

		<p>Starboard engine</p> <p>Leaks and burns oil. Approximately 22 hrs per gallon of oil. (That's a lot of oil!!!)</p> <p>Blow by from air box drains is collected in a 5-gallon bucket.</p> <p>Without the block heaters plugged in the engine is difficult to start and requires starting fluid.</p> <p>Many rubber hoses cracked and brittle.</p> <p>Copper fuel return line crimped and unsecured.</p> <p>Oil pressure gauges not working properly.</p> <p>Many of the valves on the cooling system frozen open.</p>		Gages Repaired by separating improperly wired gages
Critical	Hull	<p>The inspection hatch for the aft compartment of the cargo deck has some unusable bolts due to rust and corrosion on the deck flange.</p> <p>In the lazarette there are 48 one half inch holes about 20 inches above the waterline that are plugged with silicone sealant this is a flooding hazard.</p> <p>At the aft portion of the cargo deck the void is used as a fuel tank. It is partially full of fuel and not used, this causes lists to develop and be accentuated.</p> <p>The cargo deck to pilothouse ladder is unsecured and potentially creates a fall hazard.</p>	<p><input type="checkbox"/> Repair cargo deck hatch and holes in lazarette to maintain watertight integrity.</p> <p><input type="checkbox"/> Replace cargo deck to pilothouse ladder with one that has treads, a handrail and is secured.</p> <p><input type="checkbox"/> Pump out and dispose of old fuel in double bottom fuel tank to improve vessel stability.</p>	
Critical	Hydraulics	<p>Single belt driven gear pump with lock valve for bow ramp, Currently Bad</p>	<p><input type="checkbox"/> Repair</p>	
Critical	Reduction Gears	<p>Twin Disc model MG514</p> <p>Port – Oil consumption, pressure gauge not working, and</p>	<p><input type="checkbox"/> Find leaks, repair gauges and check for proper oil pressure Vessel should not move until Pressure gauges function.</p>	Repaired by separating improperly

		<p>heat exchanger hoses brittle. Line in wheel did not stall engine possibly indicating weak or oily clutch.</p> <p>Also clutch drags for 5- 10 seconds at startup</p> <p>Starboard – Oil consumption, gauge not working, heat exchanger hoses brittle.</p>		<p>wired gages</p> <p>Repaired by separating improperly wired gages</p>
Critical	Safety	<p>There is no fire suppression system in the engine room.</p> <p>There is no fire alarm</p> <p>Engine Room vents not securable to contain fire.</p>	<p><input type="checkbox"/> Install fixed CO₂ manually operated fire suppression system.</p> <p><input type="checkbox"/> Install fire alarm in engine room.</p> <p><input type="checkbox"/> Modify engine room vents so they may be secured closed in event of fire or flooding</p>	<p>AAA Contracted to install fire suppression and alarm system</p>
Critical	Safety	No high Water alarms in Engine room or Lazzarette	<p><input type="checkbox"/> Install high water alarm in engine room</p> <p>Install high water alarm in lazzarette.</p>	<p>Done</p> <p>Done</p>
Critical	Safety	Skipper rides in upper wheel house, passengers ride in lower wheel house, there is no CO detector in Lower Pilothouse, passengers could become overwhelmed by fumes without skipper's knowledge	<input type="checkbox"/> Install CO detector in lower pilothouse	Done
Critical	Safety	<p>The engine room bilge is contaminated by oil and repeated attempts to clean it with oil absorbents and degreaser have done little good.</p> <p>This condition was noted in the 2001 survey If the vessel were to take on water the skipper would have no choices other than to ground the vessel or turn on the bilge pumps and cause a huge contamination spill.</p>	<p><u>Federal Water Pollution Control Act –</u></p> <p><input type="checkbox"/> Clean bilge, identify and fix leaks</p>	Oil cleaned up
Critical	Steering	One belt driven hydraulic pump on each engine. Single ram in lazarette. Minor oil consumption on this system	<input type="checkbox"/> Find Leaks	
Important	Electrical	<p><u>Electrical</u> – Two 8D batteries in series for engine starting system new 4/2007. Two 4D batteries in parallel for ships power new 1/2007. S</p> <p>Some wiring in the engine room is unsecured in the overhead and in the bilge. There are unused wires, some cutoff.</p>	<input type="checkbox"/> Remove all unused wires, Run wiring thru wire runs and label. Replace/resize as necessary	

Important	Engines	Engine Condition	<input type="checkbox"/> Competent Detroit Diesel mechanic survey engines and provide report of overall condition	
Important	General	FCC Ship Radio license – none Injury Placard – none MARPOL garbage placard – none Navigation rules on board – none Sound producing devices – has horn, needs bell	Obtain: <input type="checkbox"/> FCC license <input type="checkbox"/> Injury Placard <input type="checkbox"/> Marpol placard <input type="checkbox"/> 7.9-inch bell <input type="checkbox"/> 3 hand held smoke flares <input type="checkbox"/> fireproof storage for flares	
Important	General	Navigation Lights – 112.5-degree sidelights – port ok, starboard missing lens, tried to replace but light is European and parts n/a. Forward masthead operational but needs to be repositioned to provide 225 degree arc. Stern light 135 degree arc ok	<input type="checkbox"/> Reposition forward masthead light <input type="checkbox"/> Replace starboard sidelight, <input type="checkbox"/> Add reflective tape on ring buoy	Done
Important	Hull	Reported to be in above average condition in the 2001 survey. Cargo deck has developed some small holes due to rust from the inside compartments. These have been repaired with small doublers Some deep rust developing on decks, railings and tops of wing tanks.. The port and starboard wing tank voids have 4-inch steel/rubber threaded plugs that are difficult to remove for inspection. The two on deck lazarette hatches are not securable due to broken /missing hardware.	<input type="checkbox"/> Develop plan for yearly replacement of portions of the cargo deck. <input type="checkbox"/> Develop plan for overall protection of the topsides against corrosion. <input type="checkbox"/> Repair lazarette hatches so they can be secured.	
Important	Reduction Gears	Hoses brittle	<input type="checkbox"/> Replace Hoses	

Important	Safety	There is no thermal protection on the exhaust turbos and a portion of the starboard outboard exhaust pipe.	<input type="checkbox"/> Provide insulating blankets on hot engine exhaust to prevent burns and fire hazard	
Important	Safety	The are no emergency pumps in the lazarette.	<input type="checkbox"/> Install emergency pump in lazarette	
Nice To Have	General	No GPS	<input type="checkbox"/> Add GPS unit	
Nice To Have	Hull	Access to Wing tanks is difficult	<input type="checkbox"/> Install better access to wing tank voids	
Nice To Have	Hydraulics	In order to properly secure lift gate the skipper must walk all the way forward, manually engage the dogs, walk back and operate the gate from the lower pilot house	<input type="checkbox"/> Install Operating valve in upper pilothouse and hydraulic lock system to secure ramp closed while underway.	
Nice To Have	Safety	No method of running bilge pumps without pumping oily water into sound.	<input type="checkbox"/> An oily water separator for the bilge pump out system. <input type="checkbox"/> Drip pans underneath the engines.	