

Marine Safety Consultants, Inc.

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October 21, 2019

File No.: 19-0964

VESSEL CASUALTY LOSS AND DAMAGE SURVEY

VESSEL : Tisbury Fire Boat
COMPANY : CNA
CLAIM NO. : M1A12238

DATE OF LOSS: 10/3/19
INSURED : Town of Tisbury

Report of survey conducted by the undersigned on 10/10/19 and subsequent dates at the request of Jacqueline Nolan and CNA for the purpose of ascertaining the cause, nature, and extent of damages alleged to have been sustained by the subject vessel in consequence of sinking at dock

There were no personal injuries involved with this casualty.

The survey was conducted aboard the vessel ashore at the Town of Tisbury maintenance facility.

VESSEL DESCRIPTION

ROCK SALT The Town of Tisbury Fire Patrol boat is a 2011 28' custom aluminum hulled vessel with twin 2011 Mercury Verado 250 hp gas outboard power. The vessel is configured with an enclosed cabin and helm station and open aft deck. Firefighting pumps and pump motor are located under the main deck.

HIN # WBQRS003F111

	<i>Starboard</i>	<i>Port</i>
Outboard serial numbers:	1B852748	1B852966
Model numbers:	1250V33KD	1250V34KD
Engine hours:	1150 approx.	1150 approx.

CIRCUMSTANCES OF INCIDENT:

The facts and circumstances surrounding this incident are summarized as follows:

The vessel was found totally submerged by Assistant Harbor Master Will White, in its slip on the morning of 10/3/19. The vessel was last used on 10/2/19 by Mr. White for patrol of Vineyard Haven Harbor.

The vessel was tied up, on the end of the Owen Park Town Dock, by Mr. White at the end of the day. Harbor Master John Crocker checked the dock lines and visually inspected the bilge, on the evening of 10/2/19, at which time everything appeared to be in order, prior to leaving at the end of the day.

The weather on the night of 10/2/19 was windy and raining, with NE winds at 18-22kts. This wind direction causes a swell that strikes the unprotected starboard side of the vessel, which has a low to the waterline non-watertight rescue door on the hull side.

The cause of the sinking seems to be from bilge pump failure after water intrusion into the bilge through deck access plates, which provided access to the firefighting pumps, bilge and bilge pumps, when the deck became awash due to a combination of low freeboard, heavy rain, wind and seas.

DAMAGES FOUND

When the undersigned attended aboard the vessel at Tisbury DPW storage yard the following damages were found and recommendations made:

FOUND	RECOMMEND
1. Water damaged outboard motors.	1. Insured is collecting estimates for repair and when those estimates are received for review, we will make a recommendation on the motors.
2. Submerged electrical system, radios, night vision and navigation electronics.	2. Replace with new, like and kind
3. Submerged/water damaged wiring, electrical panel, batteries, steering systems, bow thruster, navigation and emergency lights/strobes.	3. Replace with new, like and kind.

4. Submerged/water damaged fire pumps, gas motor, which drives fire pump.
4. The insured is collecting repair estimate from the original manufacturer, which when received, we will make a recommendation on the best course of action.

CAUSE OF DAMAGES

It is the opinion of the undersigned surveyor that the cause of damages to the insured's vessel was a direct result of the vessel being totally submerged/sunk.

The cause of the sinking appears to be from bilge pump failure after water intrusion into the bilge through unsecured deck access plate, which provides access to the firefighting pump, bilge and bilge pump, when the deck became awash due to a combination of low free board, non-watertight rescue door, heavy rain, wind and seas.

The watertight integrity of the self-bailing cockpit/deck was compromised by the deck access plate not being secured as designed. The plate spans the full width of the aft deck and are 12" plus wide, with approximately 20 machine screw fasteners around the perimeter. Watertight integrity is achieved with a rubber perimeter gasket, sealing the deck plate.

On the evening of 10/2/19, this deck hatch was left just sitting in place, with no gasket or fasteners, allowing any water on deck to down flood into the bilge.

REPAIRS

The vessel has been hauled out of the water and the motors pickled in an effort to mitigate damages.

The vessel was backed down a boat ramp, into the water, while on the trailer to see if any compromises in the hull or fire fighting equipment, that would allow water intrusion, could be found. No water intrusion was found, below the waterline of the hull.

The vessel is currently in storage on its trailer, in a town owned facility.

The Actual Cash Value (ACV) of each motor is **\$9,366.00.**

COST OF REPAIRS

The insured is in the process of collecting a repair estimate from Martha's Vineyard Shipyard and invoices from the salvage co, which raised the boat. When these estimates and invoices are

submitted, we will promptly review them and submit a supplemental report with our recommendations.

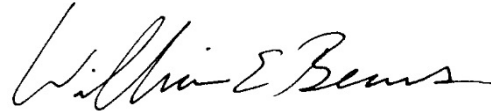
RECOMMENDATIONS/FUTURE PLANS

We recommend that repair invoices and estimates be submitted for our review and we will promptly submit a supplemental report, with our recommendations.

We Recommend a reserve be set at \$175,000.00

Please do not hesitate to contact this office with any questions, concerns or further instructions.

Submitted without prejudice,
MARINE SAFETY CONSULTANTS, INC.



William Benns
Marine Surveyor

Enclosures: 1. Photos