vessel dimensions, displacements, and capacities are figures obtained from published source material, not actual measurement. No liability is assumed for structural or mechanical weaknesses in the vessel. This survey was conducted for and this report has been prepared exclusively for the party designated on the cover page. This surveyor, its agents or its employees are not liable to any third party.

Signed Without Prejudice;

This 14<sup>th</sup> day of November, 2005.

**Nautical Service Technologies, Inc.**



by Capt. Eugene P. Sipe, Jr., AMS<sup>®</sup>-SMS  
Marine Surveyor

