



MARINE SURVEYORS of SOUTHEAST ALASKA

Richard W. Martin
P.O. Box 2124 Wrangell, AK 99929 (907) 874-4548
rick@marinesurveyorsofsoutheastalaska.com



National Association of Marine Surveyors - Certified Marine Surveyor - Number 102-911
Authorized Fishing Vessel Surveyor
ABYC Certified Marine Technician in Marine Corrosion and in Standards

| | | | |
|-----------------|---|----------------------------|----------------|
| Vessel | WHALE SONG TOO | | |
| Type | Steel six pack passenger vessel (Uninspected) | | |
| Official No. | 569277 | Rig | Oil Screw |
| Intended Use | Passengers for hire | Length on Deck | 52' |
| Breadth | 15.5' | Documented Length | 52' |
| Depth | 9.6' | Gross Tonnage | 51 |
| | | Net Tons | 41 |
| Reported Draft | 7' | Hull Identification Number | None inscribed |
| Builder(s) | Long Beach Boat Works | | |
| Place built | Long Beach, California | Year | 1975 |
| Rebuilders | None reported | Year | *** |
| Rebuilt | *** | | |
| Area Navigated | Cape Spencer to the Dixon Entrance, Southeast Alaska | | |
| Stability Cert. | Not required for vessels of less than 79' documented length | | |
| U.S.C.G. Cert. | O.U.P.V. license required for operation | | |

HULL STRUCTURE

| | |
|----------------|---|
| Material-Color | 3/16" cold-bent steel plating with dark blue paint |
| Framing | 1/4" X 3" side stringers on 16" centers. 1/4" X 2 1/2" bilge stringers on 24" centers. Transverse framing is 1/4" X 3" X 4" angles on 36" centers. 3/16" X 2" flat bar deck beams |
| Decks | Teak foredeck. 3/16" steel side and aft decks |
| Bulkheads | 5, 4 watertight Guards 3" half-round pipe |
| Bulwarks | 3" steel bulwarks around all side decks |
| Hull Design | Raked stem, round chines, canoe stern. The keel has a shoe that extends under the rudderstock. |

DECK OUTFITTING

| | |
|----------------|---|
| Anchor & Rode | 145 Forfjord with a reported 55 fathoms of 3/8" chain |
| Anchor Winch | Maxwell 24 VDC wildcat & horizontal capstan |
| Mast | 10' hinged aluminum light standard & antenna mount |
| Davits | Two stainless steel davits were mounted on the upper deck. Each has a 115 VAC motor pick winch with 1/4" wire cable |
| Trolling Poles | 20' X 3" aluminum with stiff legs deploying 32" Stano paravanes |
| Deck Lights | Two 12 VDC sealed beam on the upper deck |
| Deck Hatches | An aluminum Freeman hatch provides access to the lazarette. |

| | |
|----------------|--|
| Survey Number | 2115027 |
| Date of Survey | April 23, 2011 |
| Owner | Whale Song Adventures, LLC |
| Requested By: | John "Rusty" Owens & Jeff Webb |
| Purpose | Condition & Valuation for insurance |
| Address | P.O. Box 210053 Auke Bay, AK 99821 |
| Phone(s) | (Owens) (907) 723-1688 (Webb) (907) 988-9146 |
| Email | whalesongadventures@acalaska.net |
| Location | On blocks in the city boatyard in Hoonah, Alaska |
| Drydock Date | Spring of 2010 |
| Zincs Renewed | Zincs & paint were reportedly applied |
| Attending : | Jeff Webb and Surveyor (RM) |
| Cruise Speed | Reported 7 Knots |
| Fuel Burned | Reported 4 Gallons per Hour |
| Cruise Range | 4,000 miles Nautical Miles |

SUPERSTRUCTURE

| | |
|-----------------|---|
| Description | The deck house is wood painted white. A door on the stern opens to the salon with a stairwell to port leading down to a stateroom with en suite head & adjoining watertight door into the engine room. On the main deck, the salon is next forward, with galley to port. A stairwell to starboard leads down to two small staterooms with en suite head. From the salon, up 3 steps to the pilothouse, with wing doors to the covered side decks. Forward of the wheel house is a Portuguese bridge with a companionway leading down to a stateroom with en suite head. |
| Heads | All 3 heads have shower stalls & vanities. Two have Tecma toilets, one has a Par toilet. All flush with fresh water. |
| Interior Finish | Acoustical tile overhead. Bulkheads were painted wood with teak trim. Side windows were curtained. The sole was carpeted. The wheelhouse had teak cabinetry with teak parquet flooring. |
| Cabin Heating | A Force 10 & Sig oil-fired heaters warm the cabins. A Hurricane furnace was not in use. |
| Stoves | Emerson microwave oven. "Sea-B-Que" propane BBQ unit |
| Sink | Double stainless steel in the galley with garbage disposal |
| Refrigerator | Magic Chef AC/DC upright |
| Deck Freezers | Two 10 cubic foot freezers mounted on the upper deck |
| Furniture | The helmsman has a "Sea-Post" helm chair. A settee in the pilothouse will seat 3 or serve as a watch berth. The table will seat 7 for meals. The forward stateroom has 2 bunk berths set against the port hull side. Both mid-ships state rooms have two single berths. A double berth was in the aft stateroom. |
| Flying Bridge | None |
| Lazarette | Used for storage of cordage |

SAFETY & NAVIGATION EQUIPMENT

| | | | |
|------------------|---|-----------------|-----------------------------------|
| Boats | Four double kayaks on the upper deck | | |
| Survival Craft | None seen or required | | |
| Next repack date | *** | Ringbuoys | (2) 24" orange, 1 with throw line |
| Lifejackets | 8 Type I Adult seen | | |
| Survival Suits | None seen or required | | |
| EPIRB | No | | |
| Escape Hatches | Single exits from the forward & aft staterooms. | | |
| First Aid Kit | None seen | | |
| Running Lights | Tested. All found to be operable | | |
| Horn/Bell | Hand held horn. A bell hung over the aft deck | | |
| Flares | Offshore kit | Expiration Date | All seen were expired |

STEERING

| | | | |
|--------------|--|--|--|
| Type | Wagner manual hydraulic. Single rudderstock ram | | |
| Controls | Morse cable | | |
| Auto Pilot | Wood Freeman Model 500 with steer-by-wire controller | | |
| Stations | Centerline wheel. The controller will extend to the aft deck | | |
| Bow Thruster | Wesmar 24 VDC in a 10" tunnel | | |

MAIN ENGINE(S)

| | | | | | |
|----------------|---|---------------|-------------|-----------|---------------|
| No. | 1 | Make | Caterpillar | H.P. | Reported 125 |
| Model | | | 3304 | Cylinders | 4 |
| Start | 24 volt | R.P.M. | 1800 | Fuel | Diesel |
| Aspirated | Turbocharged | | | Exhaust | Dry |
| Reduction Gear | Twin Disc MG-506 | | | Ratio | 2.96 to 1 |
| Cooled | Fresh water heat exchanger | | | Age(s) | Believed 1975 |
| Hourmeter | Port | 7,072 | Starboard | *** | |
| Last Overhaul | Port | None reported | Starboard | *** | |
| Alarms | Gauge panel at helm station | | | | |
| Attached Units | "Incharge" | | | | |
| | external voltage regulator for the start bank. Dahl primary | | | | |
| | fuel filter | Serial No. | Not visible | | |

AC GENERATOR PLANT

| | | | | | |
|---------------|---|---------|---------------------------------|-------|---------|
| Make | Lugger | Model | M843 | | |
| Cooled | Heat exchanger | Exhaust | Dry | Start | 12 volt |
| Age | 2002 | Rebuilt | Not reported | | |
| Hourmeter | 2,653 | Alarms | Gauge panel at the helm station | | |
| Attached Unit | 12 volt alternator. Racor 500FG primary fuel filter | | | | |
| Serial No. | Not visible | | | | |
| Generator | Northern Lights | KW's | Reported 12 | | |
| Volts | 120/208 VAC | | | | |

AUXILIARY ENGINE NO. 2

| | | | | | |
|---------------|------|---------|--|-------|--|
| Make | None | Model | | | |
| Cooled | | Exhaust | | Start | |
| Age | | Rebuilt | | | |
| Hourmeter | | Alarms | | | |
| Attached Unit | | | | | |
| Serial No. | | | | | |
| Generator | | KW's | | | |
| Volts | | | | | |

ELECTRONICS

| | | | |
|---------------|--|--|--|
| Compass | 8" Ritchie spherical in a binnacle mount | | |
| | Azimuth electronic compass | | |
| Radios | Icom IC-M502 VHF radio | | |
| | Standard "Infinity" VHF radio | | |
| Loud Hailer | Unimetrics "Sea Piper II" | | |
| Plotters | Dell laptop running Maptech software | | |
| | RayMarine model C80 plotter/radar | | |
| | Furuno model GP-32 GPS/WAAS receiver | | |
| | Si-Tex model GPS-7 GPS receiver | | |
| Radars | Koden model MD-3751 | | |
| | RayMarine model C80 radar/plotter | | |
| Depthfinders | Raytheon model V800 color video sounder | | |
| | Raytheon model DE 7268 flashing fathometer | | |
| Instruments | Clinometer, Anemometer (Inoperable) Knotmeter (Inoperable) | | |
| | Racor fuel filtration condition indicator | | |
| Entertainment | It was unclear what part of the entertainment equipment was permanently kept aboard the boat | | |
| Other | Three window wipers. One was inoperable | | |

TANKAGE

| | | | | |
|----------------|---|----------|-------------------------------------|---------|
| Fuel Tanks | 6 steel | Capacity | Reported 2,500 | Gallons |
| Locations | 1 stern tank, 2 saddle tanks, 2 wing tanks, 1 bow tank | | | |
| Vented | To deck | Valves | Ball valves at a fuel tank manifold | |
| Fuel Lines | Steel pipe and neoprene hose | | | |
| Fresh Water | Reported 580 | Gallons | Tank Material | Steel |
| Location | Wing tanks in the lazarette | | | |
| Hot Water Tank | 19 gallon Bradford | Location | Port side engine room | |
| Holding Tank | 15 gallon steel tank | | | |
| Other Tanks | Two loose 5 gallon propane tanks | | | |
| Stove Fuel | Propane. Two 5 gallon tanks were in a sealed box in the false section of the smoke stack A remote gas shut-off valve was located near the stove | | | |

PUMPS

| | | | | | |
|-------|------------|-------|--------------------------------|-------|--------|
| Model | Rule | Type | Submersible | Drive | 24 VDC |
| Size | 3500 GPH | Use | Shaft alley bilge pump | | |
| Model | Rule | Type | Submersible | Drive | 24 VDC |
| Size | 2000 GPH | Use | Engine room bilge pump | | |
| Model | Rule | Type | Submersible | Drive | 24 VDC |
| Size | 2000 GPH | Use | Aft shower sump pump | | |
| Model | Rule | Type | Submersible | Drive | 24 VDC |
| Size | 2500 GPH | Use | Forward shower sump pump | | |
| Model | ShureFlo | Type | Diaphragm | Drive | 24 VDC |
| Size | 1/2" ports | Use | Toilet supply pump | | |
| Model | Jabsco | Type | Diaphragm | Drive | 24 VDC |
| Size | 3/4" ports | Use | Pressurized fresh water system | | |
| Model | Jabsco | Type | Diaphragm | Drive | 24 VDC |
| Size | 1/2" ports | Use | Pressurized fresh water system | | |
| Model | | Type | | Drive | |
| Size | | Drive | | | |

BILGE ALARMS

One in the engine room. Tested, found operable

HULL CONNECTIONS

Hull Fittings _____ Steel stand pipes
 Valves _____ Nine ball & gate valves. All found to be operable

SHAFTS & BEARINGS

Stuffing Box _____ Flex hose from the shaft log to the packing gland
 Intermed. Shaft _____ None
 Tailshaft _____ 2 1/2" stainless steel with line-cutting spurs on the outboard end
 Stern Bearing(s) _____ Cutless Propeller(s) 36" X 20" LH 3 blade bronze
 Rudder(s) _____ Steel 1/2" thick X 4' high X 2' wide

ELECTRICAL

Wire Type _____ Insulated stranded copper, suitable for marine use
 Volts _____ 12 & 24 VDC and 120 VAC
 Switchboard _____ AC & DC panels at the helm station & in the engine room
 Fixtures _____ Enclosed 24 VDC volt & 120 VAC
 Ventilation _____ Passive Ventilation
 Additional: _____ (2) NewMar 32/12 volt converters
 Additional: _____ (2) Guest trickle chargers
 _____ Trace 4000 watt DC/AC inverter & 24 volt battery charger

BATTERIES

| Volts | No. | Use | Series/parallel |
|-------|----------|-----|------------------------|
| 24 | Four 4-D | Use | Start engine |
| 24 | 3 L-3s | Use | In series - House bank |
| 12 | One 4-D | Use | Pilothouse electronics |
| 12 | One G-27 | Use | Downrigger battery |
| 12 | One G-24 | Use | Start generator set |

Battery Switch 2 rotary Trays Yes Protected Yes

FIRE EXTINGUISHERS & EQUIPMENT

| Location | Charged? | Yes | Size/Type |
|---------------|--|-----|----------------|
| Pilothouse | Yes | Yes | 2 lb. Dry Chem |
| Foc'sle | Yes | Yes | 3 lb. Dry Chem |
| Mid-ships | Yes | Yes | 3 lb. Dry Chem |
| Aft stateroom | Yes | Yes | 3 lb. Dry Chem |
| Location | Charged? | | Size/Type |
| Location | Charged? | | Size/Type |
| Fixed System | Kidde 40 gallon CO2 | | |
| Release Loc. | Automatic | | |
| Inspected | No record of inspection | | |
| Fire Sensors | CO2 detector in mid-ships stateroom was not operable | | |

ADDITIONAL EQUIPMENT

44 lb. Bruce anchor with 5 fathoms of 5/16" chain plus 45 fathoms of 3/4" line
 Rinnai propane water heater (Not in use)
 Sea Land water maker (Not known to be operable)
 Avanti washing machine
 120 VAC clothes dryer in the engine room
 Custom built aluminum boarding ramp for disabled passengers

Placards _____
 Garbage: _____ Posted in the cabin
 Oil : _____ Posted in the engine room
 Injury: _____ Not required
 Emergency: _____ Not posted

SEE ATTACHED NARRATIVE

Official No. 569277

Survey No. 2115027

Estimated present value of vessel and equipment.....**\$285,000.00**

Estimated value of new vessel and equipment.....**\$1,200,000.00**

Market values are calculated using the following resources: Review of the surveyor’s personal database for comparable vessels. Review of current trade publications and websites for comparable vessels. Review of a subscription-only website to determine actual selling prices of vessels.

The quoted value is date-sensitive and may not be accurate on a date other than the survey date. It reflects observed conditions on board on the day of the survey.

Replacement values given are made after consultation with the builder of the vessel, or similar vessels. In some cases, replacement may not be possible with original construction materials.

Values submitted were determined by using the guidelines of the Uniform Standards of Professional Appraisers

COMMENTS

Whale Song Too was inspected April 23, 2011 while suspended in the slings of the Travel Lift in Hoonah, Alaska to determine her general condition, cite any hazards, deficiencies or deteriorations, and estimate her present value.

She is a 52’ steel motor yacht. She was built by the Long Beach Boat Works in 1975. They must have had access to a large press, since the chines and counter are rounded into place, instead of welded in a series of chines. She has a high bow and a canoe stern which probably makes her a fine sea boat.

Whale Song Adventures, LLC reportedly purchased the boat in 2004. She had been built for Hollywood celebrities and was briefly employed as a charter boat in the San Juan Islands. No major vessel modifications were said to have been made since she was fitted out. The Northern Lights generator plant was installed in 2002. A former owner reported he had removed the active fin stabilizers from the engine room in 2010.

The cabin top is reserved for storage of kayaks and deck freezers. The main deck has the pilothouse forward, with the galley and salon next aft. The lower deck has a stateroom forward, with the mid-ships stateroom next aft, then the engine room, aft stateroom and lazarette.

I conducted a close visual and percussive inspection of the hull below the waterline. The vessel does not appear to have been aground. Twelve zinc anodes were present and appeared to be decaying at a normal rate. Excessive movement was not seen in the Cutless or rudderstock heel bearings. The steel was protected by an adequate application of anti-fouling paint. No damage was seen to the propeller. An attached document to this survey is a report of the thickness of the hull as measured by a Cygnus III Datalogger.

The hull sides are painted dark blue. There was minimal damage to the paint. The teak fore deck and the steel side and back decks were found to be in good condition. The bright work was well kept and the superstructure was painted wood. No leakage was observed to the cabin interior.

On the day of the survey, a family was living on board and accommodations were being used for that purpose. She was not yet ready for charter work.

The engine room was found to be clean and orderly. The main engine is estimated to be the original, with 7,072 hours on the meter. The 12 KW generator plant had 2,655 hours showing. Both appeared to be in running condition. I watched as **Whale Song Too** motored away from the haul out facility. The engine started readily, with minimal smoking and the boat appeared to shift into gear and steer smoothly.

All maintenance and upgrading work that I was able to inspect had been professionally done and has helped maintain the life and value of this vessel.

It is the captain's responsibility that all required placards be posted: safety equipment and vessel regulations required by the Coast Guard must be maintained on board the vessel at all times, when in operation.

FINDINGS & RECOMMENDATIONS

RECOMMENDATIONS: Required to comply with U.S.C.G. regulations for uninspected passenger vessels operating within 3 miles of the Alaskan shoreline and/or to correct an issue regarding the safety of the vessel and crew.

1. Found: Emergency Instructions for passengers and crew are not posted in a conspicuous location. (46 CFR 26.03-2)
Recommendation: Post emergency instructions.
2. Found: Ring buoys have the wrong names marked on them. (46 CFR 25.25-5d)
Recommendation: Correct the ring buoy names.
3. Found: Fire extinguishers do not indicate they have been inspected according to National Fire Protection Association guidelines (Section 10.6.3.1) & USCG requirements (46 CFR 25.30) A carbon monoxide detector in the mid-ships stateroom did not sound when tested.
Recommendation: NFPA 302 Annex B & USCG require annual inspection of portable fire extinguishers. See enclosed directions or contact a fire extinguisher service company. Consider replacing a dry chemical fire extinguisher with a Halotron fire extinguisher. A dry chemical fire extinguisher discharged in the cabin or pilothouse will destroy all the electronic equipment it reaches. A 5 lb. Halotron fire extinguisher satisfies U.S.C.G. requirements and it projects a non-corrosive agent. All of the companies that service fire extinguishers in Southeast Alaska have said they can supply Halotron fire extinguishers. Provide operable CO2 detectors for the mid-ships and aft staterooms.
4. Found: Flares on board show expired service dates. (33 CFR 175.110)
Recommendation: Equip vessel with current flare kit consisting of at least 3 day/night flares or 3 parachute flares while operating within 3 miles of the shoreline. Outside of 3 miles, vessels are required to have 3 parachute flares, 6 day/night flares and 3 orange smoke signals.
5. Found: The upper deck has no life rails. **Note:** Life rails would hinder the launching of the kayaks
Recommendation: Put a "Crew Only" sign at the entrance to the upper deck

RECOMMENDATIONS: Items requiring attention/servicing. Not to be considered as a priority listing.

1. Found: Propane tanks are housed in the false stack enclosure. The box containing the propane tanks does not have a 1/2" drain on the bottom (ABYC A-1.8.4)
Recommendation: Install a drain hose that ends in the middle of the upper deck, which will keep it away from openings to the cabin.
2. Found: This false stack enclosure has a 120 VAC outlet on the outside that does not have GFCI protection (ABYC E-11.15.3.5)
Recommendation: Replace this fixture with a weather proof GFCI receptacle that is vapor tight from the stack enclosure

3. Found: The washer/dryer, two deck freezers and two spare propane tanks not well secured against movement.
Recommendation: Secure this equipment prior to departure

NOTE:

The purpose of the survey was to ascertain the overall condition of the vessel and to verify safety, navigation and other required equipment were present at the time of the survey. One market value and one replacement value are included in this report.

Aboard the vessel, any and all accessible areas were inspected: except for the purpose of this survey, no fixed joiner work or interior ceiling was removed, no disassembly was done of engines or equipment, areas under engines and tanks were not sighted. The inspection of the engine or engines, machinery, tankage, electrical and other equipment was limited to what could be observed and the internal condition was not determined. The hull, engine, fuel system, plumbing systems and related equipment were inspected for leaks and conditions. Standard and Recommended practices for small craft set by the American Boat & Yacht Council were followed during the vessel inspection when appropriate.

I have received professional training in the use of a Cygnus 3 Data Logger Multiple Echo Ultrasonic Thickness Gauge and I perform audio gauging of steel and aluminum vessels upon request.

This report is submitted in good faith. The statements and information contained in it are not to be construed that other unforeseen or undetected defects or damages do not exist. All findings reflect conditions observed at the time of the survey. The surveyor reserves the right to amend or extend this report upon receipt of additional relevant information.

The above report is a statement of opinion made, signed and submitted without prejudice

Richard W. Martin
National Association of Marine Surveyors – Certified Marine Surveyor No. 102-911
April 23, 2011