



KIMBERLY C ABS REPAIR ESTIMATE

DATE : 6/18/24

JTM ESTIMATOR: TONY SILVA

This repair estimate is for items that were called out on the ABS surveyor's report on 3/1/2024. Assumptions have been made for some items based on best marine practices and experience with previous repairs similar to these items. Items requiring gauging of steel thickness will need to be quoted once the gauging and recommended repair plan has been received.

1. FOREPEAK BALLAST TANK

ESTIMATED COST:

\$19,399



#1 CONT'D The second underdeck transverse angle from the bow stem is wasted and called out for replacement of its entire length. The material was originally 4" x 3" x 3/8" angle and is approx 8' long. The surrounding structure will not allow installation in one or two pieces and will require a 3-piece installation. The location in the overhead will require a scaffolding structure to be constructed as a work platform and will also serve as access to the deck connection of the sounding pipe for replacement. The sounding tube is 1-1/2" pipe and approx. 16' long. Fabricate and install new sounding pipe with striker plate and support brackets, assuming the deck box is re-usable as-is and the new pipe will weld to the housing under deck. Pump out water in bottom of space, clean out loose rust scale and debris, cleanup from repairs. Application of (1) coat of AC epoxy is included for all new steel.

2. #2 BALLAST TANKS PORT / STBD

ESTIMATED COST:

\$11,477



Sounding tubes and brackets in both port and stbd tanks are wasted and need replacement. Scaffold for access and same assumptions for re-use of the deck boxes apply. Tubes are 1-1/2" pipe and approx 16' long. The centerline bulkhead seems quite thin and ABS is calling for it to be gauged. Price includes gauging services and report of findings with repair recommendation. Application of (1) coat of AC epoxy is included for all new steel.

3. WATERTIGHT DOORS

ESTIMATED COST:

\$50,936

ABS has called out for the port side watertight door at the main deck level to be replaced due to holes in the aft lower door coaming. ABS also noted that all doors are missing nuts from the hinge hardware. All watertight doors are severely misaligned and appear to have been repaired previously. With the overall condition of all the doors being very poor, and repair cost that will likely exceed the cost of a new door, this item has been priced appropriately to replace all (4) doors entirely. Cost for this item includes R&R of local interior joiner panels and coating of affected areas typical to original.



4. BULWARK PLATING

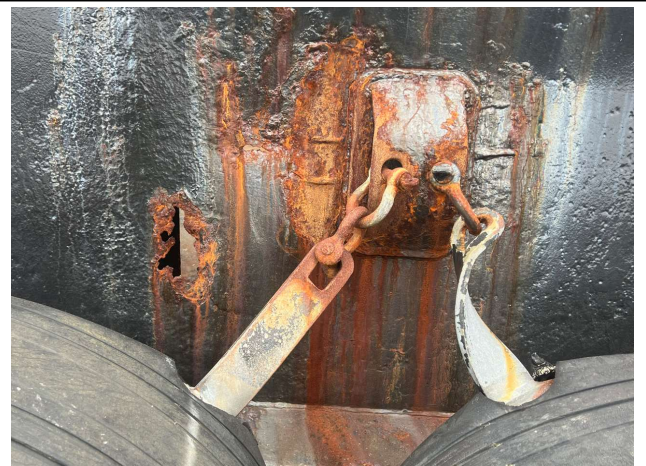
ESTIMATED COST:

\$44,913

ABS noted numerous holes in the bulwark plating both port and stbd sides. Pricing for this item is for new steel plate inserts IWO holes and considers obstructions to work and renewal of such items as tire hangers, vessel names, and freeing port treatments. Pricing assumes adjacent structures (stantions, bits, etc) are intact and are re-usable with minor cleanup. Price assumes adjacent spaces are already gas free. Coating of all affected areas is included.



Port side Location #1: 22" x 30" x 3/8" plate



Port side Location #2: 48" x 30" x 3/8" plate



Port side Location #3: 32" x 30" x 3/8" plate



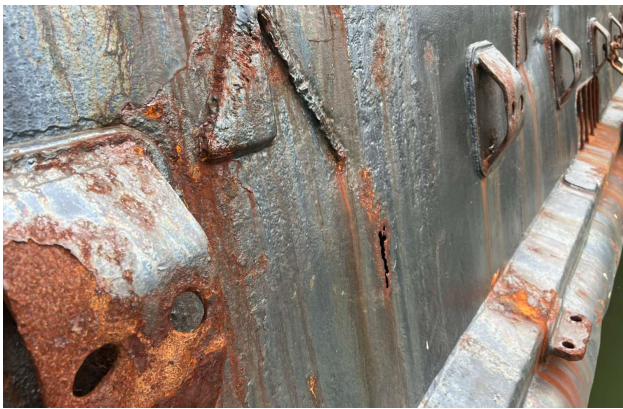
Stbd Location #1: 18" x 30" x 3/8" plate



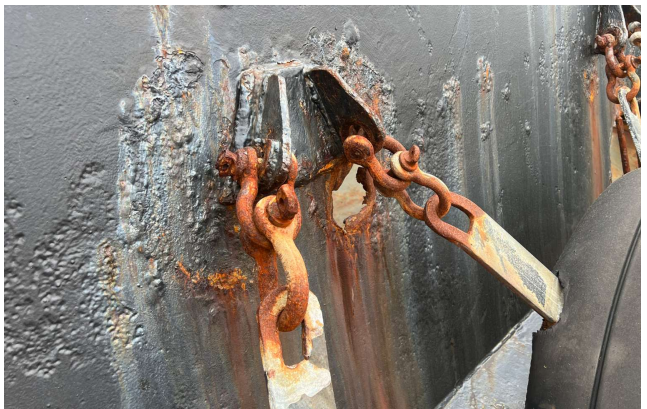
Stbd Location #2: 30" x 30" x 3/8" plate



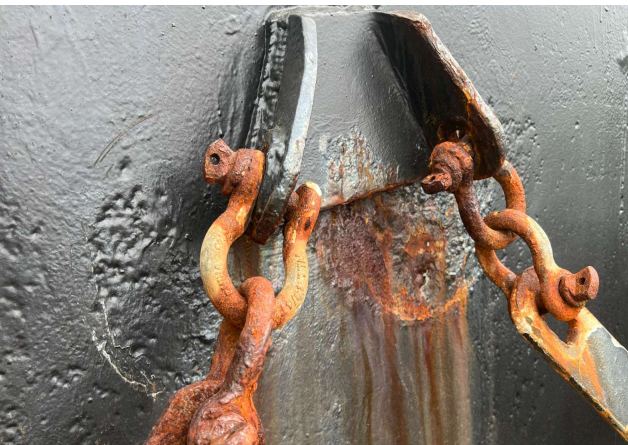
stbd Location #3: 18" x 30" x 3/8" plate



Stbd Location #4: 18" x 30" x 3/8" plate



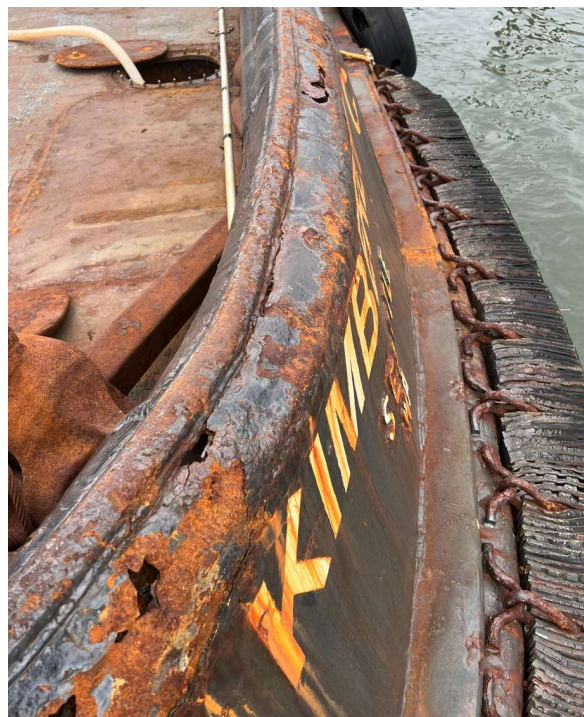
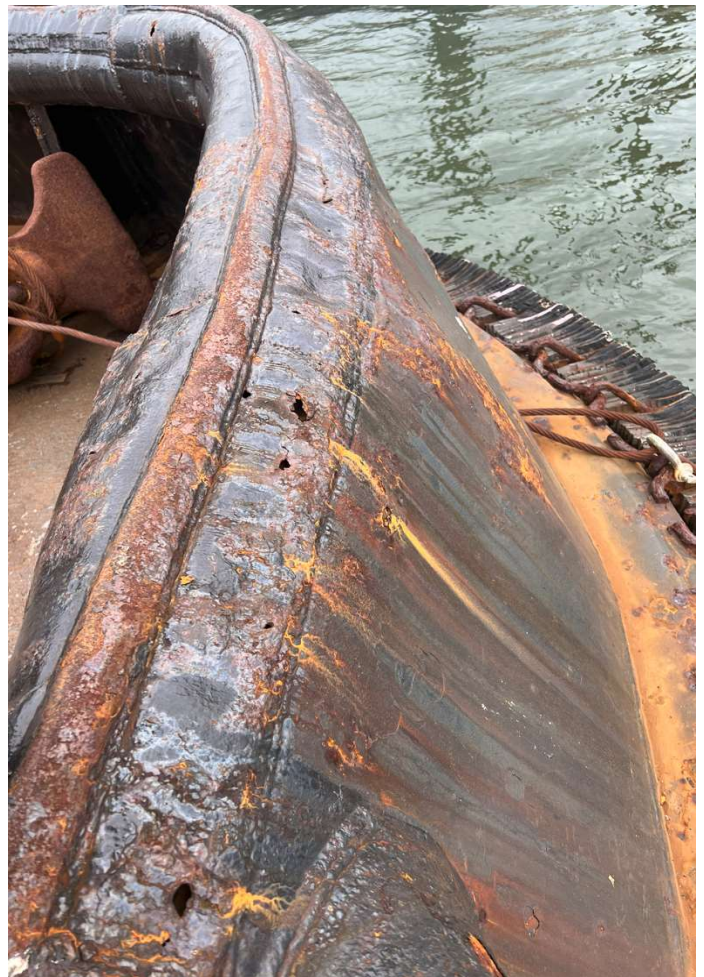
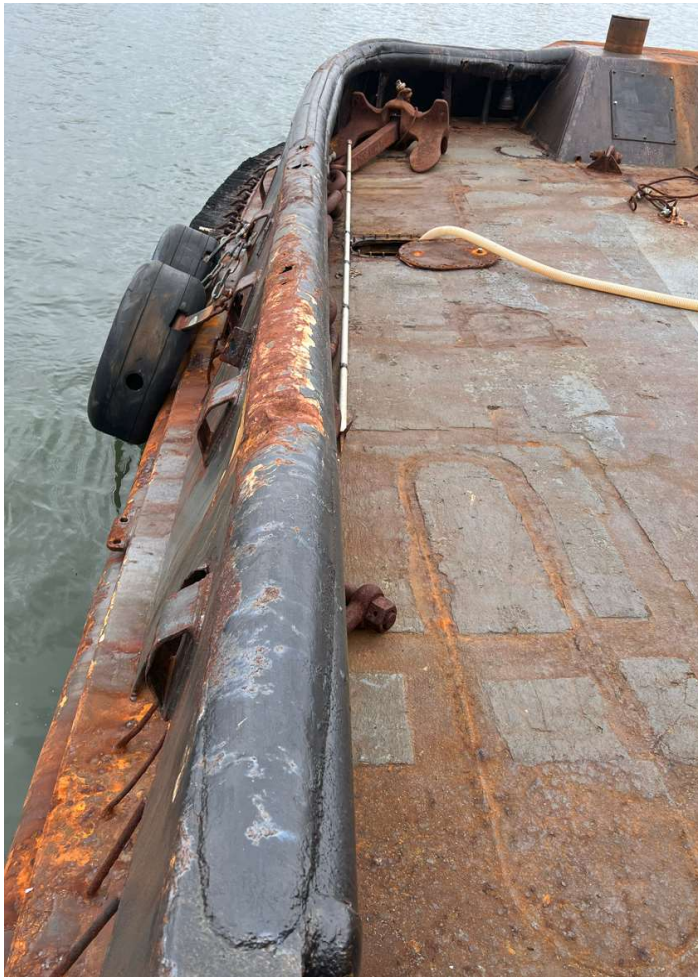
Stbd Location #5: 18" x 30" x 3/8" plate



Stbd Location #6: 18" x 30" x 3/8" plate

5. BULWARK CAP RAIL**ESTIMATED COST:****\$43,626**

The bulwark "cap rail" was called out by ABS as holed and wasted aft of the house port & stbd to centerline. The wasted steel ABS is referring to is actually a pipe fairing to soften the bulwark cap for the tow gear. Pricing for this item is for removal of this pipe and assumes that the existing 1" thick cap rail underneath is re-usable with mechanical preparation and coating. Local renewal of fairing at the tow pin table port / stbd only is included to soften this transition in heights.



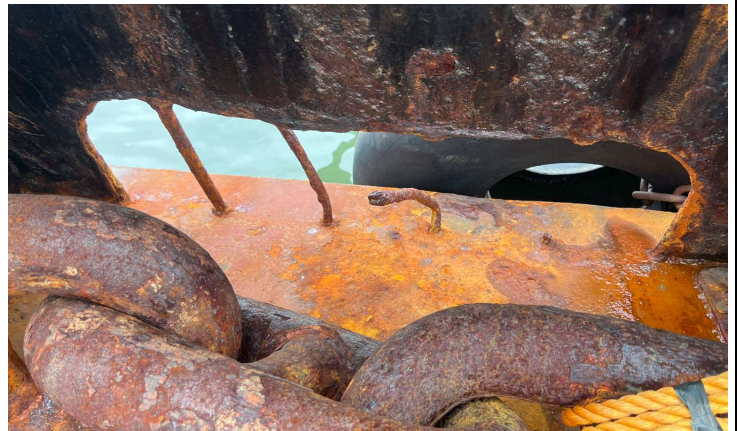


6. FREEING PORT OPENINGS

ESTIMATED COST:

\$2,658

ABS noted that roundbar guards at freeing ports were either missing or broken and need to be replaced. Pricing for this item is for replacement of the ones noted below and assumes that the adjacent spaces are already gas free.



7. #2 PORT BALLAST TANK VENT CHECK	ESTIMATED COST:	\$900
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ABS noted that the vent check valve for the #2 port ballast tank was missing the screen and ball. Pricing for this item is to replace the 3" vent check with new. Price assumes associated piping is re-usable as-is.

8. FWD DECKHOUSE PLATING AT BRIDGE DECK	ESTIMATED COST:	\$810
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ABS noted as series of holes or thin spots at the fwd side of the house at the bridge deck level. The area was called out for gauging to determine the wastage present. Pricing for this item is for gauging services only. A repair plan will be developed once the scope of work is known. **** THIS ITEM HAS A SIGNIFICANT POTENTIAL FOR GROWTH WORK BASED ON NOTED DETERIORATION AND THE SENSITIVE LOCATION THAT HOUSES ELECTRONICS BELOW THE PILOTHOUSE. INTERFERENCES TO MAJOR REPAIRS ARE A MAJOR CONTRIBUTING FACTOR TO TOTAL COST.**



9. FWD DECKHOUSE PLATING AT UPPER DECK	ESTIMATED COST:	\$810
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ABS called out a soft patch (splashzone) on the fwd side of the house at the upper deck level and the surrounding area is suspect for deterioration. Area to be gauged to determine the wastage present. Pricing for this item is for gauging services only. A repair plan will be developed after the scope of work is known. **** THIS ITEM HAS A SIGNIFICANT POTENTIAL FOR GROWTH WORK BASED ON NOTED DETERIORATION AND THE SENSITIVE LOCATION IWO INTERIOR JOINER WORK. INTERFERENCES TO THE STEEL REPAIRS CAN BE A MAJOR CONTRIBUTING FACTOR TO OVERALL COST.**



10. PORT SIDE SEA CHEST VENT**ESTIMATED COST:****\$3,594**

ABS called out the port side sea chest vent to be replaced. Pricing for this assumes the existing deck sleeve will be retained and the 1-1/2" pipe and 180 degree return will be replaced completely above the main deck level. Pricing assumes the adjacent handrail can be re-used with only local repair at connection to vent required (no impact to house)

**11. PORT & STBD VENTILATION PLENUMS****ESTIMATED COST:****\$8,502**

ABS called out for the plenums to be opened and internally inspected & gauged port and stbd sides. The decks beneath the plenums on both sides were called out to be gauged also. Both plenums appear to be significantly deteriorated with packed rust visible on the exterior and interior closures in the fiddley and existing splashzone patches at the upper deck level. Pricing is only for the R&R of the large exterior closure plates show below and inspection / gauging services. A repair plan will be developed after the scope of work is known. Incidental hardware renewal and new gasket materials are included in pricing **** THIS ITEM HAS A SIGNIFICANT POTENTIAL FOR GROWTH WORK BASED ON EVIDENCE OF PREVIOUS REPAIRS AND NOTED DETERIORATION. INTERFERENCES TO REPAIRS ARE ALSO A MAJOR CONTRIBUTING FACTOR TO TOTAL COST.**





BASE OF PORT PLENUM WITH EXISTING SPLASHZONE PATCHES



CLOSURE PLATE IN FIDDLEY WITH EXISTING SPLASHZONE PATCHES



WASTED CLOSURE PLATE AREA IN FIDDLEY

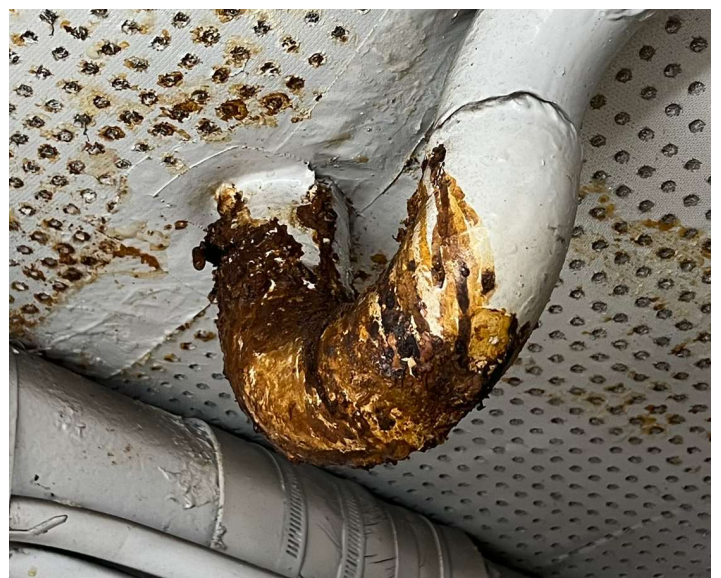


12. DECK DRAINS IN ENGINE ROOM

ESTIMATED COST:

\$5,940

ABS called out (1) deck drain port side and (1) deck drain stbd side in the overhead of the engine room. These deck drains have obvious signs of being completely wasted and need to be cropped out and renewed. Price for this item assumes that the repairs can be made within the engine room without affect to interior spaces of the deckhouse above. Scaffold access, local insulation R&R and coating of completed repairs is included in the price for this item.

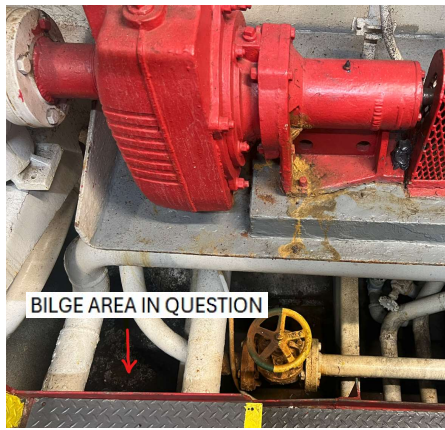


13. HULL IWO COOLER POCKET UNDER FIRE PUMP

ESTIMATED COST:

\$1,044

ABS called out a suspect area of the hull IWO the cooler pocket under the fire pump on the stbd side of the engine room. It appears as though the fire pump has been leaking and the deterioration noted may be superficial but gauging has been specified to determine condition. Pricing for this item is for R&R of local floorplates for access and gauging services only. A repair plan will be developed after the scope of work is known.



ITEMS ABOVE THIS LINE ARE ALL INCLUSIVE OF THE PUNCLIST CREATED BY ABS SURVEYOR WOJTEK PAGACZ ON 03/21/24. ITEMS BELOW THIS LINE ARE EITHER A CONCERN FROM VERBAL CONVERSATIONS WITH OWNER'S REPS, DURING THE INSPECTION WITH ABS, OR FROM PREVIOUS KNOWLEDGE OF SUB M TYPE INSPECTIONS AND WHAT IS REQUIRED.

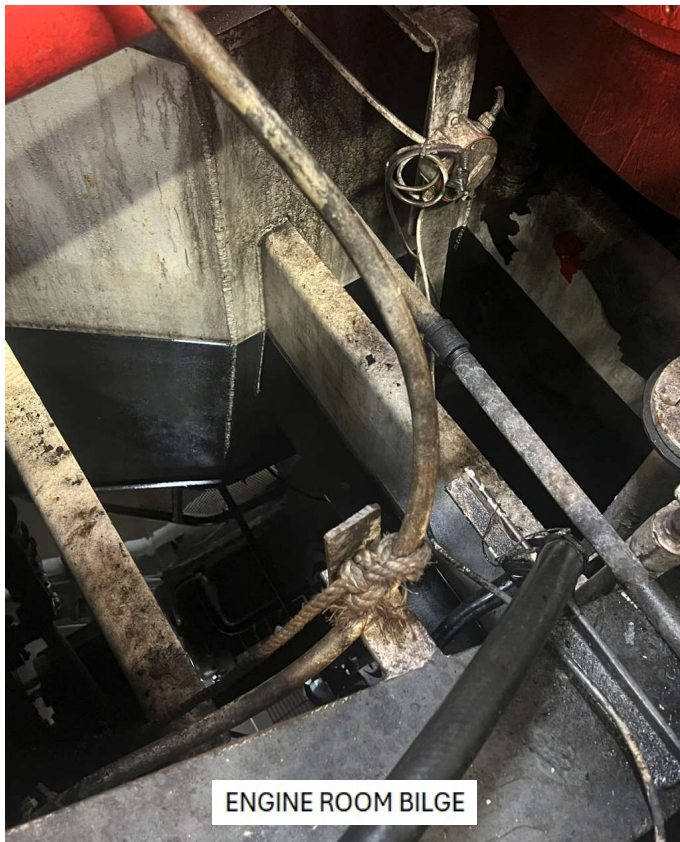
14. TANK & BILGE CLEANING	ESTIMATED COST:	\$138,574
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Currently, there is a substantial amount of oil, water and debris in the engine room bilges. This will need to be pumped out and cleaned for a thorough inspection and to facilitate hot work within the engine room. The #3 Stbd side ballast tank was found with a strong odor of diesel and a sheen on top of the existing water in the tank that indicates migration of diesel fuel from the adjacent #2 Stbd FO tank. The #3 Port side ballast did not have a strong odor of fuel present but did show signs of an minor oil sheen on top of the existing water. The contents of both Port & Stbd #2 FO tanks should be transferred to other storage tanks within the vessel by vessel crew. Both #3 ballast tanks and both #2 FO tanks can then be cleaned and certified by a marine chemist for entry and inspection by ABS and/or Coast Guard. The Dirty oil tank is full and crew requested it be pumped out. Pricing is included to clean & gas free this tank also for inspection while empty. The Steering room has a substantial amount of water present and ABS would not enter the space until it is pumped out. Pricing for pumping and cleaning is included. The aft peak ballast tanks are included for opening and chemist cert only to allow inspection, conditions inside are unknown. Below is a summary sent to JTM's cleaning contractor when requesting the cleaning services quote. Chemist certificates are included for all spaces being cleaned.

- Space #1: ENGINE ROOM BILGES -APPROX 800 SQ FT / AVERAGE 5' DEEP**
Condition: poor, approx. 1,000 gallons oil / water in bilges and solids / debris present
Access: Difficult around piping systems in bilge
Assumptions: JTM will remove and replace deck plates, furthest distance onboard to pump truck=100'
- Space #2: WASTE OIL TANK- APPROX 2,000 GAL DIRTY OIL**
Pump out only, assume hose connection on deck to tank.
- Space #3: #3 BALLAST PORT-APPROX 5,000 GAL WATER WITH DIESEL OIL SHEEN ON TOP**
Pump out and wash tank
- Space #4: #3 BALLAST STBD-APPROX 5,000 GAL WATER WITH DIESEL OIL SHEEN ON TOP**
Pump out and wash tank
- Space #5: #2 FO PORT**
Assumptions: Fuel transferred out of tank to low suction when you arrive, 100 gal remaining. Sludge / algae present
Wash and pump out tank
- Space #6: #2 FO STBD:**
Assumptions: Fuel transferred out of tank to low suction when you arrive, 100 gal remaining. Sludge / algae present
Wash and pump out tank
- Space #7: STEERING ROOM-APPROX 300 GAL STANDING WATER**
Standing water throughout the space, contaminated with residual grease / oil from steering components
Wash and pump out space
Assumptions: Pump out standing water for JTM to access and evaluate condition prior to washing.
JTM to wrap up / protect components as required to protect from water intrusion before washing starts.



AFT PEAK BALLAST ACCESS WITHIN STEERING ROOM



ENGINE ROOM BILGE



ENGINE ROOM BILGE

15. DRYDOCK SERVICES**ESTIMATED COST:****\$30,600**

Drydocking of the vessel has been discussed but is unclear whether docking is essential to the end goal of COI / loadline renewal. Pricing is included here for reference when calculating potential total costs involved. Pricing includes: building of blocks, docking and undocking and movements of the dead boat for the docking evolution. Pricing accounts for docking in either Vancouver or Rainier shipyard. If docking in Vancouver is required, it will be the Owner's responsibility to deliver the vessel to the Vancouver yard from Rainier.

SHIPYARD RATES FOR YOUR REFERENCE:**2024 RATE SHEET****LABOR RATES:**

- Hourly Labor Rate: \$112.00
- Hourly OT Labor Rate: \$132.00
- Electrician Hourly Rate: \$140.00
- Electrician OT Hourly Rate: \$160.00

*Monday – Friday 07:00 -3:30 Hourly rate shall apply; hours worked after 3:30 are subject to OT; Saturday and Sunday are overtime. A \$5.00 per hour consumable charge for welding and \$4.50 per man hour for painting will be charged when applicable.

1200 TON; 200' x 50' DRYDOCK RATES:

- Lay days : \$4.25 per foot per day
- Pier Side 45 ton Crane: \$285.00 per hour * 4 hour minimum
- Dry Docking Fee: Varies based on complexity of docking plan / size

VANCOUVER, WA SITE AMENITIES:

- 16,000 sq. ft. of Covered work space
- 700 ft. of pier side dock space
- Moorage @ \$ 1.85 per ft per day

1800 TON; 215' x 56' DRYDOCK RATES:

- Lay days: \$5.25 per foot per day
- Dry Docking Fee: Varies based on complexity of docking plan / size

RAINIER, OR SITE AMENITIES:

- 2.2 acre river access shipyard
- (2) marine railways
- Seawall bulkhead and dock space
- Multiple covered work spaces
- Dolphin moorage space
- Shore side 90 & 40 Ton crane services

SITE FEES (both locations):

- Trash/Sanitary ~ \$50.00 per day
- Power ~ \$ 70.00 - \$200 per day
- Water ~ \$2.50 per cu.ft
- Recycle/Disposal Fees ~ Cost plus 20%
- Material ~ Cost plus 20%
- Moorage @ \$ 1.85 per ft per day

JT Marine Inc

PO Box 61648, Vancouver, WA 98666

360-750-1300 o 360-694-5539 f www.jtmarineinc.com

OR: 194829 – WA: JTMARMI902QD



JT Marine, Inc. Rental Rate Sheet

PO BOX 61648
Vancouver, WA 98666
360-750-1300
OR: 194829-WA: JTMARM1902QD

Rate:

TUGS:	Cristy T 100', 1800 HP, Captain & Deck Hand	\$1,000.00/HR
	Irene T 62', 1650 HP, Captain & Deck Hand	\$900.00/HR
	Kayla T 48', 220 HP, Captain & Deck Hand	\$525.00/HR
	Toivo T 130', 3,600 HP, Captain & Deck Hand	\$1,500.00/HR

*Tug service subject to 4 hour minimum

BARGES:	Flat Deck Spud Barge 90' X 28'	\$500.00/Day
	Flat Deck 60' X 36'	\$ 150.00/Day
	Flat Deck 173' X 40'	\$500.00/Day
	Ramp Barge 128' x 36'	\$500.00/Day
	Flat Deck Barge 110' x 30'	\$500.00/Day

CRANES:	Taylor Spud Barge Crane 50' X 150', 240 Ton American, Operator & Oiler	\$1,000.00/HR
	Astoria Spud Barge Crane 100' X 32', 2900 MANITOWOC, Operator & Oiler	\$800.00/HR
	P&H 6250 300T Truck Crane operator & Oiler	\$1,000.00/HR
	Grove 90-Ton Hydraulic RT Crane (Rainier, OR)	\$685.00/HR

- Crane service subject to 4 hour minimum