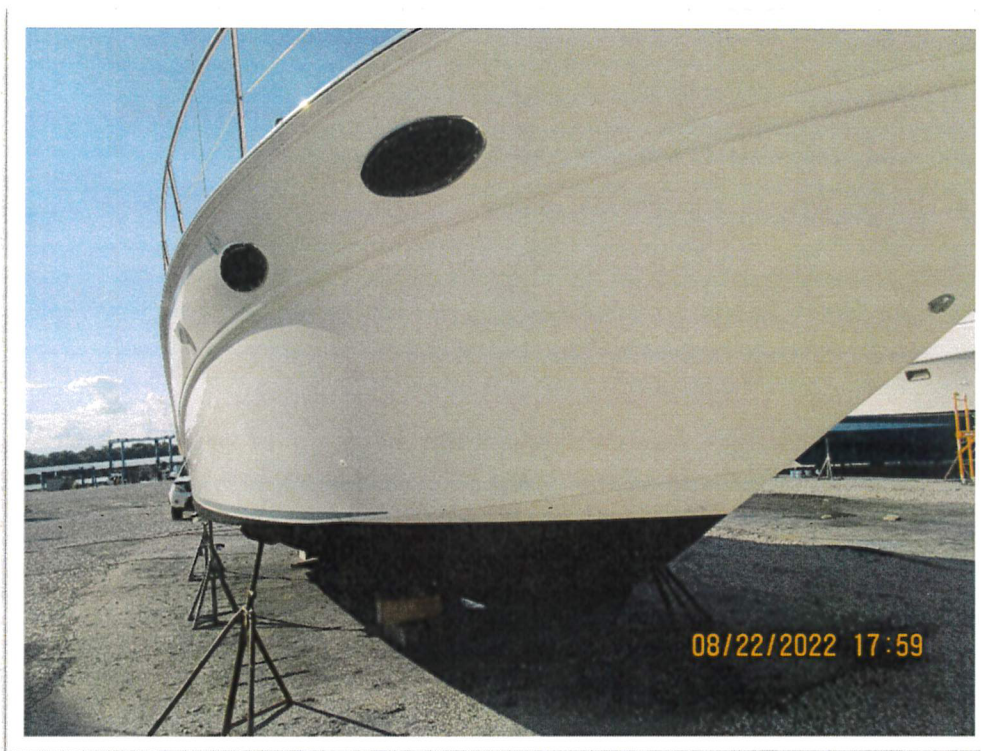




LEE BREEZE MARINE



REPORT ON MARINE SURVEY OF THE VESSEL



"BEN'S BOAT III"

PREPARED EXCLUSIVELY FOR

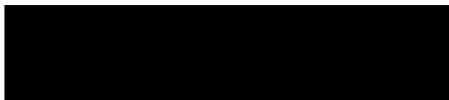
Unchartered Marine/Ben Allen - Polestar Marina
6171 Highway "V"
St. Charles, Mo. 63301

CONDUCTED BY

R.A. Bob Peyman MMS, Lee Breeze Marine
Report No. CVS 4285
September 10, 2022



LEE BREEZE MARINE



CVS 4285

HULL RUBBING REPORT OF SURVEY

This is to certify that the undersigned Marine Surveyor did attend the following described vessel in order to ascertain the present day condition for purposes of reporting its condition, and to insure that the vessel met the requirements and standards of the Code of Federal Regulations, ABYC, NFPA and U.S. Coast Guard.

I certify the rubbing of or the photograph of the hull identification number as it appears on this document was personally taken by the undersigned Marine Surveyor on the indicated date and place.



HIN: SERF6559A898 – 3270SDA-623

ATTENDING MARINE SURVEYOR,

Robert A. Peyman

Robert A. "Bob" Peyman

PLACE: 

DATED: August 22, 2022

St. Charles, MO.

US Surveyors Association Master Marine Surveyor No. 81815P
ABYC - No. 109062, NFPA, SNAME, BOAT U.S., AIME, AMS U.S.C.G. License - Master 3000 GT

Consultants to the Marine Industry, Marine Surveying, Engineering, Modification, Alteration, Design, Barge Repair, Shipyard Services,
Dredging, Pumping, Member: ABYC, SNAME, NFPA, USCG 3000 GT Master



LEE BREEZE MARINE

3301 Henrietta Avenue

Alton, Illinois 62002

Tel. & Fax: (618) 462-0860 Cell: 314-229-4463

CVS 4285

CONDITION & VALUATION SURVEY

This is to certify that the undersigned Marine Surveyor did attend the following described vessel in order to ascertain the present day condition for purposes of reporting said condition to the prospective owner/s. The vessel was inspected to determine its present day condition, and to insure that the vessel met the requirements and standards of the Code of Federal Regulations, ABYC, NFPA and U.S. Coast Guard for operation as a pleasure vessel.

At the time of the survey the vessel was: At [REDACTED] in St. Charles, MO.

A Sea Trial was: Not Conducted

A Haul Out inspection was Conducted at Polestar Marina on this date.

A SOAP (Spectrographic Oil Analysis) was not Conducted.

VESSEL PAPERS

U.S.C.G. DOCUMENTATION:	Unk
STATE REGISTRATION:	Yes
RADIO STATION LICENSE:	No
OIL DISCHARGE SIGN:	Yes
REFUSE DISPOSAL SIGN:	Yes
U.S.C.G. RULES OF THE ROAD:	Unk
U.S.C.G. AUXILIARY COURTESY EXAM:	Unk
MAN OVERBOARD PLAN:	Unk
FIRE FIGHTING PLAN:	Unk
FIRE EVACUATION PLAN:	Unk
ABANDON SHIP PLAN:	Unk
MEDICAL EMERGENCY PLAN:	Unk
FCC RADIO PROCEDURES MANUAL:	No
U.S.A.C.E. BLUE BOOK FOR LOCKAGE:	Unk

I. INTRODUCTION

In response to a request by [REDACTED] representative of the vessel described herein, the undersigned Marine Surveyor did attend the vessel that was on its trailer in [REDACTED]. The vessel's configuration is a classic example of a Cruising Sedan type vessel designed and built by the Sea Ray Corporation.

The vessel's papers were available for inspection.

The shore-side A.C. and shipboard D.C. electrical systems were used to check the operation of the mechanical equipment aboard the vessel specified in this survey. No reference or information in this survey should be construed to indicate any of the following:

1. No evaluation of the internal condition of any engine, mechanical or electrical equipment was made except as described in this report.

The vessel was surveyed without the removal of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors, chain, fixed or semi-fixed items or locked compartments or otherwise inaccessible areas that would also preclude inspection.

The owner or prospective buyers are advised to open up all such areas for further inspection if necessary. Further, no determination of stability characteristics or inherent structural integrity have been made and no opinion is expressed with respect thereto.

This survey report represents the condition of the vessel on the above date/s, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG) UNDER THE AUTHORITY OF THE FEDERAL BOAT & SAFETY ACT (CFR), THE VOLUNTARY RECOMMENDED STANDARDS AND PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC), AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

Robert A. Peyman

Date: September 10, 2022

Robert A. Peyman, U. S. Surveyors Association Master Marine Surveyor
MMS NO. 81815P ABYC 109062

DEFINITION OF TERMS**APPEARS:**

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (i.e. no power available, inability to remove panels, or requirements were not conducted due to destructive testing).

SERVICEABLE:

Indicates that the particular component of the vessel is or appears in usable condition.

FIT FOR INTENDED SERVICE:

Service for which it was designed and manufactured by the naval architect or builder.

FIT FOR INTENDED USE:

Use which is intended by the vessels owner (present or prospective).

ADEQUATE:

Sufficient for a specific requirement.

POWERS UP:

Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

EXCELLENT CONDITION (BRISTOL):

New or like new.

GOOD CONDITION:

Nearly new, with only minor cosmetic or structural discrepancies noted.

FAIR CONDITION:

Denotes that a system, component or item is functional as is with minor repairs.

POOR CONDITION:

Unusable as is. Requires repairs or replacement of systems, components or items to be considered functional.

USE OF (*):

Use of (*) in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" section pertaining to the * item.

SS Stainless Steel

RRCB: Remote Reset Circuit Breaker Switch

P & S Port & starboard sides or left & right sides of a vessel.

F & A: Denotes the forward and aft sections of the vessel.

M.T.W.T.B.: Main Transverse Watertight Bulkhead **RP:** Reinforced Plastic

B.H.: Bulkhead

M.T.B. Main Transverse Bulkhead

Dia Diameter **In.** – inches **Ft.** - Feet

FRP - Fiberglass Reinforced Plastic, aka Fiberglass

R.H.: Relative Humidity

Est. Estimated

F. EXT. - Fire Extinguisher

NMT No More Than

SOH: - Since Overhaul

NLT No Less Than

SNEW: - Since New

ENGINE ROOM VOID – HOLD DECK – BELOW DECK SPACE

The engine is located on a supported aft deck attached to the transom. The engine controls and steering mechanisms are properly run from the pilothouse to the engine mounted area. The M.T.B.H. at the transom is watertight where the passages for electrical lines and steering hoses penetrate. Steering connections are made through the vessel properly run to avoid chafe to the console located on the starboard side of the cabin bulkhead.

BELOW DECK SPACE

Deck hatches are located throughout the vessels interior deck to allow access to thru-hull valves as well. The below deck voids were found to be in very good condition.

INSPECTION & OBSERVATIONS:**MAIN DECK**

GENERAL CONDITION - GOOD
OVERALL CONDITION - GOOD
CREW ACCESS - FAIR
EMERGENCY EGRESS - FAIR

BRIDGE DECK

GENERAL CONDITION - GOOD
OVERALL CONDITION - FAIR TO GOOD
CREW ACCESS - GOOD
EMERGENCY EGRESS - FAIR
DODGER: - GOOD
BIMINI: - GOOD
CUSHIONS: - FAIR
WIRING: - GOOD

BELOW DECK SPACE

GENERAL CONDITION - FAIR
OVERALL CONDITION - FAIR
CREW ACCESS - FAIR
EMERGENCY EGRESS - POOR
BILGES: - POOR
ENGINE ROOM: - POOR - FAIR

VESSEL RATING & CONDITIONXIII. SUMMARY BASIS FOR VALUATION

ABOS, NADA, Price Digest, Boat U.S., Yacht World, & BUC were just a few of the references utilized to arrive at the fair market value for this vessel. Not all references take into account upgrades or modifications to the vessel. Similar vessels not so equipped or upgraded were analyzed and compared in the justification for the value so stated. In the current market conditions a value of currently sold vessels within the past year would not be fair for this vessel as equipped. Not all price digests include this type and make of vessel in their current listings.

INSURER

I find that this vessel in its present day condition is a sound fire and marine risk

CERTIFICATION

I certify that, to the best of my knowledge and belief that the statements of fact contained in this report are true and correct. The reported assumptions and limiting condition's, are this surveyor's personal unbiased professional analysis, opinions, and conclusions.

The undersigned has no present or prospective interest in the vessel that is the subject of this report nor any bias with respect to the parties involved. Nothing is incidental or implied with respect to reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulation or the occurrence of a subsequent event as it relates to the reporting of any fact or opinion contained within this finding.

The undersigned has made a personal inspection of this vessel that is the subject of this report, which is submitted without prejudice and for the benefit of whom it may concern

ATTENDING MARINE SURVEYOR,

Robert A. Peyman

DATED: 10 September 2022

Robert A. "Bob" Peyman U.S.C.G. License Master 3000 GT
US Surveyors Association Master Marine Surveyor No. 81815P
ABYC - No. 109062, NFPA, SNAME, BOAT U.S., AIME, AMS U.S.C.G. MMD – Deck Engineer, Junior
Engineer, Electrician, Pumpman, Machinist, Fireman/Watertender, Oiler, Able Seaman/Lifeboatman

XI. VESSEL RATING & CONDITION

It is the surveyor's experience that develops an opinion as to a vessel's "**OVERALL VESSEL RATING OF CONDITION**" immediately after a complete survey has been performed and the findings organized in a logical manner.

The following is the accepted marine grading system of condition:

"**EXCELLENT (BRISTOL) CONDITION**", is a vessel that is maintained in mint or bristol fashion - usually better than factory new - or loaded with extras - a rarity.

"**ABOVE AVERAGE CONDITION**", has had above average care and is equipped with extra electrical and/or electronic gear or additional upgrades over the years of existence.

"**AVERAGE CONDITION**", ready for sale requiring no additional work and normally equipped for her size.

"**FAIR CONDITION**" requires usual maintenance to prepare for sale.

"**POOR CONDITION**" substantial work is required and the vessel is devoid of extras.

"**RESTORABLE CONDITION**" enough of the hull and engine exists to restore the boat to usable condition.

A. STATEMENT OF OVERALL VESSEL RATING & CONDITION

As a result of this surveyors investigation, as stated in the "**SYSTEMS AND FINDINGS AND RECOMMENDATIONS**", section of this Report of Survey, and by virtue of this surveyors training and experience, it is the opinion of this surveyor that the:

OVERALL VESSEL RATING: FAIR CONDITION

XII. SUMMARY AND VALUATION

STATEMENT OF VALUATION

1. The "**FAIR MARKET VALUE**" is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeable and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acting in what they consider to be their own best interests.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is this surveyor's opinion that the

"**FAIR MARKET VALUE**" of this vessel is:

\$38,696.00

(Thirty Eight Thousand Six Hundred Ninety Six and 00/100 Dollars)

2. The "**ESTIMATED REPLACEMENT COST**" indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer.

"**ESTIMATED REPLACEMENT COST**" of this vessel as currently equipped

\$158,469.00 (ABOS)

(One Hundred Fifty Eight Thousand Four Hundred Sixty Nine and 00/100 Dollars)

X. FINDINGS & RECOMMENDATIONS

A. SAFETY DEFICIENCIES NOTED

No operating Carbon Monoxide detectors

B. DEFICIENCIES NEEDING IMMEDIATE ATTENTION

No Life saving devices observed

No First Aid Kit observed

Clean and sanitize all bilges

Remove and replace helm control delaminating control wheel

C. OTHER RECOMMENDATIONS OR DEFICIENCIES NOTED

Recommend lubricating with WD-40, LPS-3 or similar lubricant and rust preventative on all engine connections.

Recommend securing by tie-wrapping all electrical lines behind control console in forward cabin.

Recommend lubricating all steering connections at motor mounting for outboard motor.

VALUATION JUSTIFICATION

Used Boat Price Guide (BUC) - LOW: \$37,950.00 HIGH: \$103,500.00

ABOS Marine Blue Book Fall edition adjusted for very good condition

LOW: \$34,235.00 HIGH: \$78,430.00 RETAIL: \$47,185.00

SOLD COMPARATIVE VESSELS

Estimated Market Value through Sales Comparison Approach (SCA), with the average book values ranging from \$36,340.00 to \$69,000.00 which were adjusted for condition. This particular vessel is fitted with many upgrades beyond factory originals resulting in an estimated 50% increase from the average book value prices. Items added include but are not limited to heavy duty battery banks, low time well maintained engines and the list is considerable adding to the current vessel value.

CVS 4285

PHOTOGRAPHS

No. 1



STARBOARD SIDE BOW VIEW

No. 2



PORT SIDE BOW VIEW

No. 3



PORT SIDE HULL CONFIGURATION

No. 4



STBD. SIDE HULL CONFIGURATION

No. 5



STERN VIEW W/SWIM PLATFORM

No. 6



BOTTOM SHELL AND PROP SHAFT

No. 7



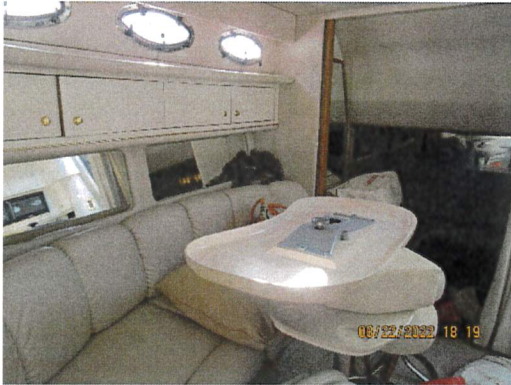
INSTRUMENTATION AT HELM CONTROL

No. 8



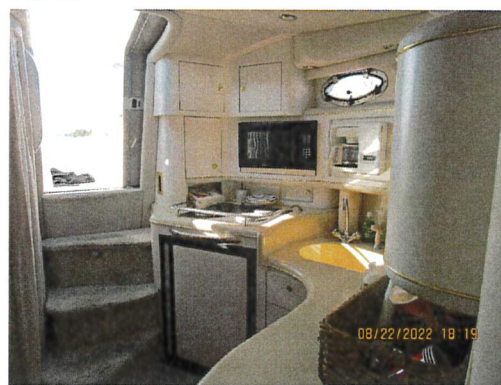
AFT DECK CONFIGURATION

No. 9



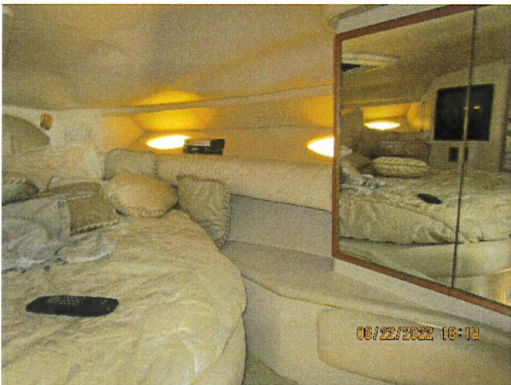
STBD. SIDE SALON FURNISHINGS

No. 10



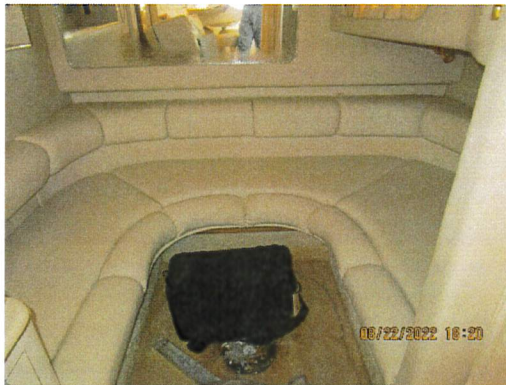
PORT SIDE INTERIOR & GALLEY AREA

No. 11



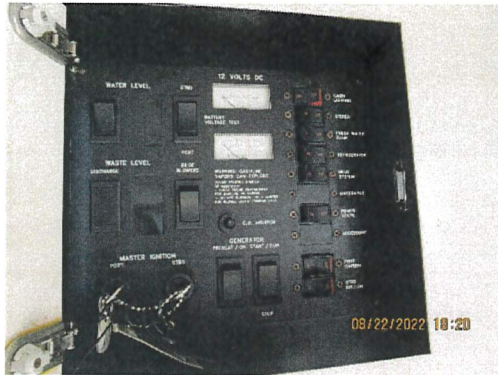
FORWARD "V" BERTH

No. 12



AFT QUARTER BERTH AREA

No. 13



MASTER ELECTRICAL PANEL

No. 14



HEAD OR MARINE BATHROOM

No. 15



12 VOLT SWITCH'S

No. 16



PORT MAIN ENGINE INSTALLATION

No. 17



STBD. MAIN ENGINE INISTALLATION

No. 18



ENGINE ROOM CENTER & BILGE



LEE BREEZE MARINE



Curriculum Vitae for

Robert Allan Peyman Sr.
[Redacted]

DATE: 03-01-22

Daytime Phone: [Redacted]

Email address: [Redacted]

MARINE EXPERIENCE: Forty nine years of diversified experience in the operation of vessels on Lakes, Bays, Sounds, Western Rivers, Great Lakes, Near Coastal, and Oceans. Service has been on deck as deck hand and Boatswain Mate. In the pilothouse as Steersman, First Mate and Captain. In the Engine room as Oiler, Asst. Engineer, Engineer and various engine room positions. Vessels have been small pleasure craft, Subchapter T, K, H, I boats, Towing vessels, Tankers, Cargo vessels, and Passenger vessels both Inspected and un-inspected. Marine surveys have been conducted on all of the above mentioned vessel types.

EDUCATION: Suffield High School – Graduated 1967 Suffield, CT.
Belleville Area College - A.S. Management. Belleville, IL.
Parks College of St. Louis University – A.S. Aviation Maintenance.

EXPERIENCE: Supervisor IDOT Brussels Ferry Grafton Illinois
General Manager Grafton Ferry Boat Co. 6171 Highway "V" St. Charles, MO. 63301.
President Alton Riverboat Co. Inc. Alton, IL. – No longer in business
Nov. 2001 – Apr. 2004
Duties: Manage daily operations, scheduling, procurement, maintenance, vessel operations, business development and training.

First Mate Alton Belle Casino 219 Piasa St. Alton, IL. 62002
April 1997 – Nov. 2001

Duties: Manage marine crew of nine. Marine Department trainer. Developed Shipboard Safety Management Contingency Plan, Y2K Mitigation Plan and Underwater Inspection Plan. Developed and coordinated U.S.C.G. Biannual Disaster Drill.

Owner of Lee Breeze Marine Consultants 3301 Henrietta Ave. Alton, IL. 62002
April 1974 – Present

Duties: Consultation to the marine industry in the form of marine surveys in Accident & Fraud investigations, Condition & Valuation surveys, Pre-Purchase surveys, non destructive testing, Fishing Vessel Inspections, Towing Vessel Inspections. U.S. Coast Guard Towing Vessel Operator Assessment Examinations.

Curriculum Vitae for
Robert A. Peyman Sr.

PROFESSIONAL LICENSES

U.S.C.G. LICENSE Exp. 08/31/2020 .

Master of Steam, Motor Or Auxiliary Sail Vessels of not more than 200 Gross Registered Tons, 500 Gross Tons ITC Upon Oceans; Master of Steam or Motor Vessels of Not More Than 1600 GRT, 3000 Tons ITC Upon Great Lakes and Inland Waters; Mate of Steam or Motor Vessels of Not More Than 1600 GRT, 3000 Gross Tons Upon Oceans; Mate of Auxiliary Sail Vessels of Not More Than 500 GRT Upon Oceans; Mater of Towing Vessels Upon Oceans; Also Radar Observer (Unlimited) Endorsement expires May 2010.

U.S.C.G. Designated Examiner for Towing Vessel Assessments

Merchant Mariners Document MMD NO. 056638 Exp. 08/31/2020

Ratings: Able Bodied Seaman (Unlimited), Life boatman,
QMED (Qualified Member of the Engineering Division)

Ratings: Oiler, Electrician, Pumpman, Machinist, Fireman/Watertender,
Junior Engineer, Deck Engineer, Refrigeration Engineer.

Ratings: SD (Stewards Department) Food Handler

FCC License: MROP, RRP No. MPGB068153

FAA Pilots license: No. 1935781.

Ratings: ATP (Airline Transport Pilot) NA-265, Commercial Single & Multiengine, Helicopter, Land & Sea.

Flight Instructor: Airplane Single & Multiengine, Helicopter, Instrument.

Ground Instructor: Advanced, Instrument

Airframe & Powerplant Mechanic

STCW (Standards for Training & Certification of Watchkeepers)

Certificate U.S.C.G.

Basic Safety Training Completed

Issued 05/31/05

MARITIME TRAINING

Fire Fighter II Training
Completed 2/22/99

Hazard Communication
Completed 2/26/99

Need to Know: The Supervisor's Role in
Administering D.O.T. Regulations and a
Drug-Free Workplace
Completed 6/29/95

Respirator Issuance and Training (PPE)
Completed 2/16/97

OTHER MARINE RELATED TRAINING

Bomb Seminar Connecticut Police Academy
Explosives and Demolitions
Completed 3/22/73

Seafarers International Union
Harry Lundeburg School of Seamanship
Piney Point, Maryland
Membership 8/99

St. Louis Police Training Academy
St. Louis, MO
Police Officer Training
Completed 5/16/71

Connecticut State Police Academy
Meriden, CT.
State Police Officer Training
12/31/1988

Navtec U.S. Surveyors Association
Accident & Fraud Investigation Course
Specialized Commercial Survey Course
Master Marine Surveyor Course
Fishing Vessel Inspection Course
Cargo Inspection Course

PUBLICATIONS & COPYRIGHTS

Inventor and holder of U.S. Patent No. 4,856,448

(3) U.S. Copyrights.

Contributing articles to ABYC – Standards and Technical Information Reports for Small Craft.

Y2K Mitigation Plans for High density passenger vessels.

SSMCP – Shipboard Safety Management & Contingency Plans for High density passenger vessels.

3400 (+) Marine Surveys authored over last 31 years.

12 Marine Surveys in Accident & Fraud Investigations.

Expert witness testimony given for Mr. D. Dugan in 2003 in Bethalto, Illinois – By deposition

MEMBERSHIPS & PROFESSIONAL ORGANIZATIONS

American Society of Naval Engineers

American Boat & Yacht Council

American Professional Mariners Association

U.S. Surveyors Association

The Society of Naval Architects & Marine Engineers

National Fire Protection Association

Boat U.S.

PROFESSIONAL REFERENCES

Bob Thornton - Chief Engineer

Alton Belle Casino

219 Piasa St. Alton, IL. 62002

Tel. 618-474-7500 Ext. 229

Denny Crank - Facilities Director

Alton Belle Casino

219 Piasa St. Alton, IL. 62002

Tel. 618-474-7500

Bryant Tubbs - Owner

Humboldt Boat Service

Foot of Humboldt St. St. Louis, MO. 63147

Tel. 314-381-9968

CERTIFICATIONS

US Surveyors Association - Master Marine Surveyor

Specialized Commercial Surveyor

Accident & Fraud Investigation Surveyor

Fishing Vessel Inspection Surveyor

Master Marine Surveyor

U.S. Divers Association

Open Water Diver

Wreck Diver

**GARBAGE DISPOSAL PLAN
WASTE MANAGEMENT PLAN**

U.S. Code Title 33 CFR and MARPOL V

Date: 6 January 2022

VESSEL NAME: _____

PERSON IN CHARGE: _____

Solid Waste Management Procedures

The following procedures will apply to all personnel who board the vessel _____ concerning the removal of garbage as defined in the Federal Statutes. All personnel are required to read and understand the following rules aboard this vessel.

1. All garbage will be placed in appropriate containers on the vessel.
2. All garbage will remain on the vessel until it can be removed to shore or to another vessel that will and can safely remove it to an approved shore-side facility.
3. All garbage will be properly bagged in approved containers or garbage bags.
4. All garbage will be properly contained when removing it from the vessel to prevent spillage.
5. All garbage will be placed in approved shore-side facilities for removal to land based dumping grounds.
8. The person in charge, or his/her assigns are responsible for this procedure and ensuring the compliance with this procedure is/are there final responsibility.

When vessel is more than 12 miles from shore:

All refuse materials, food materials and biodegradable paper products are to be placed in designated refuse containers for disposal at shore facilities upon return to port. Food material and other biodegradable items will be collected in designated containers and processed for disposal overboard by the assigned crewmember or passenger in accordance with the regulations.

Crew and passenger training:

At the beginning of each trip the crew and passengers will be briefed on the refuse handling regulations and shown the MARPOL V placard posted in the galley service area. The crew and passengers are told that it is firm policy on this vessel that all garbage materials are retained on board and disposed only in accordance with the regulations. The captain will orient all new crew and passengers on the rules and will make assignments for the garbage and trash disposal. Designated containers for various types of material are reviewed and their locations given to all personnel.

If vessel is within 12 miles of shore and returning to port:

ALL refuse materials are to be put in designated containers and kept on board to be disposed of at shore facilities by an assigned crew member or passenger.

Signature: _____

Date: _____

USSA

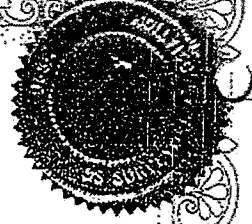
US SURVEYORS ASSOCIATION

*A Dedicated Society of Professional Members
with a Mutual Goal of Maintaining the Highest Standards of Quality and Ethics
in Marine Surveying Through Education*
ROBERT A. PEYMAN

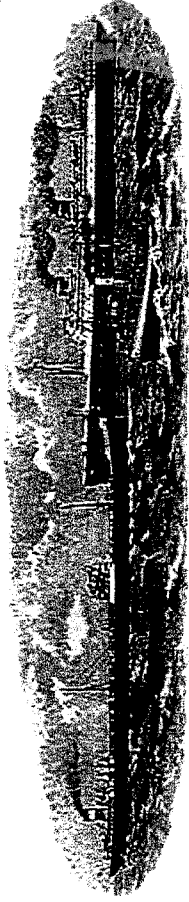
is a member in good standing and has demonstrated professional knowledge and accuracy in vessel valuation and marine surveying

ON THIS DAY 25 OF August 2008
BY DIRECTION OF Dr. Virginia Harper Ed.D.

MASTER MARINE SURVEYOR
FISHING VESSEL QUALIFIED
VESSEL ACCIDENT AND INVESTIGATION



UNITED STATES COAST GUARD



MERCHANT MARINER CERTIFICATE

This is to certify that

*** ROBERT A. PEYMAN ***

*has been issued a Merchant Mariner Credential by the United States Coast Guard
enforced with the following capacities and limitations.*

CAPACITY

Master

Master

LIMITATIONS (IF ANY)

Of Steam, Motor or Auxiliary Sail Vessels Of Not More Than 200 Gross Registered Tons (Domestic Tonnage), 500 Gross Tons (ITC Tonnage) Upon Oceans. For domestic voyages only, the holder of this credential meets the STCW 1995 regulations without further endorsement. Radar Observer (Unlimited).

Of Steam or Motor Vessels Of Not More Than 1600 Gross Registered Tons (Domestic Tonnage), 3000 Gross Tons (ITC Tonnage) Upon Great Lakes and Inland Waters. Radar Observer (Unlimited).

This certificate is for display purposes only. Use of this certificate for service in the capacity listed above is strictly prohibited.

CAPACITY

Mate

Master

Mate

Lifeboatman

Able Seaman-Any Waters, Unlimited

Stewards Dept (FH)

Qual Mbr Of The Engine Dept (QMED)

LIMITATIONS (IF ANY)

Of Auxiliary Sail Vessels Of Not More Than 500 Gross Registered Tons (Domestic Tonnage) Upon Oceans. For vessels under 200 GRT (Domestic Tonnage), 500 GT (ITC Tonnage) on domestic voyages only, the holder of this credential meets the STCW 1995 regulations without further endorsement. Radar Observer (Unlimited).

Of Towing Vessels Upon Oceans. For vessels under 200 GRT (Domestic Tonnage), 500 GT (ITC Tonnage) on domestic voyages only, the holder of this credential meets the STCW 1995 regulations without further endorsement. Radar Observer (Unlimited).

Of Steam or Motor Vessels Of Not More Than 1600 Gross Registered Tons (Domestic Tonnage), 3000 Gross Tons (ITC Tonnage) Upon Oceans. For vessels under 200 GRT (Domestic Tonnage), 500 GT (ITC Tonnage) on domestic voyages only, the holder of this credential meets the STCW 1995 regulations without further endorsement. Radar Observer (Unlimited).

Deck Engineer
Electrician
Fireman/Water tender
Juni or Engineer
Machinist
Oil er
Pumpman
Refrigerating Engineer

This certificate is for display purposes only. Use of this certificate for services in the capacity listed above is strictly prohibited.