



From: [N C](#)
To: ["Martha Charlesworth"](#)
Subject: RE: 1607671- Your BoatU.S. Introduction Letter
Date: Wednesday, October 19, 2016 4:36:00 PM
Attachments: [Sinking narrative.docx](#)
[image002.png](#)
[08-27-2016.pdf](#)
[08-12-2016.pdf](#)

Martha,

Attached is my description of the accident. Also, I want to make sure that you are aware that my correct phone number is (802) 579-5727, if you or the surveyor need to get in contact with me I can be reached by e-mail or at that number.

I have also attached the invoices from Point Judith Marina showing that the engine was installed.

Please let me know if you need anything else or if I can be of any further assistance.

Regards,
Nathan Carman

From: Martha Charlesworth [mailto:mcharlesworth@BOATUS.com]
Sent: Wednesday, October 12, 2016 3:23 PM
To: ncarman10@outlook.com
Subject: 1607671- Your BoatU.S. Introduction Letter

Mr. Carman,

Please see attached letter. Please feel free to call or email with any questions.

Best regards,
Martha

Martha Charlesworth, AIC
Marine Insurance Claims
1-800-262-8082 Ext. 3875
Fax - (703) 461-2843 Attn: Claim #:
Email – claimsreports@boat.us Attn: Claim #



NOTICE:

If you received this transmission in error, please permanently delete the material. Disclosure or use of this message by persons other than the intended recipient is prohibited.

My mom, Linda Carman, and I, Nathan Carman, were the only two persons onboard my 1974 JC 31 boat when it left Ram Point Marina between 11:00 pm September 17th and 12:30 am September 18th 2016 with all required safety supplies onboard. We went to a spot southwest of Block Island relatively close to Block Island, I do not know exactly how far, and after fishing at that spot for about an hour we proceeded to Block Canyon where we arrived around the time of sun rise on the morning of September 18th. After arriving at Block Canyon we set out lines and began to troll with the boat on auto pilot. We continued to troll in a northerly direction until around mid-day, I do not know exactly what time, when I perceived that the engine sounded different from normal. Upon perceiving this I opened the hatch in the deck immediately in front of the engine and upon doing so observed that a very large amount of water was present in the bilge. Seeing that the engine was partially underwater I immediately turned off the engine then asked my mom to bring in the fishing lines while I opened a different hatch in the cockpit deck in order to check to see if any of the thru hull fittings had failed. Upon opening the hatch, I was not able to see the through hull fittings because they were underwater with the water level in that space being to just below the level of the deck. The water was the color of engine oil and I could not see through it to observe the through hull fittings. Before attempting to further diagnose the problem I began moving the safety gear that was stored in the pilot house, forward so that it would be more accessible in the event that the boat sank. I did not realize that the boat was going to sink, but I thought that moving the safety gear forward was an advisable precaution which I proceeded to take. As I was carrying forward the third of the three containers of safety supplies that were stored onboard, the boat sank suddenly and I found myself in the water holding the bag I had been carrying which was a water tight bag containing two of the life vests that had been onboard the vessel as well as other safety gear.

Once I got my bearings in the water I observed the life raft, which had deployed automatically from its deck mounted cradle, nearby and I was able to collect the other two containers of survival gear, one of which contained the flares, and swim to the raft. I did not see my mom after the boat sank, though I looked around and called out for her while I was in the water and after getting onboard the life raft. I continued to try to locate my mom by looking for her and calling out and listening for a reply until dark, then I made myself take rest.

Immediately after the boat sank there was a brown slick on the surface of the water that was the color of engine oil and there was a small amount of floating debris which included Plano tackle boxes that had been in the cockpit when my mom and I were fishing and a reusable shopping bag of my mom's. Within an hour after the sinking the slick and debris were no longer present around the life raft. The time that elapsed from when I heard that the engine sounded funny and I observed water in the bilge to when the boat sank and I was in the water was very brief, I am not sure exactly how long it was, but I would estimate three to five minutes.

The boat had seemed to be running normally from the time we left the dock until the time that I heard the unusual sound of the engine and then observed water in the bilge.



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 FX: 401-788-0136

Repair Order

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* SERVICE INVOICE *

Salesman	Customer No	Telephone # 1	Telephone # 2	Delivery Date	Finish Date	Customer PO #	Page
	8022587186	(802) 258-7186	(802) 258-7186	07/07/16	08/27/16		1

NATHAN CARMAN
 3043 FORT BRIDGMAN RD
 VERNON, VT 05354

Make		Model		Year	
JC BOAT		31		74	
Serial Number			Stock ID		Tag/Key
MSZMT502J303			6012		
ENGMAN	GEN	SINGLE/TWIN		Warranty Terms	
CUMMINS		S			
ENG MODEL	Writer	Purchase Date	Product		Size
6BTA / 300	TG	00/00/00			31

Job/Op Code	Qty	Type	Tech#	Description	List	Net	Total
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Customer email : ncarman10@outlook.com							
	Qty	Vndr	Part Number	Description	List	Net	Extension
JOB2	2	L	MMM HP156	SORBENT PAD 17X19X1/4 1		1.00	2.00
***** L A B O R *****							
JOB1	2.00	Hour	8	HATCH LIFTS / BILGE PLUG			240.00
<p>Nathan ordering ZEIGER hydraulic pistons; PJM to install [BUD 7/28/16] REMOVED OLD HATCH LIFT BRACKETS FROM BOAT. [Tim] Discussed with owner the interference of the present base bracket location and the new engine motor mounts; New pistons mounting would require some fiberglass work on/near the stringers. Owner said to hold off on the installation of the new pistons and to reinstall the old pistons. [BUD 8/2/16] RE-INSTALLED OLD LIFT BRACKETS. •• NOTICED BILGE GARBOARD PLUG (BRONZE) HAD NO BONDING WIRE. REMOVED PLUG AND WHOLE PIECE CAME OFF BECAUSE SCREWS ROTTED OUT. DRILLED NEW HOLES AND RE-INSTALLED WITH A THRU-BOLT, INSTALLED A BONDING WIRE ON THE BOLT.</p>							
JOB2	2.25	Hour	8	FUEL ISSUE			270.00
<p>Pressure, Plumbing, etc. Port & Stbd tanks were emptied. [TIM 8/5/16] OWNER DOES NOT WANT PJM TO INSTALL A VALVE AT THE BASE OF THE PORT FUEL TANK (CROSSOVER HOSE), WILL TAKE CARE OF IT HIMSELF AT A LATER DATE. CURRENTLY, CENTER TANK IS HOOKED DIRECTLY TO THE RACOR WITH THE RETURN LINE GOING THRU THE VALVE ASSEMBLY (MANIFOLD), SET UP THAT WAY FOR SEA TRIAL OF NEW ENGINE (VERY MINOR AIR BUBBLES HAPPENING AT THE HIGHER RPM RANGE, NOT INTERFERING WITH THE ENGINE'S PERFORMANCE). PORT & STBD FUEL TANKS ARE EMPTY. [DK 8/9/16] REMOVED FUEL SHUT-OFF VALVES. CLEANED UP THREADS, REINSTALLED WITH LEAK LOCK. REATTACHED CTR TANK SUPPLY LINE TO MANIFOLD AND MANIFOLD TO RACOR (AS PER ORIGINAL SETUP) [BUD 8/10/16] TOP OFF RACOR. START ENGINE, RUN TO SEE IF AIR BUBBLES</p>							

I HEREBY AUTHORIZE THE REPAIR WORK HEREINAFTER SET FORTH TO BE DONE ALONG WITH THE NECESSARY MATERIALS AND AGREE THAT YOU ARE NOT RESPONSIBLE FOR LOSS OR DAMAGE TO VESSEL OR ARTICLES LEFT IN VEHICLE IN CASE OF FIRE, THEFT OR ANY OTHER CAUSE BEYOND YOUR CONTROL OR FOR ANY DELAYS CAUSED BY UNAVAILABILITY OF PARTS OR DELAY IN PARTS SHIPMENTS BY THE SUPPLIER OR TRANSPORTER. I HEREBY GRANT YOU AND/OR YOUR EMPLOYEES PERMISSION TO OPERATE THE VESSEL HEREIN DESCRIBED ON THE WATERWAY FOR THE PURPOSE OF TESTING AND/OR INSPECTION. AN EXPRESS MECHANIC'S LIEN IS HEREBY ACKNOWLEDGED ON ABOVE VEHICLE TO SECURE THE AMOUNT OF REPAIRS THERETO.

IT IS UNDERSTOOD THAT PAYMENT IN FULL IS DUE UPON COMPLETION OF WORK

Customer Signature

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ENG MAN	GEN	SINGLE/TWIN
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6BTA / 300	TG	00/00/00
Warranty Terms	Product	Size
		31

Job/Op Code	Qty	Type	Tech#	Description	List	Net	Total
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CLEAR OR CONTINUE. RUN A FEW MINUTES AT IDLE, AIR PURGING. RUN AT 2000 RPM NO LOAD, MOST BUBBLES CLEARED BUT STILL HAVE SOME SMALL BUBBLES CONTINUING AT RACOR BOWL. SEEM TO BE ABOUT THE SAME AS PREVIOUS TEST RUN ON CENTER TANK ONLY.

JOB3 2.00 Hour 1 SEA TRIAL W/ OWNER 240.00

SEA TRIAL (OWNER & TECH); RECORD INFO FOR CUMMINS.
 [BUD 8/10/16] DRILL AND TAP EXHAUST SURGE TUBE FOR 1/8" PIPE THREAD. INSTALL FITTING IN EXHAUST, FITTING ON S/W PRESSURE OUT OF R/W PUMP, FITTING ON S/W PUMP INLET FOR RESTRICTION, FITTING ON FUEL FILTER HEAD FOR LIFT PUMP PRESSURE, T-FITTING AND HOSE ON FUEL RETURN LINE OUT OF ENGINE. MEASURE AIR INLET HOLES TO ENGINE ROOM, PORT & STBD GRATES APPROXIMATELY 3"x8" EACH.
 [BUD 8/11/16] HOOK UP GAUGES TO ENGINE. TEST RUN BOAT WITH OWNER TO GET READINGS. NEW PANEL TACH WAY OFF, GOT 3800 RPM ON TACH (2950 ACTUAL). STILL HAD SOME SMALL AIR BUBBLES AT RACOR FILTER UNDER LOAD.

- LOW VOLTAGE ALARM CAME ON AT PANEL WHILE BATT VOLTAGE WAS AT 14.25v. AFTER A FEW STARTS ALARM SEEMED TO GO AWAY AND THEN RETURNED ONE TIME AFTER TEST RUN. SUSPECT ALARM PANEL CIRCUIT BOARD MAY BE ISSUE IF IT CONTINUES.
- RESET DIPSWITCHES ON NEW TACH AND CHECK AGAINST PHOTO TACH, OK. REMOVED ALL GAUGES AND FITTINGS FROM ENGINE.

- WIDE OPEN THROTTLE 2950 (Rated 2800); PROPELLER 20"dia x 20p (NOT SURE OF PITCH IN THAT STAMPING SHOWS 18 & 20 X'd OUT).
- EXHAUST BACK PRESSURE AT WOT 42-44" H²O (max 40.8" H²O).
- WATER RETURN PRESSURE 15-16 psi WOT (max 15 psi).
- WATER INLET RESTRICTION 3½-4" Hg (max 5" Hg).
- FUEL SUPPLY PRESSURE 28 psi, RETURN PRESSURE 0.5-1.0 psi (max 9.8 psi).
- FUEL INLET RESTRICTION 4.5" Hg (max 4" Hg).
- AMBIENT AIR 79°, ENGINE ROOM 95° ('Delta T' is 16°, Max allowed 30°)
- CALCULATED AIR VENTILATION AREA IS 48 sq in TOTAL (Spec is 166 sq in)

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	Serial Number		Stock ID		Hours/Miles	
	MSZMT502J303		6012			
	ENG MAN	GEN	SINGLE/TWIN		Warranty Terms	
	CUMMINS		S			
ENG MODEL	Writer	Purchase Date	Product		Size	
6BTA / 300	TG	00/00/00			31	

Job/Op Code	Qty	Type	Tech#	Description	List	Net	Total
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- CRANKING AMPS AT STARTER 360a, VOLTAGE DROP AT STARTER 0.8v CRANKING.

*** C O M M E N T S ***

Key Items of Note ...

- [1] EXHAUST BACK PRESSURE IS TOO HIGH
- [2] AIR VENTILATION INLET IS TOO SMALL
- [3] WOT RPM'S ARE 150 OVER THE RATED RPM

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Payment Type:

Labor	750.00
Parts	2.00
Sublet	
ENVIR/DISPOSAL	7.52
Tax	.67

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AMOUNT DUE **760.19**



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VERNON, VT 05354

Make	Model	Year		
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Serial Number	Stock ID	Tag/Key	Hours/Miles	
MSZMT502J303	6012			
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CUMMINS		S		
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6BTA / 300	TG	00/00/00		31

Job/Op Code	Qty	Type	Tech#	Description	List	Net	Total
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Customer email : ncarman10@outlook.com							
	Qty	Vndr	Part Number	Description	List	Net	Extension
JOB2	1	BEN	020066779283	RUSTOLEUM WHITE		9.25	9.25
	25	HJ	004-HH12	1/2"HOSE		1.08	27.00
	2	HJ	004-1AA8FJ8	1/2 HOSE WITH FITTINGS		15.25	30.50
	1	L	MMM 05203	5200 SEALANT WHITE 3 OZ		12.99	12.99
	1	CUM	3905801	TUBE,OIL GAUGE		32.27	32.27
	1	CUM	3905802	END,OIL GAUGE TUBE		13.37	13.37
	1	CUM	3907681	DIPSTICK		32.57	32.57
	1	CUM	4003528	CONNECTION,SEA WATER		120.64	120.64
	1	L	STA 82101	SILICONE SEALANT WHITE		11.99	11.99
	4	L	AWA 316064	1-1/2--2-1/2 HOSE CLAMP		6.12	24.48
	6	L	SHI 2522004	SHIELDSAUST 2" X 12-1/2		17.09	102.54
	15	ATE	NT14SBLK	BLACK TIE WRAPS		.18	2.70
	1	ATE	CL2/0-56T	2/0-5/16 STUD TIN COPPE		3.09	3.09
	1	KM	27521	2/0 3/8 TIN PLATED LUG		3.94	3.94
	3	LEWI	1391 /750B	BLK HEATSHRINK 3/4 4PK		.52	1.56
	6	L	ANC 117005	2/0 BLACK TINNED WIRE 5		12.03	72.18
	5	L	ANC 111310	8 GA GREEN TINNED WIRE		1.85	9.25
	1	ATE	NT14X-BLK	14"HEAVY BLK TIE WRAP		.39	.39
	4	ATE	NT14X-BLK	14"HEAVY BLK TIE WRAP		.39	1.56
	2	L	SLL 550019913	ROTELLA T 15W40 CJ4 GL		25.99	51.98
	8	L	SLL 550019905	ROTELLA T 15W40 CJ4 QT		7.49	59.92
	1	L	TEL031538	7/32 SHIM		1.99	1.99
	1	L	TEL031538	7/32 SHIM		1.99	1.99
	1	L	TEL 031126	BALL JOINT KIT 1/4-28 3		18.19	18.19
	1	L	RAC 2040N10	ELEMENT-REPL 900 TURBI		13.09	13.09
	1	L	SLL 550019857	ROTELLA T1 30W GAL @ 3/		24.29	24.29
	10	ATE	MT8-10BLK	8" WIRE TIE W/ MOUNTING		.12	1.20
	10	ATE	NT11S-BLK	11" TIE WRAP-BLK		.15	1.50

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Serial Number			Stock ID		Hours/Miles
MSZMT502J303			6012		
ENG MAN	GEN	SINGLE/TWIN		Warranty Terms	
CUMMINS		S			
ENG MODEL	Writer	Purchase Date	Product		Size
6BTA / 300	TG	00/00/00			31

Job/Op Code	Qty	Type	Tech#	Description	List	Net	Total
	8	LEWI	9100 /803950	AT3 SM WHT TIE MT ADH B		.75	6.00
TW	1	L	PTX 27100	P 6 ML #271 HIGH THREAD		6.99	6.99
	8	MSC	05727151	3/8X11/2		2.99	23.92
	8	MSC	3/8LWGR8	GR8 LOCK WASHER		.15	1.20
	1	CA	C/RLM29/10	RACE		18.69	18.69
	1	CA	C/RLM29/49	BEARING		29.37	29.37
	1	BEN	020066779283	RUSTOLEUM WHITE		9.25	9.25
	1	RIE	P3331	DRIVE RING (TWIN DISC)	697.10	557.68	557.68
	20	RIE	TDA3905E	BLOCK, RUBBER (TWIN DIS	6.30	5.04	100.80
	1	RIE	TDM2622A	SEAL, FRONT INPUT SHAFT	23.15	18.52	18.52
JOB2	10	ATE	NT6I-BLK	TIE WRAP		.10	1.00
	10	ATE	NT4M-BLK	4"MINI BLK TIE		.10	1.00
	1	CUM	DR6489RX	ENG 6BTA T1 M 315/3300@	27042.00	21488.00	21488.00
	1	CUM	CORE	CORE CHARGE (CUMMINS)		2550.00	2550.00
***** L A B O R *****							
JOB1	16.00	Hour	401	REMOVE OLD ENGINE			1920.00
<p>[GS-7/2/16] FORKLIFT PILOT HOUSE FWD TO OPEN UP ENGINE COMPARTMENT AREA. [7/2/16 PM] REMOVED EXHAUST, THROTTLE CABLE, ANTIFREEZE, MOTOR MOUNTS, DISCONNECTED BATTERY HARNESS. REMOVED ENGINE. LOWERED PILOT HOUSE. [7/3/16 PM] REMOVED TRANSMISSION BOLTS, HOUSING & EXHAUST ELBOW. [GS-7/3/16] NOTICE OIL STAIN COMING FROM INPUT SHAFT [7/10/16 PM] REMOVED ENGINE MOUNT BRACKETS, SANDBLASTED, PRIMED & PAINTED.</p> <p>-----</p> <p>[Tim] NOTE: Core charge of \$2550 will be credited by Cummins once they receive the core and determine that it can be reconditioned. In the event that it is not able to be reconditioned then the customer is responsible for the \$2550 charge.</p> <p>=====</p>							
JOB2	45.91	Hour	8	INSTALL NEW ENGINE			5509.20
Cummins quoted price \$24,038 (engine only includes \$2550 core charge) + frt							

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in + core return FRT; when core accepted by Cummins, \$2550 to be credited.

[GS 7/22/16; 2hrs] INSTALL TRANSMISSION ON NEW ENGINE, REATTACH OIL COOLER.
 [BUD 7/27/16; 8hrs][Forklift Spotter/Operator 4hrs] MOVE ENGINE FROM SHOP TO BOAT, FORKLIFT ENGINE INTO BOAT. ENGINE HITTING BATTERY BOXES (NEW ENGINE HAS BELT GUARD, OLD ENGINE DID NOT HAVE ONE ON IT), UNSCREW BATTERY BOX MOUNTING RAIL, REMOVE BATTERIES, DRILL OUT STUCK BONDING WIRE SCREW, SLIDE BATTERY TRAY FWD AND REBOLT. START ALIGNMENT (WITHIN .004") HOWEVER, MOUNTS ARE AT VERY TOP OF STUDS AND WILL NEED SPACERS TO BE LOWER ON STUDS FOR STABILITY. NEED 5/8" FOR FRONT MOUNTS AND 1/2" FOR REAR. NEED DIFFERENT DIPSTICK TO REACH FRONT OF ENGINE SIMILAR TO OLD ENGINE (SHORT STICK THAT CAME WITH ENGINE WILL BE VERY DIFFICULT TO REACH). RAW WATER INLET TO PUMP NEEDS A DIFFERENT FITTING TO GET HOSE TO CLEAR THE STRINGER. REMOVE ENGINE FROM BOAT, PUT BACK IN SHOP.

[BUD 7/28/16; 4hrs] CLEAN UP SHIFT CONNECTIONS, FABRICATE SPACERS TO STRINGER DIMENSIONS.

[BUD 7/29/16; 3hrs] RE-ADJUST MOUNTS; REMOVE 120° R/W PUMP ELBOW, CHECK FOR FIT OF 90° ELBOW.

[BUD 8/2/16; 4hrs][Forklift Spotter/Operator 2hrs] PRESS NEW TUBE ON OIL PAN FITTING FOR DIPSTICK. CUT NEW DIPSTICK TO LENGTH. PRIMER AND PAINT NEW R/W PUMP INLET FITTING AND INSTALL INLET. INSTALL PIPE TO HOSE FITTINGS ON FUEL INLET AND RETURN BLOCK. RESETEENGINE IN BOAT WITH NEW SHIMS UNDER MOUNTS. ALIGN ENGINE WITHIN .003", INSTALL MOUNT LAGS WITH 4200 SEALANT. RE-CHECK ALIGNMENT STILL .003", SNUG DOWN MOUNT NUTS. REPLACE RAW WATER INLET HOSE, EXISTING HOSE IS TOO SHORT.

[BUD 8/3/16; 8hrs][Forklift the hatch 1.0hr] TIGHTEN DOWN MOUNT NUTS. RECHECK ALIGNMENT (.002"). BOLT COUPLINGS TOGETHER. POSITION OIL HOSES ON FRONT OF ENGINE AS MUCH AS POSSIBLE TO NOT TOUCH STRINGERS AND MOUNTS. INSTALL CHAFING HOSES AT POINTS OF CONTACTS. RE-INSTALL BATTERY TRAY AND BATTERIES. MAKE UP NEW NEG BATTERY CABLE TO REACH BELL HOUSING. HOOK UP POS

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IT IS UNDERSTOOD THAT PAYMENT IN FULL IS DUE UPON COMPLETION OF WORK

Customer Signature

Wallace Software Design (401) 438-3030 * www.wallace1.com



P.O. Box 129
 Wakefield, RI 02880
 PH: 401-789-7189
 FX: 401-788-0136

Repair Order

15412

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* SERVICE INVOICE *

Salesman	Customer No	Telephone # 1	Telephone # 2	Delivery Date	Finish Date	Customer PO #	Page
TG	8022587186	(802) 258-7186	(000) 000-0000	06/13/16	08/12/16		4

NATHAN CARMAN
 3043 FORT BRIDGMAN RD
 VERNON, VT 05354

Make	Model	Year
JC BOAT	31	74
Serial Number	Stock ID	Tag/Key
MSZMT502J303	6012	
ENG MAN	GEN	SINGLE/TWIN
CUMMINS		S
ENG MODEL	Writer	Purchase Date
6BTA / 300	TG	00/00/00
Warranty Terms	Product	Size
		31

Job/Op Code	Qty	Type	Tech#	Description	List	Net	Total
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CABLE TO ENGINE. HOOK UP SHIFT CABLE ON TRANS AND TRY TO ADJUST (NOT TRAVELING CORRECTLY). REMOVE CONTROL FROM HELM AND FOUND CABLES NOT SET IN CLAMPS CORRECTLY AND NOT PINNED ON CORRECT SIDE OF ARMS. FIX CONTROL AND CABLE MOUNTING. ADJUST TRANS, GOOD. MOVE THROTTLE TO PULL INSTEAD OF PUSH BECAUSE NEW ENGINE HAS A DIFFERENT HOOK UP. INSTALL NEW R/W INTAKE HOSE FROM STRAINER TO R/W PUMP. RE-INSTALL HATCH LIFTS, SET HATCH BACK ON LIFTS. [BUD 8/4/16; 9hrs] PULL THROTTLE CABLE AROUND FRONT OF ENGINE, CONNECT AND ADJUST. ADD COOLANT TO ENGINE. ADD OIL TO ENGINE (13qts), MARK DIPSTICK, ADD 2 MORE QTS AND MARK DIPSTICK (15qts). CLEAN OUT COOLANT OVERFLOW BOTTLE AND RECONNECT BOTTLE TO ENGINE. CHECK RETURN LINE VALVES TO MAKE SURE CORRECT POINT. CONNECT RETURN LINE TO ENGINE. DISCONNECT CENTER TANK LINE FROM VALVE MANIFOLD. REMOVE HOSE FROM RACOR FILTER INLET. CONNECT CENTER TANK DIRECT TO RACOR. REPLACE RACOR FILTER. PRIME FUEL SYSTEM. ADD OIL TO TRANSMISSION. START ENGINE. LET RUN A FEW MINUTES. CHECK ENG & TRANS OIL, TOP OFF. [BUD 8/5/16; 0.5hr] CHECK FLUIDS WITH COLD ENGINE, TOP OFF COOLANT, OILS OK.

JOB3 2.00 Hour 8 SEA TRIAL 240.00
 Tech's Sea Trial [HS/JM 8/4/16] TOP RPM 2950 (PHOTO TACH & BOAT TACH); TEMP 180-185°; OIL 50-55 PSI; ALTERNATOR OUTPUT 14V.

JOB16081 1.00 Hour 402 POLISH PROP 120.00 65.00
 [MOC 8/4/16] PROP COVERED WITH BARNACLES AND GRASS; CLEANED WITH ACID AND POLISHED BEFORE SEA TRIAL AND TESTING FOR TOP RPM.

TW 12.56 Hour 401 TRANSMISSION WORK 1507.20
 [GARY] When transmission was separated from the engine, noticed an oil stain running out of the input shaft seal, seal needs replacing. When removing drive wheel (in order to change the seal), noticed excessive end play. Inspection of the aft bearing showed pitting on the race and a number of the rollers in the bearing cage (pictures taken).

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NATHAN CARMAN
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6BTA / 300	TG	00/00/00		31

Job/Op Code	Qty	Type	Tech#	Description	List	Net	Total
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[GS-7/14/16; 5.5hrs] PUMP OUT OIL. TAKE OFF INPUT SHAFT ASSEMBLY. PRESS OFF DRIVE WHEEL. CLEAN PARTS AND SHIMS. PAINT RUBBER BLOCK DRIVE WHEEL. CLEAN CORROSION ON TRANSMISSION ADAPTER PLATE MATING SURFACE.
 [GS-7/21/16; 2.5hrs] FOUND THE BEARING RACE WAS BADLY PITTED AFTER I WIPED THE OLD OIL OFF IT. PULLED RACE AND BEARING, ORDERED NEW ONE. INSTALLED NEW RUBBERBLOCK DRIVE RING ON FLYWHEEL.
 [GS-7/22/16; 4.0hrs] INSTALLED NEW INPUT SHAFT BEARING. ADJUST SHIMS UNDER INPUT GEAR COVER TO GET PROPER END PLAY. INSTALLED NEW SHAFT SEAL. REASSEMBLED WITH NEW BOLTS. INSTALLED DRIVE WHEEL ON INPUT SHAFT.
 [Tim] \$30 freight charges for transmission parts.

HBL Flat 270 HAUL, BLOCK, LAUNCH 682.00
 [8/4/16] Launched and tied up in work slip.

***** S U B L E T *****
 S-FI FREIGHT IN (NEW ENGINE) 300.00
 S-FO FREIGHT OUT (CORE RETURN) 250.00

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Labor	9923.40
Parts	25498.84
Sublet	550.00
Deposit	24000.00-
Freight	30.00
ENVIR/DISPOSAL	30.00
Tax	1823.59

Payment Type:

Customer Signature AMOUNT DUE 13855.83

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