

May 5, 2013



Sand Dollar Marine Surveyors LLC
1101 N US HWY 1.
Ft. Pierce, FL 34950
(772) 321-2428
www.sanddollarsurveyors.com



Survey Report No. 05022013DD



XXX Insurance
National Union Fire Insurance CO
City, 111123



Attn: Clients name
Senior Adjuster
Address
Fort Myers, FL 33912



Re: Damage Survey
Ref # Ft Pierce Lady FF3-17327
Insured: Lady Stuart Inc.

FINAL REPORT
Custom Bay Burgess 64 1977

THIS IS TO CERTIFY that the undersigned Marine Surveyor, did on May 2,4,6, 2013, at the request of (Client), and for the account of XXX Insurance, conduct a damage survey of the below named vessel, while it was resting at its berth at Fisherman's wharf and Harbortown Boat Yard in Fort Pierce, Florida, in order to determine the nature, cause and extent of undiscovered, supplement damage alleged to have occurred due to the boat's collision with the southeast bumper of the Ft. Pierce South Bridge, as reported by the Captain Brown, on or about February 27, 2013.

ATTENDING SURVEY

Michael Cunningham, SA, Marine Surveyor

DESCRIPTION

Make: Custom Bay Burgess 64 1977

Registered Ownership: The Lady Stuart
Address FL 34990

HIN: # GPC0016500577

Official No.: 584460

Hull No.: GPC0016500577

Breadth: 19' 8"

Gross Tons: 84 TONS

Boat Type: Custom

Intended Service: Private Pleasure

Engines: Twin Detroit 12V71-TI 12 cylinders straight line configuration. Model No.71227300 Starboard serial # 12VA071533; port # 12VA071543.

Length: 64.0'

Depth: 4' 6"

Hull Configuration: Displacement

Hull Material: Wood

Built in 1977 by Tiffany Yachts Maryland, place built Burgess Virginia.

INCIDENT AS REPORTED

The 64' Custom Burgess, while being operated by its captain collided with the southeast bumper of the Seaway Bridge.

CIRCUMSTANCES OF SURVEY

Vessel is secure at her dock at Fisherman's Wharf and all necessary compartments entered.

DAMAGE

FOUND

1. Three Planks along starboard side loose
2. Five frames separated from hull
3. Chimes are separated from the five frames and the two bulk heads
4. Planks above the planks that will be removed are loose
5. Hidden separation of planks behind the spray rail

RECOMMEND

1. Manufacture new planks from Mahogany and replace
2. Make templates, manufacture new frames and sister in
3. C-clamp the chime back to the frames
4. Refasten with stainless screws
5. Pull the spray rail and refasten the planks

GENERAL SHIPYARD NOTES

1. Ft. Pierce Lady is secure and blocked at Harbortown Boat Yard, for inspection and repairs.

COST OF REPAIR

Cost of repair was presented by Fine Line Yacht Refinishing.

DESCRIPTION OF REPAIRS:

Pull planks starboard side, along chime from aft bulkhead of tank room, forward of forward tank room bulkhead, opposite of previous impact area. Sister all five frames 2 X 8 clear Douglas fir eight feet long, add gusset blocks to frames where they intersect bottom frames made up of $\frac{3}{4}$ marine plywood, add blocking in between frames along chime made up of 2 X 6 Douglas fir, all wood to be glued with epoxy. Drill and bolt chime to frames with galvanized bolts and epoxy. Screw chime to blocks in between frames with stainless steel screws and epoxy. Refasten new mahogany planks to chime and frames with new screws. Epoxy and cabosil, refasten new planks to the tank room bulkhead. Resin coat all bare wood; refasten chime forward side of tank room opposite of impact zone from previous incident.

All work to be done in accordance with USCG book NVIC1-63, NVIC7-95 for reference. Once all wood is glued in place, paint outside hull white over planks, bottom paint over planks below waterline. The impact from the previous portside damage transferred energy to the starboard side and being a wood vessel loosened the fastening screws and bolts, resulting in additional damage. Wood hulls are more prone to secondary damage, remote from the site of collision. This appears to be the case with this vessel.

Cost and repairs subject to change depending on damage exposed when everything is opened up.

Haul out & in, blocking, disposal fee and storage for 21	
Days in the shed	\$ 00.00
Labor - 0 hours at \$90.00 per hour	\$ 00.00
Supplies and materials	\$ 00.00
Subtotal	\$ 00.00
Tax	\$ 1,341.21
Total	\$ 00.00

COMMENTS

I interviewed Zachary Hazellief at 10:00 am on Saturday May 5, 2013 as he was crew aboard the vessel at the time of the incident. He testifies, saying the vessel slammed into the bumper of the bridge, extremely hard raisin the port side out of the water approximately five feet.

Undiscovered or internal damage is not included in this report.

CONCLUSION

Damage sighted and noted herein, is the type normally expected to occur as alleged, and appears to have been caused by a strong impact, and may be attributed to a single occurrence.

Cost of repairs in the amount of \$ is fair, reasonable. In review of the marine market rate for repair, for this area, is about \$90-100.00 per hour, for the greater Ft. Pierce area. This is what would be expected for a production vessel repair. To repair the damages, for the subject vessel, is not production damage and requires a shipwright at a higher rate.

REPORT SUBMITTED WITHOUT PREJUDICE

SAND DOLLAR SURVEYORS

Michael Cunningham

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