

**General Specifications
Excursion Vessel
108-foot Sternwheeler
December 1, 1996**

Length O.A. (Sternwheeler)	108.0 feet
Length (Hull)	92.0 feet
Beam, Hull at Deck	32.0 feet
Beam Extreme	34.0 feet
Depth	7.0 feet @ Midship with 1'-0" straight line shear forward aft
Design Draft	4.0 feet
Gross Tonnage	Under 100 G.T.
Regulatory Agency	U.S.C.G. Subchapter T-L Vessels over 150 passengers for Lake, Bays, and Sounds Services
Vessel Capacity	600 Passengers
Fuel Oil Capacity (approx)	4,084 Gallons
Sewage Holding Tank (approx)	3,400 Gallons
Freshwater Capacity (approx)	4,500 Gallons
Lube Oil Tank	60 Gallons
Hull Bottom	5/16" Plate
Hull Side	5/16" Plate
Hull Deck	5/16" Plate
Cabin Sides	1/4" Plate
Cabin Decks	1/4" Plate
Main Engines	Two rebuilt GM8V-92 marine propulsion engines rated at 350 hp at 2100 RPM with injector (marine intermittent rating)
Reduction Gear	Two new twin disc MG514 marine transmission ratio of 2.5 to 1
Shafting	Two 3-1/4" diameter stainless steel shafts
Propellers	Two 4-blade bronze 35" diameter
Rudders	Two 3" diameter stainless steel rudder stacks with 1/2" thick blade
Steering	Three station Marol hydraulic steering system or equal with one MRB-100 rotary actuator located at stern and one HRP-40 helm pump with 20" Destroyer-type wheel located in the pilothouse and at each wing station and one rudder angle indicator located in pilothouse
Engine Controls	Wabco air system or equal, three stations; one in the pilothouse and one located at each wing section



INDEPENDENT MARINE SURVEYORS, INC.
17080 Safety Street --Unit 105
Ft. Myers, Florida 33908



239-466-7560 Fax
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STEVEN BERLIN
Accredited Marine Surveyor

Indmarine@cs.com E-mail
 Indmarine@embarqmail.com E-mail

Members:
 Society of Accredited Marine Surveyors
 American Boat and Yacht Council
 National Fire Protection Association

Name: Pleasure Boat Cruisers Corp. File #: CV-5195-10

Address: 7605 Fieldstone Court Date: March 10, 2010

City: N. Ft. Myers State: FL Zip: 33917

Telephone: 518-470-5208 Fax: _____

Type of Survey: Condition/Insurance/Valuation

Vessel Surveyed At: Ft. Myers Yacht Basin, Ft. Myers

Vessel DryDocked At: Not Hauled

Vessel Seatrialed: Not Conducted

Vessel Mooring At: Ft. Myers Yacht Basin, Ft. Myers

Navigational Limits: Lakes, Bays and Sounds

Approximate Value in Present Condition: \$1,050,000.00

Approximate Replacement Cost of Vessel: \$2,950,000.00

Vessel ANNABEL LEE

Manufacturer: Service Marine Industries Inc. Where Built: Morgan City, LA

Name of Vessel: ANNABEL LEE Hull I.D.#: 154

Model Year: 1988 Registration #: _____ Documentation #: 930837

Model of Boat: Passenger Vessel Gr. Tons: 97 Net: 60

L.O.A.: 92'3" Beam: 34' Draft: 6'6"

Hull Construction and Details:

Material: Steel Plated, Steel Stringers, Steel Frames

Deck: Steel Plated - Non Skid finish

Superstructure: Steel Plated

Bottom Type: Flat Bottom Keel: None Skeg: No

Flybridge: Enclosed Pilot House - Steel Plated

Towers: None Pulpit: Fiberglass

Bulkheads: Eight Type: Steel - Watertight

Location: Fore Peak, Forward Quarter (2), Amidships (2), Aft Quarter (2), Aft

General Cosmetics: Interior: Acceptable Exterior: Acceptable

Vessel ANNABEL LEEMachinery :Main Engines: Make: Detroit Diesel Type: Inboard T.H.P. 700Location in Boat: Aft Quarter # Of Cylinders: V-8Model #: 8V92 Serial #: Unavailable PortModel #: 8V92 Serial #: 8VF056436 StarbApproximate Engine Hours: Port: Unknown Starb: UnknownReduction Gear: Make: Twin DiscModel #:: MG - 514C 3 to 1 Serial #: Unavailable PortModel #:: MG - 514C 3 to 1 Serial #: 3P4715 StarbMain Engines Last Overhauled: Original PortOriginal StarbDate Reduction Gears Last Overhauled: Original PortOriginal Starb

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Engine Indicator Gauges: Location: Pilot HouseVolt: 12V Oil PSI: Yes Water Temperature: Yes Ammeter: Gear Oil PSI: Yes Tachometers: Yes Fuel Gauges: Hour Meters: YesSynchronizer: Trim Gauges: Trim/ Tilt: Other: Engine Alarms: Oil PSI: Yes Water Temperature: Yes Exhaust Temp: Gear PSI: Neutral Safety Switches: No Emergency Shut Down: Ventilation: Bilge:: 24V Blower - Operational, NaturalGeneral Condition of Bilges: Acceptable - See Rec.Cooling System: Fresh water keel cooledExhaust System: Wet exhaust to side dischargeFlame Arrestor: None - Diesel Engine

Machinery and Equipment, Cont.:

Shaft Logs: Two 5" Bronze/Steel

Shafts: Two 3 1/2" Stainless

Propeller Size: Port: n/A Starb.: N/A

Spares: None Noted

Propeller Material: Bronze Condition: Not hauled for inspection

Struts: Two Material: Steel Condition: Not hauled for inspection

Strut Bearings: Two Cutlass

Condition: Not hauled for inspection

Rudders: Two Material: Steel Condition: Not hauled for inspection

Mufflers: Two Type: Water-Lift Model: Custom

Trim Tabs: None Model: N/A

Cond: N/A

Sea Water Intake Valves: 1", 1 1/4", 2", 3 1/2" Bronze

Type: Ball Valves, Gate Valves Condition: Operational

Fuel Filters: Six Type: Racor Primary, Carquipt Primary, Wix Secondary

Bilge Pumps: Two Type: Baldor, Jabsco Pump

Location: Engine Room with manifold system - pick ups in each compartment

Auto/Manual: Manual Power: 24V, Portable

Condition: Operational

High Water Alarms: Installed

Vessel: ANNABEL LEE

Electrical Systems:

Batteries: One Deka 908D, One Commander 8'D Batteries

Voltage: 12V Last Replaced: February 2006, March 2006

Master Shut-Off Switches: None Noted

DC Circuit Panel: Location: Pilot House

Condition: Meets ABYC E-9.11.s

Type/Size Wiring: 2/0 AWG battery cables, #2,4,6,8,10,12,14,16 AWG-Thermoplastic

Condition: Meets ABYC E-9

Ground System: Negative Lighting: 12V, 120V

AC Circuit Breaker Panel: Location: Forward Bar, Galley, Engine Room, Pilot House,

Lower Bar, 2nd Deck Bar, Galley, Engine Room, Pilot House - Meets ABYC E-8.10.b

Battery Charger: La Marche A41-30-12V-A1 (2)

Shore Lines: Hubbell Amp.: 250 Length: 50' Volt: 208

Generator: Two Make: Kamag Model: A227170009

Voltage: 240 Hours: Unknown Watt: 99,000 Flame Arrestor: N/A

Fuel: Diesel Filters: Racor Primary, Engine Secondary

Cooling System: Fresh water keel cooled

Exhaust System: Wet exhaust to side discharge

Muffler: Two Make: Custom Model: Flo Thru

Alarm System: Low oil pressure, high water temperature

Generator #2: Kamag 99 KW

Vessel: ANNABEL LEE

Fuel System:

#: One Fuel Type: Diesel Capacity: 4500 Gallons
Location: Amidships Material: Steel
Shape: Rectangular Condition: Acceptable Accessibility: Fair
Bonding: Good Fuel Valves: On/Off Valves
Location: Bottom of Tank, Engine Room, Primary Filters
Fuel Lines: Type: Steel Pipe Size: 3/8", 1/2" Condition: Acceptable
Flex Section: Installed Location: Primary Filters to Engine
Filling and Ventilation: One Deck fill, Deck top venting

Fresh Water System and Tanks:

Of Tanks: One Capacity: 4900 Gallons Shape: Rectangular
Location of Tanks: Forward Quarter
Material: Steel
Pressure System: A.O. Smith Pump with Accumulator Tank
Filters: In-Line
Water Heater: Three Make: Rheem (2), Bradford White Capacity: 130 Gallons
Dock Side Connection: No
Showers: None Type: N/A Location: N/A

Vessel: ANNABEL LEE

Fittings and Equipment:

Steering Type: Hydraulic Make: Skipper Cond.: Operational

Clutch Controls: Make: Wabsco Air Condition: Operational

Throttle Controls: Make: Wabsco Air Condition: Operational

Ground Tackle: Anchors: Danforth T 7000 Anchor
Nylon Rode

Winches: None Make: N/A Cond.: N/A

Deck Hardware: Two 24" bow cleats, Two 24" cleats at forward and aft quarter,
Two 24" cleats aft - All found secured and in good condition

Railings: Steel railings on second deck and third deck levels, stainless bow railing
Cond.: Good

Moldings: Steel Cond.: Good

Heads:

Of Heads: Three Type: USCG Type III MSD Make: House Hold

Location: Women - main deck house aft, second deck aft, Men - Second deck aft

Material: Porcelain Condition: Operational

Holding Tank: One Capacity: 4500 Gallons Y-Valve: None

Material: Steel Condition: Acceptable

Macerator Pump: Leeson Pump - Operational

Deck Top Pump Out: Yes

Vessel: ANNABEL LEE

Accommodations:

of Cabins: Three # of Berths: None
 Salon: Two Passenger Cabin, Pilot House Cabin Sole: Carpet over steel
 T.V.: None V.C.R.: None
 Stereo: QSC CX 168 C.D. Player: QSC CX 168
 Bar: Wet Bar (2) Ice Maker: Manitowoc
 A/C Units: Four Carrier Units, One Duo Therm Unit Cond.: Not Tested

Galley:

Location: Aft in main deck house Type of Stove: None
 Type of Fuel: 240V AC Fuel Lines: N/A
 Shut-Off Valves: Stove, Galley Panel Oven: Vulcan Convection (2)
 Ventilation: Adequate Is Area Around Stove Protected? Yes
 Refrigerator: True, Hartford Freezer: Hartford Walk-In
 Microwave: None Noted Sinks: Double
 Miscellaneous Appliances: Stainless Steel Prep Tables, Cleveland Convection Steam Oven

Cabin Description:

The pilot house is on the third deck level and is fully enclosed.

The third deck level is open with a steel hard top. The aft section of the deck is open.

The second deck passenger cabin has the bar forward. The womens restroom is aft on the port side and the mens restroom is aft on the starboard side. The cabin area is open.

The main deck passenger cabin has the bar forward. There are tables down each side. The womens restroom is aft on the port side. The galley is aft in the center of the cabin.

Vessel: ANNABEL LEE

Navigation and Electronic Equipment:

Radios: V.H.F.: Make: Horizon Eclipse Cond.: Operational

Make: Uniden Oceanus Cond.: Operational

S.S.B.: Make: _____ Cond.: _____

Lorans: Make: _____ Cond.: _____

Make: _____ Cond.: _____

G.P.S.: Make: Garmin GPS 128 Cond.: Operational

Make: _____ Cond.: _____

Fathometers: Make: Hummingbird Wide 128 Cond.: Operational

Make: _____ Cond.: _____

Radar: Make: Furuno 1621 MK-2 Cond.: Operational

Auto Pilot: Make: _____ Cond.: _____

Hailer: Make: _____ Cond.: _____

Compass: One Make: 6" Ritchie

Horn: Air Horn Ship's Bell: Yes

Search Light: Perko - Operational Clock: Yes

Miscellaneous Equipment: Intercom, Rudder Angle Indicator

Navigation Lights: Meets Requirements for Class of Vessel - Operational

Vessel: ANNABEL LEE

Safety and Fire Fighting Equipment:

Life Jackets: Type: USCG Type II Adult: 531 Child: 50 Total: 581

Life Rafts: #: None Type: N/A Capacity: N/A

Life Rings: 30" Ring (3) First Aid Kit: Yes

Flare Kit: Orion Kit Expiration Date: October 2009

Other: _____

Fire Fighting Equipment:

Built in System: None

Location: N/A

Date Last Inspected: N/A Approved Type: N/A

Portable Extinguishers: Eight Type: Dry Chem 1A-10BC, ABC 4A-60BC (7)

Location: Forward main deck house, aft main deck house, galley, engine room (2),
second deck bar, aft second deck cabin, pilot house

Date Last Inspected: May 2009 Fire Axe: Yes

Fire Pump: Two Type: Balder Pump, Jabsco

Location: Engine Room

Other: _____

Vessel: ANNABEL LEE

Fishing Equipment:

Outrigger: _____ Fighting Chairs: _____ Gin Poles: _____

Transom Door: _____ Fish Box: _____ Live Well: _____

Rocket Launcher: _____ Cockpit Washdown: _____ Sinks: _____

Bait Consol: _____ Freezer: _____ Rod Holders: _____

Other: _____

Miscellaneous Equipment:

- Safe
- 24' Steel Boarding Ramp
- Quartz Deck Light
- 300 Chairs (fair to poor condition)
- Two Champion Air Compressor
- 92 Stacking Chair
- Port and Starboard Side Wing Control Stations
- 25 Tables - Assorted Sizes
- Free Wheeling Paddlewheel

THIS VESSEL COMPLIES WITH U.S. GOVERNMENT REGULATIONS SUBJECT TO THE FOLLOWING COMMENTS AND RECOMMENDATIONS:

COMMENTS AND RECOMMENDATIONS

Comments:

Based on a full interior and a partial exterior inspection the structural integrity of the vessel appears sound. Where accessible for inspection, stringers, engine beds, bulkheads and partitions, were all found secured and all appeared to be in good condition showing no evidence of stress, cracks or flexing and there was no evidence of any major corrosion detected. Accessible welds were found intact and showed no signs of any cracks. The hull sides were found in good condition with no evidence of any weaknesses detected. There was no evidence of any buckling or any major dents noted. The interior bottom plating was visually inspected from the bilge compartments and was found to be in good overall condition. The bilge surfaces were found painted and dry and showed only minimal signs of rust.

The vessel was not hauled out for this inspection and the condition of the bottom plating and all of the underwater running appendages cannot be commented on.

The deck areas, main deck, second deck level and third deck level, were all found in good overall condition with no evidence of any weaknesses noted. The non-skid painted finish was found in acceptable overall condition. Please note there were areas where the painted surfaces were found lifting and in time they will need to be re-finished. There was no evidence of any deck leaks noted and where accessible for inspection the deck/hull joint was found secured and in good condition.

The cabin structure was found in good overall condition with no evidence of any weaknesses noted. Please note the frame at the bottom of the lower deckhouse entrance door at the bottom of the frame was found with heavy corrosion and it will need to be replaced.

There was no evidence of any leaks noted from any of the cabin windows or from the cabin door areas. There was one cracked window in the lower level deckhouse, starboard side and the front entrance door to the second level deckhouse has a cracked glass panel and it will need to be replaced.

The interior cabin areas were found in need of basic cleaning and attention at this time.

There are approximately Twenty-Five assorted size tables and approximately Three Hundred chairs. The tables and chairs are in poor to fair condition.

The galley appliances were not tested for operation. The A/C units were not tested for operation. The sound system on the vessel is intact, however if disconnected and will require being put back in service.

The machinery compartment was inspected and was found in acceptable condition, with cleaning needed. The engine bilge area will require cleaning. New oil absorb pads will be needed under the main engines and under both generator units. The remaining bilge areas were found clean and dry, in good general condition. There is ample ventilation provided for. Working space is considered good.

The main engines were visually examined. There were minor engine oil leaks noted on both main engines and general attention will be needed to all leaks. There was salt corrosion noted at and around the Jabsco Pump mounted on the outboard side of the port engine and attention will

Comments, continued:

also be needed. There was no evidence of any major engine oil, transmission oil, water or exhaust leaks noted from either engine. Engine hoses and fan belts were found in acceptable condition. There was no evidence of any heavy rusted or corroded surfaces detected on any of the external engine components.

Thru-hull fittings were found well bedded, are fitted with shut-off handles, are accessible and were found operational. All of the welds for the thru hull piping were found intact and in good condition. There was no evidence of any leaks noted at any of the piping for the thru hull fittings. Raw water sea strainers were found in acceptable condition. Connecting hoses and pipes were found in acceptable condition and hoses were found double clamped. Please note the plumbing at and around the Leeson Head pump showed signs of rust and minor leaking and will require attention.

Batteries are stored dry and secured from movement, all stored in covered boxes. Batteries were found in marginal condition at this time.

Wiring was found meeting ABYC and USCG Standards and where visible for inspection was found in acceptable condition.

12V DC circuits were found circuit breaker and fuse protected. Circuit switches were found clearly identified and were found operational.

120V AC circuits were found circuit breaker protected. Circuit switches were found clearly identified.

The two generator units were visually examined. There were engine oil leaks noted at both generator engines and some apparent exhaust leaks noted at the starboard generator at the aft end of the exhaust manifold.

The units were not run at this time.

Where accessible for inspection the fuel tank was found secured and the tank appeared to be in acceptable condition with no evidence of weaknesses detected. Fuel lines were found in acceptable condition and there was no evidence of any fuel leaks noted. The fuel shut-off valves were found accessible and were found operational. The fuel fill pipe and vent pipe were found in acceptable condition. Please note there was some surface rust noted at and around the fill pipe and attention will be required.

The fresh water tank, fresh water pump and all three of the Water Heaters, were found in good condition at this time. There was some corrosion and rust noted at the plumbing at the bottom of the smaller Water Heater in the pump compartment.

The heads were all found operational(See Rec.). The Holding Tank was found in acceptable condition.

The vessel has a current Certificate of Inspection issued by the United States Coast Guard Marine Inspection Office. The Certificate of Inspection was issued on 9, March, 2007 and is in effect until 9, March, 2012. The vessel is next scheduled for a Dry Dock Inspection by 28, February, 2011. The vessel had it's last annual equipment inspection 12, August, 2009.

RECOMMENDATIONS;

1. MECHANICAL;

- a. Address noted engine oil leaks on both main engines.
- b. Address noted engine oil leaks on both generator engines.
- c. Check for source of apparent exhaust leak on the starboard generator exhaust line and repair as needed.
- d. Address the salt and rust corrosion noted at the Jabsco Pump mounted on the outboard side of the port engine.

2. GENERAL;

- a. General engine room and engine bilge cleaning.
- b. Place new oil absorb pads under the main engines and under both generator engines.
- c. Address the rust noted at and around the Leeson Head pump in the pump compartment.
- d. Address the corrosion and rust noted on the fresh water supply lines at the smaller water heater in the pump compartment.
- e. Re-weld the corroded hinges on the deck hatch in the galley leading to the bilge compartment.
- f. Replace the rotted steel framing at the lower end of the main deckhouse entrance door.
- g. Replace the cracked window in the main deckhouse, starboard side.
- h. Replace the cracked window pane in the second level passenger cabin entrance door.
- i. Address the surface rust and corrosion noted at and around the fuel fill pipe, port side amidships.
- j. Secure covers for the florescent lights in the machinery compartment.
- k. Replace the flush valve kit for one of the head bowls in the second level deckhouse Women's Head.

3. SAFETY;

- a. The Flare Kit was found outdated and needs to be replaced.

4. ELECTRONICS;

- a. Have the stereo sound system re-connected and prove operation.

5. COSMETICS;

- a. General interior cleaning and upgrading to the cabin areas.

This survey was visual and made without removal of fixtures components of any machinery, bulkheads, decking, or dismantling of any permanent installations aboard. To all intent this survey may be adjudged as an evaluated opinion based on data supplied by or on behalf of the vessel owner, manufacturer and marine technical publications. All equipment and systems tested and the condition of said equipment and systems are reported to be true at the time of the survey. This survey report is not to be misconstrued as a warranty of said equipment and systems. Any observations by the undersigned are strictly in the nature of opinion and should not be acted upon without verification.

Respectfully yours,
INDEPENDENT MARINE SURVEYORS, INC.

A handwritten signature in black ink, appearing to read "S. Berlin". The signature is fluid and cursive, with a large initial "S" and a long, sweeping underline.

Steve Berlin, A.M.S.
Accredited Marine Surveyor



United States of America
Department of Homeland Security
United States Coast Guard

Certification Date: 09 Mar 2007
Expiration Date: 09 Mar 2012
IMO Number:

Certificate of Inspection

For ships on international voyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation V/14, for a SAFE MANNING DOCUMENT.

Vessel Name: ANNABEL LEE
Official Number: 930837
Call Sign: WDD5661
Service: Passenger (Inspected)

Hailing Port: RICHMOND VA
Hull Material: Steel
Horsepower: 700
Propulsion: Diesel Reduction

Place Built: AMELIA, LA
Delivery Date: 01May1988
Date Keel Laid: 01Feb1988
Gross Tons: R-97
Net Tons: R-60
DWT: -
Length: R-92.3

Owner: PLEASURE BOAT CRUISES CORP
7605 FIELDSTONE CT
FT MYERS FL 33917
UNITED STATES
Operator: ANNABEL LEE, LLC
158 EAST PUTNAM AVE
COS COB CT 06807
UNITED STATES

*new COI
to Be Posted
soon*

This vessel must be manned with the following licensed and unlicensed personnel. Included in which there must be 0 certified lifeboatmen, 0 certified tankermen, 0 HSC type rating, and 0 GMDSS Operators.

1 Master	0 Master & 1st Class pilot	0 Radio Officer(s)	0 Chief Engineer	0 QMED/Rating
0 Chief Mate	0 Mate & 1st Class Pilot	0 Able Seaman/ROANW	0 1st Asst. Engr/2nd Engr.	0 Oilers
0 2nd Mate/OICNW	1 Lic. Mate/OICNW	0 Ordinary Seamen	0 2nd Asst. Engr/3rd Engr.	
0 3rd Mate/OICNW	0 1st Class Pilot	5 Deckhands	0 3rd Asst. Engr.	
			0 Lic. Engr.	

In addition, this vessel may carry 423 passengers, 0 other persons in crew, 20 persons in addition to crew, and no others.
Total persons allowed: 450

Route Permitted and Conditions of Operation:

---Rivers---

TO INCLUDE LONG ISLAND SOUND WEST OF A LINE DRAWN BETWEEN PECKS LEDGE ON THE NORTH AND EATONS NECK ON THE SOUTH. THE VESSEL MAY NOT OPERATE DURING A SMALL CRAFT ADVISORY OR WHEN SEAS ARE AT OR ABOVE FOUR FEET. BETWEEN OCTOBER 16 AND APRIL 14 VESSEL SHALL NOT OPERATE BEYOND ONE (1) MILE FROM SHORE.

THOSE PROTECTED WATERS BETWEEN FENHOLLOWAY RIVER (STAKE POINT), FL AND EVERGLADES CITY (LOPEZ RIVER), FL, UNDER REASONABLE OPERATING CONDITIONS. AT NO TIME MAY THE VESSEL OPERATE SEAWARD OF THE COLREGS DEMARCATION LINES AS DEFINED IN 33 CFR PART 80.

THE MAXIMUM NUMBER OF PASSENGERS PERMITTED ON THE THIRD DECK IS TWO HUNDRED (200) PERSONS.

SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this Inspection for Certification having been completed at FORT MYERS, FL, the Officer in Charge, Marine Inspection, Sector St. Petersburg certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.

Annual/Periodic/Quarterly Reinspections			
Date	Zone	A/P/Q	Signature
27May2008	MSD FtMyrs	A	Thomas, Rodney
27May2009	MSD FtMyrs	A	Thomas, Rodney
18May2010	SEC LIS	P	Mann, Todd C.
-	-	-	-

This Amended certificate issued by:

R. D. Oditt
R. D. ODITT, CDR, U.S. Coast Guard, By Direction
Officer in Charge, Marine Inspection

SECTOR LONG ISLAND SOUND
Inspection Zone



Department of Homeland Security
United States Coast Guard

Certificate of Inspection

ANNABEL LEE

Certification Date:
09Mar2007

ON RIVERS VOYAGES IN COLD WATER THIS VESSEL IS NOT AUTHORIZED TO OPERATE MORE THAN ONE (1) MILE FROM SHORE. COLD WATER IS DEFINED IN 46 CFR 114.400 AND DELINEATED IN NAVIGATION AND VESSEL INSPECTION CIRCULAR (NVIC) 7-91.

WHEN THE VESSEL IS AWAY FROM THE DOCK OR PASSENGERS ARE ON BOARD OR HAVE ACCESS TO THE VESSEL FOR GREATER THAN TWELVE (12) HOURS IN A TWENTY-FOUR (24) HOUR PERIOD, AN ALTERNATE CREW SHALL BE PROVIDED.

WHEN OPERATING WITH FEWER THAN THE MAXIMUM ALLOWED NUMBER OF PASSENGERS, THE CREW REQUIREMENTS MAY BE REDUCED AS FOLLOWS:

NUMBER OF PASSENGERS	MASTERS	MATES	DECKHANDS
1 - 150	1	0	3
151 - 299	1	1*	4
300 - 450	1	1*	5

* WHEN OPERATING WITH MORE THAN ONE-HUNDRED AND FIFTY (150) PASSENGERS, THE LICENSED MATE MAY BE DELETED IF ONE (1) OF THE DECKHANDS IS DESIGNATED IN WRITING BY THE MASTER AS THE SENIOR DECKHAND IN ACCORDANCE WITH U.S. COAST GUARD NAVIGATION AND INSPECTION CIRCULAR (NVIC) NO. 1-91. THE SENIOR DECKHAND SHALL BE CAPABLE OF DIRECTING EMERGENCY RESPONSE ACTIONS OF THE VESSEL'S CREW. IN THE EVENT THE MASTER BECOMES INCAPACITATED, THE SENIOR DECKHAND SHALL BE CAPABLE OF RETURNING THE VESSEL SAFELY TO PORT. A COPY OF THE DESIGNATION LETTER SHALL BE MAINTAINED ON BOARD THIS VESSEL.

THE MINIMUM NUMBER OF CHILD-SIZE LIFE PRESERVERS REQUIRED IS FOURTY FIVE (45). WHEN MORE THAN SIXTY (45) PERSONS WEIGHING LESS THAN NINETY (90) POUNDS ARE CARRIED, ADDITIONAL CHILD-SIZE LIFE PRESERVERS SHALL BE PROVIDED SO THAT THE VESSEL HAS AN APPROVED TYPE I LIFE PRESERVER SUITABLE FOR EACH PERSON WEIGHING LESS THAN NINETY (90) POUNDS.

A CHILD-SIZE LIFE PRESERVER SHALL BE CARRIED FOR EACH PERSON WEIGHING LESS THAN NINETY (90) POUNDS.

THE CCMI, LONG ISLAND SOUND AND TAMPA, HAS ACCEPTED THE DESIGN OF THIS VESSEL WITHOUT A RESCUE PLATFORM OR RESCUE BOAT.

PRIOR TO OPERATING OUTSIDE THE LONG ISLAND SOUND MARINE INSPECTION ZONE (AS DEFINED IN 33 CFR PART 3.05-35), CONSULT WITH THE COGNIZANT OFFICER IN CHARGE MARINE INSPECTION FOR THE MARINE INSPECTION ZONE IN WHICH THE VESSEL INTENDS TO OPERATE TO IDENTIFY ZONE SPECIFIC OPERATIONAL CONSTRAINTS AND ROUTE LIMITATIONS.

Overnight accommodations for 0 passengers.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	28Feb2011	23Feb2006	22Jan2002

---Stability---

Letter Approval Date / 16May1988 Office/ MSC



Department of Homeland Security
United States Coast Guard

Certificate of Inspection

Certification Date:
09Mar2007

ANNABEL LEE

---Inspection Status---

Pressure Vessels

Type	Location	Previous	Last	Next
Air Receiver	Engine Room Stbd	06Mar2002	09Mar2007	09Mar2012
Air Receiver	Engine Room Port	06Mar2002	09Mar2007	09Mar2012

---Lifesaving Equipment---

	Number	Persons		Required
Total Equipment for	533		Life Preservers(Adult)	533
Lifeboats(Total)	0	0	Life Preservers(Child)	54
Lifeboats(Port)*	0	0	Ring Buoys(Total)	3
Lifeboats(Starbd)*	0	0	With Lights*	1
Motor Lifeboats*	0	0	With Line Attached*	1
Lifeboats W/Radio*	0	0	Other*	1
Rescue Boats/Platforms	0	0	Immersion Suits	0
Inflatable Rafts	0	0	Portable Lifeboat Radios	0
Life Floats/Buoyant App	0	0	Equipped with EPIRB?	No
Inflatable Bouyant App(IBA)	0	0	(* included in totals)	

---Fire Fighting Equipment---

Number of Fireman Outfits/ 0 Number of Fire Pumps/ 1

Hose information

Qty	Diameter	Length
4	1.5	50

Fire Extinguishers - Hand portable and semi-portable

Qty	Class Type
7	B-II
1	C-I

---Certificate Amendments---

Current Amendment

Port Amending/ Sector Long Island Sound Date Amended/ 02Jun2010

-Remarks-
SECTOR ST PETERSBURG ROUTE CLAUSE ADDED.

1. Port Amending/ MSD FtMyrs Date Amended/ 03Jun2009

-Remarks-
COMPLETED ANNUAL INSPECTION.

2. Port Amending/ MSD FtMyrs Date Amended/ 05Nov2008

-Remarks-
COMPLETED INTERNAL STRUCTURAL EXAM.

3. Port Amending/ MSD FtMyrs Date Amended/ 05Nov2008

-Remarks-

4. Port Amending/ MSD FtMyrs Date Amended/ 17Jun2008

-Remarks-



Department of Homeland Security
United States Coast Guard

Certificate of Inspection

Certification Date:
09Mar2007

ANNABEL LEE

COMPLETED ANNUAL INSPECTION.

END

**General Specifications
Excursion Vessel
108-foot Sternwheeler
December 1, 1996**

Length O.A. (Sternwheeler)	108.0 feet
Length (Hull)	92.0 feet
Beam, Hull at Deck	32.0 feet
Beam Extreme	34.0 feet
Depth	7.0 feet @ Midship with 1'-0" straight line shear forward aft
Design Draft	4.0 feet
Gross Tonnage	Under 100 G.T.
Regulatory Agency	U.S.C.G. Subchapter T-L Vessels over 150 passengers for Lake, Bays, and Sounds Services
Vessel Capacity	600 Passengers
Fuel Oil Capacity (approx)	4,084 Gallons
Sewage Holding Tank (approx)	3,400 Gallons
Freshwater Capacity (approx)	4,500 Gallons
Lube Oil Tank	60 Gallons
Hull Bottom	5/16" Plate
Hull Side	5/16" Plate
Hull Deck	5/16" Plate
Cabin Sides	1/4" Plate
Cabin Decks	1/4" Plate
Main Engines	Two rebuilt GM8V-92 marine propulsion engines rated at 350 hp at 2100 RPM with injector (marine intermittent rating)
Reduction Gear	Two new twin disc MG514 marine transmission ratio of 2.5 to 1
Shafting	Two 3-1/4" diameter stainless steel shafts
Propellers	Two 4-blade bronze 35" diameter
Rudders	Two 3" diameter stainless steel rudder stacks with 1/2" thick blade
Steering	Three station Marol hydraulic steering system or equal with one MRB-100 rotary actuator located at stern and one HRP-40 helm pump with 20" Destroyer-type wheel located in the pilothouse and at each wing station and one rudder angle indicator located in pilothouse
Engine Controls	Wabco air system or equal, three stations; one in the pilothouse and one located at each wing section

General Specifications

Page Two

Generator	Two 99 KW generator sets powered by 671 Detroit diesel engine, coupled to a Newage Stamford generator, rated @ 1800 RPM (one air start and one battery start)
Main Engines, Generator	Each engine unit shall be keel-cooled by separate rows of channel
Air Conditioning System	Four 10-ton Carrier air-cooled units with 15 KW heating each, two on the main deck and two on the second deck
Engine Room Ventilation	One Cincinnati Model DDF #24-6-41 fan driven by 3 HP electric motor at 1750 RPM. The fan shall be rated @ 9310 CFM at 1/2" static pressure. In general, ventilation for the engine room shall be supplied by the above fan and natural exhaust
Galley Area Ventilation	One fan shall be provided for the galley area
Restrooms Ventilation	Exhaust fans shall be provided for the restroom areas, rated at 150 CFM for each restroom
Air Compressor/Receiver	Two Champion air compressors Model HR3-8 with 3 HP electric motors and two 80-gallon air receivers
Bilge, Ballast and Fire System	One Barnes 25 CCE, or equal, with 15 HP electric motor. One Jabsco flexible impeller bronze clutch-driven pump, mounted on front of one main engine
Potable Water Pressure Set	One Myers Model HC100 pressure pump with 1 HP motor with Clayton Mark precharged water system tank Model CM-52
Water Heater	One 85-gallon rapid recovery hot water heater
Sewage Pump	One Crown Model 3CO1D size 3" x 3" driven by a 5 HP electric motor
Life Saving Equipment	<ol style="list-style-type: none">(1) 600 USCG-approved adult life preservers(2) 60 USCG-approved children life preservers(3) Three 30" USCG-approved life rings. One life ring shall have approved water light attached. One life ring shall have 60' of 3/8" nylon line attached.(4) USCG-approved hand flare and smoke distress signals shall be provided.(5) Other life saving equipment, as required by USCG for specified service.