

AMERICAN PATRIOT

124' X 34' X 18.8'

4000 HP

Contact: Robert Shahnazarian
Cell: 310-345-5252
Office: 310-547-0921
Facsimile: 310-547-0031



American Patriot A MEMBER OF AWO'S RESPONSIBLE CARRIER PROGRAM

<i>Year Built:</i>	1971, Halter Marine, New Orleans, LA, USA
<i>Dimensions:</i>	121' X 34' X 18.8'
<i>Height of Eye:</i>	49 Feet
<i>Main Propulsion:</i>	Two (2) Alco-12-251-C 2050HP ea.
<i>Reduction Gears:</i>	Lufkin RSQ3620 5.6:1 Ratio
<i>Propellers:</i>	Two (2) 4-Blade 132"x 95"
<i>Speed:</i>	13 Knots
<i>Fuel Capacity:</i>	110,400 Gallons
<i>Water Capacity:</i>	6,100 Gallons
<i>Lube Oil Capacity:</i>	2,700 Gallons
<i>Electronics:</i>	Gyro compass w/Auto Pilot, 3 Radars, Single Side Band w/encoder, 8 VHF's, 2 AIS 2 GPS's, 2 Loud hailers, 2 Cellular phones, 1 Satellite phone w/fax, 1 Fathometer, Email capabilities & Data reports, Weather Fax, Navtex, 2 Magnetic Compasses, 2 Navigation computers w/ Nobeltech Admiral & Maptech Chart Navigator software, Nobeltech daily worldwide weather forecast graphics, 2 ship's business computers
<i>Elevated Control Tower:</i>	Height of Eye-49 feet
<i>Towing Winch:</i>	Skagit DTW50 w/2500'x2" tow wire ea. drum. 250,000 lbs. line pull.
<i>Bollard Pull:</i>	126,000 lbs.
<i>Gross Tons:</i>	196 Tons
<i>Net Tons:</i>	133 Tons
<i>Call Letters:</i>	WDB9567
<i>Official Number:</i>	529679
<i>IMO Number</i>	7113882
<i>Area of Operations:</i>	ABS Classed Hull & Machinery, A-1 Towing All Oceans

For further information please contact the American Marine Corporation office nearest you:

1500 S. Barracuda St.	65 N. Nimitz Hwy.	6000 "A" Street
Berth 270/271	Pier 14	Anchorage, AK 99518
Terminal Island, CA 90731	Honolulu, HI 96817	Phone (907) 562-5420
Phone (310) 547-0919	Phone (808) 545-5190	Fax (907) 562-5426
Fax (310) 547-0031	Fax (808) 538-1703	

The American Patriot was approx 30 years old when I bought it. These major projects that we accomplished below are the kind of projects that are due when the tug turns 30 years old. Projects like: the stern steering compartment, ballast tanks and voids complete rebuild stem to stern; the heavy Lufkin reduction gears top and bottom complete rebuild; the tow winch frame, drums, gears and shafts complete rebuild; and the bulwarks replacement project. All of this work was completed during the 14 years that we owned it. Our intent was to operate this tug for many years. Anyone looking at a boat built in the mid 80's will be faced with the same very expensive projects that will cost much more money today to complete. The American Patriot is a truly rebuilt tug that will last an operator many years before he has to spend large sums of money for major repairs. The next dry dock will be inexpensive and easy.

The following is a list of major projects that we accomplished while we owned the American Patriot. This list is not 100% accurate and I am sure we left a lot of improvements out especially the ones we made over 2 years ago. We replaced or rebuilt virtually every electric motor and pump on the boat while we owned it too.

We have a very aggressive maintenance program when it comes to maintaining the ballast tanks and voids. When we first got the boat our crew went in with 30 lb. jackhammers and knocked off all of the heavy scale and removed it from the boat. Then we water blast with a 7,000 psi water blaster to remove all rust. We replace all of the bad steel, not just what the ABS tells us to do, but everything that looks like it might be a problem later so we don't have to do it again. All new steel that goes in the boat is sand blasted and coated with Ameron 302 zinc based primer by the shipyard. We coat all of the bare steel with Ameron 302 zinc based primer and then we apply 2 coats of Ameron 235 epoxy primer. Every 5 years we go into every ballast tank and void and repeat the process. Some tanks that get more wear like the stern steering compartment get more attention and we go into those twice every 5 years. This process is much cheaper than doing the steel repairs to ballast tanks and voids that were never treated properly.

This will give you some idea of the condition the American Patriot is in. She is in excellent condition. You have to go and see it for yourself.

I've added estimated costs for each of the improvements we made. We do most of the steel work with our own ABS certified welders and much of the repair work except the engine, reduction gear and tow winch work is done with factory warranted mechanics.

- 1) 3rd Q 2003 Purchase boat and add aluminum elevated control tower - \$300k
- 2) 3rd Q 2003 Rebuilt entire stern ballast and steering compartment - \$500k
- 3) 2004 Complete rebuild top to bottom port and starboard main engines - \$500k for Stbd engine (included new block), \$125k for Port engine
- 4) 2004 Complete rebuild top to bottom starboard reduction gear - \$150k
- 5) 2008 Built and installed a new bilge manifold system with new valves. Replaced most of the piping to the engine room, ballast tanks and voids - \$100k
- 6) 2008 Replaced all steering pipe from the hydraulic pump in the engine room to the steering rams with stainless steel pipe - \$25k
- 7) 2009 Complete rebuild top to bottom port reduction gear - \$500k included new bull gear and output shaft

- 8) 2009 Laser aligned strut bearing, hull bearing and output flange on both port and starboard. Both strut housings were bored. Also aligned main engines and reduction gears to hull bearing. No vibrations - \$500k
- 9) 2010 Bought and installed new main engine heat exchangers - \$52k
- 10) 2012 Replaced all bad steel stem to stern below the main deck includes bulkheads, frames, hatches and piping; also replace 02 deck over the tow winch, all of the steps, handrails, flashing and visors. Rebuilt stern roller system - \$600k
- 11) 2012 Rebuilt the tow winch foundation, frame and drums like new - \$300k
- 12) 2012 Bought and installed new MSD system - \$20k
- 13) 2012 Bought and installed new lower air compressor - \$16k
- 14) 2014 AC Unit replaced - \$20k
- 15) 2015 Starboard tier 1 generator rebuilt - \$60k purchase new, \$20k for rebuild.
- 16) 2015 Replaced mushroom blower housings on the 02 deck with new stainless steel housing - \$9k
- 17) 2015 New radar installed in lower wheelhouse - \$15k
- 18) 2016 Port tier 2 generator last rebuilt - \$60k for original purchase, \$25k to rebuild.
- 19) 2016 Bought and installed new engine for the tow winch and new bull gear, shaft, sprocket and chain - \$80k
- 20) 2016 Rebuilt like new main engine oil coolers and replaced all salt water piping from main engine to overboard - \$35k
- 21) 2016 Replaced clutch and drum for the starboard engine - \$20k
- 22) 2016 Rebuild the entire air control system from the clutch to all control stations. Replaced many control heads and shuttle valves with new - \$30k
- 23) 2016 Replaced the old bulwarks with new going around the entire boat - \$250k
- 24) 2016 Replaced upper air compressor - \$18k
- 25) 2016 Ballast and fuel tank hatches replaced on main deck (aft) - \$12k
- 26) 2016 Port & stbd steering pumps removed and rebuilt, new servo-valves and fittings installed - \$12k
- 27) 2017 All H5 valves rebuilt and ER throttle controls rebuilt - \$7k
- 28) Main engine routine maintenance: cylinder head, valves and injectors are set and timed every 1500 hours.
- 29) Compression test cylinders once per year and check rod bearings, main bearings and liners for wear and replace as needed.
- 30) Take monthly oil samples and analyze for potential problems

Please let me know if you have any questions. Thanks.

American Patriot

Engine Room Daily Hour Logs

Date _____

26-Apr-2017

[illegible]

ABS Survey Manager - Surveys - History

Name : **AMERICAN PATRIOT**
 Status : **In Operation, Active, Classed**

Class Number : **7100522**
 IMO Number : **7113882**

Survey Name	Status	Last Visit Date	Done Date	Location	Report Number
Classification					
Annual Hull Survey 4	Completed		26 Feb 2018	Mobile, AL	M3454352-B
Annual Machinery Survey 4	Completed		26 Feb 2018	Mobile, AL	M3454352-A
Annual Hull Survey 3	Completed		31 Jan 2017	Mobile, AL	M3223475-B
Annual Machinery Survey 3	Completed		31 Jan 2017	Mobile, AL	M3223475-A
Drydocking Survey - UWILD	Completed		31 Jan 2017	Mobile, AL	M3223475-D
Annual Hull Survey 2	Completed		26 Feb 2016	Mobile, AL	M3081037-B
Annual Machinery Survey 2	Completed		26 Feb 2016	Mobile, AL	M3081037-A
Intermediate Hull Survey 10	Completed		26 Feb 2016	Mobile, AL	M3081037-C
Annual Hull Survey 1	Completed		30 Oct 2014	Mobile, AL	M2748378-B
Annual Machinery Survey 1	Completed		30 Oct 2014	Mobile, AL	M2748378-A
Annual Hull Survey 5	Completed		02 Dec 2013	Mobile, AL	M2440644-B
Annual Machinery Survey 5	Completed		02 Dec 2013	Mobile, AL	M2440644-A
Drydocking Survey	Completed		02 Dec 2013	Mobile, AL	M2440644-G
Special Periodical Survey - Hull 9	Completed		02 Dec 2013	Mobile, AL	M2440644-D
Special Periodical Survey - Machinery 9	Completed		02 Dec 2013	Mobile, AL	M2440644-C
Tailshaft Survey - Tail Shaft Port	Completed		02 Dec 2013	Mobile, AL	M2440644-H
Tailshaft Survey - Tail Shaft Starboard	Completed		02 Dec 2013	Mobile, AL	M2440644-I
Statutory					
Annual Load Line Survey 4	Completed		26 Feb 2018	Mobile, AL	M3454352-C
Annual Load Line Survey 3	Completed		31 Jan 2017	Mobile, AL	M3223475-C
Annual Load Line Survey 2	Completed		26 Feb 2016	Mobile, AL	M3081037-D
Annual Load Line Survey 1	Completed		30 Oct 2014	Mobile, AL	M2748378-C
Renewal Load Line Survey 3	Completed		02 Dec 2013	Mobile, AL	M2440644-E

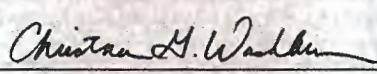


UNITED STATES OF AMERICA

DEPARTMENT OF HOMELAND SECURITY UNITED STATES COAST GUARD

NATIONAL VESSEL DOCUMENTATION CENTER

CERTIFICATE OF DOCUMENTATION

VESSEL NAME AMERICAN PATRIOT		OFFICIAL NUMBER 529679	IMO OR OTHER NUMBER 7113882	YEAR COMPLETED 1970	
HAILING PORT HONOLULU HI		HULL MATERIAL STEEL		MECHANICAL PROPULSION YES	
GROSS TONNAGE 456 GT ITC 196 GRT	NET TONNAGE 136 NT ITC 133 NRT	LENGTH 109.5	BREADTH 34.1	DEPTH 13.2	
PLACE BUILT NEW ORLEANS LA					
OWNERS AMERICAN WORKBOATS INC		OPERATIONAL ENDORSEMENTS REGISTRY COASTWISE			
MANAGING OWNER AMERICAN WORKBOATS INC 65 NORTH NIMITZ HWY PIER 14 HONOLULU HI 96817					
RESTRICTIONS NONE					
ENTITLEMENTS NONE					
REMARKS NONE					
ISSUE DATE JUNE 16, 2016		 ACTING DIRECTOR, NATIONAL VESSEL DOCUMENTATION CENTER			
THIS CERTIFICATE EXPIRES JULY 31, 2017					



AMERICAN BUREAU OF SHIPPING



CHARTERED
1862

NUMBER
7100522

CERTIFICATE OF CLASSIFICATION

AMERICAN PATRIOT

Description TUGBOAT

Dimensions, Length 114 Feet 9-1/8 Inch *Breadth* 34 Feet

Depth 19 Feet 2-1/2 Inches

Tonnage, Gross 456

Net 136

Owner AMERICAN MARINE CORPORATION

Shipbuilder HALTER MARINE INC.

Engine Builder ALCO ENGINE INC. (DIVISION OF WHITE INDUSTRIAL POWER INC.)

Year of Build 01 January 1971

Hull Number 259

This is to Certify that the above has been surveyed in accordance with the Rules of this Bureau and entered in the Record with the Class

✱A1, Towing Service, ✱AMS

02 December 2013

Issue Date

J. A.
Chief Surveyor



19 November 2018

Expiration Date

M. C. Adams
Assistant Secretary

NOTE: This certificate evidences compliance with one or more of the Rules, Guides, standards or other criteria of American Bureau of Shipping and is issued solely for the use of the Bureau, its committees, its clients or other authorized entities. The classification certificate is a representation only that the vessel, structure, item of material, equipment or machinery or any other item covered by this certificate has met one or more of the Rules of American Bureau of Shipping. The certificate is governed by the terms and conditions on the reverse side hereof, and governed by the Rules and standards of American Bureau of Shipping who shall remain the sole judge thereof.

TERMS AND CONDITIONS

1. The issuance and interpretation of the class certificate is subject to the terms and conditions of the "Request for Classification and Agreement" (hereinafter "the Agreement") which are hereby incorporated by reference.

2. REPRESENTATIONS AS TO CLASSIFICATION

Classification is a representation by ABS as to the structural and mechanical fitness for a particular use or service in accordance with its Rules and standards. The Rules of American Bureau of Shipping are not meant as a substitute for the independent judgment of professional designers, naval architects and marine engineers nor as a substitute for the quality control procedures of shipbuilders, engine builders, steel makers suppliers, manufacturers and sellers of marine vessels, materials, machinery or equipment. ABS being a technical society can only act through Surveyors or others who are believed by it to be skilled and competent.

ABS represents solely to the vessel Owner or other client (hereinafter "Client") of ABS that when assigning class it will use due diligence in the development of Rules, Guides and standards and in using normally applied testing standards, procedures and techniques as called for by the Rules, Guides, standards or other criteria of ABS for the purpose of assigning and maintaining class. ABS further represents to the Client of ABS that its certificates and reports evidence compliance only with one or more of the Rules, Guides, standards or other criteria of ABS in accordance with the terms of such certificate or report. Under no circumstances whatsoever are these representations to be deemed to relate to any third party.

3. RESPONSIBILITY AND LIABILITY

It is understood and agreed that the class certificate (hereinafter referred to as "certificate") issued as part of the services rendered under the Agreement is a representation only that the vessel, structure, item of material, equipment or machinery or any other item covered by a certificate has met one or more of the Rules or standards of American Bureau of Shipping and is issued solely for the use of ABS, its committees, clients or other authorized entities. The validity, applicability and interpretation of a certificate issued under the terms of or in contemplation of the Agreement is governed by the Rules and standards of American Bureau of Shipping who shall remain the sole judge thereof. Nothing contained in this certificate or in any report issued in contemplation of this certificate shall be deemed to relieve any designer, builder, owner, manufacturer, seller, supplier, repairer, operator or other entity of any warranty express or implied nor to create any interest, right, claim or benefit in any third party. It is understood and agreed that nothing expressed herein is intended or shall be construed to give any person, firm or corporation, other than the parties hereto, any right, remedy or claim hereunder or under any provisions herein contained; all provisions hereof are for the sole and exclusive benefit of the parties hereto.

4. SUSPENSION AND CANCELLATION OF CLASS

The continuance of the Classification of any vessel is conditional upon the Rule requirements for periodical, damage and other surveys being duly carried out. The Committee reserves the right to reconsider, withhold, suspend, or cancel the class of any vessel or any part of the machinery for noncompliance with the Rules, for defects reported by the Surveyors which have not been rectified in accordance with their recommendations, or for nonpayment of fees which are due on account of Classification, Statutory and Cargo Gear Surveys. Suspension or cancellation of class may take effect immediately or after a specified period of time.

5. LIMITATION

ABS makes no representations beyond those contained herein and in the provisions of the request for classification regarding its reports, statements, plan review, surveys, certificates or other services.

6. HOLD HARMLESS

THE PARTY TO WHOM THIS CERTIFICATE IS ISSUED, OR HIS ASSIGNEE OR SUCCESSOR IN INTEREST, AGREES TO RELEASE ABS AND TO INDEMNIFY AND HOLD HARMLESS ABS FROM AND AGAINST ANY AND ALL CLAIMS, DEMANDS, LAWSUITS, OR ACTIONS FOR DAMAGES, INCLUDING LEGAL FEES, TO PERSONS OR OTHER LEGAL ENTITIES AND/OR PROPERTY, TANGIBLE, INTANGIBLE OR OTHERWISE WHICH MAY BE BROUGHT AGAINST ABS INCIDENTAL TO, ARISING OUT OF OR IN CONNECTION WITH THE WORK DONE, SERVICES PERFORMED OR MATERIAL TO BE FURNISHED UNDER THIS CERTIFICATE, EXCEPT FOR THOSE CLAIMS CAUSED SOLELY AND COMPLETELY BY THE NEGLIGENCE OF ABS, ITS AGENTS, EMPLOYEES, OFFICERS, DIRECTORS OR SUBCONTRACTORS.

ANY OTHER INDIVIDUAL OR PARTY WHO CLAIMS A RIGHT HEREUNDER OR WHO CLAIMS TO BE A BENEFICIARY OR ANY PORTION OF THE SERVICES RENDERED IN CONTEMPLATION OF THIS CERTIFICATE SHALL INDEMNIFY AND HOLD ABS HARMLESS FROM AND AGAINST ALL CLAIMS, DEMANDS, LAWSUITS OR ACTIONS FOR DAMAGES, INCLUDING LEGAL FEES, TO PERSONS AND/OR PROPERTY, TANGIBLE, INTANGIBLE OR OTHERWISE WHICH MAY BE BROUGHT AGAINST ABS BY ANY PERSON OR ENTITY AS A RESULT OF THE SERVICES PERFORMED IN CONTEMPLATION OF THIS CERTIFICATE, EXCEPT FOR THOSE CLAIMS CAUSED SOLELY AND COMPLETELY BY THE NEGLIGENCE OF ABS, ITS AGENTS, EMPLOYEES, OFFICERS, DIRECTORS, OR SUBCONTRACTORS.

7. LIMITATION OF LIABILITY

THE COMBINED LIABILITY OF AMERICAN BUREAU OF SHIPPING, ITS COMMITTEES, OFFICERS, EMPLOYEES, AGENTS OR SUB-CONTRACTORS FOR ANY LOSS, CLAIM OR DAMAGE ARISING FROM ITS NEGLIGENT PERFORMANCE OR NONPERFORMANCE OF ANY OF ITS SERVICES OR FROM BREACH OF ANY IMPLIED OR EXPRESS WARRANTY OF WORKMANLIKE PERFORMANCE IN CONNECTION WITH THOSE SERVICES, OR FROM ANY OTHER REASON, TO ANY PERSON, CORPORATION, PARTNERSHIP, BUSINESS ENTITY, SOVEREIGN, COUNTRY OR NATION, WILL BE LIMITED TO THE GREATER OF A) \$100,000 OR B) AN AMOUNT EQUAL TO TEN TIMES THE SUM ACTUALLY PAID FOR THE SERVICES ALLEGED TO BE DEFICIENT.

THE LIMITATION OF LIABILITY MAY BE INCREASED UP TO AN AMOUNT TWENTY-FIVE (25) TIMES THAT SUM PAID FOR SERVICES UPON RECEIPT OF CLIENT'S WRITTEN REQUEST AT OR BEFORE THE TIME OF PERFORMANCE OF SERVICES AND UPON PAYMENT BY CLIENT OF AN ADDITIONAL FEE OF \$10.00 FOR EVERY \$1,000.00 INCREASE IN THE LIMITATION.

8. ARBITRATION

Any and all differences and disputes of whatsoever nature arising out of this certificate shall be put to arbitration before a board of three persons, consisting of one arbitrator to be appointed by ABS, one by Client and one by the two so chosen. The decision of any two of the three on any point or points shall be final. Until such time as the arbitrators finally close the hearings either party shall have the right by written notice served on the arbitrators and on an officer of the other party to specify further disputes or differences under this certificate for hearing and determination. The arbitrators may grant any relief other than punitive damages which they, or a majority of them, deem just and equitable and within the scope of the agreement of the parties, including, but not limited to specific performance. Awards made in pursuance to this clause may include costs including a reasonable allowance for attorney's fees and judgment may be entered upon any award made hereunder in any court having jurisdiction. ABS and Client hereby mutually waive any and all claims to punitive damages in any forum.

Client shall be required to notify ABS within thirty (30) days of the commencement of any arbitration between it and third parties which may concern ABS's work in connection with this certificate and shall afford ABS an opportunity, at ABS's sole option, to participate in the arbitration.

ADDITIONAL INFORMATION
Major Hull Modification

NEW HULL SECTION DESCRIPTION: _____

DATE OF MODIFICATION: _____

ICE CLASS NOTATION

MINIMUM ENGINE OUTPUT: _____

MAXIMUM ICE DRAUGHT FWD: _____ AMIDSHIPS: _____ AFT: _____

MINIMUM ICE DRAUGHT FWD: _____ AMIDSHIPS: _____ AFT: _____

AUTOMATION NOTATION

NUMBER OF UNATTENDED HOURS:

OPERATING RESTRICTIONS

ADDITIONAL NOTATIONS

RECORD COMMENTS

ANNUAL SURVEY ENDORSEMENTPlace MOBILE ALABAMA, USADate 30 OCTOBER 2014Jeff W. Pennington
(Signature)

Surveyor to the American Bureau of Shipping

Place MOBILE ALABAMA, USADate 26 FEBRUARY 2016Jeff W. Pennington
(Signature)

Surveyor to the American Bureau of Shipping

Place _____

Date _____

(Signature)

Surveyor to the American Bureau of Shipping

Place _____

Date _____

(Signature)

Surveyor to the American Bureau of Shipping

INTERMEDIATE SURVEY ENDORSEMENTPlace MOBILE, AL, USADate 31 JANUARY 2017Joe Orsz
(Signature)

Surveyor to the American Bureau of Shipping

**EXTENSION OF CLASS CERTIFICATE
THIS CLASSIFICATION CERTIFICATE IS EXTENDED UNTIL**

Date _____

Place _____

Date _____

(Signature)

Surveyor to the American Bureau of Shipping

Please note that the classification of this vessel is automatically suspended and the certificate automatically becomes invalid, if not endorsed annually within three months of the due date of the annual survey, or if the certificate is not endorsed for completion of the intermediate survey within three months of the due date of the third annual survey.

THIS CERTIFICATE IS NOT A CONFIRMATION OF CLASS

INTERNATIONAL LOAD LINE CERTIFICATE

ISSUED UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON LOAD LINES, 1966, AS MODIFIED BY THE PROTOCOL OF 1988 RELATING THERETO UNDER THE AUTHORITY OF THE GOVERNMENT OF

UNITED STATES OF AMERICA
Commandant, U.S. Coast Guard

American Bureau of Shipping
(Organization Authorized)

Particulars of Ship

Name of Ship	Distinctive Number or Letters	Port of Registry	Length(L) as defined in article 2(8)	IMO Number ¹
AMERICAN PATRIOT	529679	Honolulu, HI	114 Feet 9-1/8 Inches	7113882

Freeboard assigned as: New

Type of Ship: Type B

Freeboard from Deck Line

Tropical	2 Feet 4-1/4 Inches	(T)
Summer	2 Feet 8-1/2 Inches	(S)
Winter	3 Feet 3/4 Inches	(W)
Winter North Atlantic	3 Feet 2-3/4 Inches	(WNA)
Timber tropical	N/A	(LT)
Timber summer	N/A	(LS)
Timber winter	N/A	(LW)
Timber winter North Atlantic	N/A	(LWNA)

Load Line

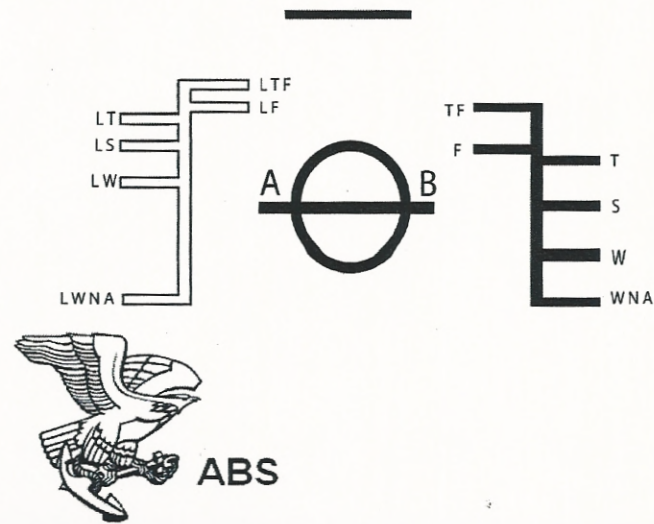
4-1/4 Inches	above (S)
Upper edge of line through center of ring	
4-1/4 Inches	below (S)
6-1/4 Inches	below (S)
N/A	above (LS)
N/A	above (S)
N/A	below (LS)
N/A	below (LS)

Allowance for fresh water for all freeboards other than timber4-1/4 Inches

For timber freeboardsN/A

The upper edge of the deck line from which these freeboards are measured is: Opposite The Top of Upper Steel deck at side.

THIS CERTIFICATE IS VALID ONLY SO LONG AS THE OPERATING RESTRICTIONS IN THE VESSEL'S STABILITY LETTER, ISSUED BY ABS AMERICAS AND DATED 17 OCTOBER 2003, ARE OBSERVED.



¹ In accordance with the IMO Ship Identification Number Scheme, adopted by resolution A.600(15).

THIS IS TO CERTIFY:

1. That the ship has been surveyed in accordance with the requirements of article 14 of the Convention.
2. That the survey showed that the freeboards have been assigned and load lines shown above have been marked in accordance with the Convention.

This certificate is valid until 19 November 2018²

Subject to the annual surveys in accordance with article 14(1)(c) of the Convention.

Completion date of the survey on which this certificate is based: 02 December 2013

Issued at

MOBILE, ALABAMA U.S.A.

Place of issue of certificate

02 December 2013

Date of issue

Kapp, Matthew E, Mobile Port

Surveyor, American Bureau of Shipping

NOTES:

1. When a ship departs from a port situated on a river or inland waters, deeper loading shall be permitted corresponding to the weight of fuel and all other materials required for consumption between the point of departure and the sea.
2. When a ship is in fresh water of unit density the appropriate load line may be submerged by the amount of fresh water allowance shown above. Where the density is other than unity, an allowance shall be made proportional to the difference between 1.025 and the actual density.
3. It is the owner's responsibility to furnish the master with approved information and instructions for loading and ballasting this vessel to provide guidance as to stability of the vessel under varying conditions of service and to avoid unacceptable stresses in the vessel's structure, as defined in 46 CFR 42.09-1.
4. The Winter North Atlantic Load Line applies only to vessels of 328 ft. in length or less, which enter any part of the North Atlantic Ocean during the winter months as defined by the Load Line Regulations in 46 CFR 42.30-5 and 42.30-35. The periods during which the other seasonal load lines apply in different parts of the world are sated in the Load Line Regulations 46 CFR 42.30-5 to 42.30-30, inclusive.
5. This Load Line Certificate will be cancelled by the Commandant, U. S. Coast Guard, if...
 - a) The annual surveys have not been carried out with three months either way of each anniversary date of the certificate.
 - b) The certificate is not endorsed to show that the ship has been surveyed as indicated in (a).
 - c) Material alterations have been made to the hull or superstructures such as would necessitate the assignment of an increased freeboard.
 - d) The fittings and appliance for the protection of the openings, guardrails, freeing ports, or the means of access to the crew's quarters have not been in as effective a condition as they were when the Certificate was issued.
 - e) The structural strength of the ship is lowered to such an extent that the ship is unsafe.
6. When this Certificate has expired or been cancelled, it must be delivered to the Assigning Authority.




² Insert the date of expiry as specified by the Administration in accordance with article 19(1) of the Convention. The day and the month of this date correspond to the anniversary date as defined in article 2(9) of the Convention, unless amended in accordance with article 19(8) of the Convention.

ENDORSEMENT FOR ANNUAL SURVEYS

THIS IS TO CERTIFY that, at an annual survey required by article 14(1)(c) of the Convention, the ship was found to comply with the relevant requirements of the Convention.

Annual Survey:

Signed:


 Surveyor, American Bureau of Shipping

Place:


MOBILE, ALABAMA, USA

Date:

30 OCTOBER 2014

Annual Survey:

Signed:


 Surveyor, American Bureau of Shipping

Place:

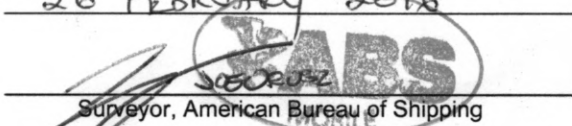
MOBILE, ALABAMA, USA

Date:

26 FEBRUARY 2016

Annual Survey:

Signed:


 Surveyor, American Bureau of Shipping

Place:

MOBILE, AL, USA

Date:

31 JANUARY 2017

Annual Survey:

Signed:

Surveyor, American Bureau of Shipping

Place:

Date:

ANNUAL SURVEY IN ACCORDANCE WITH ARTICLE 19(8)(c)

THIS IS TO CERTIFY that, at a survey in accordance with article 19(8)(c) of the Convention, the ship was found to comply with the relevant requirements of the Convention.

Signed:

Surveyor, American Bureau of Shipping

Place:

Date:

Endorsement to extend the certificate if valid for less than 5 years where article 19(3) applies

The ship complies with the relevant requirements of the Convention, and this certificate shall, in accordance with article 19(3) of the Convention, be accepted as valid until _____

Signed:

Surveyor, American Bureau of Shipping

Place:

Date:



Endorsement where the renewal survey has been completed and article 19(4) applies

The ship complies with the relevant requirements of the Convention, and this certificate shall, in accordance with article 19(4) of the Convention, be accepted as valid until _____

Signed: _____
Surveyor, American Bureau of Shipping
Place: _____
Date: _____

Endorsement to extend the validity of the certificate until reaching the port of survey or for a period of grace where article 19(5) or 19(6) applies.

This certificate shall, in accordance with article 19(5)/19(6)³ of the Convention, be accepted as valid until _____

Signed: _____
Surveyor, American Bureau of Shipping
Place: _____
Date: _____

Endorsement for advancement of anniversary date where article 19(8) applies

In accordance with article 19(8) of the Convention, the new anniversary date is _____

Signed: _____
Surveyor, American Bureau of Shipping
Place: _____
Date: _____

In accordance with article 19(8) of the Convention, the new anniversary date is _____

Signed: _____
Surveyor, American Bureau of Shipping
Place: _____
Date: _____





PROJECT TITLE:

Great Lakes Dredge and Dock Freeport, TX Production Dredging

DESCRIPTION OF WORK:

American Marine successfully supported Great Lakes dredging project in Freeport, TX utilizing the tugs AMERICAN CHALLENGER and AMERICAN PATRIOT, including delivery and demobilization of equipment (Dredge California, Spider Barge Cajun Pride, Barge Key West, and Scows GL 65 - 6000 yds, GL 63 - 6000 yds, GL 33 - 3000 yds). The project was completed with minimal down-time and no damage to our customer's equipment.

PROJECT CONTACT:

Rick Elizondo, Project Manager, Great Lakes (630) 235-7639

KEY PERSONNEL:

Captain Steve Miller
Captain John Bigger
Captain Albert Wieland
Captain Koby Otterbach

CONTRACT COSTS:

\$1,650,000

CONTRACT SCHEDULE:

October 2014 – May 2015

**PROJECT TITLE:**

AMERICAN CARGO TRANSPORTATION/PORT OF
PRINCE, HAITI

DESCRIPTION OF WORK:

American Marine Corporation's 63 ton bollard pull tug
AMERICAN PATRIOT performed towage services of the
400'x100' barge, ZBIG1, between Houston, TX and Port au
Prince, Haiti at an average speed of 8.5 knots.

PROJECT CONTACT:

Herb Gazely
Project Manager
Cell: (206) 465-0154
Work: (206) 315-3529
e-mail: herb@amerct.com

KEY PERSONNEL:

Captain Garry Matthews

CONTRACT COSTS:

Approximately \$1 million

CONTRACT SCHEDULE:

March-June 2010



Towing Weeks 111

PROJECT TITLE: Weeks Marine, Houston, TX Production Dredging

DESCRIPTION OF WORK: American Marine successfully supported Weeks Marine's dredging project in Houston, TX utilizing the tug AMERICAN PATRIOT. The project was completed with minimal down-time and no damage to our customer's equipment, and included both line haul towing for delivery of equipment and working in the notch during the project with Weeks' 260'x52' scows.

PROJECT CONTACT: Paul Stewart, Weeks Marine, (985) 373-8352

KEY PERSONNEL:
Captain Steve Miller
Captain Albert Wieland
Captain Christopher Westfall
Captain Steve Sorenson
Captain James Bargert

CONTRACT COSTS: \$400,000

CONTRACT SCHEDULE: April 2016 – June 2016

**PROJECT TITLE:**

Andrew Weir Shipping – Estrella

DESCRIPTION OF WORK:

AMERICAN PATRIOT towed the “CMA CGM Estrella” from Belem, Brazil to Las Palmas, Grand Canary Island

PROJECT CONTACT:

Shaun Frestle
Samuel Stewart and Co
1 Tranquil Vale
Blackheath, London
SE3 0BU

KEY PERSONNEL:

Garry Matthews, Master
John Bigger, Relief Master

CONTRACT COSTS:

Final contract amount: \$ 592,784

CONTRACT SCHEDULE:

Contract Completion Date: 3/22/08



PROJECT TITLE: CONDUX / PEMEX, Tampico, Mexico

DESCRIPTION OF WORK: American Marine Corporation's 63 ton bollard pull tug AMERICAN PATRIOT performed towage services of the 300'x100' barge UR-95 loaded with platform jacket sections between Tampico, MX and the crane barge HAUSTECO in the Mexican Oilfield.

PROJECT CONTACT: Javier Tirado
Project Manager
Cell: 011 52 1 (833) 291-4567
e-mail: jtiradoosuna@gmail.com

KEY PERSONNEL: Captain Garry Matthews

CONTRACT COSTS: Approximately \$2 million

CONTRACT SCHEDULE: March 2009-November 2009



PROJECT TITLE: FOSS INTERNATIONAL, US Food Aid Shipment from Lake Charles, LA to various West African Ports

DESCRIPTION OF WORK: American Marine Corporation's 63 ton bollard pull tug AMERICAN PATRIOT towed a 400'x100' container barge loaded with US Food Aid from Lake Charles, LA to various discharge ports on the West coast of Africa including Freetown, Sierra Leone, Lome, Togo, and Lagos Nigeria and then towed the 400'x100' barge with empty containers back to Lake Charles, LA at an average speed of 8 knots.

PROJECT CONTACT: Jim Daley
Director Operations, Foss International
(713) 876-8096

KEY PERSONNEL: Captain Steve Miller

CONTRACT COSTS: Approximately \$800, 000

CONTRACT SCHEDULE: May 2012-August 2012

**PROJECT TITLE:**

HELIX ENERGY SOLUTIONS-DCOR & BETA OFFSHORE

DESCRIPTION OF WORK:

American Marine Corporation's 63 ton bollard pull tug AMERICAN PATRIOT performed the mobilization and demobilization tows Helix's 381'x105' (14,300 tons displacement) DP-2 pipe laying barge, INTREPID from Ingleside, Texas to Los Angeles for a pipe laying project off Santa Barbara and then back to Ingleside after completion of the project at an average speed of 6 knots. The INTREPID is equipped with a 400 ton crane, a stinger, a 980 square foot moonpool, helipad and multiple motion suppression tanks.

PROJECT CONTACT:

Ernie Weber
Project Manager, Helix Energy Solutions
(713) 906-9412

KEY PERSONNEL:

Captain Steve Miller / Captain Pete Borrego

CONTRACT COSTS:

Approximately \$1.5 million

CONTRACT SCHEDULE:

September 2011-March 2012



PROJECT TITLE:

Norsar, LLC Nigeria, Africa

DESCRIPTION OF WORK:

American Marine Corporation's 63 ton bollard pull tug AMERICAN PATRIOT towed a 400'x100' barge, the CHICAGO BRIDGE, loaded with 4 container cranes from Charleston, South Carolina to Lagos, Nigeria at an average speed of 8 knots.

PROJECT CONTACT:

Greg Norholm, Norsar LLC
4116 34th Ave NE #B
Everett, WA 98205 USA
Cell 1-206-617-1107
Office Tel 1-425-259-0213
Office Fax 1-425-252-5477
greg.nordholm@norsarllc.com

KEY PERSONNEL:

Captain Garry Matthews
Captain John Bigger
Mate Chris Westfall

CONTRACT COSTS:

Approximately \$1,000,000

CONTRACT SCHEDULE:

Actual completion date 5/21/2008



PROJECT TITLE:

PEMEX, Platform installation tows from Tampico, Mexico to the oil field in the Gulf of Mexico working for Permaducto, Ossfhore Shipbrokers, McDonough and San Miguel

DESCRIPTION OF WORK:

American Marine Corporation's 63 ton bollard pull tug AMERICAN PATRIOT and 60.75 ton bollard pull tug AMERICAN CHALLENGER towed various 400'x100' and 300'x100' deck barges loaded with platform sections to and from the oil field in support of PEMEX's platform installation projects in the Gulf of Mexico oil field.

PROJECT CONTACT:

Jonathan Bawden, Offshore Shipbrokers +44 (0) 207-377-9774
Eric Anderson, McDonough (504) 780-8100
Jackie Yardley, San Miguel (713) 978,6400

KEY PERSONNEL:

Captain Steve Miller
Captain John Bigger

CONTRACT COSTS:

Approximately \$6.5 million

CONTRACT SCHEDULE:

July 2012- September 2013

**PROJECT TITLE:**

TRAILER BRIDGE: JAX-SAN JUAN BRIDGE

DESCRIPTION OF WORK:

American Marine Corporation's 63 ton bollard pull tug AMERICAN PATRIOT performed the tow of TRAILER BRIDGE 737'x105' barge from Veracruz, Mexico to Jacksonville, Florida at an average of 8.2 knots.

PROJECT CONTACT:

Stacy Reese
Senior Manager, Vessel Operations
(904) 751-7113

KEY PERSONNEL:

Captain Garry Matthews

CONTRACT COSTS:

\$230,000.00

CONTRACT SCHEDULE:

April 2011





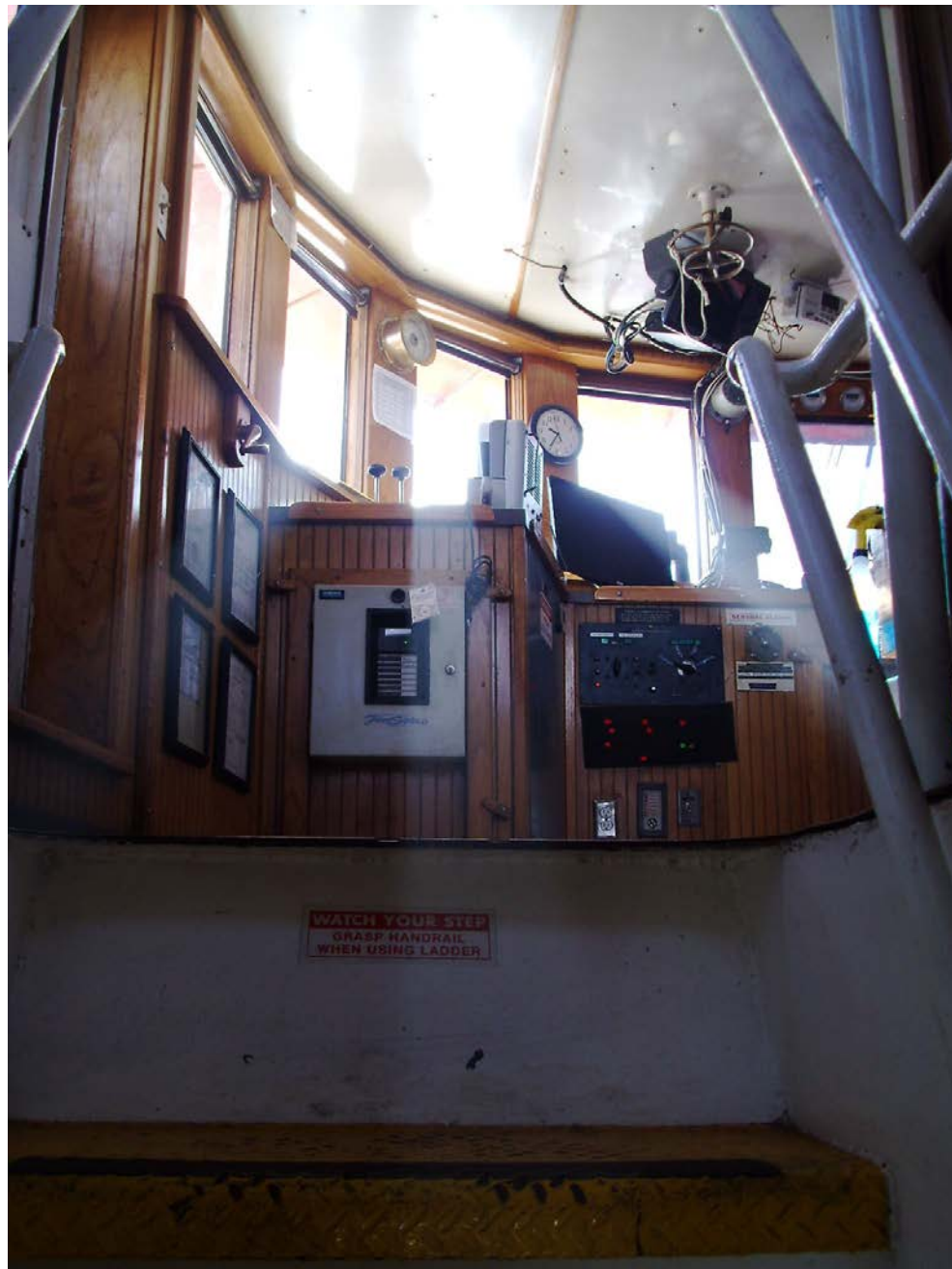




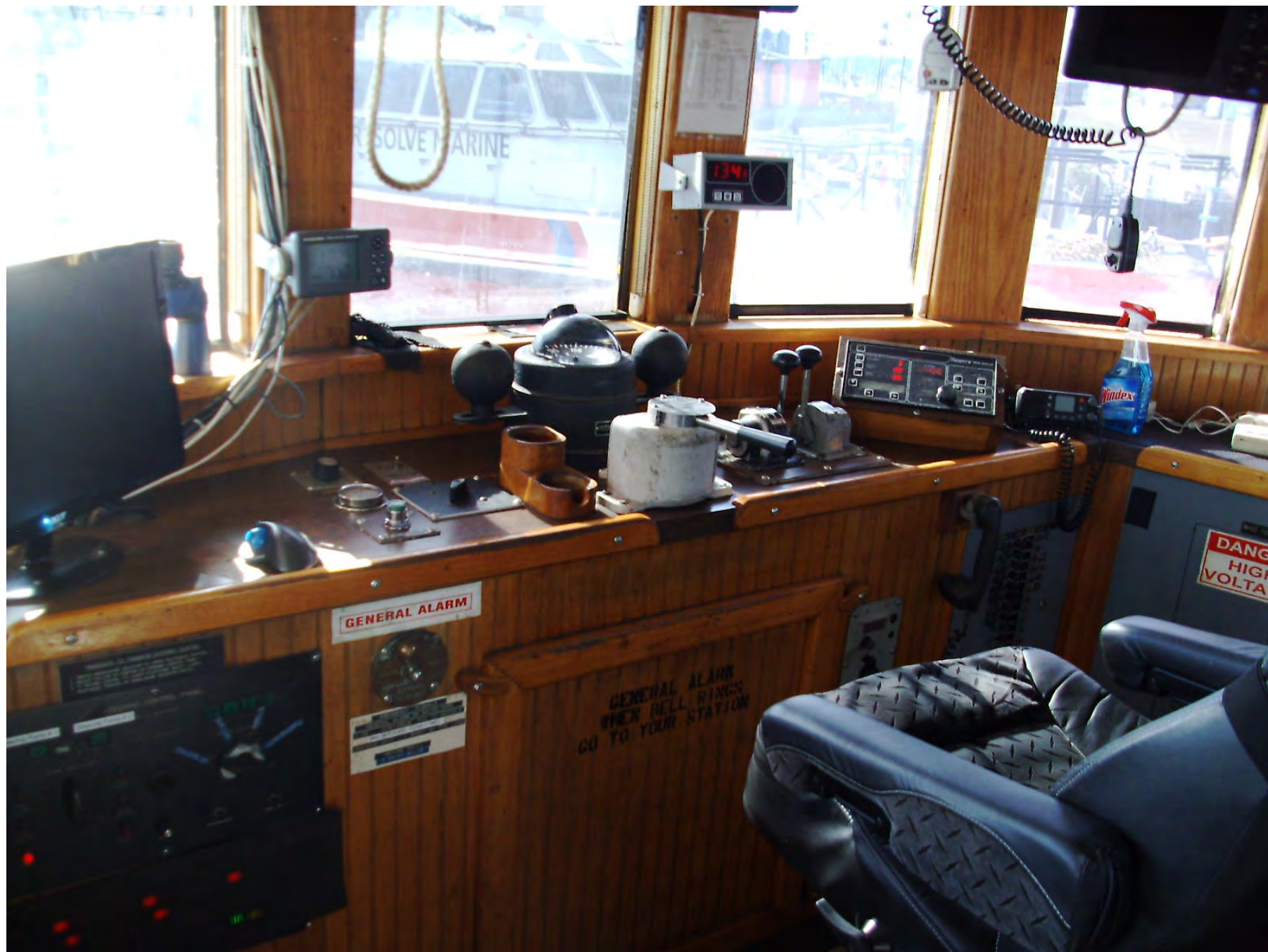




elevated wheelhouse











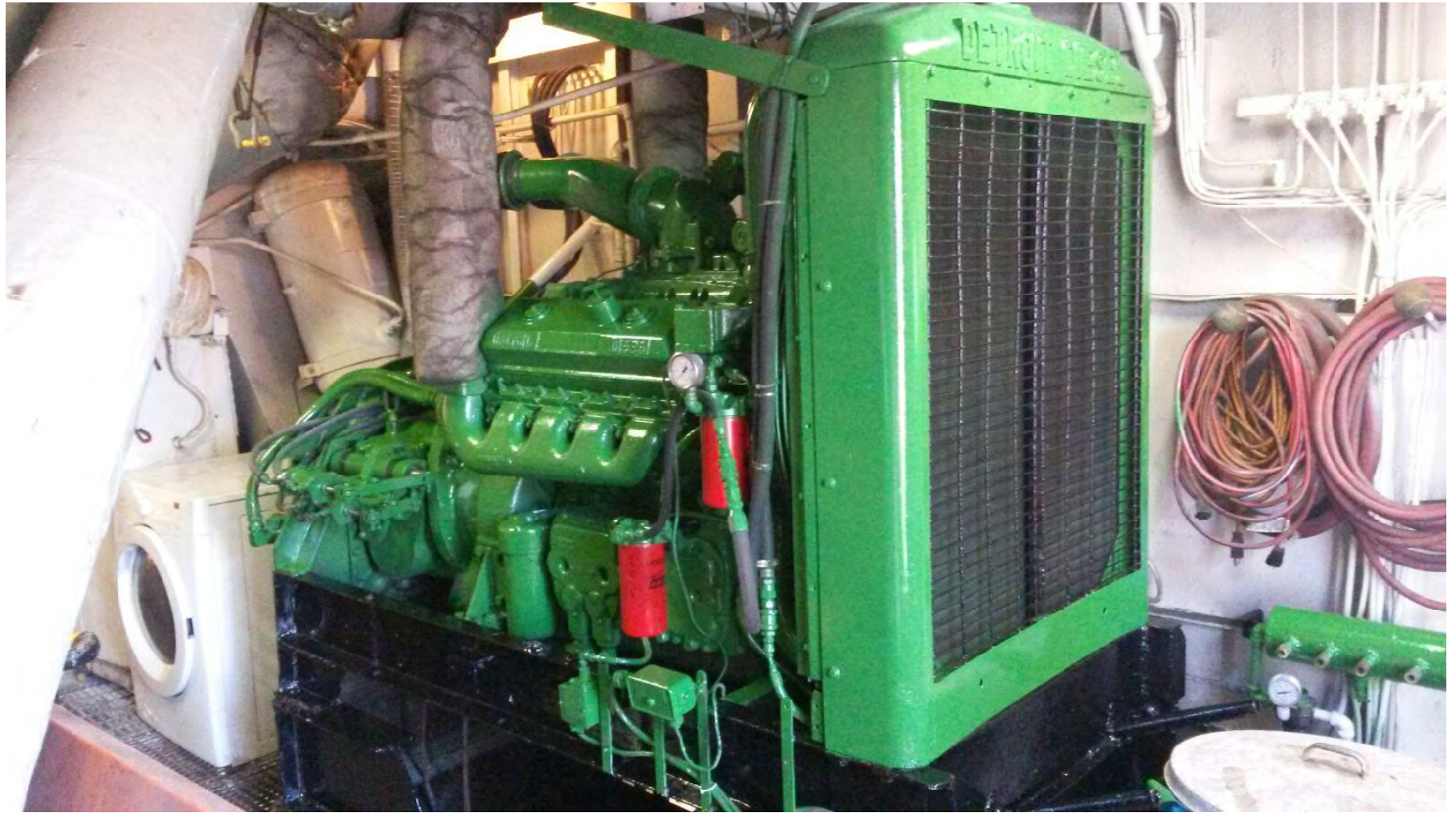




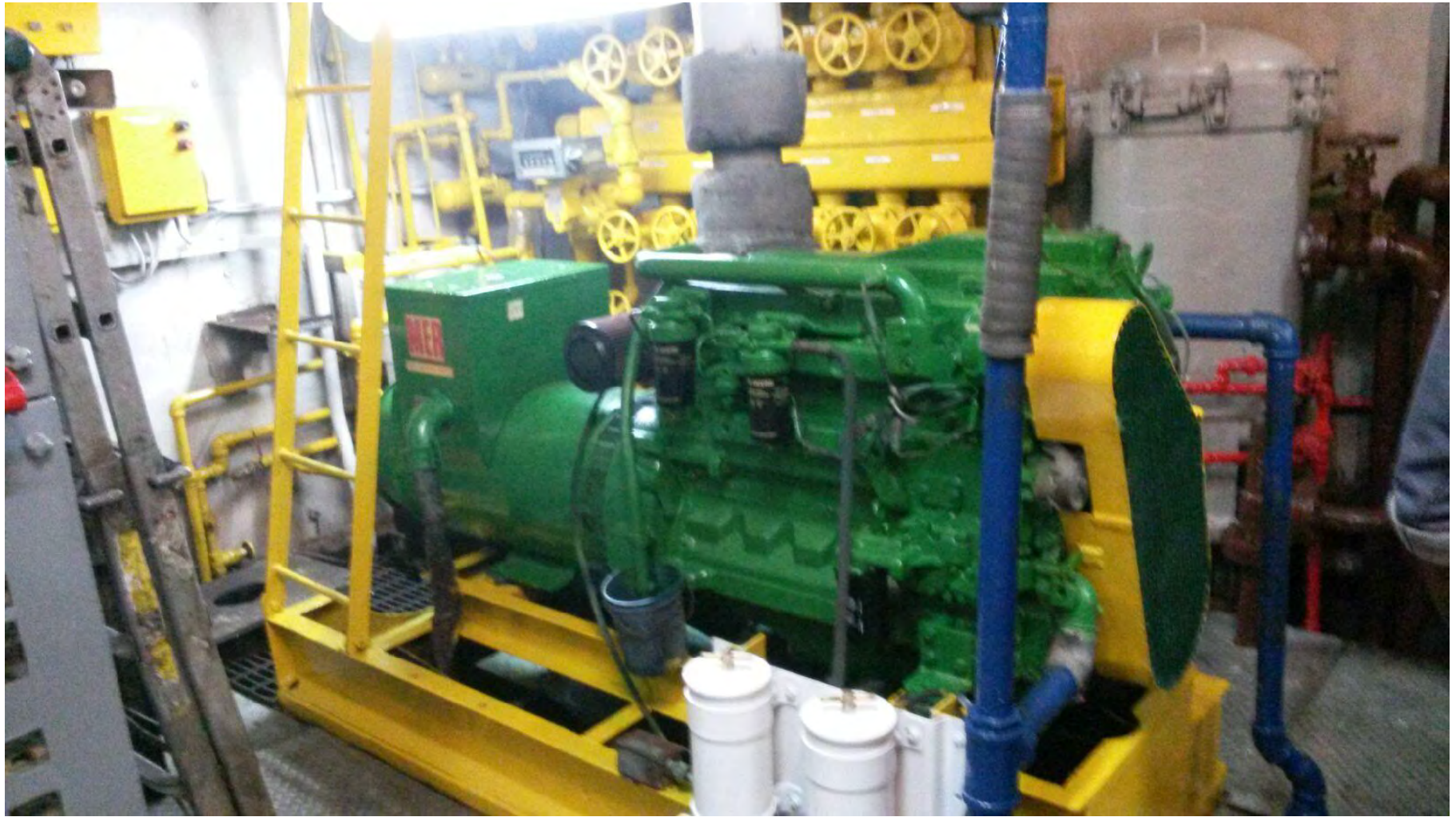






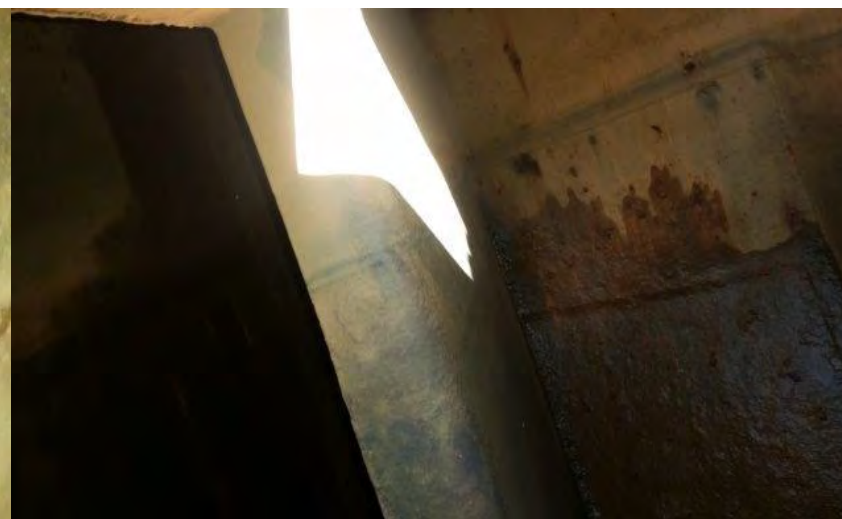
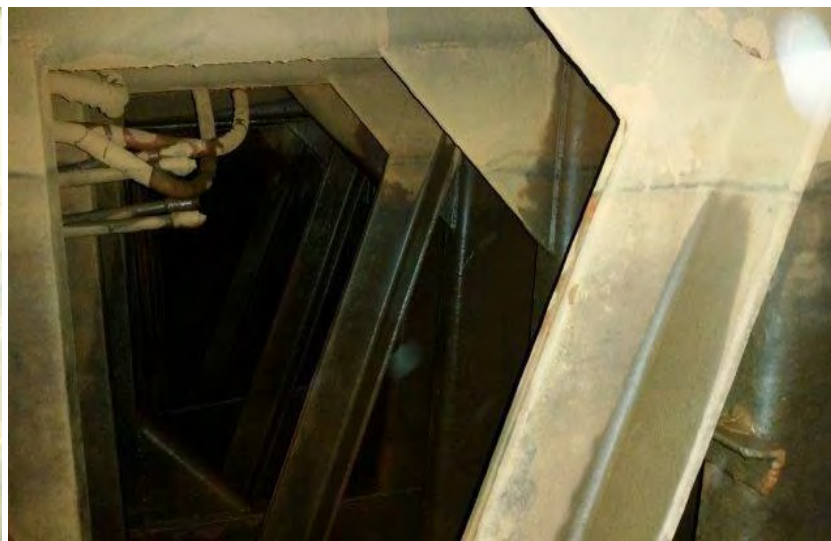












Aft Peak Fresh Ballast Water removed



Aft Peak Fresh Ballast Water removed



Fore Peak Fresh Ballast Water removed



Fore Peak Fresh Ballast Water removed