



J. F. MOORE INTERNATIONAL, Inc.

MARINE ENGINEERING • SURVEYING • APPRAISING • LOSS ADJUSTING

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Attn: Mr. James White

July 24, 2000

FILE No.: S00-07/1611

CONDITION & VALUATION SURVEY REPORT

PRINCIPAL: LAKE LIMO, L.P.

REFERENCE: M/V STAR SPIRIT, Official No.: 1030377

**ESTIMATED FAIR
MARKET VALUE:** \$850,000.00 U.S. DOLLARS

On July 24, 2000, a J.F. MOORE INTERNATIONAL, Inc. Staff Surveyor attended a survey of the subject vessel, as she lay safely afloat at the Star Fleet Marina dock, in Kemah, Texas, in order to ascertain the condition of the subject vessel for valuation purposes.

This survey report was requested by Mr. Tom Lober on behalf of, and for the account of, Lake Limo, L.P.

ATTENDING

Allan Leskinen, Marine Surveyor
J.F. MOORE INTERNATIONAL, Inc.

Mr. Tom Lober, President
Lake Limo, L.P.

REPRESENTING

J.F. MOORE INTERNATIONAL, Inc

Lake Limo, L.P.

DESCRIPTION OF M/V STAR SPIRIT – Official No.: 1030377

PARTICULARS

Registered Owners:	Lake Limo, L.P. 280 Grove Road Kemah, Texas 77565
Type:	Passenger Vessel
Registry:	U.S.A.
Official No.:	10303077
Dimensions:	Length Overall: 74.0 ft. Registered Length: 65.0 ft. Registered Breadth: 19.0 ft. Registered Depth: 8.0 ft.
Tonnage:	Gross: 66 tons Net: 52 tons
Built:	1995, Elmore, Al.
Propulsion:	Two (2) Detroit Diesel 12V71 diesel engines.
Horsepower:	2 x 580 BHP or 1160 total BHP for two engines.
Certification/Documentation:	Certificate of Documentation, issued by U.S.C.G. on 13 September 1999. Ship/Aircraft Radio Station License, call sign KUS 1030377. Certificate of Inspection, issued by U.S.C.G. on 16 January 1998; expires 11 January 2000. Stability Letter, issued by U.S.C.G. on 20 December 1995 for 25 passengers. Communications Act Safety Radiotelephony Certificate.

CONSTRUCTION

Built in 1995 at Navigation in Elmore, Alabama. Hull is constructed of 1 in. GRP (glass reinforced plastic) and 3/4 in. GRP sideshell with a transverse framing system. These thicknesses were taken from GRP cores removed to install through hull fittings. Superstructure is also constructed of GRP. Accommodation spaces are enclosed in a sandwich construction of 1/4 in. GRP on the outside with 1 in. of plastic honeycomb on the inside and 3/16 in. of GRP on the inside. The accommodations have joiner work of wallpaper covered wood paneling, ceilings of marine wall panel, and decks covered with carpet.

Hull Form: Light displacement “V” bottom planning hull with raked sharp bow, square stern, straight sides with flare forward, straight sheer, and “V” bottom.

Superstructure Form: Two (2) course deckhouse with pilothouse at forward end of upper level. The aft deck of the upper level is fully enclosed with canopy, and with elaborate welded aluminum structure and awning with side curtains and zip out windows.

MACHINERY SYSTEMS

Main Engines: Two (2) Detroit Diesel 12V71 diesel engines, each with Twin Disc MG-511 reduction gears and a shaft driven stainless steel 4-blade propeller, complete with manual controls at one (1) station, electric starters, and raw water cooling system with strainers and filters.

Generator Set: One (1) 45 kW ship’s service generators, powered by Aifo Model 8041 M 08 diesel engine. Alternator is Lister Petter Model 803257 with 36 KVA, 120/240 VAC, 3 phase, 60 cycle.

Steering Gear: Controlled by one (1) electrically powered, hydraulic steering pump.

Bow Thruster: One (1) Wesmar 12 in. bow thruster driven by an electric motor.

ELECTRICAL SYSTEM

Alternating current system with 120/240 VAC power from generator set or shore connection reduced as required for vessel's lighting and auxiliary equipment with distribution through an AC voltage control panel for automatic or manual adjustment and distribution panels with various amp breakers.

Direct current system with battery power for engine starting, bridge communications and essential services general alarm and emergency lighting. All circuits are fused or have circuit breakers.

VENTILATION SYSTEM

Forced draft type for machinery spaces with electric powered intake and exhaust vents.
Forced draft type for accommodation space utilizing air conditioner blowers and ducting.

PIPING SYSTEM

Complete piping, valves, fittings, and pumps (where applicable) for raw water intake through sea chest, bilge evacuation, fuel oil, wastewater drains and sewage holding tank, engine cooling water, engine exhaust, service compressed air, and tank vents.

WHEELHOUSE DECK

NAVIGATION EQUIPMENT

One (1) 24 in. chrome helm steering wheel amidships on console.

One (1) pair of engine control levers for speed forward and astern.

One (1) Wesmar bow thruster master controller.

Two (2) engine gauge panels with oil pressure, water temperature, RPM, ignition switching and starter button.

One (1) IMI combi loran model 8601.

One (1) FMS 300 Cetec Bemar Fuel management system panel.

One (1) Trimble Navtec XLGPS global positioning system.

One (1) Constellation 4 in. magnetic compass in binnacle.

One (1) Simrad Robertson AP 300 X automatic pilot.

One (1) Foruno model 1832 5 in. x 9 in. radar.

One (1) Foruno FCV 667 4 in. x 6 in. radar.

One (1) Apelco depth finder.

One (1) Icom ICM126DSC VHF marine transceiver with hand held microphone.

One (1) Icom ICM700 HF marine transceiver with hand held microphone.

Four (4) 6 switch panels for vessel lighting.

One (1) Aifo Generator panel.

Three (3) electric windshield wipers.

One (1) Fireboy controller for engine room CO₂ flooding.

One (1) electric search light controller.

One (1) fuel gauge.

One (1) Exxis television monitor with four (4) remote cameras.

One (1) refrigerator.

One (1) tape deck and radio receiver.

One (1) Kenwood CD player system.

Two (2) emergency main engine shutdown switches.

One (1) Captain's chair.

One (1) built-in wooden bench seat.

TOP OF WHEELHOUSE

One (1) set of port and starboard running lights.

One (1) dual air horn.

One (1) radar wing with one (1) radar-sending unit.

One (1) searchlight.

Four (4) deck lights.

One (1) GPS antenna.

One (1) stern light.

One (1) whip antenna.

One (1) masthead light.

One (1) public address speaker.

One (1) fabricated mast with star emblem.

One (1) yellow flashing light.

One (1) 12 in. brass ship's bell.

UPPER DECK

Bench seating with cushions for 36.

Two (2) life jacket storage boxes.

One (1) flag pole (stern).

Two (2) exterior neon signs.

Assorted plastic windscreen curtains.

Complete stainless steel bar with sinks, deep well beer box and margarita machine.

MAIN DECK

SALON

Two (2) 30 in. x 3 ft. booth type dining tables.

Four (4) 4 ft. diameter booth type dining tables.

One (1) buffet with dual plate rack and 4-bin steam table.

One (1) storage room.

Two (2) heads, with two (2) toilets, and two (2) sinks.

One (1) engine room ventilation switch.

BOW

Two (2) cleats.

One (1) Danforth anchor.

Three (3) bench seats with cushions.

GENERAL SERVICE EQUIPMENT

One (1) electrical distribution switchboard.

One (1) sewage pump with holding tank, driven by an electric motor.

One (1) 40 gal. electric water heater.

One (1) potable water pump with pressure tank, driven by an electric motor.

Two (2) 5 Ton water to air heat pumps.

Two (2) 2 Ton water to air heat pumps.

Two (2) electric cooling water pumps for heat pumps.

FIREFIGHTING/SAFETY EQUIPMENT

Five (5) 15 lb. CO₂ fire extinguishers, inspected 7/98.

One (1) 5 lb. dry chemical fire extinguisher, inspected 7/98.

One (1) fire ax.

Three (3) life rings, one (1) with light and line.

Fifty-five (55) USCG approved adult life jackets.

Sixteen (16) USCG approved child life jackets.

CAPACITIES

Fuel Oil: 700 Gallons

Potable Water: 700 Gallons

Sewage: 700 Gallons

Passengers: 149 Persons

GENERAL CONDITION

1. Vessel considered to be in like new overall condition, reflecting normal wear and tear.
2. Pipe rails and bulwarks good condition.
3. Interior deck, bulkheads, ceilings, and furnishings in good condition.

4. Deck in good condition.
5. All equipment was reported to be in proper operating condition.
6. Paint and coatings in apparent good condition.

CONDITION OF SURVEY

Circumstances of Survey: Vessel was afloat, starboard side to the dock, when surveyed. Underwater surfaces and appendages were not inspected. Machinery was not inspected while operating. Maintenance records were not sighted; however, engine room equipment and bilges were in apparent well-maintained condition.

VALUATION

Based on our general condition survey and the current market conditions in the U.S. Gulf of Mexico, it is our opinion that the Estimated Fair Market Value of the M/V STAR SPIRIT as of July 24, 2000, on an as is, where is basis, is as follows:

ESTIMATED FAIR MARKET VALUE: \$ 850,000.00 U.S. DOLLARS

This valuation considers current market values, new replacement values, asking prices, and the age and earning capabilities for this type of vessel. We also considered secondary and tertiary uses for the vessel.

THIS SURVEY REPORT SUBMITTED WITHOUT PREJUDICE

J.F. MOORE INTERNATIONAL, Inc.

Allan Leskinen /al

Allan Leskinen
Attending Surveyor

cc: Mr. Tom Lober – Lake Limo, L.P.