



# AMERICAN BUREAU OF SHIPPING STATUTORY SURVEY REPORT

Vessel Name	<b>BOUNTY</b>	Class Number	<b>6000682</b>
Attending Office	<b>Bath, ME</b>	Report Number	<b>BTH1906042</b>
First Visit Date	<b>11-Nov-2010</b>	Last Visit Date	<b>22-Nov-2010</b>

THIS IS TO CERTIFY that the undersigned surveyor(s) to this Bureau, did at the request of the Owners representative attend the Sailing Yacht BOUNTY , of Port Falling Waters, WV, United States of America, Class Number 6000682, IMO Number 0000000, on 11-Nov-2010 as the vessel lay on dock, in order to carry out the inspection(s) noted below:

Date Undocked : 22-Nov-2010

Survey Location: Boothbay, Maine

Report	Survey Description	Status	Outstanding
BTH1906042_A	Initial Load Line Survey	Commenced	Yes
BTH1906042_B	Other Survey (Statutory) - Renewal Load Line Survey - Load Line Renewal - Commenced NOT Complete	Completed	No

Certificate Number	Certificate Description	Issue Date	Expiry Date	Term	Status	Freeboard Assignment ( tonnes ) State	Deadweight
6000682-1906042-001	Survey of Load Lines (HSSC)	11-Nov-2010		Full Term	Issued		

### Safety Management System Section (IACS PR 17)

This Vessel is NOT subject to IACS PR 17 ( Only when it is NOT required to have an ISM SMC Certificate)

### Surveyor(s) to The American Bureau of Shipping Attending Surveyors

Smith Donald C. \_\_\_\_\_  
Electronically Signed on 03-Dec-2010

True Josiah \_\_\_\_\_  
Electronically Signed on 03-Dec-2010

Wallace Norman W. \_\_\_\_\_  
Electronically Signed on 03-Dec-2010 by True, Josiah

### Reviewed By

NOTE: This report evidences that the survey reported herein was carried out in compliance with one or more of the Rules, guides, standards or other criteria of the American Bureau of Shipping and is issued solely for the use of the Bureau, its committees, its clients or other authorized entities. This Report is a representation only that the vessel, structure, item or material equipment, machinery or any other item covered by this Report has been examined for compliance with, or has met one or more of the Rules, guides, standards or other criteria of American Bureau of Shipping. The validity, applicability and interpretation of this report is governed by the Rules and standards of American Bureau of Shipping who shall remain the sole judge thereof. Nothing contained in this Report or in any notation made in the contemplation of this Report shall be deemed to relieve any designer, builder, owner, manufacturer, seller, supplier, repairer, operator or other entity of any warranty express or implied.



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## Outstanding Deficiencies

It is recommended that the following outstanding deficiencies be dealt with to the satisfaction of the attending Surveyor as follows:

Item	Due by Survey	Due by Date
2, 3, 4, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19		22-Jan-2011

### BTH1906042\_A : Initial Load Line Survey

To complete Initial Load Line Survey the following checklist items remains to be dealt with, checklist item sequence numbers 35

### BTH1906042\_A : Initial Load Line Survey

<b>2</b>	<b>BOUNTY</b>			
Opened In Report	BTH1906042_A - Initial Load Line Survey	22-Nov-2010	Bath, ME	
Due By	22-Jan-2011	Major	Outstanding	
<b>Found</b>	The following Open Technical Comments as per ABS Americas Naval Engineering Department letter dated 20 October 2010, Task No. 634154, Oracle Project No. 2440007 remain to be resolved:			
	<ul style="list-style-type: none"> <li>• S-001 through S-006</li> <li>• P-001 through P-008</li> </ul>			
<b>Recommendation</b>	**IT IS RECOMMENDED THAT the aforementioned open technical comments be resolved to the satisfaction of the ABS Americas Naval Engineering Department and that any surveyor verification item generated as a result of the review be completed to the satisfaction of the attending surveyor prior to issuance of the Load Line Certificate.			
<b>Rectification</b>				

<b>3</b>	<b>BOUNTY</b>			
Opened In Report	BTH1906042_A - Initial Load Line Survey	22-Nov-2010	Bath, ME	
Due By	22-Jan-2011	Major	Outstanding	
<b>Found</b>	Open Surveyor comments S-007 and S-008 as detailed in ABS Americas Naval Engineering Department Technical review letter dated 08 November 2010, Task No. 648870, Oracle Project No. 2440007 were <b>NOT</b> verified at this time as the work had not yet been carried out. Installation of the stanchions and lifelines from the forward end of the bulwark to frame 21 was not verified.			
<b>Recommendation</b>	**IT IS RECOMMENDED THAT open surveyor comments S-007 and S-008 as detailed in aforementioned technical review letter and drawing no. WYD-10-06-A-105 be verified to the satisfaction of the attending			



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surveyor prior to issuance of the Load Line Certificate.

## Rectification

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### 4 BOUNTY

Opened In Report	BTH1906042_A - Initial Load Line Survey	22-Nov-2010	Bath, ME
Due By	22-Jan-2011	Major	Outstanding

**Found** The Initial Survey for Load Lines, form LL-11-D was completed at this time and submitted to the ABS Americas Load Line/Stability Department for review.

**Recommendation** \*\*IT IS RECOMMENDED THAT any open technical or surveyor verification items as a result of the review of the LL-11-D be completed to the satisfaction of the ABS Americas Load Line/Stability Department and/or ABS Surveyor prior to the issuance of the Load Line Certificate.

## Rectification

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### 5 BOUNTY

Opened In Report	BTH1906042_A - Initial Load Line Survey	22-Nov-2010	Bath, ME
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**Found** The following areas of rotted wooden members were found at this time:

- 1) Worm shoe, extending aft over a length of 90" commencing from the aft shiplap transition joint from the lead ballast keel to wooden keel.
- 2) Main Salon, deck beam, frame 53 in way of the hatch opening over a length of 60" including the 1st longitudinal underdeck bracket to port of centerline.
- 3) Port side forward futtock of the double futtock floor, frame 42, in way of the port main engine foundation, found rotted over a length of 35"

## Recommendation

**Rectification (Full )** The aforementioned areas of wooden rot were renewed at this time as follows:

- 1) Worm shoe part cropped and renewed over an area of 90" in length x 19" wide x 8" in height tapering down to 4" in height at the after most end.
- 2) Deck beam, main salon, frame 53 was part cropped and renewed to sound material with white oak 60" in length x 9" in height x 6" wide.
- 3) Port engine foundation, forward futtock, frame 42, was cropped and renewed to sound material with white oak 35" in length x 9" in height x 6" wide.

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### 6 BOUNTY

Opened In Report	BTH1906042_A - Initial Load Line Survey	22-Nov-2010	Bath, ME
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**Found** Starboard side, exterior shell planking, 8th strake from keel, located between the strut and rudder shoe found rotted.

## Recommendation

**Rectification (Full )** Affected planking renewed with 3" white oak over a length of 62" x 8.5" wide, examined upon completion and considered satisfactory.

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### 7 BOUNTY



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Opened In Report BTH1906042\_A - Initial Load Line Survey 22-Nov-2010 Bath, ME  
Due By 22-Jan-2011 Major Outstanding  
**Found** Port and Starboard forward hatches to the galley and galley stores found with portlights within the hatch coamings and were found missing deadlight covers and the dogging bolts broken.  
**Recommendation** \*\*IT IS RECOMMENDED THAT the portlights in the port and starboard hatches be provided with deadlights and that the dogging bolts be repaired and provided with butterfly nuts to the satisfaction of the attending surveyor prior to issuance of the Load Line Certificate.

**Rectification**

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**8** **BOUNTY**

Opened In Report BTH1906042\_A - Initial Load Line Survey 22-Nov-2010 Bath, ME  
Due By 22-Jan-2011 Major Outstanding  
**Found** 1) Flush, quick acting, aluminum Freeman hatches, four (4) total, found not permanently attached by chain or other similiar means.  
2) Foredeck flush, quick acting, aluminum Freeman hatch, one of the four dogging arm missing bolt and unable to close properly.  
3) Aft tank room, flush, quick acting, aluminum Freeman hatch, gasket found adrift.  
**Recommendation** \*\*IT IS RECOMMENDED THAT the aforementioned items be repaired to the satisfaction of the attending surveyor prior to the issuance of the Load Line Certificate.

**Rectification**

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**9** **BOUNTY**

Opened In Report BTH1906042\_A - Initial Load Line Survey 22-Nov-2010 Bath, ME  
Due By 22-Jan-2011 Major Outstanding  
**Found** Watertight transverse bulkheads, Frs. 11, 17, 23, 29, 35 & 45 between the bottom shell and t'ween deck found with unpacked/open penetrations.  
**Recommendation** \*\*IT IS RECOMMENDED THAT the aforementioned watertight bulkhead unpacked/open penetrations be repaired and sealed watertight to the satisfaction of the attending surveyor prior to the issuance of the Load Line Certificate.

**Rectification**

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**10** **BOUNTY**

Opened In Report BTH1906042\_A - Initial Load Line Survey 22-Nov-2010 Bath, ME  
Due By 22-Jan-2011 Major Outstanding  
**Found** Midships companionway sliding hatch washboard found with a poor and loose fit including missing the vertical guide channel that the washboard slides in.  
**Recommendation** \*\*IT IS RECOMMENDED THAT the midships companionway sliding hatch washboard and guide channels be renewed and made tight to the satisfaction of the attending surveyor prior to the issuance of the Load Line Certificate.



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## Rectification

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### 11 BOUNTY

Opened In Report	BTH1906042_A - Initial Load Line Survey	22-Nov-2010	Bath, ME
Due By	22-Jan-2011	Major	Outstanding

**Found** Port side engine room fire/bilge manifold overboard discharge piping found wasted and provided with a soft patch.

**Recommendation** \*\*IT IS RECOMMENDED THAT the fire/bilge manifold overboard discharge piping be part cropped and renewed to the satisfaction of the attending surveyor prior to the issuance of the Load Line Certificate.

## Rectification

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### 12 BOUNTY

Opened In Report	BTH1906042_A - Initial Load Line Survey	22-Nov-2010	Bath, ME
Due By	22-Jan-2011	Major	Outstanding

**Found** 1) Modifications to the weathertight doors and sliding hatches on the main deck and t'ween deck (freeboard deck) including raising the sill heights and dogging arrangements as detailed in Whitacre Yacht Design Drawing C-110, C-111, C-112, and C-113 **were not** carried out at this time and remain outstanding.  
2) Door Nos. 09, 12, 13, & 14 as per the LL-11-D Sketch were found to be leading to spaces below the freeboard deck, arrangements including sill heights and dogging have not been submitted for review.

**Recommendation** \*\*IT IS RECOMMENDED THAT the weathertight door and sliding hatch modifications as detailed in above drawings be completed to the satisfaction of the attending surveyor prior to the issuance of the Load Line Certificate.  
\*\*IT IS FURTHER RECOMMENDED THAT doors located on the t'ween deck leading to spaces below the freeboard deck arrangements be submitted for review and approval. and any modifications be completed to the satisfaction of the attending surveyor prior to the issuance of the Load Line Certificate.

## Rectification

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### 13 BOUNTY

Opened In Report	BTH1906042_A - Initial Load Line Survey	22-Nov-2010	Bath, ME
Due By	22-Jan-2011	Major	Outstanding

**Found** Main Engine exhaust trunk/vent plenum and engine casing stairwell to engine room located t'ween deck level (freeboard deck) found non-tight in way of the deck connections.

**Recommendation** \*\*IT IS RECOMMENDED THAT the main engine exhaust trunk/vent plenum and the engine casing stairwell connection to the deck be made weathertight to the satisfaction of the attending surveyor prior to the issuance of the Load Line Certificate.

## Rectification

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### 14 BOUNTY



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Opened In Report BTH1906042\_A - Initial Load Line Survey 22-Nov-2010 Bath, ME  
Due By 22-Jan-2011 Major Outstanding  
**Found** Hatch Nos. 2, 3, 5, & 15 per LL-11-D Sketch to be provided with means of securing weathertight by tarpaulins and battening devices.  
**Recommendation** \*\*IT IS RECOMMENDED THAT the securing arrangements for aforementioned hatches be verified to the satisfaction of the attending surveyor prior to the issuance of the Load Line Certificate.  
**Rectification**

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**15 BOUNTY**

Opened In Report BTH1906042\_A - Initial Load Line Survey 22-Nov-2010 Bath, ME  
Due By 22-Jan-2011 Major Outstanding  
**Found** Engine room ventilator sill height found non-compliant, minimum sill height to be 30" above the deck (assuming the t'ween deck is the freeboard deck) and found missing a means of closure.  
**Recommendation** \*\*IT IS RECOMMENDED THAT the engine room ventilator sill height and closing arrangement to be modified accordingly and submitted to ABS Engineering for review and approval and modifications be carried out to the satisfaction of the attending surveyor prior to the issuance of the Load Line Certificate.  
**Rectification**

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**16 BOUNTY**

Opened In Report BTH1906042\_A - Initial Load Line Survey 22-Nov-2010 Bath, ME  
Due By 22-Jan-2011 Major Outstanding  
**Found** The air pipes on the main deck found non-compliant follows:  
1) MSD vent was made of PVC and found with a height above the deck of 3" and no automatic closing appliance provided.  
2) Fuel Oil Tank vent found with a height above the deck of 4" with no automatic closing appliance provided nor flame screen.  
**Recommendation** \*\*IT IS RECOMMENDED THAT the air pipe arrangements be submitted to ABS Engineering for review and approval and that modifications to same be carried out to the satisfaction of the attending surveyor prior to the issuance of the Load Line Certificate.  
**Rectification**

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**17 BOUNTY**

Opened In Report BTH1906042\_A - Initial Load Line Survey 22-Nov-2010 Bath, ME  
Due By 22-Jan-2011 Major Outstanding  
**Found** 1) Portlights located in the forward galley and galley stores hatch, forward companionway, and midships cargo hatch coaming found made of a plastic lexan type material with no deadlight arrangements provided.  
2) Midships cargo hatch top skylights and the aft companionway sliding hatch top found made of a plastic lexan type material with wooden framing with no deadlight or blanking



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plates provided.

3) Main salon port, starboard, and transom windows found made of a plastic lexan type material with wooden framing and no blanking plate arrangements provided.

**Recommendation** \*\*IT IS RECOMMENDED THAT portlight, skylight, and window arrangements including deadlight and blanking arrangements be submitted to ABS Engineering for review and approval and that modifications to same be completed to the satisfaction of the attending surveyor prior to the issuance of the Load Line Certificate.

**Rectification**

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**18**                    **BOUNTY**

Opened In Report	BTH1906042_A - Initial Load Line Survey	22-Nov-2010	Bath, ME
Due By	22-Jan-2011	Major	Outstanding

**Found** Bulwark freeing ports found with a clear opening of 15" x 16" with no bars or rails provided at a maximum of 9" above the deck.

**Recommendation** \*\*IT IS RECOMMENDED THAT the bulwark freeing ports be provided with bars or rails at a maximum height of 9" above the deck to the satisfaction of the attending surveyor prior to the issuance of the Load Line Certificate.

**Rectification**

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**19**                    **BOUNTY**

Opened In Report	BTH1906042_A - Initial Load Line Survey	22-Nov-2010	Bath, ME
Due By	22-Jan-2011	Major	Outstanding

**Found** The owner has designated the t'ween deck as the freeboard deck and as such found with a large area of free surface and only one 6" scupper port and starboard side for drainage.

**Recommendation** \*\*IT IS RECOMMENDED THAT the t'ween deck (freeboard deck) drainage arrangements be submitted to ABS Engineering for review and any modifications be carried out to the satisfaction of the attending surveyor prior to the issuance of the Load Line Certificate.

**Rectification**

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**Statement/Observation**

**1**                    The Load Line Reinstatement Survey was commenced at this time in accordance with ABS Americas Survey Department instructions dated 03 November 2010 as follows:

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1) A signed request for Load Lines (form AB-122-LL) from the present owner dated 25 October 2010 was received and attached to subject report.

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2) Structural modifications since the last ABS Survey and vessel rebuild reports & data was submitted to the ABS Americas Survey Department for review.

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3) Signed affidavit from the owner that state "No other anomalies exist that need to be brought to the



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attention of the Surveyor" was **not received and remains outstanding.**

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4) A Load Line Renewal Survey equivalent to SSH No. 10, including Drydocking Survey was **commenced at this time.**

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5) Suspect items found during the survey were thoroughly examined and dealt with to the satisfaction of the attending surveyor.

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6) Representative fasteners were removed, examined, considered satisfactory, and no tested was deemed necessary. Caulking was examined throughout the bottom and was renewed as necessary where found with signs of ejection or deterioration. Previous areas of repairs were carefully examined to confirm that the renewed sections of planking or framing were properly installed and considered satisfactory. No frames were found to have been repaired by "sister frame" sections.

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7) Modifications since the last ABS Survey were submitted to ABS Americas Naval Engineering Department for review and approval.

.  
8) Through examination, it was found that the vessel has not yet been modified to be in accordance with the Approved Plans per item Nos. of this report.

.  
9) An ABS contract surveyor was utilized to assist in subject survey due to the type of hull construction material.

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10) Survey is reported herein and the Initial Survey for Load Lines form LL-11-D was completed and forwarded to ABS Americas Load Line/Stability Department for review.

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11) With the vessel being completely rebuilt over the past 7 years, Houston SED - Load Line/Stability Department would need to have any differences reviewed by ABS prior to a Load Line Certificate being issued, with particular attention paid to the Load Line Conditions of Assignment. ABS to check with the USCG on the continued validity of the 2009 Stability Letter. **This item remains to be completed.**

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12) The freeboard assignment and plimsoll marks **remain to be verified.**

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13) The vessel was found to be of US Registry.

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14) The undersigned notified the local USCG OCMI, MSO Portland, Maine in order to advise them that the Load Line Renewal Survey was being conducted for the purpose of reinstatement.

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15) Only exclusive ABS Surveyors were utilized at this time.