



Gale C Marine, Inc.

Since 1992

P. O. Box 110664
Nashville, Tennessee

615-430-6902
Email: gcmarine@comcast.net

At The Request Of Ms. Terri Graves with Cherokee Marine Terminal

GENERAL CONDITION AND EVALUATION SURVEY

RE: Report no. : 219-07-05
 Vessel : "Traci K"
 Official No. : 555252
 Dimensions : 45.5' x 22 x 6.5'
 Hull Type : River Towboat
 Year Built : 1974
 Location of Survey : Decatur Transit/Port of Decatur – Decatur, Alabama
 Date of Survey : July 14, 2019

THIS IS TO CERTIFY that the undersigned Surveyor(s) did on 14 July 2019 at the request of Ms. Terri Graves with Cherokee Marine Terminal, and on behalf of Ms. Terri Graves with Cherokee Marine Terminal, and for the account of Cherokee Marine Terminal, survey the motor vessel "Traci K" as it lay afloat at the Cherokee Marine Terminal, Nashville, Tennessee.

SURVEY / INVESTIGATION FINDINGS:

Towboat particulars: The documented measurements for the towboat are 45.5' in length x 22' beam x 6.5' depth and the hull measurements are approximately 50' x 22" x 7'-0", Official Number 555252, reported gross tonnage 62 tons and net tonnage of 42 tons, the hailing port on the vessel documents is listed as Nashville, Tennessee.

Main Deck House areas: The main deck house has the galley forward and the machinery space aft. The machinery space takes up the larger portion of the main deck house or the aft two-thirds of the deckhouse, but the galley area is more than adequate to provide a galley and lounge area for the crew is on the starboard side and the head with stand up shower is on the port side.

Second Deck House areas: The second deck has crew quarters with one (1) full size bed at the time of the survey since the vessel is operating in daylight hours and usually only has a crew of two (2) persons. The second deck aft of the deck house has been modified with bolted hatches that will allow access to the main engine room for removal of parts or engines if required for maintenance.

Pilot House: The pilot house is of small size to have a bench against the aft bulkhead for about two thirds of the width. It has port and starboard steering levers for the steering and flanking rudder system. The steering system is full follow-up with a cable to chain and then to hydraulic to operate the steering and flanking rudders. The vessel is equipped with radar, three (3) VHF radios, fire and smoke alarm system and engine alarm panel that cover air pressures, engine temperature, engine oil pressure and clutch oil pressure. There are also two (2) 1000 watt incandescent Carlisle & Finch nineteen inch (19") search lights mounted on top of the pilot house. The line of sight is estimated to be 23' above the water line.

MARINE SURVEYORS - MARINE CONSULTANTS

Members: NAMS – ABYC

www.galecmarine.com

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Propulsion Machinery and equipment: M/V "Traci K" is equipped with twin Detroit Diesel 12V-71 series diesel engines producing approximately 800 H. P. in conjunction with Twin Disc model MG-514 gears with a ratio of 6.00:1. The two (2) Detroit Diesel 12V-71 main engines are on engine bases port and starboard that run from the forward machinery space bulkhead to the aft machinery space bulkhead. The bases also provide mounting for the two (2) Caterpillar generator sets on the vessel. The tail shafts connect direct to the reduction gear flanges and are six inch (6") diameter shafts made of standard tail shaft stock. The machinery space has had bolt down cover placed over each port and starboard engine to make engine changes easier.

Electrical Generators: The electrical power for the operation of the onboard equipment during normal operations is supplied by two (2) 30KW generators. The generators are powered by 3 cylinder Detroit Diesel 3/71 . All of the power for normal operation of the vessel is provided by the operation of one of the two generators at a time.

Machinery space service and safety equipment.: The machinery spaces is equipped with a stuffing box coffer dam area to maintain the packing gland water in a sump that is equipped with both a 12 volt and a 115 volt water pump to return the stuffing box water to the river. There is a bilge pump pipe that is connected to the electric fire pump that can evacuate water from the bilge as well as a pipe that has a connection on the port side of the first deck to connect a gas driven barge pump to pump water from the bilge in and emergency. The electric fire pump is located under the ladder to the lower engine room space and can be turned on from the starboard side first deck adjacent to the fire station with adequate hose to reach all areas of the vessel. There is a battery charging system located on the forward bulkhead to maintain the batteries to full charge whether on shore power or generator power. There is a CO2 fire extinguisher in the lower engine room and a dry chemical fire extinguisher at the port side entrance to the machinery space. There is the required B-V dry powder fire extinguisher secured to the aft main deckhouse bulkhead available on it rolling cart. The waste water is treated with a Coast Guard approved waste treatment system mounted on the upper forward machinery space bulkhead. The hydraulic steering system is located in the very aft section of the machinery space on the port side. The air required for the towboats systems was supplied by two (2) air compressors on the starboard side of the machinery space.

Face wire system and Deck Fittings: The face wires are secured by the use of two (2) 20 ton electric hydraulic NABRICO winches located on the head deck of the vessel the winches can be controlled from the pilot house. The face wires run through a roller chalk aft of the towing knee and then back to a kevel on the main deck creating a two part face wire system. The vessel is equipped with six (6) kevels with three (3) to each port and starboard sides. The vessel is also equipped with a "H" bit on the vessel centerline, but the "H" bit is damaged (See Photos).

Heat and Air Conditioning The heat for all of the spaces is provided by electric wall heaters of various types, but they are all adequate to maintain creature comfort. The Air Conditioning is provided by window type units that are sized to adequately cool the spaces. The hot water for the galley and berthing areas is provided by a 40 gallon electric hot water heater mounted in the machinery space.

Remarks: It is the opinion of the undersigned that the M/V "Mary Ethel" is exceptionally well maintained with regular preventive maintenance as well as regular scheduled maintenance on many of the underwater steering and propulsion system equipment. Because of the excellent condition of the vessel and the fact that it meets the most current Coast Guard requirements at the time of the survey the undersigned placed a value on the vessel, which is significantly higher than the run of the mill 800 horsepower vessels in the current market. The vessel was in the process of being repainted at the time of the survey.

Value: The undersigned estimates that the fair market value of the M/V "Traci K" to be about \$230,000.00. The vessel is not Sub Chapter M compliant.

Attachments:

- 1) Photos
- 2) Invoice

BOAT BILL OF SALE

Date Sold: _____

SELLER'S Cherokee Equity Corp.
Printed Name: Terrl Graves
Address: 520 Cowan St. P.O. Box 70128
City: Nashville
State: TN Zip: 37207
Home Phone: _____
Cell Phone: _____
Work: 615-255-2590

BUYER'S RMB Marine Services, LLC
Printed Name: Mark Burchfield
Address: 914 E. Bluff Street
City: Florence
State: AL Zip: 35630
Home Phone: _____
Cell Phone: 601-405-2155
Work: 256-766-7635

INFORMATION ON BOAT THAT WAS SOLD

Scully Bros.
Boat Builders, Inc. Tugboat 1974 31 555252
Make Model Year Hull ID# Title#

For the sum of \$ 125,000 Payment in form of check/financing
(Boat Value) (form of payment)

I, THE UNDERSIGNED, HEREBY SWEAR OR AFFIRM THAT I THE SELLER OF THE BOAT DESCRIBED HEREIN AND THAT THE INFORMATION PROVIDED IN THIS BILL OF SALE IS TRUE AND CORRECT TO THE BEST OF MY BELIEF.

Signature of Seller: _____

Date: _____

Signature of Buyer: _____

Date: _____

Traci K

615
255
2530
TEARI

750.00
HP.

CHALLENGE
TOWING

520 Cowan St.
Nashville, TN
37207

615-243-8198
Cell ↑

Graves <terri@cherokeemarine.net>
Friday, October 14, 2019 11:52 AM
urchfield@gmail.com
dition & Value Surveys for M/V Traci K/Sam A Landing Barge
eral_Condition_Sam_A.pdf; Condition and Value M-V Traci K.pdf

ged

. Look forward to meeting you soon.
ay, Wednesday & Friday next week. Just let me know
itop by. I would like to at least have my pilot here when
g the condition & value surveys for both the Traci K and
ver.
out both or either of these items. We are taking offers

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City: Nashville
State: TN Zip: 37207
Home Phone: _____
Cell Phone: _____
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M/V " Traci K"



Port side tow knee



Starboard side tow knee

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Damaged "H" Bit



Port and starboard winches



Port side deck looking aft

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Starboard side deck looking forward



Starboard side deck looking forward



Starboard side looking aft

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Air cleaners for the main engines

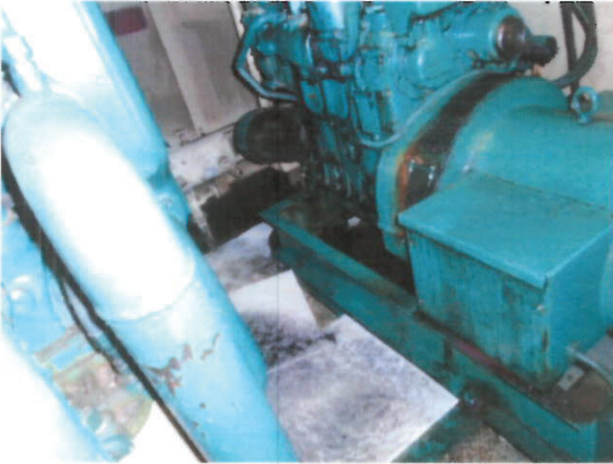


Manufacturers plate in pilot house



Main generator panel on the forward bulkhead in the machinery space

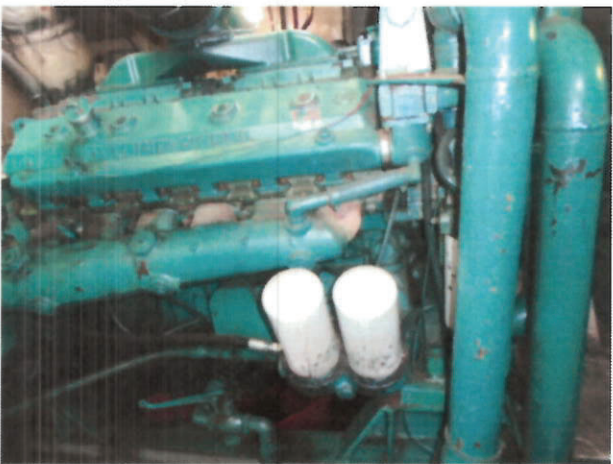
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Port side generator

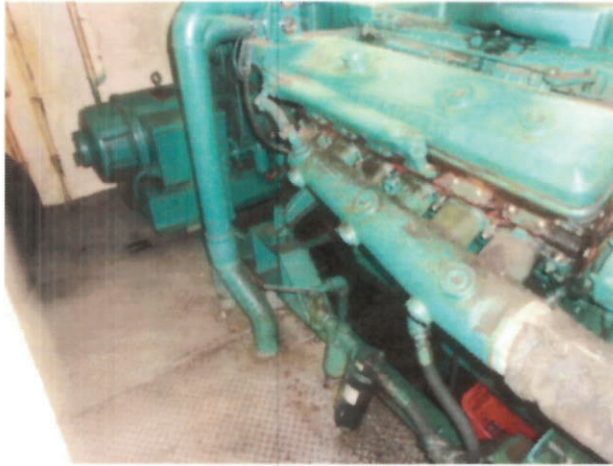


Starboard side generator



Port side main engine

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Starboard side main engine



Aft air compressor



Forward air compressor

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Water heater on the port side of the machinery space



Galley

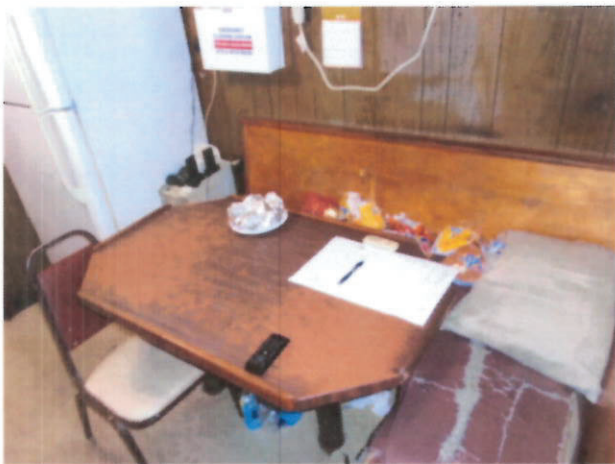


Table in the galley

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Head on the port side



Stand up shower



Pilot house

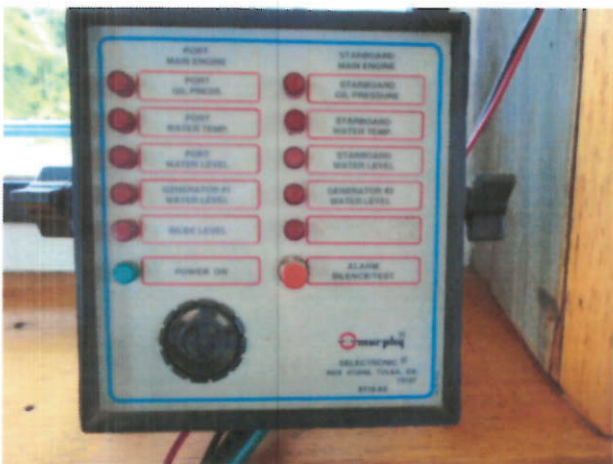
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Bench on the aft of the pilot house



Radar



Alarm panel

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AIS Display unit



Spotlights



Top of the pilot house looking aft

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Stern deck and rudder trunk

This report is based only on the facts presently available to the surveyor in attendance and is submitted without prejudice to the right of whom it may concern. The right to amend and/or supplement this report should additional information be made available is, reserved.

The digital pictures contained in the body of this report were taken by the attending surveyor(s). We certify that the content of these pictures have not been changed and/or altered.

The survey is intended to represent the Surveyor's reasonable examination of the vessel setting forth the apparent condition to the best of the Surveyor's ability. In accepting this report, it is agreed and understood by all parties that the report represents no guarantee or warranty of any sort and that the Surveyor and/or his employer shall only be liable to the extent of the value of services rendered for any consequential damage of any nature, which may arise from use of this report.

Respectfully Submitted
Gale C Marine, Inc.

Gale H. Chapman, III, NAMS, CMS
Surveyor