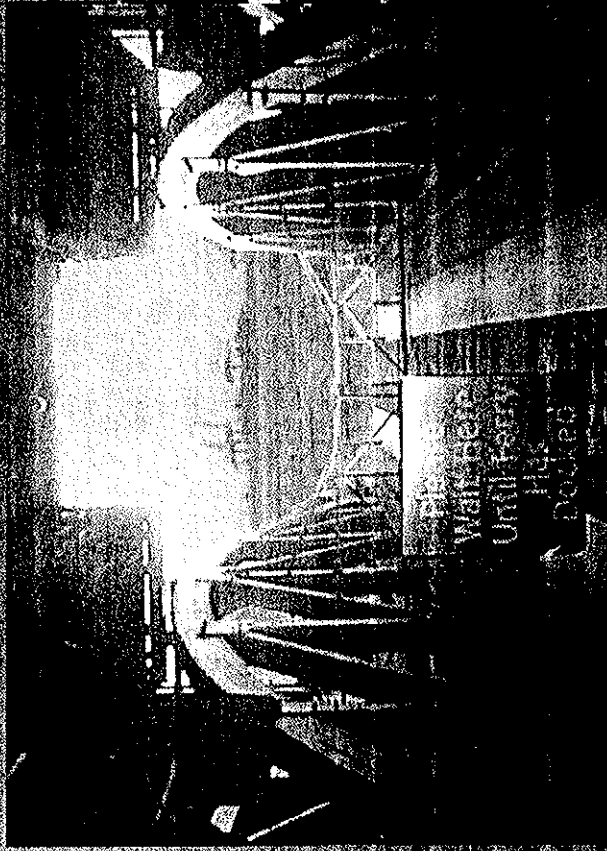
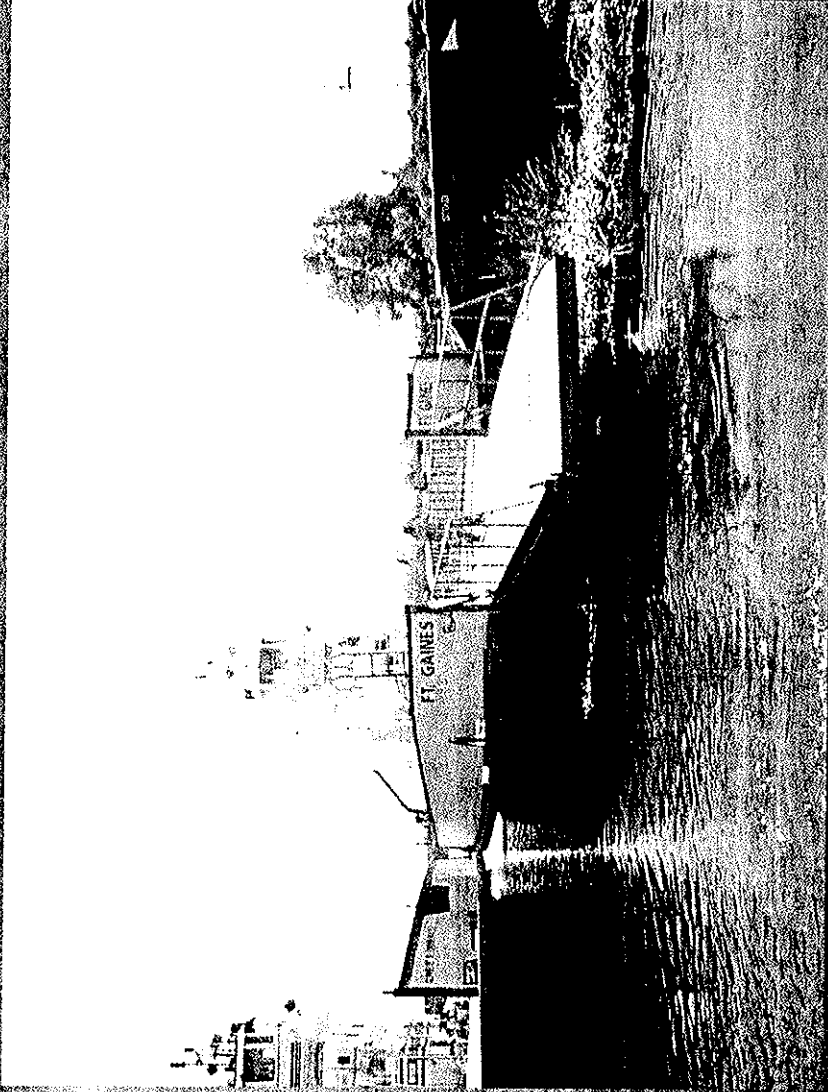


Comnor's Island Redundant Ferry Market Survey



JIMS
NAVAL ARCHITECTS
SALVAGE ENGINEERS

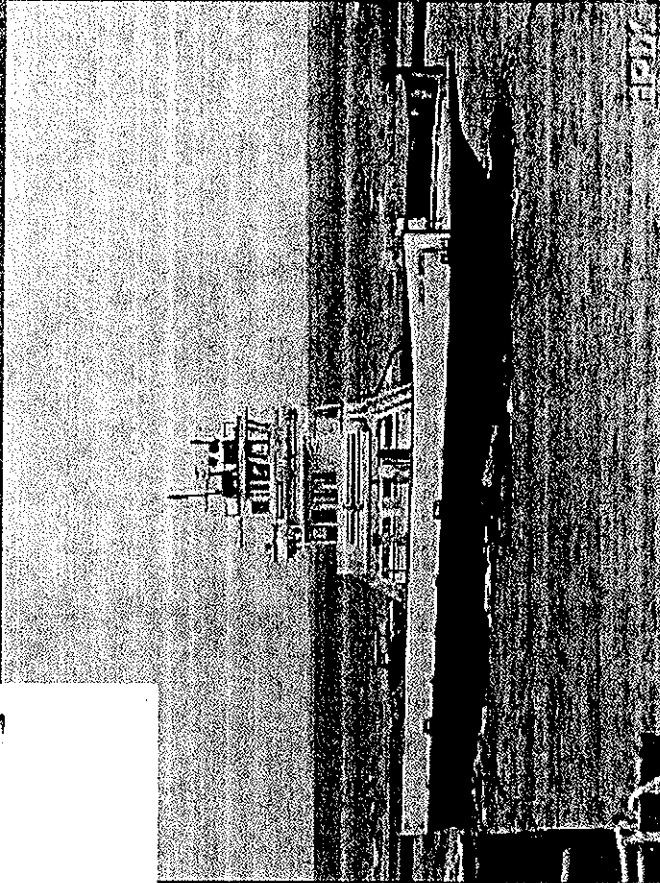
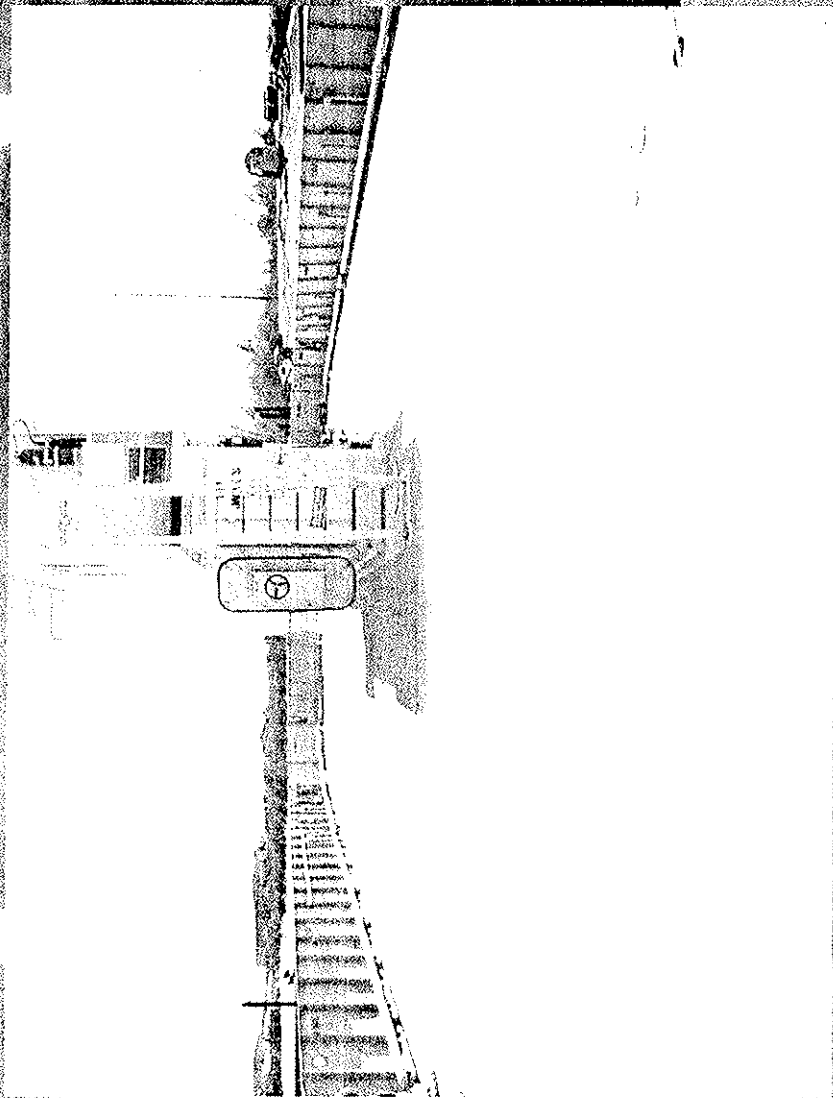
M/V Ft. Gaines



Asking Price \$875,000
(including delivery from Mobile, AL)
\$18,000/month Charter Option

JAMS
NAVAL ARCHITECTS
SALVAGE ENGINEERS

M/V Ft. Gaines Vehicle Deck



(Outboard View of Sister Ship)

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NAVAL ARCHITECTS
SALVAGE ENGINEERS

EPIC

M/V Ft. Gaines

- Unidirectional Car Ferry
 - Built 1970
 - LOA 122.0 ft
 - 22 Cars
 - 149 Passengers, 3 Crew
 - Valid COI Subchapter T
 - Open Deck, no height restrictions
 - Deck plate is 5/16" → may restrict truck capacity
- Diesel Reduction Drive
 - 3 Detroit Diesel 6-71 driving 3 fixed pitch propellers
 - 180 hp @ 1800 rpm each, 540 hp total

JIMS

NAVAL ARCHITECTS

SALVAGE ENGINEERS

M/V Ft. Gaines

- Condition:
 - Hull in good condition
 - Structurally sound
 - Last Drydock: 3/2004
 - Bottom painted and new Zincs installed as needed
 - No. 2 Gen overhauled 1/1994, no other major machinery work
 - Machinery appeared operational during last survey, but was not tested

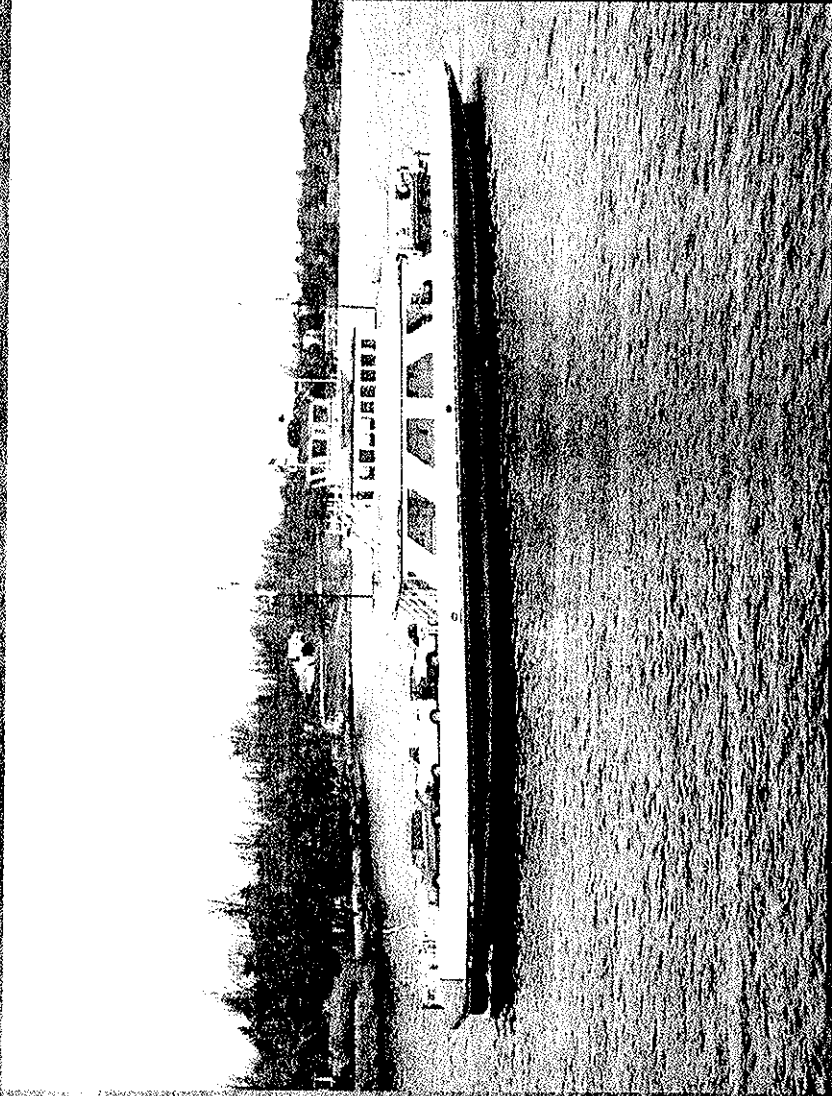


NAVAL ARCHITECTS
SALVAGE ENGINEERS

M/V Ft. Gaines

- Work Needed:
 - Remove loading ramps and adapt landings

M/V Plattsburgh



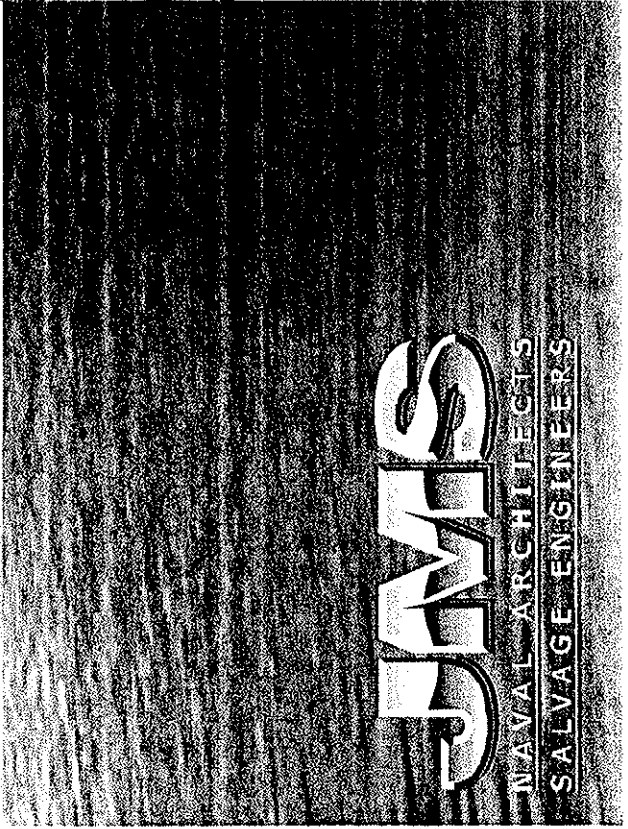
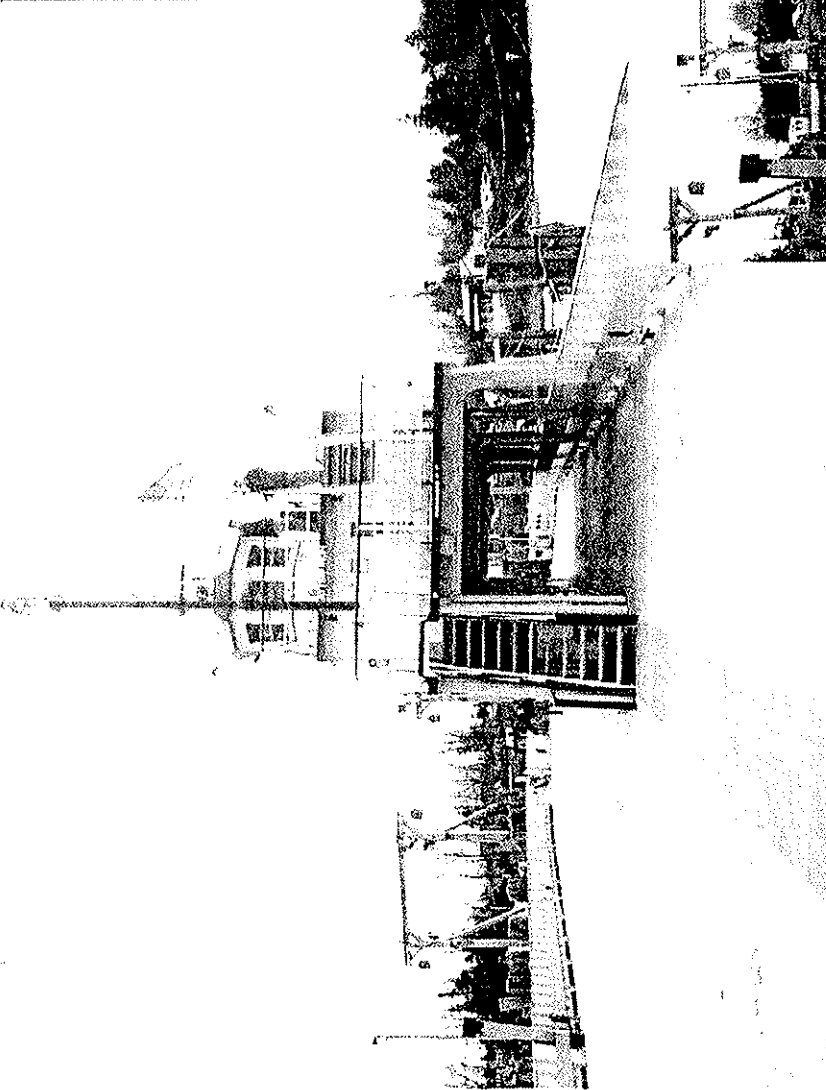
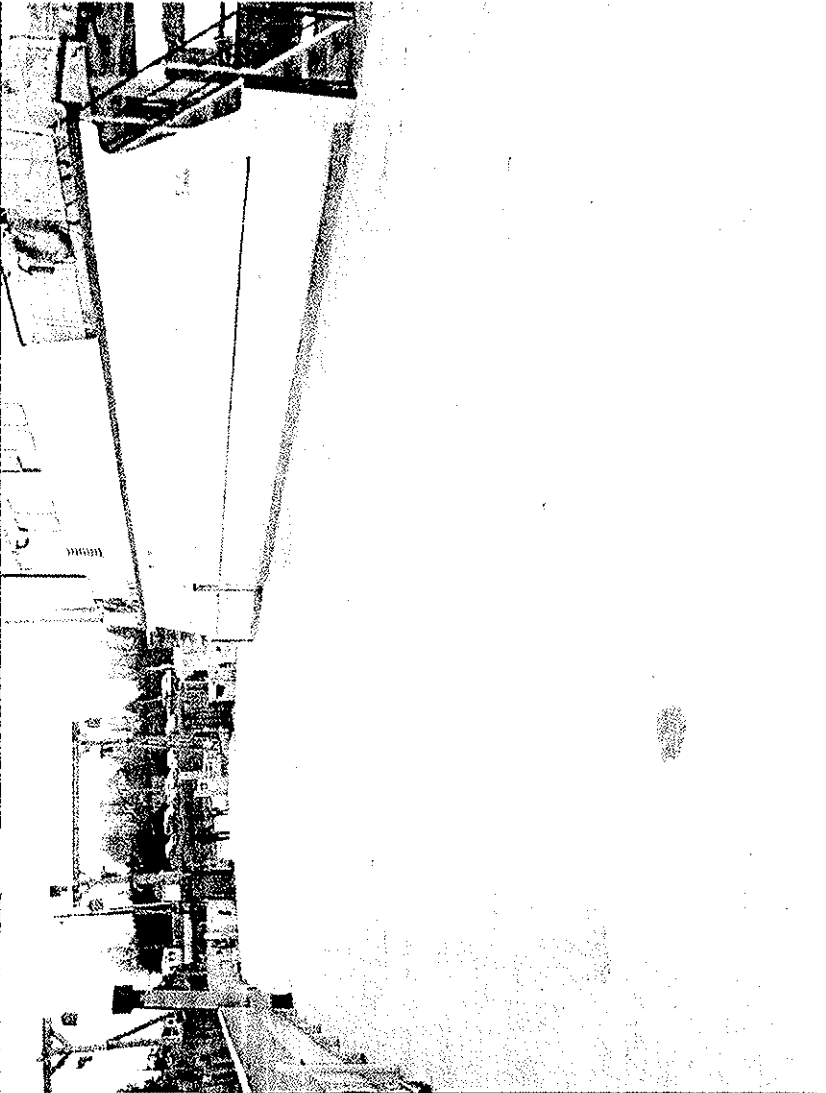
JIMS

NAVAL ARCHITECTS
SALVAGE ENGINEERS

Asking Price \$3,200,000

(may include delivery from Lake
Champlain, NY)

M/V Plattsburgh Vehicle Deck



JAMS
NAVAL ARCHITECTS
SALVAGE ENGINEERS

M/V Plattsburgh

- Double-Ended Car Ferry
 - Built 1984
 - LOA: 180.0 ft
 - 56 Cars, Trucks up to 40 tons
 - 200 Passengers, 4 Crew
 - Valid COI Subchapter H
 - 3 lanes without height restriction, 1 car-only lane
- Diesel Reduction Drive
 - 2 Cat 3508 in central engine room, each driving 1 fixed pitch SS propeller
 - 725 hp @ 1200 rpm each, 1450 hp total



NAVAL ARCHITECTS
SALVAGE ENGINEERS

M/V Plattsburgh

- Condition:
 - Hull and machinery in very good condition
 - Vessel is fairly new (1984) and has always operated in fresh water
 - Vessel is too small for current owner's needs
- Availability:
 - Fall 2007

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NAVAL ARCHITECTS
SALVAGE ENGINEERS

M/V Plattsburgh

- o Work needed:
 - Deckhouse must be removed/reinstalled for transit from Lake Champlain – related expenses could be included in negotiated final cost
 - Adapt ramp landing areas as needed
 - Additional covered seating could be achieved by expanding the deckhouse and/or enclosing a car lane



NAVAL ARCHITECTS
SALVAGE ENGINEERS

M/V Valcour

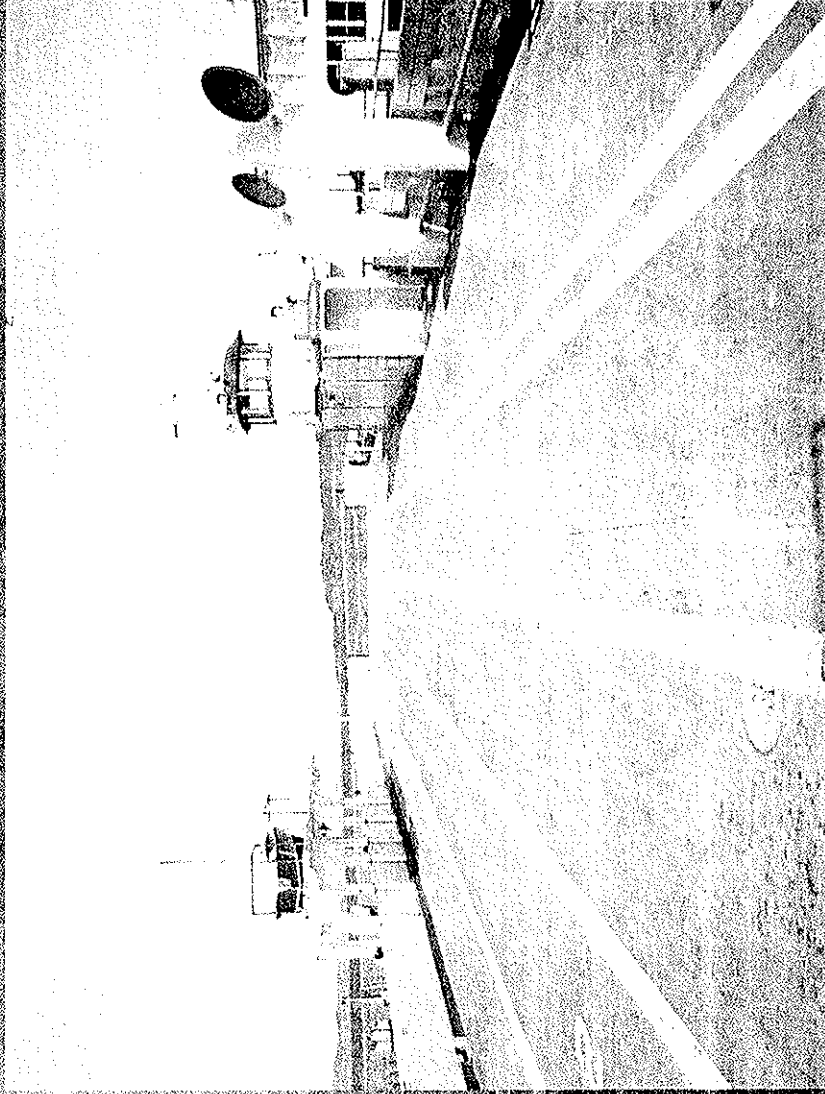


JIMS
NAVAL ARCHITECTS
SALVAGE ENGINEERS

Est. Price \$200,000

Lake Champlain, NY

M/V Valcour Vehicle Deck



JEMS
NAVAL ARCHITECTS
SALVAGE ENGINEERS

M/V Valcour

- Converted Former Double-Ended Ferry
 - Built 1947
 - LOA: 190.0 ft
 - 45 Cars, Trucks up to 60 tons
 - 348 Passengers, 4 Crew
 - Valid COI Subchapter H
 - No height restriction
 - Could be reconverted to double-ended ferry
 - Repowered at aft end only; rudder and propellers were removed at fwd end, old fwd engines remain
- Diesel Reduction Drive
 - 2 Cat D353 in aft engine room, each driving fixed pitch propeller
 - 425 hp each, 850 hp total



NAVAL ARCHITECTS
SALVAGE ENGINEERS

M/V Valcour

- Condition:
 - Structurally sound. Has always operated in fresh water.
 - Repower and conversion in 1990

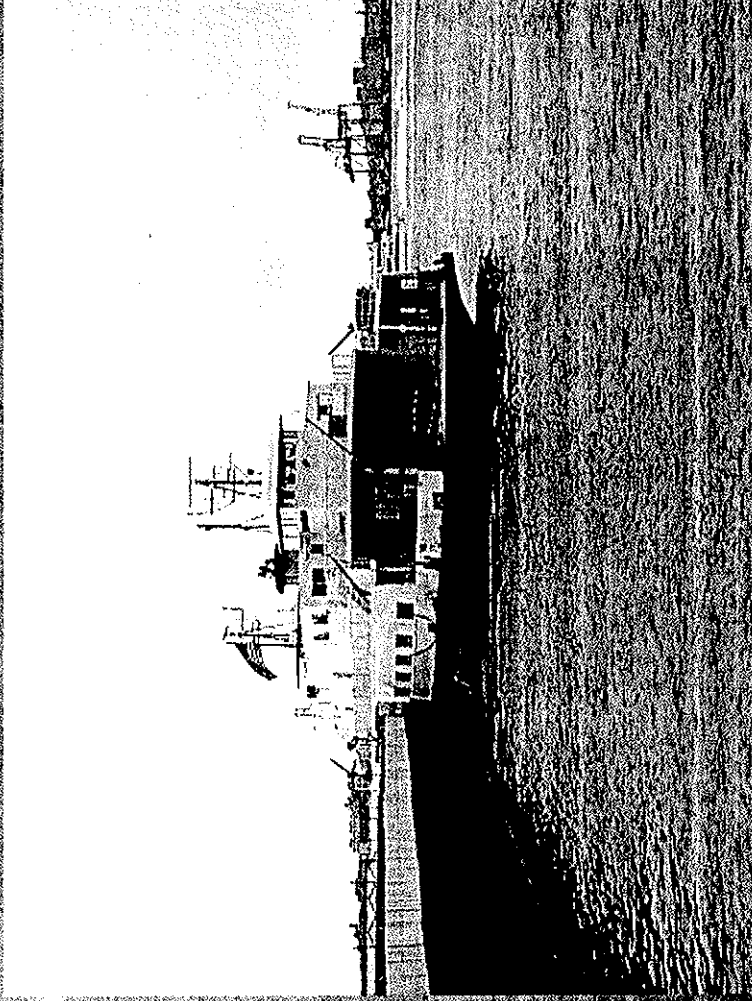
M/V Valcour

- Work needed:
 - Deckhouse must be removed/reinstalled for transit from Lake Champlain (may be included in final purchase price, as for M/V Plattsburgh)
 - Renovate passenger spaces, remove snack bar etc.
 - Adapt ramp landing areas as needed
 - Reconversion to double-ended ferry if desired
 - Paint/Coating
- Total Est. Cost & Time:
 - \$300,000
 - 3 mos.
 - Excludes cost/time for reconversion to double-ended ferry

JAMES

NAVAL ARCHITECTS
SALVAGE ENGINEERS

M/V Pvt. Nicolas Minue



(Sister Ship Lt. Samuel S. Coursen shown)

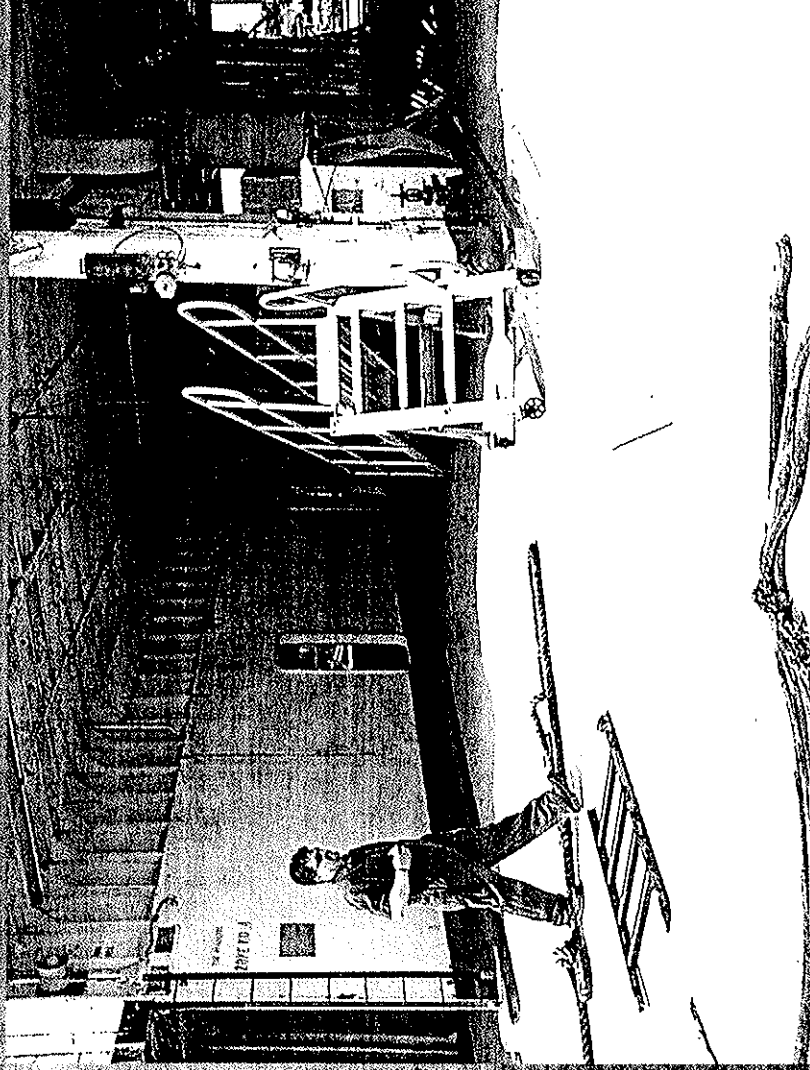
Asking Price \$1,500,000

New York, NY

JIMS

NAVAL ARCHITECTS
SALVAGE ENGINEERS

M/V Pvt. Nicolas Minue Vehicle Deck



JAMES
NAVAL ARCHITECTS
SALVAGE ENGINEERS

M/V Pvt. Nicolas Minue

- Double-Ended Car/Passenger Ferry
- Sister Ship of M/V Lt. Samuel S. Coursen
- Built 1956
- LOA: 180.2 ft
- 30 Cars or 8 Trucks and 18 Cars
- 1100 Passengers, 6 Crew
- No valid COI
- Height restriction: 12'10" and 13'
- Diesel Electric Drive
 - 2 Cat D398 connected to original (1956) main generators
 - Est. ~800 hp @ 1200 rpm each, ~1600 hp total



JEMS

NAVAL ARCHITECTS
SALVAGE ENGINEERS

M/V Pvt. Nicolas Minue

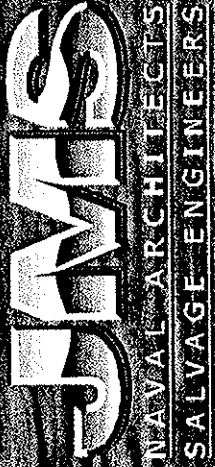
- Condition:
 - Structurally sound, requires some plating repairs
 - Last Drydock: 7/1995
 - Major overhaul: new propulsion motor controls, service generators, steering gear, pilot house control consoles
 - Machinery: Engines must be replaced

JAMS

NAVAL ARCHITECTS
SALVAGE ENGINEERS

M/V Pvt. Nicolas Minue

- Work needed:
 - Complete repower (engine room flooded)
 - Some hull plate replacements required
 - Blast/paint peak tank
 - Paint exterior vehicle deck
 - General painting, cleaning
- Total est. cost & time:
 - \$2,000,000
 - 18 mos.



M/V Islander



JAMS
NAVAL ARCHITECTS
SALVAGE ENGINEERS

Asking Price \$750,000

New London, CT

M/V Islander

- Double-Ended Ferry
 - Built 1950
 - LOA: 192.0 ft
 - 45-50 Cars
 - 770 Passengers, 6 Crew (currently 10 required)
 - Valid COI Subchapter H
 - Center Lanes 13'6", side lanes 6'4"
- Diesel Reduction Drive
 - 2 EMD engines driving 2 fixed pitch propellers
 - 900hp @ 800rpm each, 1800 hp total

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NAVAL ARCHITECTS
SALVAGE ENGINEERS

M/V Islander

- o Condition:
 - Generally satisfactory//good per 4/2007 survey
 - Coating deterioration, running rust in bilges and some compartments below main deck
 - Plate clishing on vehicle deck, but deck support structure appears sound
 - Last Drydock: 5/2006
 - Many new steering gear parts, hoses, etc.
 - Also new reduction gears (1992)

JIMS

NAVAL ARCHITECTS
SALVAGE ENGINEERS

M/V Islander

- Work needed:
 - Blast/paint peak tank. Some additional painting and minor steel replacement work may be required
 - Cleaning and painting of passenger spaces
 - Removal/modification of loading doors
- Total est. cost & time:
 - \$300,000
 - 2 mos.

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NAVAL ARCHITECTS
SALVAGE ENGINEERS