



508-255-6685

Capt. Paul C. Haley, NAMS-CMS

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Capt. G. W. "Giffy" Full

August 16, 2013

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CELL#: 508-560-2778

FILE#: 5726

Capt. Owen Dorr  
Schooner Nathaniel Bowditch, Inc.  
4 Gay St. Pl.  
Rockland,  
ME 04841

**RE:** *SCHOONER NATHANIEL BOWDITCH*  
**DOC:** 222228  
**HULL#:** NONE  
**TYPE:** 80□PASSENGER SCHOONER

### **APPRAISAL SUMMARY**

Dear Capt. Dorr:

This is to certify that on July 30, 2013, at your request, the undersigned marine surveyor attended onboard the above captioned vessel, a passenger schooner of wood construction. The vessel was inspected in the water at her dock in Rockland, ME. The purpose for attending the vessel was to conduct an appraisal of the vessel.

### **DESIGN & CONSTRUCTION**

The vessel is a traditional schooner built in East Boothbay, ME in 1922. The vessel has a spoon bow round bilge, full keel with attached rudder and transom stern. Her hull is constructed of carvel planked 2□long leaf yellow pine. The vessel's framing is 2 3/4□x 8□double sawn oak on 20□centers. The sheer clamp on the vessel is 3□x 6□oak and there is a 4□x 8□beam shelf of oak. The interior ceiling of the vessel is 2□x 4□planked tight pine and the floor timbers are 3 3/4□oak sided on varying centers. Bowditch's decking is caulked and laid fir over 4□x 4 1/2□and 5 3/4□square oak on varying centers. The vessel is schooner rigged with both the fore and main masts being

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solid. The main mast is also rigged with a topmast. The rigging is plow steel and is secured at the ends with dead eyes. The masts are stepped through the deck and land on mast steps atop the keelson. The *SCHOONER NATHANIEL BOWDITCH* has a 4 cylinder Gray Marine 4-71 diesel engine which is located below the salon cabin sole. It would appear that at some point the engine had a replacement block and there are no engine numbers stamped into the engine block. This is common on replacements. Service access to the engine is through large floor hatches that expose the engine and one can enter the space and get around the engine.



NATHANIAL BOWDITCH AT HER DOCK IN ROCKLAND, ME

The deck layout of the vessel has a watertight hatch to the forepeak, which is forward to starboard of the bowsprit. Next aft is the manual windlass with port and starboard heads. This is followed by the forecastle scuttle and aft of this are port and starboard skylights down into the forecastle area. The foremast is next aft followed by a bench seat. The mid-cabin trunk is next aft with two skylights to port and starboard and the companionway aft. There is an open mid-deck followed by the mainmast. Aft of this is the main cabin trunk. There is a forward companionway that leads down to the galley and salon. In the center there is a butterfly hatch over the salon and a hatch over the galley. At the aft end of the cabin trunk is the companionway down to the captain's cabin. This is followed by the aft deck and the wheel box. Around the port and starboard sides the side decks are relatively open.

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DECK LOOKING FORWARD



LOOKING AFT TOWARD THE HELM

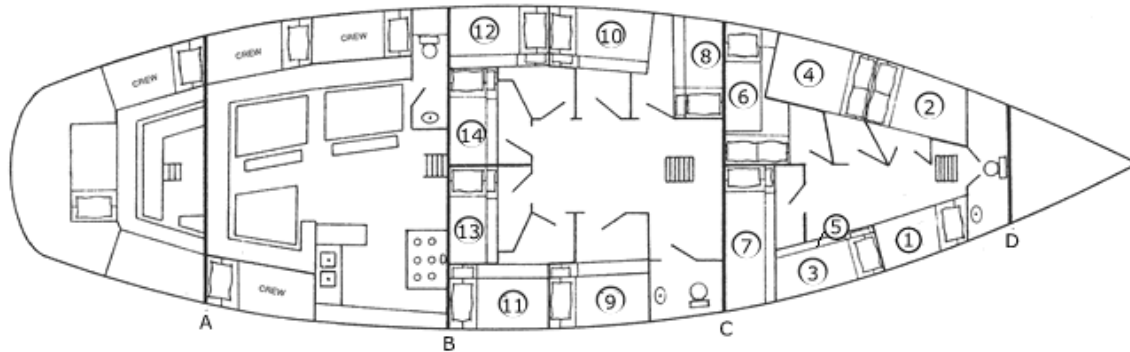
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LOOKING FORWARD FROM THE HELM

The interior layout of the vessel has a forepeak forward for anchor chain. This area has a watertight bulkhead and is accessed through a water tight deck hatch. The forecabin is next aft. This area has a deck scuttle at the forward end with the companionway. At the forward most part of the area is an enclosed head followed by the centered companionway. Behind the companionway to port is a single berth cabin and this is followed by another single berth cabin with the berth being a double. To starboard along the passage are upper and lower berths with the upper being a double. Aft to port is a two berth cabin and aft to port is a two berth cabin. At the end of this area is a watertight bulkhead. The mid-cabin area is next aft. This cabin has a trunk cabin over it with an aft companionway. Forward to starboard is an enclosed head and forward to port is a double cabin with upper and lower berths forward and a water basin aft. Going along the passage there are two port and starboard cabins with double berths. Aft are port and starboard double cabins. The companionway ladder comes down to the forward end of the area. The next area aft is the main cabin and the galley. This cabin has an enclosed head forward to port. Off center to port is the forward companionway and forward to starboard is the vessel's galley with a shipmate diesel fired stove, refrigeration outboard to starboard and a sink aft. Along the port side are two outboard berths with seat lockers inboard and two drop-leaf tables. Along the aft bulkhead are seat lockers and a drop-leaf table. Outboard to starboard is a berth with seat lockers inboard. The aft bulkhead is a watertight bulkhead followed by the captain's cabin. This cabin has three berths one each to port and starboard and one thwartship at the aft end of the cabin. Round the area are seat lockers and behind the companionway is a table. Aft of this is the lazarette below the aft deck.

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LAYOUT OF VESSEL FORM WEB SITE [WWW.WINDJAMMERCATION.COM](http://WWW.WINDJAMMERCATION.COM)

**VESSEL SPECIFICATIONS**

<b>LOA</b>	<b>82'0"</b>
<b>BEAM</b>	<b>22'0"</b>
<b>DRAFT</b>	<b>11'6"</b>

**Specifications are as reported to the surveyor**

**ELECTRICAL**

The vessel has had the electrical system upgraded since the last time it was visited by this office. The vessel now is strictly 12-volt Dc ships service with 120-volt AC shore power when in port. To power the 12-volt service there are 20- 6-volt heavy duty batteries. In the main house bank there are 18 batteries and then there are 2 for the electronics. In addition there is one 12-volt 8D battery for the engine start. The 120-volt AC service is derived from a shore power cord when in port and on the main deck there is a Yamaha gasoline 1240 120-volt generator serial number EF3800. The batteries are charged by a 12-volt 50 amp battery charger when 120-volt AC is available. On the engine there is a 160-amp alternator mounted on the front. And on the back of the engine there is a 90 amp alternator mounted. All the power is run through centralized circuit breaker panels.

**TANKAGE**

The vessel has seven water tanks. Two are in the forecabin and five are in the mid-cabin. Also in the mid cabin is a black water tank. In the salon there are two diesel tanks for the engine and one small tank for the diesel stove.

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**SAILS**

- MAINSAIL (4YEARS OLD)
- JIB (3 YEARS OLD)
- FORESAIL (15 YEARS OLD)
- STAYSAIL (15 YEARS OLD)
- MAIN GAFF TOPSAIL (AGE NOT NOTED)

**ELECTRONICS**

- ACR 406 EPIRB (NEW)
- APELCO RANGER 380 FLASHER DEPTH
- OPTIMUS MPA-40 PA SYSTEM
- RAYTHEON RADAR
- STANDARD HORIZON CP 180 GPS
- STANDARD HORIZON 175 C GPS
- STANDARD HORIZON INTREPID + VHF

**SAFETY GEAR**

- 53 USCG TYPE I ADULT LIVE PRESERVERS
- 6- USCG TYPE I CHILD LIVE PRESERVERS
- 2- LIFE FLOATS
- 3- RING BUOYS
- 350 LB STOCK ANCHOR 250 $\square$ 5/8 $\square$ CHAIN
- 450 LB STOCK ANCHOR 150 $\square$ 3/4 $\square$ CHAIN

**FIRE FIGHTING/BILGE PUMPING**

- 2- 15 LB CO2 FIRE EXTINGUISHERS
- 1- 18 LB DRY CHEMICAL FIRE EXTINGUISHER
- 1- 10 LB DRY CHEMICAL
- FE 241 FIXED FIRE SYSTEM
- JABSCO MANIFOLDED ENGINE DRIVEN BILGE/FIRE
- GASOLINE POWERED CENTRIFICAL BILGE/FIRE

The plumbing for the bilge pumping system and the firefighting system is all new this past winter. All the galvanized piping has been removed and replaced with good quality copper pipe. This runs to all compartments and is controlled by a manifold located on the forward bulkhead in the engine room. This manifold is all valved so the pumps can be directed to each compartment or directed from the bilge to the sea valve to pull water for the fire station. The portable gasoline deck pump can be tied into the same system or run separately with attached hoses.

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VIEW OF NEW MANIFOLD SYSTEM IN THE ENIGNE ROOM

**GENERAL EQUIPMENT**

- 12-VOLT DC SUNDANZERDECK MOUNTED REFRIGERTOR
- 2- 14" TENDERS MOUNTED ON SIDE DAVITS
- DECK MOUNTED DUAL HEAD MANUAL WINDLASS

**COMMENTS**

Though this vessel was built in 1922 she has had some major rebuilds over the years. In the 1970's the vessel was hauled at Billings Diesel and Marine where the interior including ceiling was stripped out of the vessel. The frames that were bad at this time were replaced and than the ceiling was reinstalled. Later in 1987 the port framing that was poor at that time was replaced and in 1989 the starboard side was done. In the 1990's the mid floor timbers were replaced and the garboard were replaced. The vessel is in over al good condition. In October of 2003 this office conducted a full hull in the water survey of the vessel. This was at the time the vessel was purchased by the Door's. In 2008 the office again visited the vessel for an in-the-water inspection. The Dc electrical system was totally gone over and changed removing the antiquated 32-volt DC system and replacing it with 12-volt DC. All new batteries were installed in new battery boxes. The bow sprit was replaced with a new laminated one and the top section of the main mast was replaced. The fuel system for the engine was gone over and a new Racor fuel filter was added. The *SCHOONER NATHANIEL BOWDITCH* is certified by the United

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States Coast Guard (USCG) to carry passengers over night. Her certificate calls for one master and two deckhands. The vessel can carry 30 passengers and two other persons in the crew for a total of 35 persons onboard. The vessel has a certificate for □Lakes, Bays, and Sounds plus Limited Coastwise□The route is between □Eastport, ME and Sandy Hook, NJ not more that 20 miles from harbor of safe refuge under reasonable operating conditions.□This is a larger route than most of the Windjammers that sail in Maine and is highly desirable. It allows the vessel a greater range and the vessel can be marketed to other areas like Boston and New York.

On normal operating conditions the vessel carries a crew of five. The USCG COI requires a licensed master plus two deck hands. As the vessel provides meals when underway the vessel also carries 2 hands in the galley that will work as deck hands when needed.



FORWARD VIEW OF VESSEL



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AFT VIEW OF VESSEL

**NOTES**

- This was an in-the-water inspection.
- No seatrials were conducted for the purpose of this report.

**CONCLUSION**

Over all, the vessel would be considered in good condition. She has had major upgrades since 1970, which have, help her to her present condition. The vessel, as has been noted, has a USCG COI with greater than the normal range. Very few of the Windjammers in the fleet have this limited coastwise 20 mile range, this substantially affects the vessel's value. Given the condition of the vessel and the fact that it has a current COI, with the extended range, the market value would \$700,000.00.

**SEVEN HUNDRED THOUSAND DOLLARS  
(\$700,000.00)**

The replacement value would be approximately \$2.0 million. This report is submitted with out prejudice and for the exclusive use of Schooner Nathaniel Bowditch, Inc. and/or their agents. The report can not be passed on to any others with out the express permission of **Capt. G. W. Full & Associates, Inc.** This report is a value appraisal of the vessel and is not a full survey of the *SCHOONER NATHANIEL BOWDITCH*.

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This report is submitted in good faith and constitutes a description of the condition as than found. The surveyor assumes no responsibility for any defects and is to be held harmless for conditions subsequently arising. This report does not warrant expressly or implied, or guarantee the condition of the above yacht.

Respectfully Submitted,

**CAPT. G. W. FULL & ASSOCIATES, INC.**

A handwritten signature in cursive script that reads "Paul C. Haley".

**By: Capt. Paul C. Haley, NAMS-CMS  
Certified Marine Surveyor**



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MAIN CABIN LOOKING AFT TO STARBOARD AT GALLEY



VIEW OF GALLEY

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MAIN CABIN AFT TO PORT

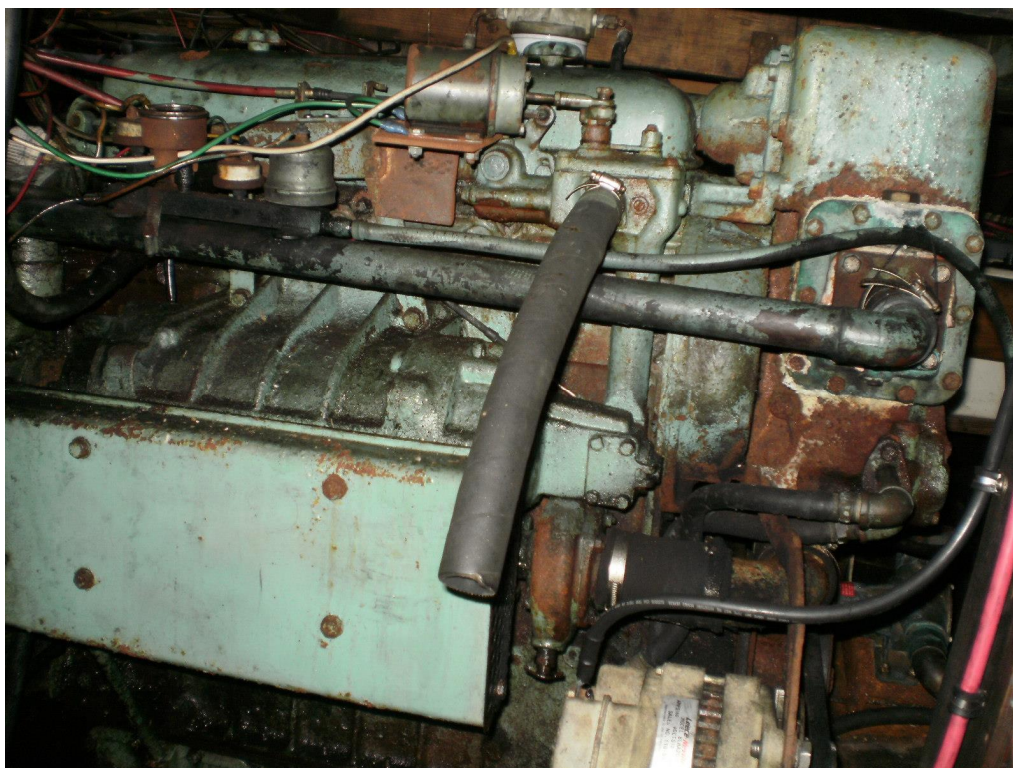


VIEW OF ELECTRONICS

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VIEW OF FORWARD ACCOMMODATIONS AREA



VIEW OF ENGINE SPACE

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**VESSEL’S DOCUMENT OF REGISTRY**

DHS, USCG, CG-1270 (REV. 06-04)		OMB APPROVED 1625-0027		
 <b>UNITED STATES OF AMERICA</b> DEPARTMENT OF HOMELAND SECURITY UNITED STATES COAST GUARD NATIONAL VESSEL DOCUMENTATION CENTER <b>CERTIFICATE OF DOCUMENTATION</b>				
VESSEL NAME SCHOONER NATHANIEL BOWDITCH		OFFICIAL NUMBER 2222228	IMO OR OTHER NUMBER NONE	YEAR COMPLETED 1922
HAILING PORT ROCKLAND ME		HULL MATERIAL WOOD		MECHANICAL PROPULSION YES
GROSS TONNAGE 54 GRT	NET TONNAGE 51 NRT	LENGTH 80.0	BREADTH 20.4	DEPTH 10.4
PLACE BUILT EAST BOOTHBAY ME				
OWNERS SCHOONER NATHANIEL BOWDITCH INC		OPERATIONAL ENDORSEMENTS COASTWISE		
MANAGING OWNER SCHOONER NATHANIEL BOWDITCH INC 256 OLD CONY ROAD ROCKLAND ME 04841				
RESTRICTIONS NONE				
ENTITLEMENTS NONE				
REMARKS None				
ISSUE DATE JULY 08, 2013		 DIRECTOR, NATIONAL VESSEL DOCUMENTATION CENTER		
THIS CERTIFICATE EXPIRES JULY 31, 2014				
				

WHEN THIS CERTIFICATE EXPIRES, THIS CERTIFICATE MAY NOT BE ALTERED

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**VESSEL’S CERTIFICATE OF INSPECTION**

 <p>United States of America                  Department of Homeland Security                  United States Coast Guard</p>	<p><i>Certificate of Inspection</i></p> <p>For ships on international voyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation V/14, for a SAFE MANNING DOCUMENT.</p>		Certification Date: 01 Jun 2012 Expiration Date: 01 Jun 2017 IMO Number:																																						
	Vessel Name SCHOONER NATHANIEL BOWDITCH	Official Number 222228	Call Sign WA6222	Service Passenger (Inspected)																																					
	Hailing Port ROCKLAND ME	Hull Material Wood	Horsepower 140	Propulsion Auxiliary Sail																																					
Place Built EAST BOOTHBAY, ME	Delivery Date 15Dec1922	Date Keel Laid	Gross Tons R-54 I-	Net Tons R-51 I-	DWT	Length R-80 I-																																			
Owner OWEN DORR 4 GAY STREET PLACE ROCKLAND ME 04841 UNITED STATES	Operator OWEN DORR 4 GAY STREET PLACE ROCKLAND ME 04841 UNITED STATES																																								
<p><b>This vessel must be manned with the following licensed and unlicensed personnel. Included in which there must be 0 certified lifeboatmen, 0 certified tankermen, 0 HSC type rating, and 0 GMDSS Operators.</b></p> <table style="width:100%; border: none;"> <tr> <td style="width: 15%;">1 Master</td> <td style="width: 15%;">0 Master &amp; 1st Class pilot</td> <td style="width: 15%;">0 Radio Officer(s)</td> <td style="width: 15%;">0 Chief Engineer</td> <td style="width: 15%;">0 QMED/Rating</td> <td colspan="2"></td> </tr> <tr> <td>0 Chief Mate</td> <td>0 Mate &amp; 1st Class Pilot</td> <td>0 Able Seamen/ROANW</td> <td>0 1st Asst. Engr/2nd Engr.</td> <td>0 Oilers</td> <td colspan="2"></td> </tr> <tr> <td>0 2nd Mate/OICNW</td> <td>0 Lic. Mate/OICNW</td> <td>0 Ordinary Seamen</td> <td>0 2nd Asst. Engr/3rd Engr.</td> <td colspan="3"></td> </tr> <tr> <td>0 3rd Mate/OICNW</td> <td>0 1st Class Pilot</td> <td>2 Deckhands</td> <td>0 3rd Asst. Engr.</td> <td colspan="3"></td> </tr> <tr> <td colspan="3"></td> <td>0 Lic. Engr.</td> <td colspan="3"></td> </tr> </table>							1 Master	0 Master & 1st Class pilot	0 Radio Officer(s)	0 Chief Engineer	0 QMED/Rating			0 Chief Mate	0 Mate & 1st Class Pilot	0 Able Seamen/ROANW	0 1st Asst. Engr/2nd Engr.	0 Oilers			0 2nd Mate/OICNW	0 Lic. Mate/OICNW	0 Ordinary Seamen	0 2nd Asst. Engr/3rd Engr.				0 3rd Mate/OICNW	0 1st Class Pilot	2 Deckhands	0 3rd Asst. Engr.							0 Lic. Engr.			
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In addition, this vessel may carry 24 passengers, 0 other persons in crew, 0 persons in addition to crew, and no others. Total persons allowed: 27																																									
Route Permitted and Conditions of Operation:  <p align="center">---Lakes, Bays, and Sounds plus Limited Coastwise---</p> LIMITED COASTWISE: BETWEEN EASTPORT, MAINE AND SANDY HOOK, NEW JERSEY, NOT MORE THAN TWENTY (20) MILES FROM A HARBOR OF SAFE REFUGE UNDER REASONABLE OPERATING CONDITIONS.  LIMITED COASTWISE: BETWEEN EASTPORT, MAINE AND RYE, NEW HAMPSHIRE NOT MORE THAN THREE (03) MILES FROM SHORE UNDER REASONABLE OPERATING CONDITIONS. FORTY-TWO (42) PASSENGERS ALLOWED FOR A TOTAL OF FORTY-FIVE (45) PERSONS.  LAKES BAYS AND SOUNDS: BETWEEN EASTPORT, MAINE AND CAPE ELIZABETH, MAINE UNDER REASONABLE OPERATING CONDITIONS. FORTY-TWO (42) PASSENGERS ALLOWED FOR A TOTAL OF FORTY-FIVE (45) PERSONS.  ***SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION***																																									
With this Inspection for Certification having been completed at Rockland, ME, the Officer in Charge, Marine Inspection, Sector Northern New England certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.																																									
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="4">Annual/Periodic/Quarterly Reinspections</th> </tr> <tr> <th>Date</th> <th>Zone</th> <th>A/P/Q</th> <th>Signature</th> </tr> </thead> <tbody> <tr> <td>18/06/13</td> <td>SMNE</td> <td>A</td> <td><i>[Signature]</i></td> </tr> <tr> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> </tbody> </table>				Annual/Periodic/Quarterly Reinspections				Date	Zone	A/P/Q	Signature	18/06/13	SMNE	A	<i>[Signature]</i>	-	-	-	-	-	-	-	-	-	-	-	-	This certificate issued by:  D. M. DOSTIE, CDR, USCG, By Direction Officer in Charge, Marine Inspection Sector Northern New England Inspection Zone													
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