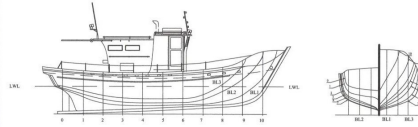


Western Boat and Trawler
www.scottheitmanmarinesurvey.com

Scott Heitman Marine Surveyor
(360)454-8158



1981 48 Delta/LeClerq Combination Fishing
"FV: Mattea Marie"



Membership with United States Marine Surveyors Association and American Boat and Yacht Council

1239 Campbell Ave apt 1
Port Angeles, Washington 98362

(360) 454-8158
scottheitmanmarinesurvey.com
scottheitmanmarinesurvey@gmail.com

Report of Marine Survey

Report of Condition/Valuation

"FV: Mattea Marie"

1981 48 Delta/LeClerq Combination Fishing

CONDUCTED BY

SCOTT HEITMAN, MASTER MARINE SURVEYOR

WESTERN BOAT AND TRAWLER

PREPARED FOR

Kent McCollum

November 15, 2020

Report of Marine Survey

INTRODUCTION

PURPOSE & SCOPE

The Survey was performed for vessel condition and valuation purposes and should not be considered to be a full comprehensive Pre-Purchase Type Survey. The attending Surveyor attended aboard the 1981 Delta/LeClerq Combination Fishing "FV: Mattea Marie", at the request of Kent McCollum, beginning November 15, 2020.

The Survey was requested to determine the physical condition and value of the vessel. No reference or information should be construed to indicate evaluation of the internal condition of engines, transmissions, drives or generators, nor the propulsion system's or the auxiliary power system's operating capacities.

Electrical and electronic equipment was powered up and some electrical equipment may have been tested for basic and/or limited function only. The wiring was inspected where accessible and was found to be in generally serviceable condition, unless otherwise noted. A significant amount of wiring could not be observed due to the wiring looms and conduits that transit areas which would require dismantling and removals for their inspection.

If a detailed report as to the condition and capacities of the wiring and electrical components is desired, it is recommended that a qualified ABYC Certified Marine Electrical Engineer be engaged. Vessel tankage was visually inspected where accessible. No obvious leakage was observed, unless otherwise noted; however, the tanks were not confirmed to be full at the time of inspection. If a more thorough assessment is desired, the tanks should be filled and checked under full tank status or pressure tested to attest to their condition.

The vessel was Surveyed without the removal of any parts, including fixed partitions, fastened panels, fittings, headliners & wall-liners, heavy furniture, tacked carpeting or other fixed flooring material, appliances, electrical equipment or electronics, instruments, anchors line & chain, spare parts, personal gear, clothing, miscellaneous items in the bilges, cabinets, lockers or other storage spaces, or other fixed or semi-fixed items.

Only installed items were inspected, including but not limited to enclosures, covers and tops. Locked compartments or otherwise inaccessible areas would also preclude inspection. Survey requester is advised to open up all such areas for further inspection. A visual inspection was conducted only on accessible structures and no destructive testing was performed. Naval architecture and engineering analysis were not a part of this Survey. Furthermore, no determination of stability characteristics or inherent structural integrity has been made, and no opinion is expressed with respect thereto. Complete compliance with, identification of, and reporting on all standards, codes and regulations is not guaranteed. This signed report represents the findings of the Survey and supersedes any and all conversations, statements and representations, whether verbal or in writing. This Survey Report represents the condition of the vessel on the above date or dates and is the unbiased opinion of the undersigned, but it is not to be considered an inventory, warranty or guarantee, either specified or implied. The Survey Report is for the exclusive use of the client and those lenders and underwriters that will finance and insure the vessel for this client only, and is not assignable to any other parties for any purpose.

CONDUCT OF SURVEY

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46 CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

Report of Marine Survey

DEFINITION OF TERMS

The terms and words used in this report have the following meanings as used in this Report of Survey:

APPEARED:

Indicates that a very close inspection of the related item was not possible due to constraints imposed upon the Surveyor (e.g. no power available, inability to remove panels or requirements not to conduct destructive testing, etc.).

SERVICEABLE:

Fulfilling its function adequately (usable at the time of Survey).

POWERED UP:

Power was applied only. This does not refer to the operation of any system or component, unless specifically indicated.

USE OF "A", "B" or "C":

Use of the letters "A", "B" or "C" in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" Section pertaining to the lettered item. PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.

The number of asterisks in this General Information section refers to the source of related information as follows:

** Per Manufacturer's Documentation

*** Per Registration Documentation

**** Per BUC Book Data

Unless specifically noted otherwise, there were no measurements or calculations performed during the Survey. The specifications listed within the report are believed to be correct; however, accuracy is not guaranteed. Recommend obtaining accurate measurements and performing calculations as desired, or verifying all vessel specifications and capacities with the vessel's builder.

SURVEYOR NOTES

TRIAL RUN COMMENTS

A trial run was not performed during the Survey inspection.

OUT OF WATER INSPECTION COMMENTS

An out of the water inspection of the hull's wetted surfaces and running gear was not performed during the Survey inspection.

ELECTRICAL INSPECTION COMMENTS

AC and DC power was used to power up the electrical systems specified in this report only, unless otherwise noted.

GENERAL RECOMMENDATIONS

Recommend implementing/maintaining vessel trip and machinery maintenance log books.

Report of Marine Survey

GENERAL VESSEL INFORMATION

TYPE OF SURVEY REQUESTED:	Underwriter's Condition & Value
DATE AND TIME OF SURVEY:	November 15, Sunday 3a-4:15p
FILE NUMBER:	220
VESSEL TYPE:	Fiberglass whale-back combination fishing
VESSEL BUILDER:	Delta/LeClerq
VESSEL DESIGNER:	Delta (Ivor Jones, carpenter)
VESSEL INTERIOR DESIGNER:	Delta/LeClerq
HIN (HULL IDENTIFICATION NUMBER):	unknown (IMO, other number on the documentation is 4853)
YEAR BUILT:	1981 (per documentation certificate)
HULL NUMBER:	unknown
DOCUMENTED HAILING PORT:	Petersburg, Alaska
HAILING PORT DISPLAYED:	On The Transom
HOME PORT:	Petersburg, Alaska
OFFICIAL NUMBER:	642505
U.S.C.G. DOCUMENTATION NUMBER:	642505
U.S.C.G. DOCUMENTED FOR:	Coastwise, Fishery, Registry.
U.S.C.G. DOCUMENTATION REGISTERED VESSEL OWNER:	Mattea Marie Fisheries LLC
ADF&G#:	43565
STATE REGISTRATION DECAL NUMBER:	No
STATE REGISTERED VESSEL OWNER:	No
VESSEL MATERIAL:	FRP
LENGTH OVERALL (LOA):	51' from the anchor chock to the tansom
REGISTERED LENGTH:	44.7
WORK DECK DIMMENSIONS:	14.5x23.5 (341 sq ft.) measuring from the weather deck ladder to the inside transom
MEASURED BEAM:	15.6
REGISTERED BEAM:	15.6
OVERHEAD CLEARANCE:	Overhead clearances Galley/head/stateroom 6.5 Focsle 7 Pilot house 6.2 Engine room 4
DEPTH:	8.3
GROSS TONNAGE:	46
NET TONNAGE:	36
LOCATION OF SURVEY INSPECTION:	Petersburg Alaska South Harbor
VESSEL OWNER:	Mattea Marie Fisheries LLC Managing owner/operator Kent Mccollum
OWNERS CONTACT INFORMATION:	Phone #: (907) 518-0025 Email: kentlmccollum@yahoo.com

Report of Marine Survey

VESSEL OWNER ADDRESS:

PO BOX 2096
Petersburg Alaska 99833

PERSONS IN ATTENDANCE DURING SURVEY:

Scott Heitman (surveyor)

WEATHER CONDITIONS PRESENT:

Partly sunny

COMMENTS:

Built by Delta then shipped down to LeClerq to be finished

RATING & VALUATION

VESSEL OVERALL RATING: **ABOVE AVERAGE**

ESTIMATED MARKET VALUE: **\$625,000**

ESTIMATED REPLACEMENT COST: **\$2,000,000**

Report of Marine Survey

VESSEL CONSTRUCTION HULL ARRANGEMENT

VESSEL DESCRIPTION AND LAYOUT

Fiberglass whaleback tophouse seiner. Delta/leClerq



HULL DESIGN TYPE

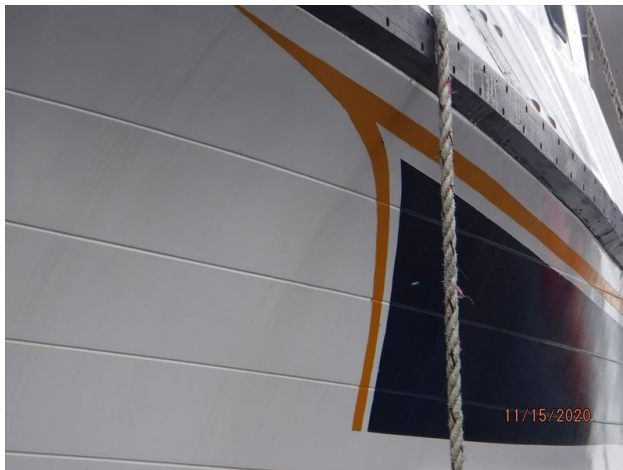
Full displacement hull soft chine bottom with roll choks

HULL MATERIAL

Molded FRP

EXTERIOR FINISH

White gelcoat with dark blue and gold trim paint



Report of Marine Survey



GENERAL EXTERIOR CONDITION

The exterior of the vessel appeared to be generally well kept.

TRANSOM

Appears to be a cored transom with a stainless steel skiff guard mounted and thru-bolted, pad eyes in- board to secure the setting shoot, and a round hawse hole, centerline.

BULKHEADS

Athwartships reinforcement enhanced by bulkheads, bonded/tabbed to the hull with FRP (fiber reinforced plastic).

STRINGERS/TRANSVERSALS

Hull stiffness was reportedly provided by cored fiberglass longitudinal stringers and athwartships transversals. The engine bed is formed by iron clad stringers



STEM

Raked stem.

KEEL

Unseen

BALLAST

Sea water Pressed main hold is used for off shore ballast

BILGES

A gelcoated was used in the bilges. Recommend keeping the bilges clean & dry.

Report of Marine Survey

GENERAL BILGE CONDITION

No significant water was observed collecting in the bilges. General cleaning of the bilges under the engine is recommended.



BILGE LIMBER HOLES

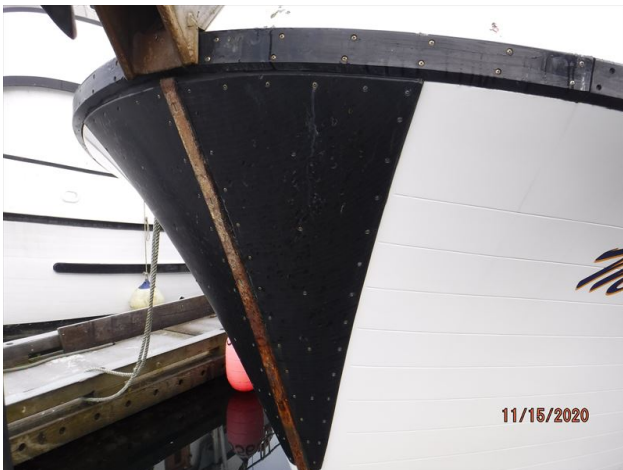
None seen

VESSEL LIST

The vessel did not have any significant listing, during the Survey (a nearly straight waterline was observed).

BOW SHEILD

Black UHMW



DECK ARRANGEMENT

DECK TYPE/GENERAL DESCRIPTION

Flush deck with a 6" hatch combing Centerline forward work deck(6x7.6); there is an overboard drain pipe across the deck from the combing to the bulwarks channeling pressed water from the tank. Forward of the main hold centerline is a seine winch mounting plate. Starboard side forward behind the cabin along the bulwark is a crab davit mounting plate.

Report of Marine Survey



DECK MATERIAL

Reportedly balsa cored fiberglass. Percussion testing the deck results in no soft spots or reports of water ingress. The deck sound when tested to be made of solid frp or glass core.

DECKING OVERLAY

Gelcoat with grey nonslip kel coat paint with 3/8" high impact rubber mats in the bait tent. Non slip turf mat affixed at the starboard rail hauling station



FALSE DECK

No

Report of Marine Survey

BULWARKS

20" Molded fiberglass bulwarks (part of the deck's layout) with deck drains, scuppers and hawse holes, capped with UHMW. 12 " aluminum plate capped with aluminum pipe has been added extending the height to 32 inches, at the waist.



TOE-RAILS

Aluminum around the processing table and atop the bait shed
Mahogany edging the galley table



Report of Marine Survey

RUB-RAILS

Black UHMW

HULL-TO-DECK JOINT TYPE

Unseen due to access

FOREDECK ARRANGEMENT

Whale back with anchor winch and cleats



COMMENTS

Flush deck there is a covered deck channel leading from the hold overboard



SUPERSTRUCTURE ARRANGEMENT

SUPERSTRUCTURE MATERIAL

Reportedly, cored FRP (fiber reinforced plastic).

SUPERSTRUCTURE-TO-DECK JOINT TYPE

The deck house and deck were molded seamlessly with no joint.

BRIDGE ARRANGEMENT

BRIDGE MATERIAL

Reportedly, cored FRP (fiber reinforced plastic).

BRIDGE TYPE

Enclosed top house. There are two entrances. A double dutch aluminum door access to the weather deck aft. A set of Mahogany stairs leads up from the salon through an opening hatch to the bridge.

Report of Marine Survey



MAST

Aluminum Stepped with wide spreaders for lighting and antennas, as well as cradles for the stabilizer poles A-frame stay system



WEATHER DECK

WEATHER DECK ACCESS

Aluminum ladders port and starboard from the work deck. The Pilot house has an exterior door exiting to the weather deck.

Report of Marine Survey



WEATHER DECK EQUIPMENT

Stabilizer fish, freezer, stove day tank, Task light, outdoor stereo speakers, shore power inlet.



STORAGE BOXES

Aluminum locker with a chest freezer

WEATHER DECK SAFETY RAILS

Aluminum pipe rails fully encompass the weather deck

EXTERIOR EQUIPMENT

WORK DECK EQUIPMENT MOUNTING SYSTEM AND PLATES

Deck plates for mounting the seineing winch and side davit

Report of Marine Survey



GENERAL HARDWARE CONDITION

No significant corrosion was observed on the vessel's hardware.

GENERAL CAULKING/SEALANT CONDITION

No significant weathering was observed on the vessel's exterior caulking sealants.

EXTERIOR LIGHTING

2 Forward quarter sodiums, A forward L.E.D. 15" light bar 6 aft facing L.E.D. Deck lighting, 2 aft halogen deck lights, 1 Aquasignal halogen picking light, 1 sealed beam halogen companion way light.



Report of Marine Survey



EXTERIOR WASHDOWNS

1.25 MP hydraulic (unseen due to access)



CABIN VENTILATION

Provided by the hatches, the portholes, the windows and the companionway doors. In the top house there is fans and ducting

Report of Marine Survey

HULL CLOSURES

There are two round freeman hold access covers on the main hatch cover to starboard. In the main hold are two round Baier covers over the shaft bearings.

On the aft deck is a flush oval Baier lazerette access and a flush aluminum, square, bait hold access. In the baithold is a round steel Baier stuffing box access

On the foredeck is a flush aluminum escape hatch hose test for signs of leakage, replace gaskets and/or tighten adjustment bolts as needed



Report of Marine Survey



PORTHOLES/PORTLIGHTS

Opening bronze and tempered glass port lights Monitor frequently for signs of leakage.

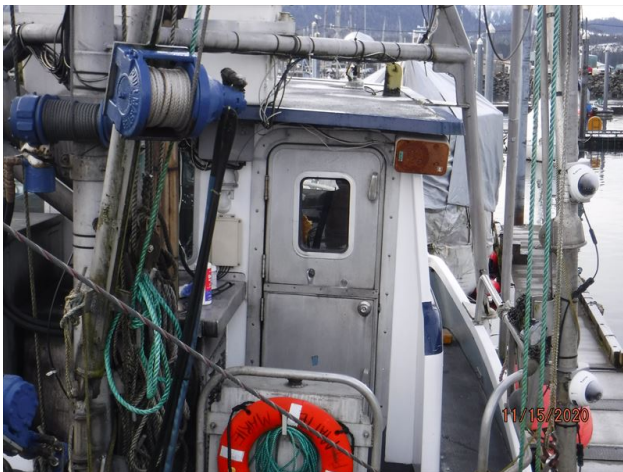


FINDING C-1

EXTERIOR DOORS

Aluminum and dogged door fitted into the aft cabin bulkhead port of center with a single window

Report of Marine Survey



WINDOWS
Diamond Seaglaze



WINDSHIELD
Tempered glass windshield with aluminum frame by Diamond SeaGlaze and 12vdc wipers

Report of Marine Survey



SPRAY-SHIELD

No

DECK RAILINGS

No, bulwarks

BOW RAILING

Aluminum bow railing integrated into the top house bulwarks.



SAFETY RAILING

On the bait shed and encompassing the weather deck

Report of Marine Survey

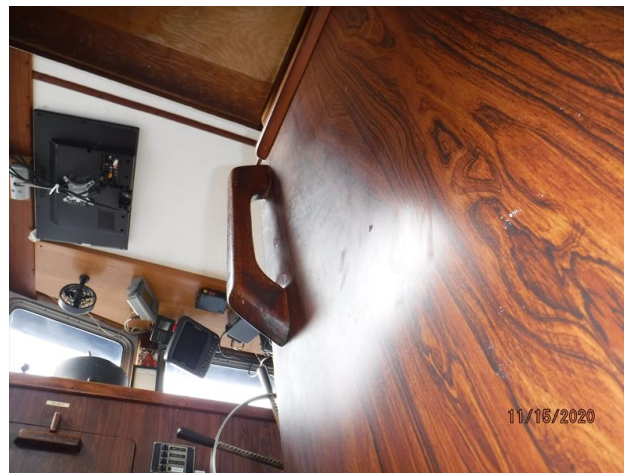
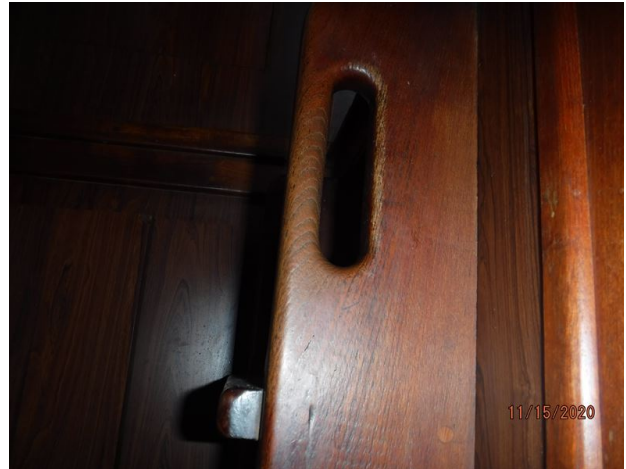


HAND RAILS/GRAB RAILS

Hand rails were located at convenient locations of the vessel. Ladder treads and handholds have been seized for additional grip and traction as needed



Report of Marine Survey



BOARDING STAIRS/BOARDING LADDER
ladder



DECK DRAINAGE

The deck drains and scuppers were oval cutouts along the decks and aluminum 14 x 8, square cornered, flapped drains with product guards

Report of Marine Survey



CLEATS

Cleats throughout the vessel were bronze hawse cleat type on the work deck. Galvanized steel at the whale-back

Report of Marine Survey



LINE CHOCKS

Two. Port and starboard on the whale-back



LINE HAWSE PIPES

Yes Two along each bull rail and one in the transom

ANCHOR PLATFORM

Aluminum

DECK BOXES

On the top house is a West Marine storage locker

Report of Marine Survey



DECK HATCHES

The main hold hatch is a diamond plate cover with two round aluminum flush hatches on the starboard side. The port side cover articulates outside of the processing table to allow passage of larger product such as halibut. The cover is topped with a mounted aluminum processing table

FINDING C-2

ESCAPE HATCH

An escape hatch was observed on the foredeck.



DOORS

The door from the main hold access to the engine room has been sealed off

HYDRAULICS

HYDRAULIC PUMPS AND POWER TAKE-OFFS

Commercial Shearing 60/40 runs all the deck gear. It is mechanically fastened to the transmission

Report of Marine Survey



THE SMALLER PUMP

Cessna 4.3 constant variable volume runs the wash down, emergency bilge pump, and the small side deck gear when the larger pump is not running

The PTO's for both pumps are activated on deck above the valve bank

In the engine room on the forward bulkhead starboard side is a solenoid block that is activated by the PTO switches on deck. These solenoids flow oil to the deck wash down, the bilge pump, or to augment the hydraulics on the big side. Port side front engine opposite the steering pump



Report of Marine Survey

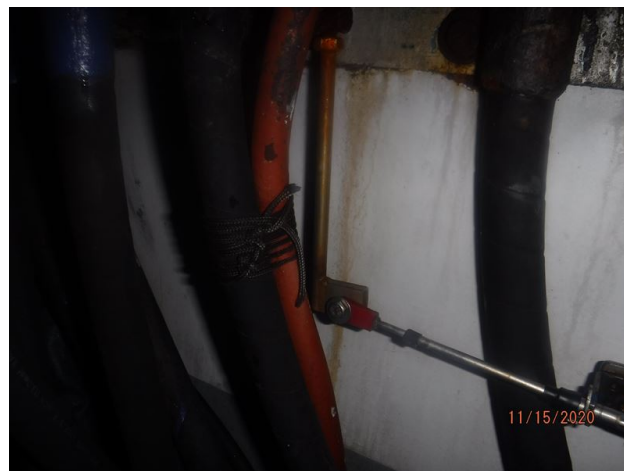
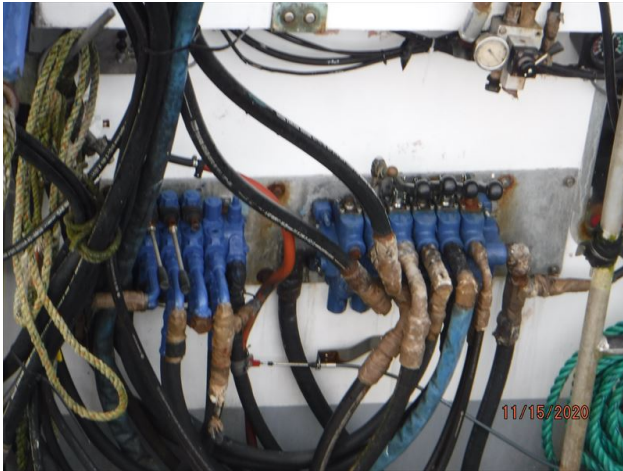
HYDRAULIC TANK

Steering reservoir is approximately 2 gallons (navigate to the engine/machinery topic)

The main hydraulic reservoir is 50 gallon estimated

HYDRAULIC VALVES

There are two hydraulic banks on deck. A small side bank and a big bank. The small side is a Valvol 4 spool bank that runs the longline machinery. It can be run by either the cessna or the Commercial Shearing pump. The big bank is a 5 spool Gresen valve that runs all of the seining winches. It can only power up with the Commercial shearing pump. One of the small side levers is remotely activated via a stainless steel knee kick handle and morse cable mounted at the rail.



Report of Marine Survey

HYDRAULIC LINES/FITTINGS

The small bank is supplied with 1/2" Parker lines, the Gresen bank is supplied with 1" Parker Tough cover and 3/4" to the winches. Stainless steel pipe and tubing along the main boom. All of the hose ends and fittings are wrapped in Denzo. There is chaffing gear where needed.

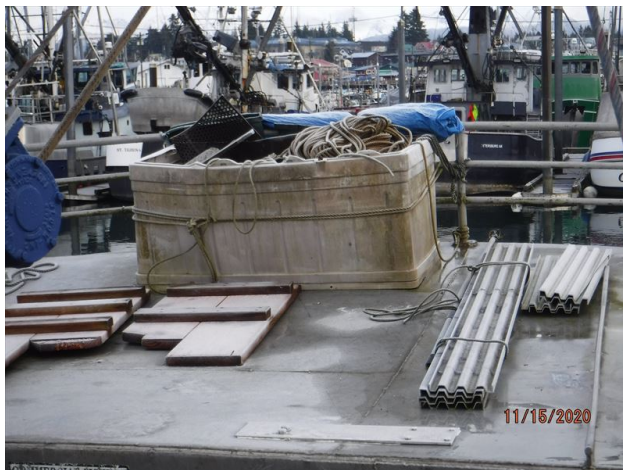


DECK MACHINERY AND STRUCTURES

Report of Marine Survey

BAIT SHED

Aluminum tent open fore and aft with storage and safety railing above. Accommodates baiting stations for two crew, one each port and starboard. Port and starboard tub racks 13" high and 3 deep Port side, 2 deep starboard side. Wired with 110 vdc light fixtures. Stern opening and deck accommodates a double setting shoot.



Report of Marine Survey



PROCESSING TABLE

The processing table is 4.9 x 4. It is mounted on the hatch cover giving the aft edge of the table a working height of 32". Ice shovels



BAIT HANDLING

Manual

GEAR RETRIEVAL

Stainless steel/bronze 1.5' side roller, aluminum fish landing trough and a Kolstrand longline hauler with 20" shievs.

Marco 26" powerblock

Crab boom and 17" Marco crab block

Report of Marine Survey



GEAR SETTING

Aluminum double shoot

Aluminum 18' Browns power seine skiff with a 453 Detroit and 2 40 fuel gallon tanks

Report of Marine Survey



COMMERCIAL FISHING GEAR/PRODUCT STORAGE METHOD

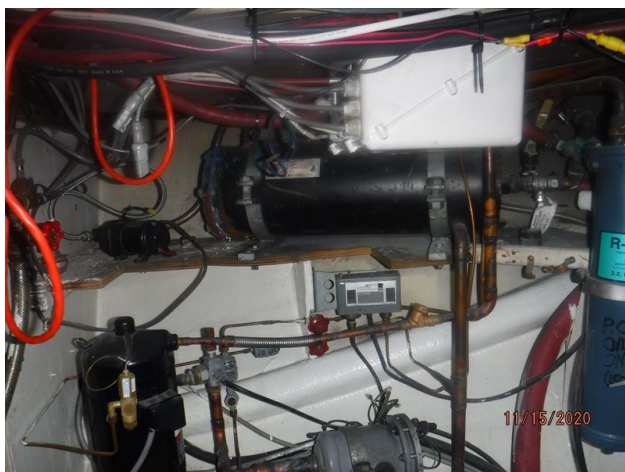
GEAR

40 fathoms soft lay aqua-line, stuck 9' stick 15/0 hooks in #2 galvanized tubs

Se seine net may convey if the vessel sells

PRODUCT REFRIGERATION (ICE, RSW, PLATES, BLAST)

There are freezer coils/plates in the bait hold by Custom Fleet Refrigeration.



Report of Marine Survey



THE RSW

The main hold is plumbed for RSW. THE RSW system is an IMS (Integrated Marine Systems) 18 ton, reportedly new in 2014. Remote control box at the helm



CRAB CIRCULATION AND REFRIGERATION PUMPS

- 1" Jabsco 110 volt condensor on the freezer plates
- 2" 110v on the 18 ton IMS condensor

4" 208 Volt with stainless steel piping crab pump

Report of Marine Survey



FISH HOLDS AND HATCH COVERS

HOLDS

Two (2) A tanked insulated RSW main hold with 40k capacity, and an aft bait hold insulated with coil refrigeration, sumped. 10,000 lbs capacity. The main hold is also plumbed with an additional deep water circulation inlet for pumping deep water onto certain species of live crab and shrimp

Report of Marine Survey



HATCH COVERS

Aluminum cover with mounted processing table. Two round Freeman access hole flush hatches inset on the starboard side of the main hatch. The port side of the hatch is hinged



TENDER / AUXILIARY WATERCRAFT

TENDER/WATERCRAFT

Seine skiff. Unseen

ENGINE MODEL

453 Detroit

CABIN APPOINTMENTS

INTERIOR

SALON ARRANGEMENT

Very small. May be considered a companion way and gives access from the work deck to the lower cabin galley and state rooms or the upper bridge via a stairway ladder. There are electric panel cabinets and a door leading into the crew head.

Report of Marine Survey



MAIN CABIN ARRANGEMENT

Single cabin with enclosed whale back top house. Galley is aft starboard. Head is aft port. Galley table and master stateroom are starboard and port mid cabin. Crew state room is in the forward v. The command bridge and main helm are up a companion way ladder in the top house. Aft of the top house is an open weather deck. The focsle has been spray foam insulated.



GALLEY ARRANGEMENT

The Galley was located starboard side aft in the cabin. Entrance is via a double Dutch aluminum and dogged door. The galley sole is a step below the work deck. The entrance step is a diamond plate aluminum storage box. There is a double sink and counter forward. A pantry with TV above to port. A refrigerator/work station and an oil burning oven are aft in the galley. The stove cook top is integral to the oven.

Report of Marine Survey



DINING ARRANGEMENT

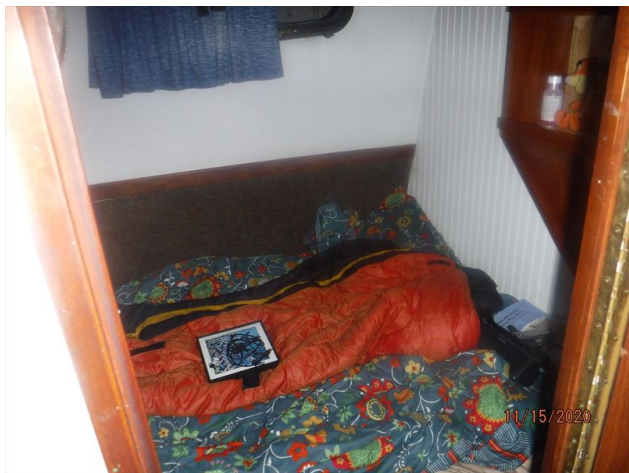
A six person galley table mid cabin



ACCOMMODATION ARRANGEMENT

In the focsle step down and are found 4 stacked v bunks with shelves and adequate storage lockers for each
The master stateroom has a double bunk with book shelves forward and clothing/personal gear shelves aft
In the top house is a day bunk

Report of Marine Survey

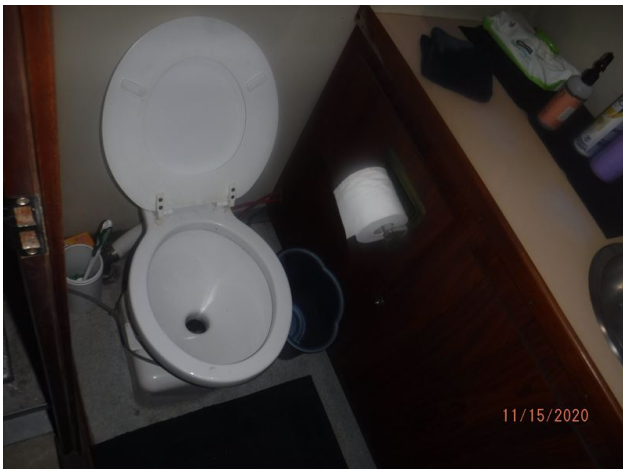


Report of Marine Survey



HEAD ARRANGEMENT

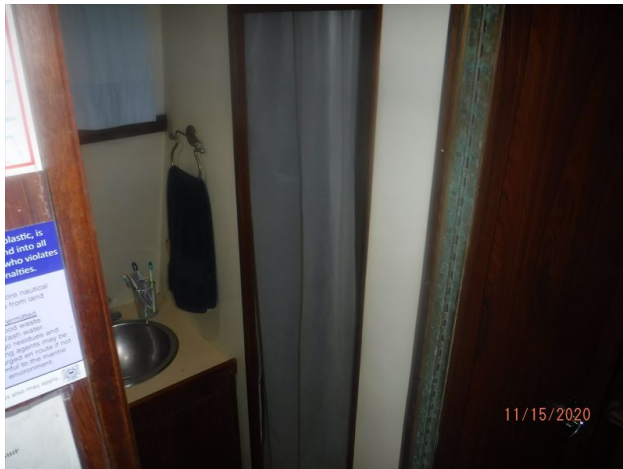
Raritan 12 volt DC Electric Head. Vanity with stainless steel sink.



SHOWER ARRANGEMENT

Stall shower in the Head.

Report of Marine Survey



HELM STATION (PILOT HOUSE)

Raised top house with a day bunk, ***** helm chair, full modern electronics, manual and automatic hydraulic steering, electronic engine controls, engine monitors (digital and analog) for both the genset and the main, refrigeration monitor and control panel, all alarm systems, 110volt and 12 volt breaker panels.



Report of Marine Survey



INTERIOR BRIDGE SEATING
E.VEJVAD HANSEN Helm Chair



INTERIOR CABINETRY & TRIM

The interior Satin finished Mahogany cabinetry and trim appeared serviceable.

INTERIOR DOORS

Satin finished Mahogany cabin doors.

Report of Marine Survey



INTERIOR STORAGE

The cabinets, lockers, drawers and shelving appeared serviceable, where sighted. There is a pantry to port. The settee has storage drawers on the face. In the galley there is ample storage for pots and pans, dishes /cups appliance and staples



CEILING HEADLINERS

FRP

WALL-LINERS

Painted

Report of Marine Survey



FLOORING

Linoleum, in the cabin and focsle, carpet in the master stateroom



CABIN SOLE FOUNDATION

Plywood cabin sole foundation.

COUNTER TOPS

New Formica, serviceable

GENERAL INTERIOR & SOFTGOODS CONDITION

The general maintenance of the vessel's interior appeared serviceable.

Report of Marine Survey

CHART TABLE

Yes aft in the tophouse

INTERIOR JOINER WORK COMMENTS

The interior joiner work appeared serviceable.

INTERIOR BULKHEADS

The interior bulkheads appeared serviceable, where sighted.

WATER INTRUSION COMMENTS

None sighted.Except where noted under port lights

INTERIOR ODOR COMMENTS

none

INTERIOR SYSTEMS & EQUIPMENT

LIGHTING

12 Volt DC lighting fixtures. All lights illuminated.

CABIN HEATING SYSTEM

Dickinson oil stove 110 vac units through out. All demonstrated



CABIN VENTILATION FANS

None



HEAD EXHAUST VENTILATION FANS

port light

Report of Marine Survey

AUDIO/VISUAL EQUIPMENT

TELEVISION SYSTEM

Toshiba in the top house with DVD/Blu-ray player

Sharp TV with DVD in the galley



STEREO SYSTEM

Stereo/CD/Satellite Radio Player, with speakers.

SATELLITE RADIO

Sirius XM

CELL BOOSTER

WeBoost Drive 4GX

Report of Marine Survey



GALLEY EQUIPMENT

REFRIGERATION

Kenmore powered up

FREEZER

Chest Freezer.

OVEN

oil stove



STOVE

Dickenson Adriatic oil stove

Electric induction unit

Report of Marine Survey



MICROWAVE OVEN
Toshiba Powered up.



TOASTER OVEN
toaster

Report of Marine Survey



COFFEE MAKER

Bella pro series. Powered up.



GALLEY SINK

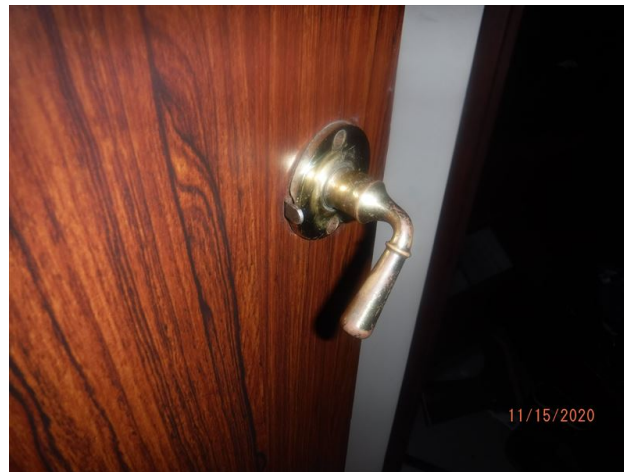
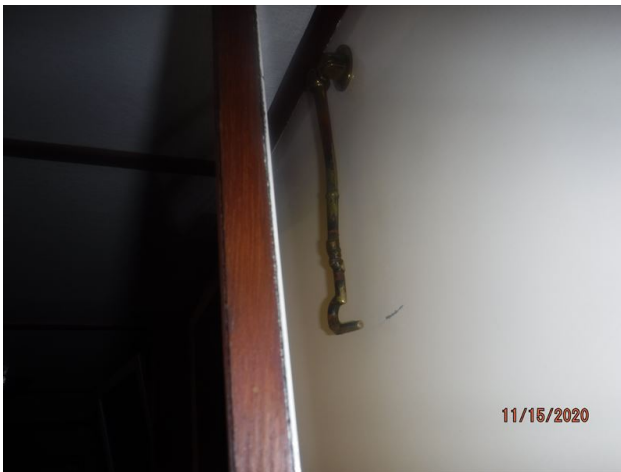
Stainless Steel and bronze sink with separate basins and bronze fastening basket plugs.



HARDWARE ACCESSORIES

Brass, bronze and stainless steel

Report of Marine Survey

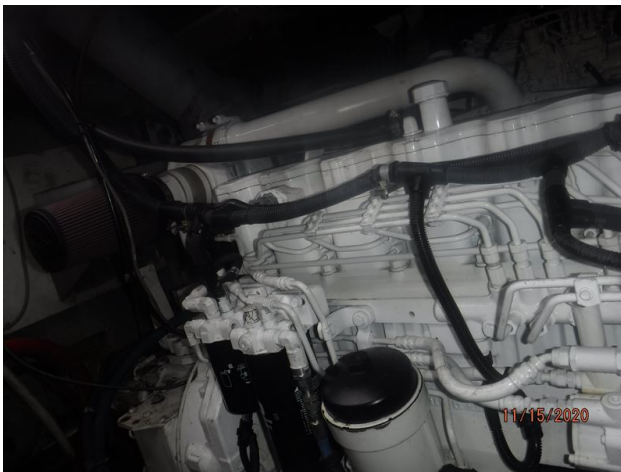


PROPULSION & MACHINERY SPACE *PROPULSION SYSTEM*

ENGINE MODEL

John Deere 6081 Marine Power Turbo after cooled

Report of Marine Survey



MANUFACTURE DATE
2013

ENGINE HORSEPOWER
330 HP



NUMBER OF CYLINDERS
Six (6) in-line configuration.

ENGINE STARTER VOLTAGE RATING
12 Volt.

Report of Marine Survey

ENGINE HOURS

8485 hours, observed on the engine's digital hour meter.

ENGINE SERIAL NUMBERS

RG6081A305470

ENGINE DISPLAYS

John Deere multi-function engine display at the helm

ENGINE INSTRUMENTATION

Main engine instrument gauges were installed at the helm.

ENGINE ALARM SYSTEM

Audible/visual engine alarms at the helm. Tested. Powered up and working as intended.

ENGINE EXHAUST SYSTEM

Steel exhaust to the muffler, insulated in blankets



ENGINE COOLING SYSTEM TYPE

Closed water jacket cooling, keel cooled.

ENGINE DRIVE BELTS

Belts appeared and felt serviceable, were in guards as per ABYC and USCG 46 CFR

THROTTLE & SHIFT CONTROLS

ZF Marine Mathers MicroCommander Electronic Throttle & Gear Controls.

ENGINE BED MOTOR MOUNTS

Adjustable motor mounts on fiberglassed channel iron longitudinal engine bed stringers.



Report of Marine Survey

MAIN ENGINE OIL LEVEL

Normal levels were observed on the engine sump dipsticks.

MAIN ENGINE COOLANT LEVEL

Murphy switch

ENGINE BLOCK HEATERS

The engine block heaters powered up when tested.



MACHINERY & BILGE SPACE EQUIPMENT

ENGINE SPACE VENTILATION

Natural air flow ventilation was provided by the hull side vents. There are blowers but they don't power up

ENGINE ROOM AIR BLOWERS

12 Volt blowers were located in the port & starboard forward engine room vents

SEACOCKS/SEA-VALVES

Raw water seacocks were bronze alloy ball valve type. Lubricate, exercise and monitor frequently. Recommend performing maintenance on all seacocks & sea-strainers annually (disassemble, inspect, clean and lubricate). It is also recommended that all below the waterline and near the waterline thru-hulls have a proper sized wooden plug attached to function as an emergency plugging device.



RAW WATER STRAINERS

No

HOSES

The cooling hoses were blistered, worn

Report of Marine Survey



FINDING B-1

HOSE CLAMPS

Double clamped where sighted.

LUBE TRANSFER SYSTEM

Jabsco 12 volt Lubrication Transfer System.



LUBE OIL TANKAGE

5 Gallon buckets

WASTE OIL TANKAGE

5 Gallon buckets

SHIP'S AIR COMPRESSOR

Powered up. Demonstrated.

MACHINERY SPACE INSULATION

Aluminized Mylar faced foam, thermal & acoustical insulation was installed in the engine room.

TOOL BOX

Portable boxes

HYDRAULIC FLUID RESERVOIR TANK

2 gallon gallon, reported

Report of Marine Survey



HYDRAULIC PUMPS AND ENGINE ROOM VALVE BANKS
Eaton steering pump mounted to the front engine face

TRANSMISSIONS / GEARS / DRIVES

DRIVE SYSTEM TYPE

Direct Drive.

TRANSMISSIONS/GEARS

Twin Disc MG-5091

GEAR RATIO

3.82:1

GEAR SERIAL NUMBERS

Unknown (data tag was partially illegible).

GEAR CONTROLS

Mathers MicroCommander Electronic Controls.

TROLLING VALVES

No

TRANSMISSION INSTRUMENTATION

Transmission gauges were installed at the helm.

GEAR COOLERS/HEAT EXCHANGERS

Closed cooling heat exchangers.



Report of Marine Survey

GEAR FLUID LEVEL

Normal levels were observed on the transmission dipsticks.

PROPELLER SHAFTS

Size: 3". Material: Stainless Steel.

PROPELLER SHAFT PACKING GLANDS

Flange & bolt stuffing box type packing glands. Monitor frequently.



GEAR NOTES

The large hydraulic pump is bolted up to the tranny

COMMENTS

new 2001

FUEL SYSTEMS

FUEL SYSTEM TYPE

Diesel.

FUEL TANK MATERIAL

Fiberglass.



NUMBER OF FUEL TANKS

Two (2) main fuel tanks and a stove day tank on the weather deck

Report of Marine Survey



FUEL TANKAGE CAPACITY

750 gallon per tank

FUEL LEVEL MONITORING

Sightglass on the weather deck mounted day tank

FUEL TANKAGE SECURING

Bonded/glassed to the hull.

FUEL TANKAGE LOCATION

Port & starboard, outboard in the lazarette.

FUEL FILL LOCATION

Port & starboard aft side decks, marked for diesel.

FUEL FILL MARKING

The deck fuel fill fittings were clearly marked as to fuel type.



FUEL TANK VENTILATION

Vent was integrated into the fuel fill fitting.

FUEL FILL HOSE/PIPE

Type A2 USCG Approved Fuel Hoses, where sighted.

FINDING B-2

FUEL LINES/HOSES

USCG Approved Type A1 fuel lines, where sighted.

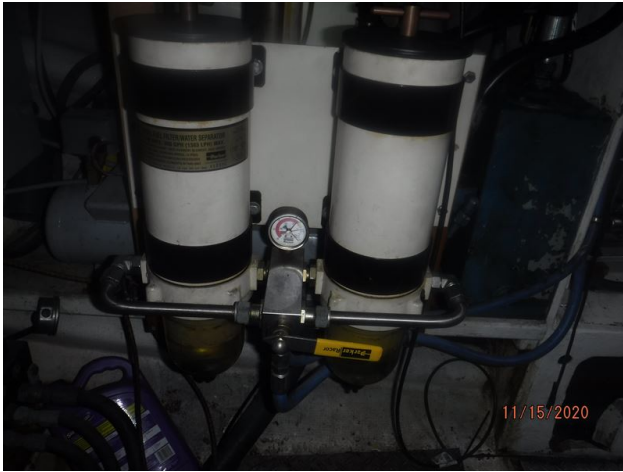
Report of Marine Survey

FUEL SHUT-OFF VALVES

Ball valves at the Primary Fuel Filters.

MAIN ENGINE PRIMARY FUEL FILTERS

Two (2) Racor 75/1000-MAX Primary fuel filter/water separators. DUAL RACORs



MAIN ENGINE SECONDARY FUEL FILTERS

Engine mounted Secondary Fuel Filters.



GENERATOR PRIMARY FUEL FILTERS

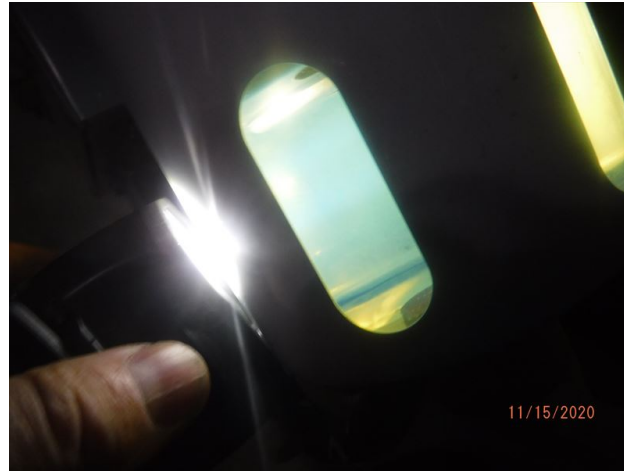
Racor 500-MA fuel filter/water separator.



Report of Marine Survey

FUEL FILTER CONDITION

No significant sediment was observed in the Primary fuel filter's sight bowls. Monitor/service often.



GENERATOR FUEL FILTER CONDITION

No significant sediment was observed in the generator Primary fuel filter's sight bowls or on their diffusers. Monitor and service often.

FUEL COOLERS/HEAT EXCHANGERS

Engine mounted heat exchangers/coolers.

FUEL TRANSFER SYSTEM

Unknown

FUEL PRIMING SYSTEM

Manual priming buttons on the engine's secondary fuel filter heads.

FUEL FLOW RATE SYSTEM

John Deere

FUEL POLISHING SYSTEM

No

FUEL ODOR COMMENTS

None

ELECTRICAL SYSTEMS

DC ELECTRICAL SYSTEMS

DC SYSTEMS VOLTAGE

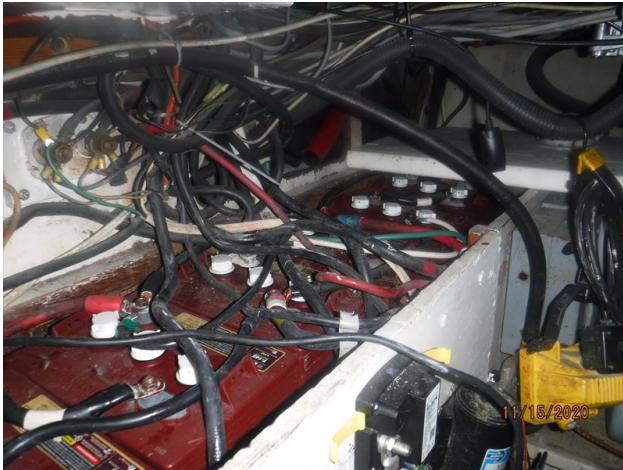
12 Volt systems.

BATTERIES

Grp 1: six 6 volt (house)

Grp 2: 2 12 volt (start)

Report of Marine Survey



BATTERY SWITCHES

Two (2) Blue Sea Systems rotary switches.



BATTERY ISOLATORS

Blue Sea SI-ACR charging relay



MAIN DC BREAKERS

The main DC breaker was installed in the main DC breaker panel.

Report of Marine Survey

DC ELECTRICAL PANEL BREAKERS/FUSES

DC branch breaker panels in the Salon electrical panel and at the helm.

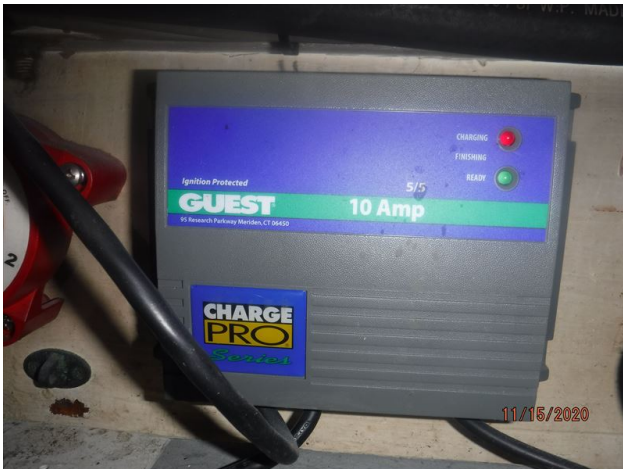


DC ELECTRICAL SYSTEM MONITORS

None

BATTERY CHARGERS

Guest Charge Pro - 12 volt / 10 amp. Battery Charger.



MAIN ENGINE ALTERNATORS

Unknown due to access. Data tags appear to be missing

DC POWER OUTLETS

No

BONDING SYSTEM (ABYC E-2 & E-11)

Yes steering and running gear only

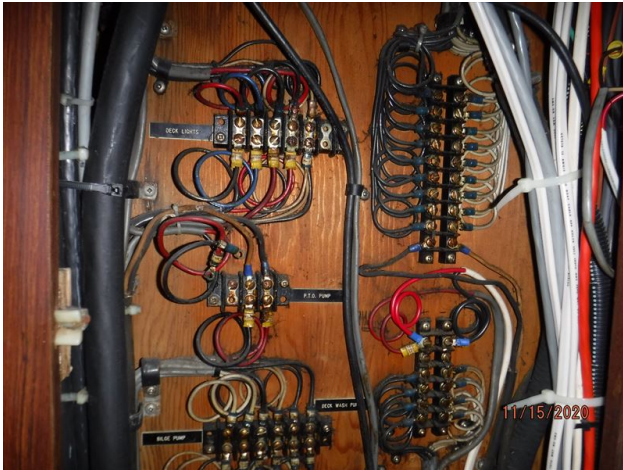
DC SYSTEM WIRING TYPE

Appeared serviceable for intended use, where sighted.

DC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

Appeared to be well supported and secured, where sighted some exceptions were observed (see Findings Appendix).

Report of Marine Survey



FINDING B-3

AC ELECTRICAL SYSTEMS

AC SHORE POWER SYSTEM VOLTAGE
120/240 Volt @ 60Hz.



AC SHORE POWER INLETS
50 Amp. 120/240 volt shore power inlet.



Report of Marine Survey

AC SHORE POWER CORDS

50 Amp. vinyl shore power cord.



AC SOURCES

Shore/genset/inverter

AC ELECTRICAL SOURCE SELECTOR SWITCHING

None seen

MAIN AC SHORE POWER BREAKERS

The main AC breaker was installed in the main electrical panel in the top house.

AC ELECTRICAL PANEL BREAKERS

AC branch breakers in the main cabin AC electrical panel.



AC ELECTRICAL POWER OUTLETS

The AC outlets were tested using a UL Listed Circuit Tester. All GFCI protected outlets tripped at their test buttons, where sighted.

FINDING B-4

AC ELECTRICAL SYSTEM MONITORS

AC voltage & amperage gauges in the top house nav station

Report of Marine Survey



AC SYSTEM WIRING TYPE

Appeared serviceable for intended use where sighted, except where noted.

FINDING B-5

GALVANIC ISOLATION SYSTEM (ABYC A-28)

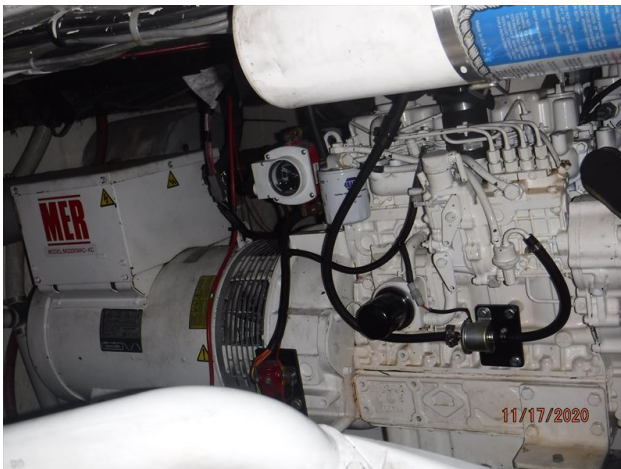
None

GENERATORS/AUXILIARY POWER

GENERATORS

GENERATOR MODEL

MER/ MG 30KMAC-KC



GENERATOR SPEC

Spec: A.

GENERATOR FUEL TYPE

Diesel.

NUMBER OF CYLINDERS

Four (4).

GENERATOR KILOWATT RATING

30.0 KW

GENERATOR ENGINE RPM RATING

1,800 RPM.

Report of Marine Survey

GENERATOR VOLTAGE RATING

120/208

GENERATOR PHASE RATING

Three Phase.

GENERATOR STARTER VOLTAGE RATING

12 Volt.

GENERATOR HOURS

8549

GENERATOR SERIAL NUMBERS

h321111164

GENERATOR INSTRUMENTATION GAUGES

Generator instrument panel installed at the helm station.

GENERATOR ALARM SYSTEM

Generator audible/visual alarms. Murphy switch

GENERATOR DRIVE BELT

New in a gaurd

GENERATOR LUBRICATION SYSTEM

Engine mounted mechanical oil pump with spin-on type filter.



GENERATOR OIL LEVEL

Oil level was normal on the generator's oil sump dipstick.

GENERATOR COOLING SYSTEM TYPE

Dry exhaust/keel cooled

Report of Marine Survey



GENERATOR COOLANT LEVEL
Murphy switch



GENERATOR FUEL SYSTEM
Engine mounted fuel pump.

GENERATOR SPACE VENTILATION
Natural air ventilation for the generator space was provided by a hull side vent.

INVERTERS & OTHER AUXILIARY POWER

INVERTER SYSTEMS (ABYC E-11, A-31)
Xantrex Freedom Marine 30, 3,000 Watt/140 amp. Inverter/Charger.

Report of Marine Survey



INVERTER SYSTEM LOCATION & VENTILATION
Top house binacle



WATER SYSTEMS

FRESHWATER SYSTEM

WATER TANKAGE MATERIAL

Fiberglass.

NUMBER OF FRESHWATER TANKS

One (1).

WATER TANKAGE CAPACITY

Reportedly, 400 gallons.

WATER TANKAGE SECURING

Bonded/glassed to the hull.

WATER TANKAGE LOCATION

Forpeak

WATER FILL LOCATION

Fore deck

WATER FILL MARKING

Properly marked for water.

Report of Marine Survey



FRESHWATER TANKAGE VENTILATION
Port hull side.



FRESHWATER PUMPS
Flojet 12 volt Demand type Freshwater Pump. (see notes in wiring appendix)



WATER LEVEL MONITORING
no

HOT WATER SYSTEM

Report of Marine Survey

WATER HEATER

Seaward Products (Stainless Steel). In the galley pantry



WATER HEATER TYPE

Marine Grade 120 volt.

WATER HEATER CAPACITY

11 Gallons.

WATER HEATER HEAT EXCHANGER SYSTEM

Integral with the water heater

BLACKWATER SYSTEM

MSD (MARINE SANITATION DEVICE) SYSTEM (33 CFR 159)

Type III MSD Waste System (utilizes a holding tank or similar device that prevents the overboard discharge of treated or untreated sewage).

BLACKWATER TANKAGE

Polyethylene Blackwater (sewage) holding tank.



FINDING C-3

COMMENTS

The vessel's operator is responsible for determining what type of MSDs (marine sanitation devices) are prohibited & permitted by law in the location of the vessel's intended use.

GREYWATER SYSTEM

Report of Marine Survey

HEAD SINKS

Stainless steel Head sink.

STEERING SYSTEMS

STEERING SYSTEM TYPE

Hydraulic Power Steering.

STEERING SYSTEM MANUFACTURER

Wagner, Jastrom

NUMBER OF STEERING STATIONS

Two (2) helm station and waist station. With 2 wagner jog levers and a manual destroyer wheel in the top house. A Simrad lever on deck



STEERING HOSES/LINES

Copper tube and fittings, some reinforce flexible with metal ends in the lazarette

Report of Marine Survey



STEERING SYSTEM ACTUATORS

T-ram the steering ram appeared to be well secured.

UPPER RUDDER BEARINGS & RUDDER SUPPORT

Bronze upper rudder bearings on Stainless Steel rudder tables.

RUDDER STOCKS

Stainless Steel Rudder Stocks.

RUDDER LOG PACKING GLANDS

Bronze hex nut type packing glands appeared serviceable. Monitor frequently.



RUDDER POSITION INDICATOR

Simrad Electro-mechanical type with VDO helm gauges.

Report of Marine Survey



RUDDER INDICATOR DIAL
Two, one at each helm station



GROUND TACKLE

ANCHORS
#18 Forjford



ANCHOR RODE TYPE
1/2" Galvanized chain is full on the winch

Report of Marine Survey

ANCHOR WINDLASS Thompson Hydraulic



COMMENTS

Highly recommend at least one additional spare anchor and rode for emergencies and added anchoring options.

ELECTRONICS & NAVIGATION EQUIPMENT

VHF RADIOS

Icom IC-M120 VHF Radio.

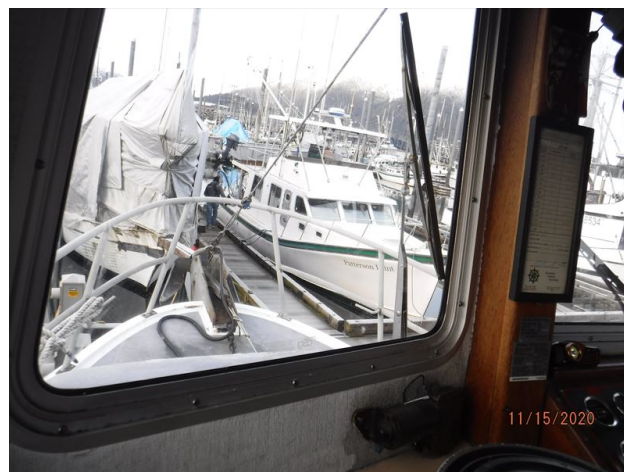
Icon 2200H 2 meter with Icom HM 133V mike

Icom IC-M56 VHF Radio.

Powered up.

COMPASSES

Dirigo 6" with deviation card swung in 1994



Report of Marine Survey



MONITORS

[No Content]



AIS (AUTO IDENTIFICATION SYSTEM)

Interfaced with Nobeltec navigation software

NAVIGATION COMPUTER

Aspire 4830TG 6808

AUTOPILOT

Simrad AP35 Autopilot.



Report of Marine Survey

GPS (GLOBAL POSITIONING SYSTEM)

Furuno GP-37 GPS/WAAS Navigator.

Garmin GPS 65

COLOR FISH FINDER

Furuno FCV-585 Color Video Sounder. Powered up.

Furuno FCV-1000 Color Video Sounder. Powered up.

SATELLITE TELEPHONE

MSAT G2

BAROMETER

Seth Thomas Barometer.

Boston Barometer.



SHIP'S CLOCK

Chelsea Clock.



ANTENNAS

The antennas appeared to be well mounted, where sighted (observed from deck level).

Report of Marine Survey



STEREO SYSTEM

Sony Powered up.

OTHER ELECTRONICS

Ace watch clock WATCH ALARM

ELECTRONIC CHART SYSTEM

Paper and electronic charts were found on board

SAFETY EQUIPMENT

SEE WWW.FISHSAFEST.COM

WEARABLE PERSONAL FLOATATION DEVICES (33 CFR 175)

Six Immersion suit (46 CFR 28.110-25)



THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

One (1) Type IV - U.S.C.G. Approved Throwable Device (ring).

Report of Marine Survey



FIRE EXTINGUISHERS (46 CFR 25)

Four (4) Type ABC-I 2.5 lb. Dry Chemical.



FINDING C-4

VISUAL DISTRESS SIGNALS (33 CFR 175.101)

Day/Night Visual Distress Signals were Hand-Held Flares. An adequate number of current dated flares were observed.



Report of Marine Survey

SOUND PRODUCING DEVICES (33 CFR 83)

Single Trumpet 12 volt DC Electric Air Horn. Powered up.



NAVIGATION LIGHTS (33 CFR 83)

All Navigation Lights illuminated when tested.

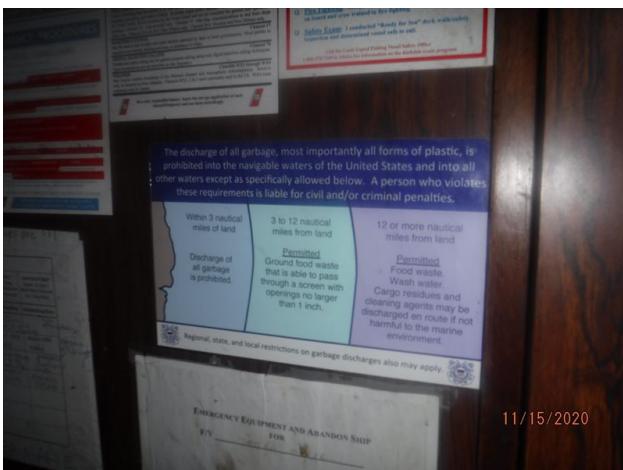
"NO OIL DISCHARGE" PLACARD (33 CFR 151/155)

Found properly displayed in the engine room.



"TRASH DISPOSAL" PLACARD (33 CFR 151/155)

Found properly displayed in the Galley.



Report of Marine Survey

"WASTE MANAGEMENT" PLAN (33 CFR 151) VESSELS OVER 39'4"

Found properly displayed.

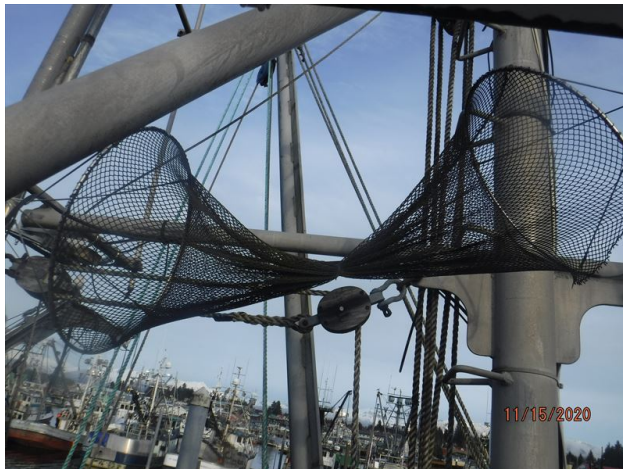


U.S.C.G. NAVIGATION RULE BOOK (33 CFR 83) VESSELS OVER 39'4"

No

DAY SHAPE

Yes



AUXILIARY SAFETY EQUIPMENT

FIXED FIRE SUPPRESSION SYSTEM

Yes one (1) Halon 1301 Fixed Fire Suppression Tanks in the engine compartment. Automatic thermal activation.

Report of Marine Survey



HIGH HEAT STOVE SHUTDOWN
Yes



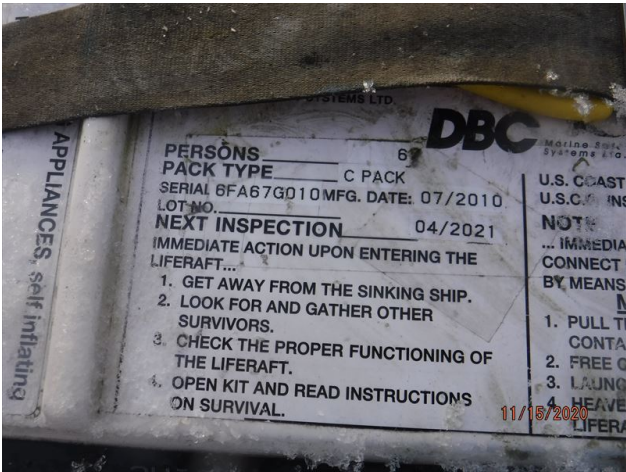
BILGE HIGH WATER ALARMS
Two (2) Bilge High Water Alarms. Test sounded.



LIFE RAFTS
Yes



Report of Marine Survey



E.P.I.R.B.
Yes



FINDING B-6

MAN OVERBOARD SYSTEM (MOB)
No
REBOARDING LADDER
Yes

Report of Marine Survey

FIRST AID SUPPLIES

A small First Aid kit was observed onboard.

CARBON MONOXIDE DETECTORS (ABYC A-24)

First Alert Carbon Monoxide/Smoke Detector. Test sounded.

SMOKE DETECTORS (NFPA 302)

Test sounded.

VESSEL FIRE ALARM SYSTEM

None seen

SEARCH LIGHT

Yes



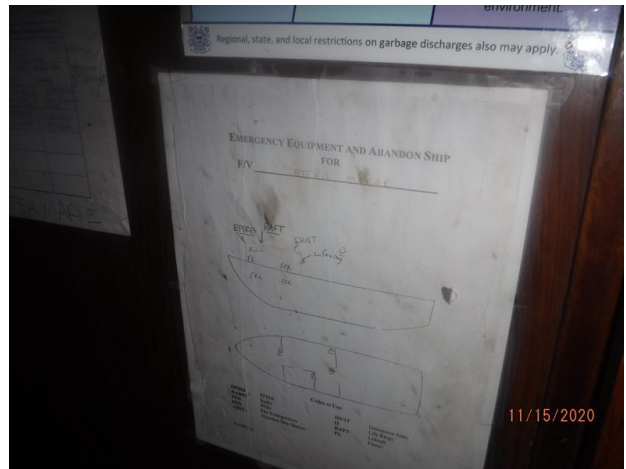
SPARE 12 VDC BATTERY

None sighted

FINDING A-1

VESSEL SAFETY PLAN

Yes, posted



ADDITIONAL SAFETY EQUIPMENT

None

COMMENTS

PLEASE VISIT THE FISHSAFEWEST.COM WEB PAGE

Report of Marine Survey

BILGE PUMPING SYSTEMS

ELECTRIC BILGE PUMPING SYSTEMS

1700 Rule

4500 Rule



MANUAL BILGE PUMPING SYSTEMS

None seen

EMERGENCY BILGE PUMPING SYSTEMS

2" Flomax hydraulic

I WAS UNABLE TO INSPECT THE EMERGENCY BILGE or THE WASHDOWN. THOSE ARE LOCATED IN THE FORWARD BILGE UNDERNEATH THE MEZZANINE FLOOR AND REQUIRED REMOVING THE FASTENED FLOORING TO ACCESS

COMMENTS

Highly recommend weekly testing of bilge pump operation, adequate dewatering ability and removal of any bilge pump debris.

CRAB PUMPS

4" 208 volt with stainless steel piping

UNDERWATER EQUIPMENT & HULL INSPECTION

PROPELLER SHAFTS

Stainless Steel, 3" inch diameter

KEEL COOLER

Two

HULL TRANSDUCERS

Large Airmar in the bilge

Report of Marine Survey



IMPRESSED CURRENT CORROSION CONTROL SYSTEM
No

COMMENTS
Surveyed in the water

RIGGING & SAILS

STANDING RIGGING

MAST

6" aluminum deck stepped with spreader bars that have pole cradle ends

MAST SPREADERS

Wide spreaders athwart providing mounts for lights and radar array. Higher up spreader poles with mounting for numerous antennae. The spreader ends have pole cradles and welded on fore and aft secondary spreaders for additional accessory mounting



MAST STEP

Main deck stepped. Behind the cabin

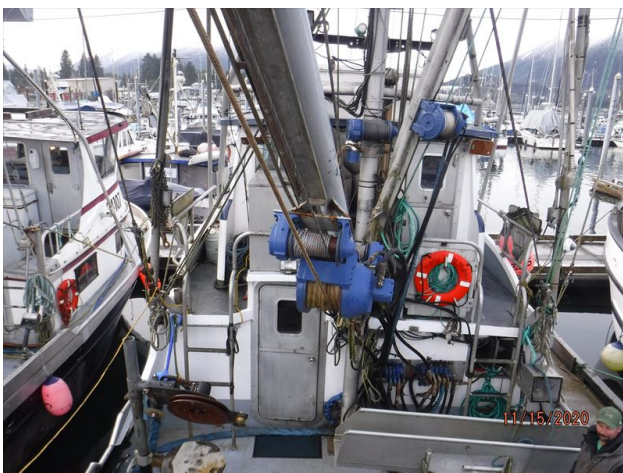
Report of Marine Survey



MAST PARTNER/SUPPORTER
3.5" A-frame

BOOM

Three. An aluminum picking boom manual topping and vanging auxiliary lifting. Supported by four steel single blocks, a heavy Gage steel boom with goose neck trolley (sliding type) for lifting and retrieving the seine. Power vanging and topping. An aluminum picking boom with a stiff arm starboard side for hanging a crab block.



RIGGING CHAIN PLATES
External chain plates.

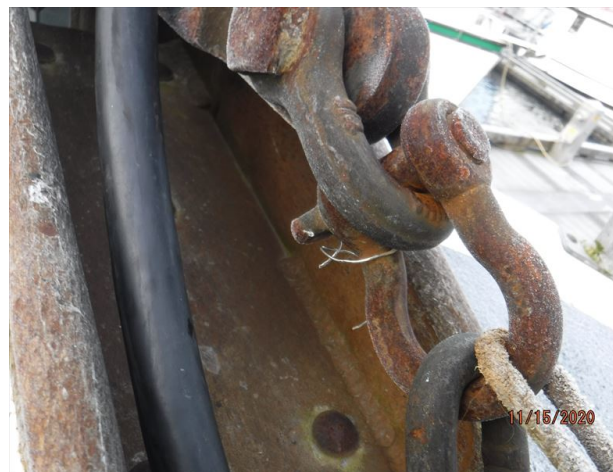
Report of Marine Survey



SHROUDS/STAYS/TERMINAL ENDS
3.5" aluminum pipe A-frame.



RIGGING CLEVIS PINS & COTTER PINS
Appeared serviceable moused as per good marine practice



FINDING C-5

STANDING RIGGING COMMENTS
Secure, in good order, serviceable.

Report of Marine Survey

STABILIZER POLES

3.5" aluminum stabilizer poles with 2.5" forward stiff arm stays.

STABILIZER FISH

Plywood and stainless steel on 1/4" galvanized chain



RUNNING RIGGING

TOPPING LIFT

The Boom's Topping Lift appeared serviceable. Bloom

VANGING WINCHES

Bloom

SWIVEL BLOCKS

Heavy duty steel, and wood. Some of the wooden blocks appear to be nearing the end of serviceable life, weathered.



Report of Marine Survey



FINDING C-6

WINCHES

PL 4 general lifting on the auxiliary boom

PL 12 on the seining boom

Bloom Vanging winch

Bloom boom trolley winch

Bloom topping winch



Report of Marine Survey



VESSEL DOCUMENTATION

HIN (HULL IDENTIFICATION NUMBER) COMPLIANCE (33 CFR 181)

No. USCG title search lists the hull build as Delta, finished at Leclercq

GRANTEE	Date of instrument	Consideration or amount paid	Date of recording	Consideration or amount paid	Date of recording	Consideration or amount paid	Date of recording
Safeco Credit Company, Inc.	11/10/81	\$300,000.00	11/12/81	10am	PM 2/93		11/12/81
Trident Seafoods Corporation	16 MAR 89	\$69,842.05	20 MAR 89	1:30pm	CL 6, #49		DATE & TIME
	10 APR 89	\$300,000.00	05 MAY 89	5:45pm	PM 51, 1982		DATE & TIME

DOCUMENTATION COMPLIANCE (46 CFR 67)

HULL NUMBER SIGHTED AND MACHED FED. DOC. (cuuent) hull number is in the lazerette

STATE REGISTRATION COMPLIANCE (33 CFR 173)

No

Report of Marine Survey

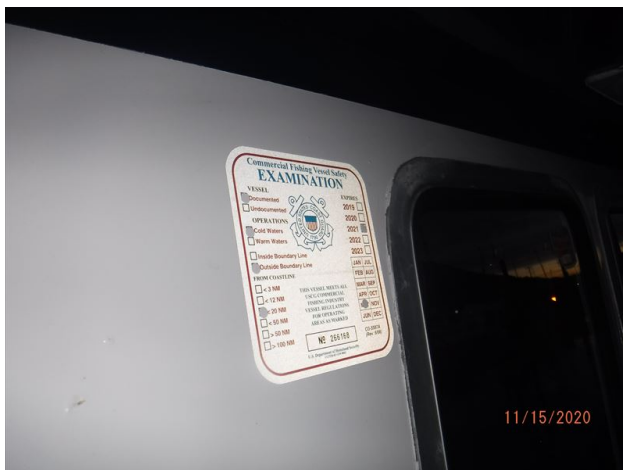
ADF&G #

Triangle is current



VOLUNTARY DOCKSIDE EXAM DECAL (USCG)

A current dockside exam decal was sighted



STABILITY LETTER

Stability letter was not found on board

Findings & Recommendations

Deficiencies noted under "FIRST PRIORITY/SAFETY AND COMPLIANCE FINDINGS" should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. Findings may also be in violation of U.S.C.G. Regulations, ABYC Voluntary Safety Standards & Recommended Practices or NFPA Codes & Standards.

Deficiencies noted under "SECONDARY PRIORITY/FINDINGS REQUIRING TIMELY ATTENTION" should be corrected in the near future, so as to maintain and adhere to certain codes, regulations, standards or recommended practices (and safety in some cases) and to help the vessel to retain it's value.

Deficiencies noted under "SURVEYOR'S GENERAL FINDINGS AND OBSERVATIONS" are lower priority or cosmetic findings, which should be addressed in keeping with good marine maintenance practices and in some cases as a desired upgrade.

Deficiencies will be listed under the appropriate heading:

- A. FIRST PRIORITY/SAFETY AND COMPLIANCE FINDINGS
- B. SECOND PRIORITY/FINDINGS REQUIRING TIMELY ATTENTION
- C. SURVEYOR'S GENERAL FINDINGS AND OBSERVATIONS

A: SAFETY DEFICIENCIES

SPARE 12 VDC BATTERY

None sighted

FINDING A-1
no spare battery for emergency communication
RECOMMENDATION
All communication equipment must be provided with an emergency source of power capable of powering the equipment continuously for at least 3 hours. 46 CFR 28.45, 33 CFR 26.03, 47 CFR 80

B: OTHER DEFICIENCIES REQUIRING ATTENTION

Findings & Recommendations

HOSES

The cooling hoses were blistered, worn

FINDING B-1

Blisters have developed on the cooling hoses

RECOMMENDATION

Inspect all hoses and replace the hoses with appropriate type, as necessary.



FUEL FILL HOSE/PIPE

Type A2 USCG Approved Fuel Hoses, where sighted.

FINDING B-2

The fuel tank fill fitting's hoses were not double backup clamped.

RECOMMENDATION

Install doubled Marine Grade Stainless Steel hose clamps, as necessary.



Findings & Recommendations

DC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

Appeared to be well supported and secured, where sighted some exceptions were observed (see Findings Appendix).

FINDING B-3

Some wire nuts were used to splice stranded wiring

RECOMMENDATION

Replace wire nut connections with Marine Grade insulated butt connections (wire nuts are approved for solid household type wiring only).



AC ELECTRICAL POWER OUTLETS

The AC outlets were tested using a UL Listed Circuit Tester. All GFCI protected outlets tripped at their test buttons, where sighted.

FINDING B-4

[No Content]

RECOMMENDATION

[No Content]

Findings & Recommendations

AC SYSTEM WIRING TYPE

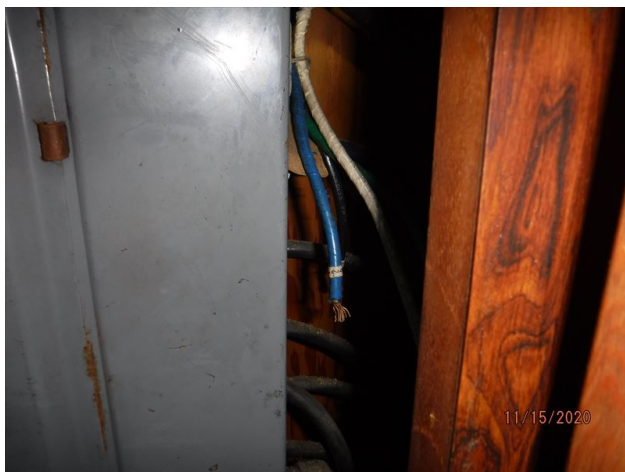
Appeared serviceable for intended use where sighted, except where noted.

FINDING B-5

Two unmarked ac wires near the breaker box are bare end terminated

RECOMMENDATION

Protect and insulate the bare wire ends



E.P.I.R.B.

Yes

FINDING B-6

The E.P.I.R.B.'s registration was expired.

RECOMMENDATION

Renew the registration, as necessary.



C: SURVEYOR'S NOTES & OBSERVATIONS

Findings & Recommendations

PORTHOLES/PORTLIGHTS

Opening bronze and tempered glass port lights Monitor frequently for signs of leakage.

FINDING C-1

Master stateroom port light is exhibiting signs of possible leakage

RECOMMENDATION

Investigate further, and service, repair or replace as necessary.



DECK HATCHES

The main hold hatch is a diamond plate cover with two round aluminum flush hatches on the starboard side. The port side cover articulates outside of the processing table to allow passage of larger product such as halibut. The cover is topped with a mounted aluminum processing table

FINDING C-2

The hatch dog down tabs do not line up and preclude proper securing

RECOMMENDATION

Grind off the tabs and reweld them in such a way that the hld can be secured using bolts



Findings & Recommendations

BLACKWATER TANKAGE

Polyethylene Blackwater (sewage) holding tank.

FINDING C-3

I did not see a securable Y-valve

RECOMMENDATION

add the proper style Y-valve as per USCG CFR

FIRE EXTINGUISHERS (46 CFR 25)

Four (4) Type ABC-I 2.5 lb. Dry Chemical.

FINDING C-4

Some Kiddie fire extinguishers are under recall

RECOMMENDATION

Check www.fishsafewest.com for the Bullitan. " On November 2, 2017, Kidde issued a voluntary recall, REF (A), of two styles of disposable fire extinguishers that identified 142 models of Kidde fire extinguishers with plastic handles or push button indicators manufactured between January 1, 1973 and September 22, 2017; these extinguishers can become clogged or require excessive force to discharge and can fail to activate during a fire emergency. In addition, the nozzle can detach with enough force to pose an impact hazard.



Findings & Recommendations

RIGGING CLEVIS PINS & COTTER PINS

Appeared serviceable moused as per good marine practice

FINDING C-5

seizing wire appears to be broke or undone

RECOMMENDATION

investigate further, repair or reolace wire



SWIVEL BLOCKS

Heavy duty steel, and wood. Some of the wooden blocks appear to be nearing the end of serviceable life, weathered.

FINDING C-6

Weathered

RECOMMENDATION

Replace the blocks

Read the USCG pamphlet Federal Requirements for Commercial Vessels as found on the web site Fish safe west [Http://fishsafewest.info/PDFs/FederalRequirementsforCommercialFishingVessels_2009.pdf](http://fishsafewest.info/PDFs/FederalRequirementsforCommercialFishingVessels_2009.pdf). You can generate the safety (dockside exam)checklist persuint to your particular vessel. Download it from www.fishsafewest.com recommended

Report Summary

SUMMARY

VESSEL CONDITION

It is the Surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION, after the Survey has been completed and the findings have been organized in a logical manner.

The grading of condition developed by BUC RESEARCH and accepted in the marine industry for a vessel at the time of Survey, determines the adjustment to the range of base values in the BUC USED BOAT PRICE GUIDE for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted Marine Grading System of Condition:

"EXCELLENT (BRISTOL) CONDITION", is a vessel that is maintained in mint or bristol fashion (usually better than factory new, loaded with extras, a rarity).

"ABOVE AVERAGE CONDITION", has had above average care and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION", ready for sale requiring no additional work and normally equipped for her size.

"FAIR CONDITION", requires usual maintenance to prepare for sale.

"POOR CONDITION", substantial yard work required and devoid of extras.

"RESTORABLE CONDITION", enough of hull and engine exists to restore the boat to usable condition.

As a result of the Survey, as shown in the REPORT OF MARINE SURVEY & FINDINGS AND RECOMMENDATIONS sections of this report and by virtue of my experience, my opinion is:

ABOVE AVERAGE

Report Summary

STATEMENT OF VALUATION

1. The "FAIR MARKET VALUE" is the most probable price in terms of money, which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale, as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold, unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Estimated Fair Market Value is determined using a cross reference of data from Dockstreet Brokers, Alaska Boats and Permits, and GSI Boats. other online sales listings or dealers, most notably brokers dealing in Alaskan or pacific northwest fishing vessels i.e Ebay motors I lean most heavily on the first four online sources. Next I rely on my personal knowledge of recent sales. Adjustments are made for condition and related (fishing) equipment. The Estimated Market Value is for the vessel in its condition on the date or dates of the Survey, prior to any repairs or maintenance.

After consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is the Surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel is:

\$625,000

Six Hundred Twenty-Five Thousand US Dollars

Estimated Replacement Cost is determined using a cross reference of data obtained from Boat Dealers and other online resources.

The "ESTIMATED REPLACEMENT COST" indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. The "ESTIMATED REPLACEMENT COST" of the vessel is:

\$2,000,000

Two Million US Dollars

Report Summary

SUMMARY

In accordance with the request for a Marine Survey of the "FV: Mattea Marie", for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on November 15, 2020. Subject to correction of deficiencies listed in sections A and B, the vessel is considered to be reasonably suitable for its intended use. Other deficiencies listed should be attended to in keeping with good maintenance practices or as upgrades.

SURVEYOR'S CERTIFICATION

I certify that, to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct.

The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions and conclusions.

I have no present or prospective interest in the vessel that is the subject of this report and I have no personal interest or bias with respect to the parties involved.

My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result or the occurrence of a subsequent event.

I have made a personal inspection of the vessel that is the subject of this report.

This report is submitted without prejudice and for the benefit of whom it may concern.

Scott Heitman, Marine Surveyor

