Crowley vessel survey

VESSEL HULL INSPECTION REPORT

VESSEL NAME: "LONG GLASS" LG2
VESSEL TYPE: USN 65' Craft MK II, FY91
(Explosive Ordnance Disposal Support Vessel)
HULL REGISTRY NUMBER: 65SC9102
INSPECTION DATE: November 4th, 2025

This vessel's hull was inspected at the request of Neil Falkenburg on behalf of the "United Marine Group" on November 4th, 2025 at 11:40 AM while lay at the Swantown Boatyard, Olympia, Washington. The purpose of the inspection was to determine the condition of the welded aluminum hull and the repairs recently made on the hull at this facility. The inspection was done visually inside and out, without the use of any UT testing equipment.

This vessel is a former USN 65' Craft MK II, FY91 explosive ordnance disposal support vessel built in 1991 by Oregon Ironworks. Her welded aluminum hull was manufactured to MIL Specs requiring constant inspection during all phases of the construction of this hull. The hull is fabricated by heavy marine grade aluminum with approved methods. The hull's construction consists of a fully aluminum structure and appears to include a hull bottom made from .375" plate with reinforcing sections of .5" plate. The remainder of the hull appeared to be .3125" plate. The topside house and deck structure was fabricated with .3125 and .125" plate. The inside supporting framework consisted of welded heavy aluminum shapes of various dimensions.

FINDINGS: The hull was found to be in very good condition. She was thoroughly inspected inside and out. There was a fresh coat of bottom plate at the time of the inspection. The hull wetted surface was smooth and fair with no damage or distortion. There was some minor pitting of the aluminum surface on the port side near the chine. There appears to be no active corrosion on the hull. There was evidence of hull repairs on the portside hull bottom with a welded section approximately 2' x 2'. The welds appeared to be correctly done. The inside inspection of the repaired area revealed that an additional plate was welded over the area to reinforce the outside welded areas as required by best practice. Further inspection of the hull interior bilge surfaces showed areas that were repaired with welded plates and shapes. The repairs appeared to have been done correctly and any evidence from the outside may have been fared over during the bottom painting process.

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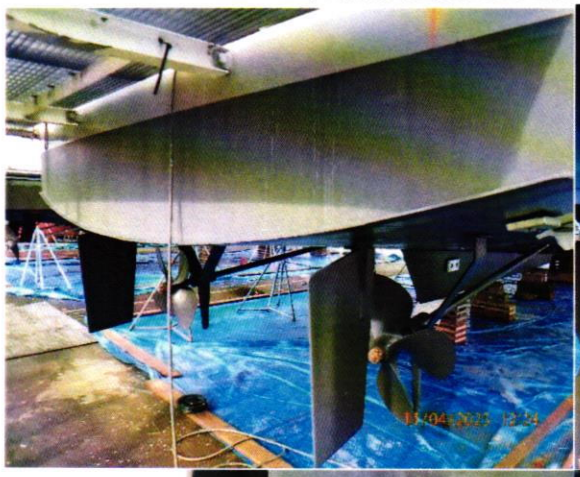

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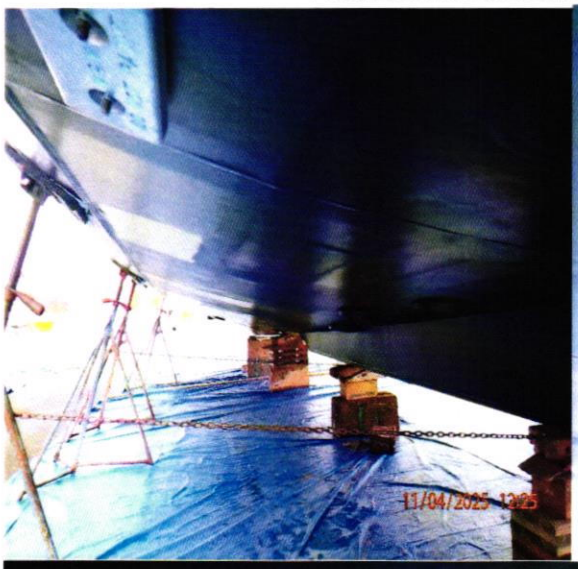

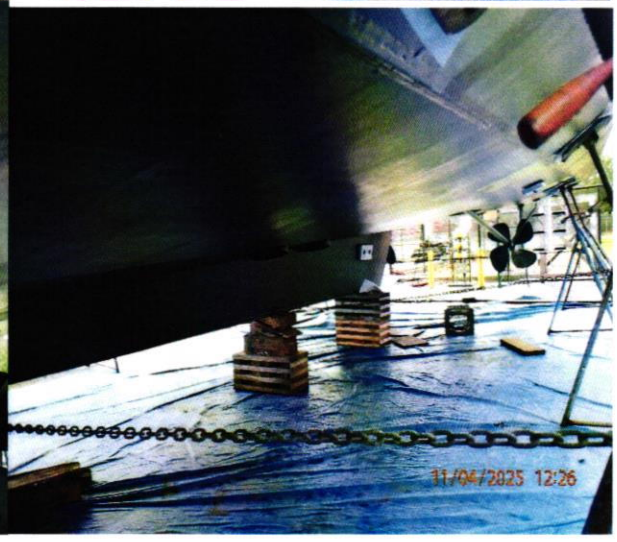

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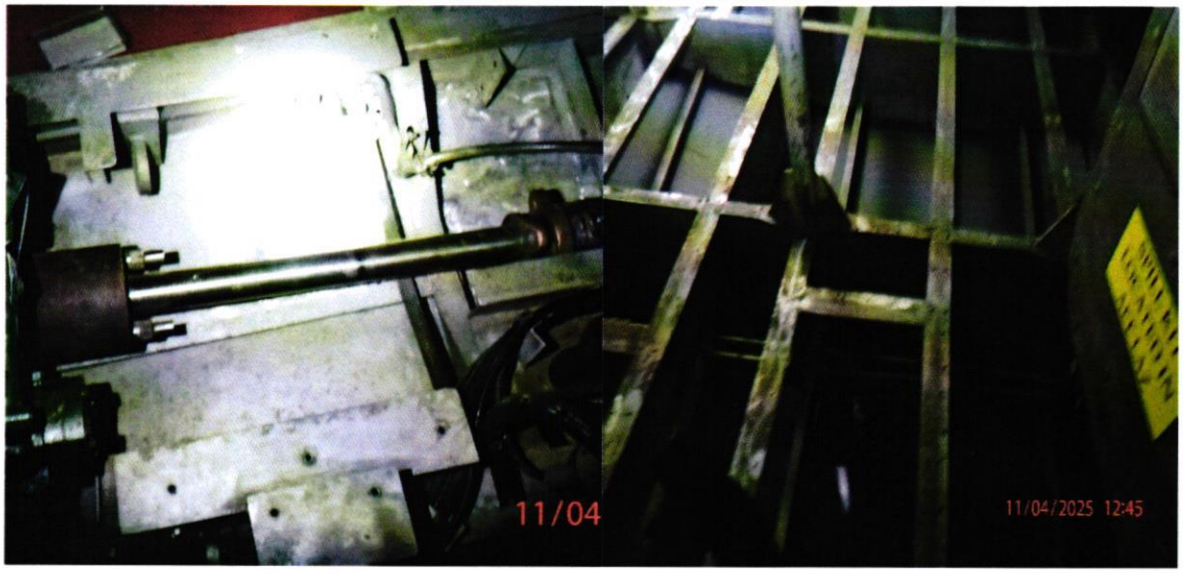

Dennis Crowley SAMS #1350 November 4th, 2025

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