From: N C [mailto:NCarman10@outlook.com] Sent: Wednesday, October 19, 2016 4:37 PM

To: Martha Charlesworth

Subject: RE: 1607671- Your BoatU.S. Introduction Letter

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@boatus.com Attn: Claim #







## NOTICE:

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My mom, Linda Carman, and ly 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 where 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.

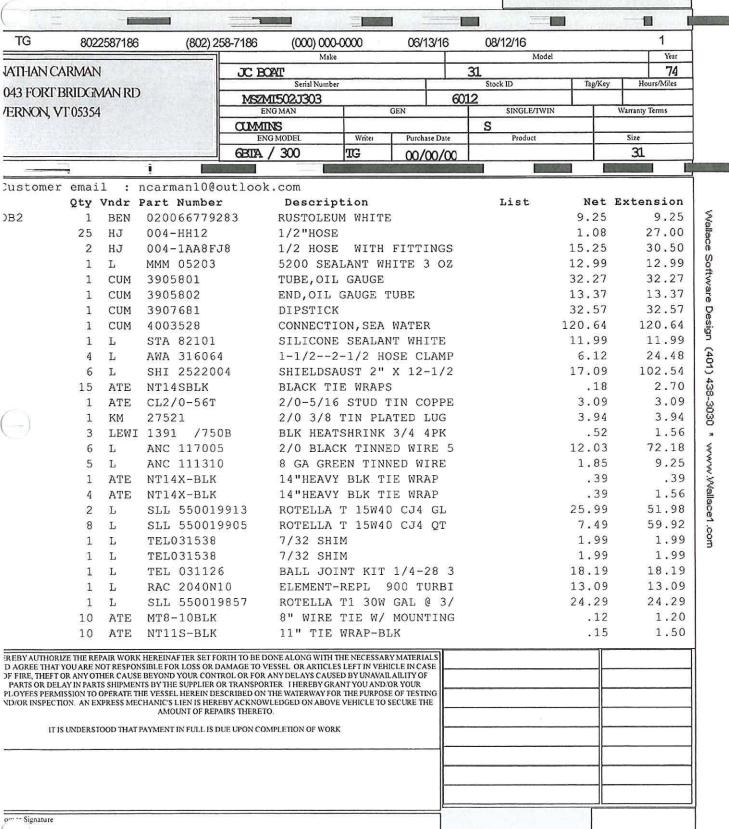
The boat had seemed to be running normally from the time we left the dock until the time that I heard the unusual sound of the engine and then observed water in the bilge.





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Wakefield, RI 02880 PH: 401-789-7189

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িট্রিClean Marina FX: 401-788-0136 SERVICE INVOICE \* di Periodi 2 8022587186 (802) 258-7186 (000) 000-0000 06/13/16 08/12/16 Year Make Model 74 JC BOAT Serial Number Stock ID Tag/Key Hours/Miles )43 FORT BRIDGMAN RD MSZMI502J303 6012 GEN SINGLE/TWIN Warrenty Terms **ENG MAN** S ENG MODEL Size Writer Purchase Date Product 31 300  $\mathbf{T}\mathbf{G}$ 6BIA 00/00/00 diffriestation 100205080000000 **34.3** (1.5) 9100 .75 6.00 LEWI 7803950 AT3 SM WHT TIE MT ADH B 6.99 6.99 PTX 27100 P 6 ML #271 HIGH THREAD 2.99 23.92 MSC 05727151 3/8X11/2 GR8 LOCK WASHER 1.20 MSC 3/8LWGR8 .15 18.69 18.69 ÇA C/RLM29/10 RACE Software 29.37 C/RLM29/49 BEARING 29.37 CA 020066779283 RUSTOLEUM WHITE 9.25 9.25 BEN 697.10 557.68 557.68 RIE P3331 DRIVE RING (TWIN DISC) RIE TDA3905E BLOCK, RUBBER (TWIN DIS 6.30 5.04 100.80 Design RIE TDM2622A SEAL, FRONT INPUT SHAFT 23.15 18.52 18.52 1.00 ATE NT6I-BLK TIE WRAP .10 (491) ATE NT4M-BLK 4"MINI BLK TIE .10 1.00 ENG 6BTA T1 M 315/33000 27042.00 21488.00 21488.00 CUM DR6489RX 2550.00 CUM CORE CORE CHARGE (CUMMINS) 2550.00 L A B O R \*\*\*\* 3030 16.00 Hour 401 REMOVE OLD ENGINE 1920.00 [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, www.Wallace1 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. [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. 5509.20 45.91 Hour 8 INSTALL NEW ENGINE Cummins quoted price \$24,038 (engine only includes \$2550 core charge) + frt REBY AUTHORIZE THE REPAIR WORK HEREINAFTER SET FORTH TO BE DONE ALONG WITH THE NECESSARY MATERIALS D AGREE THAT YOU ARE NOT RESPONSIBLE FOR LOSS OR DAMAGE TO VESSEL OR ARTICLES LEFT IN VEHICLE IN CASE IF FIRE, THEFT OR ANY OTHER CAUSE BEYOND YOUR CONTROL OR FOR ANY DELAYS CAUSED BY UNAVAILAILITY OF PARTS OR DELAY IN PARTS SHIPMENTS BY THE SUPPLIER OR TRANSPORTER. I HEREBY GRANT YOU AND/OR YOUR \*LOYEES PERMISSION TO OPERATE THE VESSEL HEREIN DESCRIBED ON THE WATERWAY FOR THE PURPOSE OF TESTING ID/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





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

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[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 TRINGER 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. RESETENGINE 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
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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 BEW R/W INTAKE HOSE FROM STRAINER TO R/W PUMP. RE-INSTALL HATCH LIFTS, SET HATCH BACK ON LIFTS.  [BUD 8/4/16; 9hrs] FULL THROTTLE CABLE AROUND FRONT OF ENGINE, CONNECT AND ADJUST. ADD COLOANT TO ENGINE. ADD OIL TO ENGINE (13qts), MARK DIFSTICK, ADD 2 MORE OFFS AND MARK DIFSTICK, ADD 2 MORE OFFS AND MARK DIFSTICK, ADD 2 MORE OFFS AND MARK DIFSTICK, ADD 3 MORE TO COLOANT OVERFLOW BOTTLE AND RECONNECT BOTTLE TO ENGINE. CHECK 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.  2.00 HOUR 8 SEA TRIAL  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.  240.00  (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 and play.  Inspection of the aft bearing cape (pictures taken).  EVAUHHORIZE THE REPARK WORK HEREDAY FIRE SETFORN TO BE ONLY WORK WITH THE NECESSARY MATERIALS (MINERAL SHEED COMES ON ENABLES HEREDOW SHEED REPARKS SHEED AND SHEED REPARKS OF THE SHEED OF THE WATER WAY FOR THE PROPERTY HEREDOW TO SHEED THE SHEED OF THE WATER WAY FOR THE PURP OF THE WATER WAY FOR THE WATER WAY FOR THE WATER WAY FOR THE PURP OF THE WATER WAY FOR THE WAY FOR THE WATER WAY FOR		į į	700000000					200		
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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.

Flat 270 HAUL, BLOCK, LAUNCH

[8/4/16] Launched and tied up in work slip.

\*\*\*\*\* S T B L E T \*\*\*\* FREIGHT IN (NEW ENGINE)

FREIGHT OUT (CORE RETURN)

300.00 250.00

682.00

REBY AUTHORIZE THE REPAIR WORK HEREINAFTER SET FORTH TO BE DONE ALONG WITH THE NECESSARY MATERIALS 9923.40 Labor D AGREE THAT YOU ARE NOT RESPONSIBLE FOR LOSS OR DAMAGE TO VESSEL OR ARTICLES LEFT IN VEHICLE IN CASE IF FIRE, THEFT OR ANY OTHER CAUSE BEYOND YOUR CONTROL OR FOR ANY DELAYS CAUSED BY UNAVAILAILITY OF PARTS OR DELAY IN PARTS SHIPMENTS BY THE SUPPLIER OR TRANSPORTER. I HEREBY GRANT YOU AND/OR YOUR 25498.84 Parts LOYEES PERMISSION TO OPERATE THE VESSEL HEREIN DESCRIBED ON THE WATERWAY FOR THE PURPOSE OF TESTING ID/OR INSPECTION. AN EXPRESS MECHANIC'S LIEN IS HEREBY ACKNOWLEDGED ON ABOVE VEHICLE TO SECURE THE 550.00 Sublet AMOUNT OF REPAIRS THERETO. 24000.00-Deposit IT IS UNDERSTOOD THAT PAYMENT IN FULL IS DUE UPON COMPLETION OF WORK 30.00 Freight **ENMR/DISPOSAL** 30.00 1823.59 ayment Type: Tax AMOUNT DUE m~ Signature 13855.83

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Wakefield, RI 02880 PH: 401-789-7189 FX: 401-788-0136

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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.

B3 2.00 Hour 1 SEA TRIAL W/ OWNER

240.00

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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"×8" 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 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 × 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 31/2-4" 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)

REBY AUTHORIZE THE REPAIR WORK HEREINAFTER SET FORTH TO BE DONE ALONG WITH THE NECESSARY MATERIALS DAGREE THAT YOU ARE NOT RESPONSIBLE FOR LOSS OR DAMAGE TO VESSEL OR ARTICLES LEFT IN VEHICLE IN CASE IF 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 PLOYEES PERMISSION TO OPERATE THE VESSEL HEREIN DESCRIBED ON THE WATERWAY FOR THE PURPOSE OF TESTING ID/OR INSPECTION. AN EXPRESS MECHANICS 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	
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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

REBY AUTHORIZE THE REPAIR WORK HEREINAFTER SET FORTH TO BE DONE ALONG WITH THE NECESSARY MATERIALS	Labor	750.00
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