Western Boat and Trawler Marine Survey

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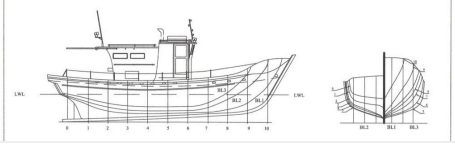

1983 58' Mike Carr Combination Fishing/Fish Tender Vessel

"Discovery"

Membership with Navtech USSA and the Society of Accredited Marine Surveyors (SAMS)
ABCY Certified Adviser **ULTRA SOUND AUDIO GAUGING CYGNUS 4**
USCG Qualified Vessel Safety Examiner **MOISTURE METERING TRAMEX SKIPPER II**

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Report of Condition and Value

of the Fishing Vessel

"Discovery"

1983 58' Mike Carr Combination Fishing/Fish Tender Vessel

CONDUCTED BY

Scott Heitman, marine surveyor

WESTERN BOAT AND TRAWLER MARINE SURVEY

PREPARED FOR

Joe Short

Inspected on March 17. 2022

NAVTECH USSA/ABYC CERTIFIED STANDARDS ADVISOR/USCG FV EXAMINER

INTRODUCTION

PURPOSE & SCOPE

The Survey was performed for vessel condition and valuation purposes only and should not be considered to be a full comprehensive Pre-Purchase Type Survey. The attending Surveyor attended aboard the 1983 Mike Carr Combination Fishing/Fish Tender Vessel "Discovery", at the request of Joe Short, beginning Inspected on March 17. 2022. 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. Suppose a detailed report as to the condition and capacities of the wiring and electrical components is desired. In that case, 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.

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.

HIN (HULL IDENTIFICATION NUMBER) VERIFICATION COMMENTS

HIN is not applicable to this vessel.

ENGINE/MECHANICAL SURVEY

There was no Mechanical/Engine Surveyor onboard during the Survey. It is highly recommended and understood that all propulsion & auxiliary power systems (engines, transmissions, gears, drives, generators) be inspected by their respective Manufacturer's Certified Technician to determine their condition.

AREAS INSPECTED

The following areas were closely inspected in accordance with American Boat & Yacht Council standards, USCG regulations, and the doctrine of the Society of Accredited Marine Surveyors, including:

A. Visual inspection of accessible portions of the hull.
b. Visual inspection and tests of accessible portions of the electrical systems.
c. Hull sides where they are accessible at the dock, weather decks, and cabin sides/top.
d. Safety rails, ladders, grab rails, water-tight door dogs and gaskets, and hatches.
e. Internal, accessible areas, including bilges, compartments, and lazarett for fractures, and defects.
f. Through-hull fittings, sea chests, and valves.
g. Engines, fan belts, motor mounts, leaks, hoses, and electrical.
h. Visual inspection of accessible AC/DC wiring.
i. AC ground and polarity test while on generator/shore power
j. USCG safety equipment checks and tests
k. Sea valves were checked and Seawater piping was inspected visually. (no ultrasounds of piping were performed)

GENERAL VESSEL INFORMATION

TYPE OF SURVEY REQUESTED:	Condition and Value/Insurance
DATE AND TIME OF SURVEY:	March 17, 2022 9:40am-8:pm
VESSEL TYPE:	Alaska combination fishing and fish tendering vessel
VESSEL BUILDER:	Mike Carr of Port Towsend
VESSEL DESIGNER:	Mike Carr
YEAR BUILT:	1983 (per documentation certificate)
DOCUMENTED HAILING PORT:	Petersburg, Alaska
HAILING PORT DISPLAYED:	Petersburg Ak On The Transom
HOME PORT:	Petersburg, Alaska
U.S.C.G. DOCUMENTATION NUMBER:	663515
U.S.C.G. DOCUMENTED FOR:	Coastwise, Fishery, Registry.Recreational
U.S.C.G. DOCUMENTATION REGISTERED VESSEL OWNER:	Discovery Fisheries LLC
ADF&G#:	(Current).
VESSEL MATERIAL:	Fiber reinforced plastic (FRP)
LENGTH OVERALL (LOA):	58
REGISTERED LENGTH:	58
REGISTERED BEAM:	20
DEPTH:	10.0
GROSS TONNAGE:	81 Gross Registered Tons
NET TONNAGE:	64 Net Registered Tons
LOCATION OF SURVEY INSPECTION:	Petersburg Alaska South Harbor in the water
VESSEL OWNER:	Managing owner, Joe Short
OWNERS CONTACT INFORMATION:	Joe Short Phone #: 907 518-0467 Email: Jshort@gci.net
VESSEL OWNER ADDRESS:	PO BOX 1224 Petersburg Alaska 99833

PERSONS IN ATTENDANCE DURING SURVEY: Scott Heitman (surveyor) and Joe Short (managing owner)

RATING & VALUATION

VESSEL OVERALL RATING: **ABOVE AVERAGE**

ESTIMATED MARKET VALUE: **$1,350,000**

ESTIMATED REPLACEMENT COST: **$2,750,000**

VESSEL CONSTRUCTION

HULL ARRANGEMENT

VESSEL DESCRIPTION AND LAYOUT

The FV: Discovery is a 58 foot Mike Carr built fiberglass combination fishing boat. There is gear and machinery for pot longline fishing, hook and line longline fishing and salmon seine fishing. There is also rigging and machinery for fish tendering. There is a single main diesel propulsion engine and two (2) diesel gensets. There are two (2) crab tank fish holds with 117,000 pound capacity. Accommodations are for seven (7). There are 12, 24, 110, 208 and 220 volt, single and three phase electric systems. Most of the systems have been recently renewed and/or upgraded.

HULL DESIGN TYPE

Full displacement hull soft chine bottom with roll chocks and a bulbous bow

HULL MATERIAL

FRP (fiber reinforced plastic).

EXTERIOR FINISH

White gelcoat, with blue moorage stripes and grey trim paint.

GENERAL EXTERIOR CONDITION

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

TRANSOM

Horseshoe stern FRP transom

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.

STEM

Plumb stem.

KEEL

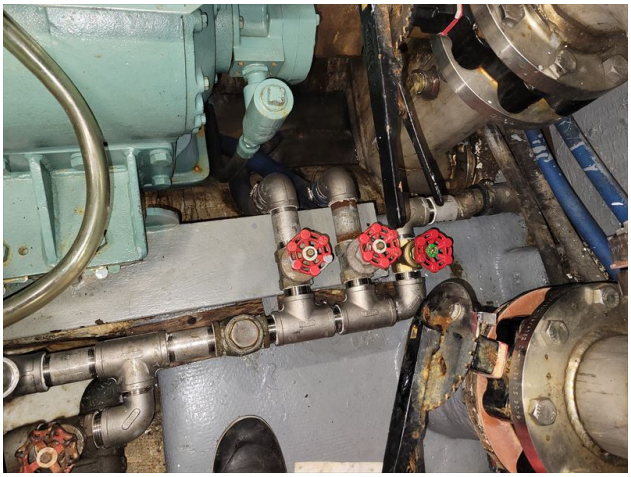
Partial keel molded into the hull's layup schedule.

BILGES

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

BILGE MANIFOLD/PIPING

1.5" stainless steel pipe Flomax 5 3 hp 208 volt bilge pump with three (3) bilge pickups



SEA CHEST

Gate valves plumbed to a molded into the hull, frp, square and screened, seachest

GENERAL BILGE CONDITION

No significant water was observed collecting in the bilges.

VESSEL LIST

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

STRIKER PLATE

Galvanized steel plate is laid over and above a laminated fiberglass sheild and is integral with the roller chute

DECK ARRANGEMENT

DECK TYPE/GENERAL DESCRIPTION

Well deck with a raised aft deck, flushed.

DECK MATERIAL

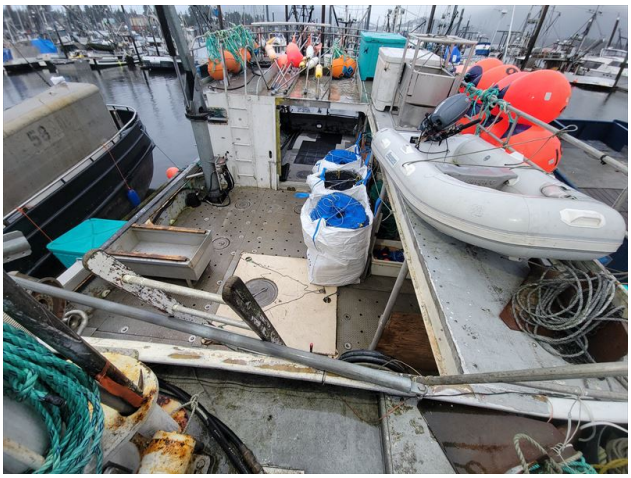
FRP over plywood fore and aft decks, steel plate well decks

DECKING OVERLAY

Gelcoat with grey nonslip paint

FALSE DECK

Raised wear deck, aluminum diamond plate



BULWARKS
Molded fiberglass bulwarks (part of the deck's layup). The fore deck bulwarks have stainless steel pipe tie down railings below the caprails

RUB-RAILS
Molded fiberglass compression rails

HULL-TO-DECK JOINT TYPE
Reportedly Sheer Clamped, fastened and Epoxied.

SUPERSTRUCTURE ARRANGEMENT

SUPERSTRUCTURE MATERIAL
Cored FRP (fiber reinforced plastic).

SUPERSTRUCTURE-TO-DECK JOINT TYPE
The deck house and deck were molded seamlessly with no joint.

AFT CABIN BULKHEAD
FRP

BRIDGE ARRANGEMENT

BRIDGE MATERIAL
Reportedly, cored FRP (fiber reinforced plastic).

BRIDGE TYPE
Enclosed top house with full electronics and controls.

WEATHER DECK

WEATHER DECK ACCESS
Port side aft cabin steel pipe rail ladder access to the weather deck and shelter deck top.

WEATHER DECK SAFETY RAILS
Aluminum safety rails

STORAGE BOXES
Marine plywood storage boxes. Removable fish tote type storage boxes

FISH HOLDS AND HATCH COVERS/PLUMBING

HOLDS
The main hold is tanked, insulated, RSW

HATCH COVERS
Flush steel hatch

SEAWATER CIRCULATION AND PIPING SYSTEMS
5" Stainless steel piping with butterfly valves. All the valves operated freely.

EXTERIOR EQUIPMENT AND COMMERCIAL FISHING MACHINERY

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

110 volt ac Vaportight porch lights. Six (6) MeanWell LED flood lights. One (1) 1000 watt WideLight sodium flood light

EXTERIOR WASHDOWNS

208 volt ac 1.5" Flojet and an inline hydraulic fluid heat exchanger on deck

CRAB CIRCULATION AND REFRIGERATION PUMPS

Deming 5x4 208 volt 15 hp circulation pump
two (2) Flomax 5 208 volt ac 3 hp pumps

CABIN VENTILATION

Provided by the windows and the main companionway doors.

EXTERIOR DOORS

Dogged, dutch, windowed aluminum cabin doors

WINDOWS

Tempered, fixed and opening windows. Diamond Sea Glaze pilot house windows.

WINDSHIELD

Tempered glass windshield pilothouse type panels with wood frame

DECK RAILINGS

1.5" aluminum pipe, transom anchor rack and railing with 9 anchors

BOW RAILING

None

SAFETY RAILING

Aluminum rails

HAND RAILS/GRAB RAILS

Hand rails were located at convenient locations of the vessel.

BOARDING STAIRS/BOARDING LADDER

Aluminum boarding ladder

DECK DRAINAGE
Scuppers

CLEATS
Cleats throughout the vessel were steel hawse cleat type and steel horn type

LINE HAWSE PIPES
Appear to be galvanized steel port and starboard side decks

ANCHOR PLATFORM
Steel anchor platform

EXTERIOR STORAGE
The shelter, weather, and baitshed tops are all utilized for storage with safety rails.

WELDERS & BOTTLES
A Welding bottle is in the weather deck storage

DECK BOXES
Removable totes

ESCAPE HATCH
An escape hatch was observed on the foredeck.

DECK MACHINERY

BAIT SHEDS, HAY RACKS AND SHELTERS
Port side shelter deck integrated into the cabin and baitshed. Pot longline storage bins are installed at the shelter deck.

HAULING PIT
At the starboard rail is an aluminum crab pot landing and dump box with wood rails, a stainless steel side roller, a helm and gurdie controls

FISHING MACHINERY
Hydroslave 10" hydraulic crab block
Yaquina Boat stainless steel black cod pot hauler with 23" sheaves and planetary drive motor
Hydraulic Bait Grinder
Kolstrand 23" long line gurdie with a stainless steel finger and bronze idlers
Static crab davit
Pot dump box
Product IFQ weight tally box
Electronic Fish Scale

FISH TENDER MACHINERY,reported NOT ONBOARD AND NOT INSPECTED
Transvac Pump and hoses
Aluminum dump boxes.
Raised aluminum fish dump and sorting platform.
Scale box
Dewatering box

KNUCKLE CRANE
Maximum Performance Hydraulics knuckle crane MPH-1.25-20kmx

FISHING GEAR
Slinky pot longline gear. Pots, lines, anchors, flags, bouys and beacons

SEINE SKIFF / AUXILIARY WATERCRAFT

TENDER/WATERCRAFT
Aquapro rigid fiberglass bottom inflatable RIB.

MODEL YEAR
2001

HIN (HULL IDENTIFICATION NUMBER)
XWIA9074D101 (sn)

ENGINE MODEL
Yamaha 9.9 HP Four Stroke Outboard.

CABIN APPOINTMENTS

INTERIOR

MAIN CABIN ARRANGEMENT
Single cabin with a head and galley and master stateroom. There is an enclosed top house above. Forward of the engine room is a six (6) bunk focsle.

GALLEY ARRANGEMENT
The u-shaped Galley was located aft cabin with a galley table and pantry to the starboard side

DINING ARRANGEMENT
A custom shaped galley table with seating for eight (8) is arranged in the starboard side of the galley.

ACCOMMODATION ARRANGEMENT
There is a double-sized bunk in the master stateroom and six (6) stacked v-bunks in the focsle

HEAD ARRANGEMENT
One (1) 24 volt dc Traveler

SHOWER ARRANGEMENT
Stall shower in the Head.

HELM STATION (PILOT HOUSE)
The helm is in the top-house with two helm chairs and remote wing controls. Centerline is a spoked stainless steel ship's wheel forward and a chart table aft.

INTERIOR BRIDGE SEATING
Two (2) Helm seats with simulated leather cushions.

INTERIOR CABINETRY & TRIM
The interior Satin finished Teak or Mahogany cabinetry and trim appeared serviceable.

INTERIOR DOORS
Satin finished Teak cabin doors.

INTERIOR STORAGE
The cabinets, lockers, drawers and shelving appeared serviceable, where sighted.

CEILING HEADLINERS
Acoustical tile

WALL-LINERS
Mahogany or Teak wall panelling

FLOORING
PlasTeak Loncoin

CABIN SOLE FOUNDATION
Plywood cabin sole foundation.

COUNTER TOPS
Navy blue Formica, serviceable

INTERIOR MIRRORS
No significant de-silvering was observed on the interior mirror's reflective coatings.

GENERAL INTERIOR & SOFTGOODS CONDITION
The general maintenance of the vessel's interior appeared serviceable.

CHART TABLE
Oak

INTERIOR JOINER WORK COMMENTS
The interior joiner work appeared serviceable.

INTERIOR BULKHEADS
The interior bulkheads appeared serviceable, where sighted.

WATER INTRUSION COMMENTS
None sighted.

INTERIOR SYSTEMS & EQUIPMENT

LIGHTING
110 Volt AC lighting fixtures. All lights illuminated.

CABIN HEATING SYSTEM
110 Volt ac mounted space heaters

LAUNDRY SYSTEMS
Panda Pan50SWF2

AUDIO/VISUAL EQUIPMENT

TELEVISION SYSTEM
Television with DVD Player in the cabin.

CELL BOOSTER
Weboost drive 4G-X

GALLEY EQUIPMENT

REFRIGERATION
Custom refrigerator freezer boxes are built into the galley with the refrigeration unit in the machinery space

OVEN
Whirlpool "under the counter" stainless steel oven

STOVE
Kenyon Custom double burner Stove with Touch Control and Ceramic Glass Cooktop.

EXHAUST HOOD
Broan Stainless Steel Exhaust Hood installed over the oven.

MICROWAVE OVEN
Black and Decker

COFFEE MAKER
Keurig coffee maker

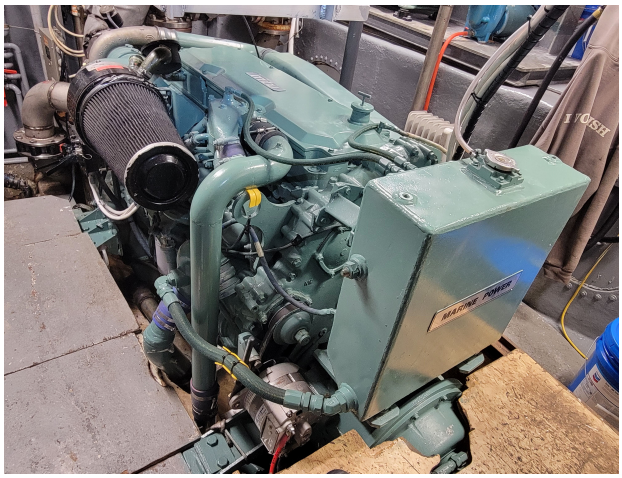
GALLEY SINK
Stainless Steel sink with separate basins.

PROPULSION & MACHINERY SPACE

PROPULSION SYSTEM

ENGINE SPACE ACCESS
Focsle dogged door

ENGINE MODEL
Detroit Diesel MTU Series 60, 14 Liter (855 cid) Inboard Diesel. Turbocharged with an Airsep.



MANUFACTURE DATE
Unknown

ENGINE HORSEPOWER
Rated power 375 HP @ 1800 RPM

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

ENGINE STARTER VOLTAGE RATING
24 Volt.

ENGINE HOURS
10218 hours, observed on the engine's digital hour meter.

ENGINE SERIAL NUMBERS
06R00949033

ENGINE DISPLAYS
MTU Engine Systems Monitoring Displays.

ENGINE EXHAUST SYSTEM
Dry exhaust

ENGINE COOLING SYSTEM TYPE
Closed water jacket cooling, keel cooled.

ENGINE DRIVE BELTS
Serpentine belt condition appeared serviceable.

THROTTLE & SHIFT CONTROLS
ZF Mathers ClearCommand Electronic Throttle & Gear Controls.

ENGINE BED MOTOR MOUNTS
Adjustable motor mounts on cored fiberglass longitudinal engine bed stringers.

MAIN ENGINE OIL LEVEL
Normal levels were observed on the engine sump dipsticks.

MAIN ENGINE COOLANT LEVEL
Normal levels were observed in the Coolant Recovery Expansion tanks.

MACHINERY & BILGE SPACE EQUIPMENT

ENGINE SPACE VENTILATION
Natural air flow ventilation was provided by the superstructure side vents.

ENGINE ROOM AIR BLOWERS
110 vac fan

SEACOCKS/SEA-VALVES
Gate valves are plumbed off the sea chest. One (1) Raw water seacock was Marelon plastic composite 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. In the Lazarette it is both closed and plugged.

HOSES
Appeared serviceable, where sighted. Monitor frequently for dry cracking, degradation, damage or chafing.

HOSE CLAMPS
Double clamped where sighted.

LUBE OIL TANKAGE
Reportedly, 70 gallon Lube Oil Tank.

LUBE TRANSFER SYSTEM
Two (2) manual lube oil transfer pump. 24 volt dc and manual waste oil transfer pumps

WASTE OIL TANKAGE
5 Gallon buckets

SHIP'S AIR COMPRESSOR
DeWalt 120 volt ac single phase air compressor.

MACHINERY SPACE WATER SUPPLY
Pressure washer

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

HYDRAULIC FLUID RESERVOIR TANK
10 Gallon aluminum

TOOL BOX
Two (2)

SPARES
Flojet 12 volt dc on demand water pump

MAIN AND SECONDARY HYDRAULICS

HYDRAULIC TANK
70 gallon frp tank

ENGINE ATTACHMENTS
Pitts Electric Clutchs

MAIN HYDRAULIC PUMP
Load sensing Eaton hydraulic pump

HYDRAULIC PUMP #2
65-gallon Eaton, Pitts PTO attached at genset #1

HYDRAULIC VALVES
Mixed Walvoil and/or Gressen valves and banks

HYDRAULIC LINES/FITTINGS
Stainless Steel Tube and/or Pipe. Flexible lines with metal fittings some quick disconnect fittings.

REFIGERATION AND FISHING GEAR

PRODUCT REFRIGERATION (ICE,RSW,PLATES,BLAST)
Refrigerated Sea Water (RSW)

RSW AND/OR FREEZER
35 Ton IMS (Integrated Marine Systems) RSW system Hydro Chiller chiller tubes R-507 gas.

TRANSMISSIONS / GEARS / DRIVES

DRIVE SYSTEM TYPE
Direct Drive.

TRANSMISSIONS/GEARS
Twin Disc MG-514 B deep case

GEAR RATIO
Data tags stated, 6 : 1 ratio.

GEAR SERIAL NUMBERS
3?1615

GEAR CONTROLS
ZF Marine ClearCommand Electronic Controls.

TRANSMISSION INSTRUMENTATION
Transmission gauges were installed at the helm.

GEAR COOLERS/HEAT EXCHANGERS
Closed cooling heat exchangers.

GEAR FLUID LEVEL
Normal levels were observed on the transmission dipsticks.

PROPELLER SHAFTS
Size: 4 ''. Material: Cold Rolled Steel.

PROPELLER SHAFT SEALS
PSS (Packless Shaft Seal Systems). Monitor frequently.

SHAFT BEARINGS AND GREASE PIPES
One (1)

VESSEL ALARMS LIST

GENERAL ALARM PANEL
General Alarm panel is integrated with the helm electric panel

GENERAL ALARM
Yes, demonstrated. Audible/visual. Exterior vessel audio/visual

HIGH WATER
Three (3) Two (2): Lazarette and engine room and midship shaft alley

ENGINE ALARM SYSTEM
Audible/visual engine alarms at the helm and at the engine

HIGH HEAT (STOVE OR MACHINERY)
Engine space and main engine stack high heat alarms.

PUMP ALARMS
RSW alarms at the engine room and pilot house

FUEL SYSTEMS

FUEL SYSTEM TYPE
Diesel.

FUEL TANK MATERIAL
FRP fuel tanks. Steel/stainless steel foamed fuel tanks

NUMBER OF FUEL TANKS
Six (6)

FUEL TANKAGE CAPACITY
5600 gallons

FUEL LEVEL MONITORING
Fuel sight gauges installed at the main fuel tanks.

FUEL TANKAGE SECURING
Bonded/glassed to the hull.

FUEL TANKAGE LOCATION
Port & starboard, outboard along the hull shell midship. Wing tanks.

FUEL FILL LOCATION
Port & starboard aft side decks, marked for diesel.

FUEL FILL HOSE/PIPE
Unknown, due to access. Recommend verifying fuel fill hose type.

FUEL LINES/HOSES
USCG Approved Type A1 fuel lines, where sighted.

FUEL SHUT-OFF VALVES
Ball valves & gate valves at the fuel tanks. Ball valves at the central manifold system, the fuel tanks and the Primary Fuel Filters.

FUEL MANIFOLD VALVES
Ball valves.

MAIN ENGINE PRIMARY FUEL FILTERS
Two (2) Racor 75/1000 FG Primary fuel filter/water separators.

MAIN ENGINE SECONDARY FUEL FILTERS

Engine mounted Secondary Fuel Filters.

GENERATOR PRIMARY FUEL FILTERS

Two (2) Racor 1000FG fuel filter/water separator. One (1) Racor 900FF Fuel Filter/Water Separators.

GENERATOR SECONDARY FUEL FILTERS

Engine mounted, spin-on canister type Secondary Fuel Filter.

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 exchanger/cooler.

FUEL TRANSFER SYSTEM

Roughneck 115 volt pump with High Accuracy Meter fuel transfer meter

ELECTRICAL SYSTEMS

DC ELECTRICAL SYSTEMS

DC SYSTEMS VOLTAGE

24/12 Volt systems.

BATTERIES

Two (2) banks each 24 volt systems. Each bank comprized of two 255 ah Dyno 8D 12 volt Flooded Lead Acid Batteries in series. One (1) Group 31, SRM-212 volt Flooded Lead Acid Battery. Dyno 8D 12 volt Flooded Lead Acid Battery (pilothouse dash battery)

BATTERY SWITCHES

One (1) Guest rotary switches.

BATTERY ISOLATORS

Newmar Battery Isolator.

MAIN DC BREAKERS

The main DC breakers were installed in the engine room.

DC ELECTRICAL PANEL BREAKERS/FUSES

DC breakers at the helm.

DC ELECTRICAL SYSTEM MONITORS
Digital DC voltage & amperage gauges in the main pilothouse electric panel.

BATTERY CHARGERS
Newmar Phase Three PT24-45F - 24 volt / 45 amp. Battery Charger. Analytic Systems BCA1000 110-12 battery charger. .

MAIN ENGINE ALTERNATORS
90 Amp 24 volt Prestalite Leece-Neville alternator

GENERATOR ALTERNATORS
12 Volt alternators

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

AC ELECTRICAL SYSTEMS

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

AC SHORE POWER INLETS
Shore power cord is hard wired to the main electric panel

AC SHORE POWER CORDS
100 Amp. vinyl shore power cord.

AC SOURCES
Shore/genset

AC ELECTRICAL SOURCE SELECTOR SWITCHING
Two (2) Manual slide type for shore or ship power with transfer switch.

MAIN AC SHORE POWER BREAKERS
The main AC breaker was installed in the main electrical panel.

AC ELECTRICAL PANEL BREAKERS
AC branch breakers in the main engine room AC electrical panel and the main companionway subpanels .

AC ELECTRICAL OUTLET POLARITY
AC electrical outlet polarity was checked and found to be wired correctly.

AC ELECTRICAL SYSTEM MONITORS
AC voltage & amperage gauges in the main AC electric panel. Digital AC Voltage Meter in the main AC electrical panel.

AC POWER ISOLATION TRANSFORMERS
Two (2) Charles Industries, 3.6 KVa ISO-G2 Isolation Transformers.

AC SHORE POWER PHASE RATING
Single Phase.

AC SYSTEM WIRING TYPE
Appeared serviceable for intended use, where sighted.

GENERATORS/AUXILIARY POWER

AUXILLIARY ENGINE/GENSET #1

ENGINE MODEL
John Deere 4045 turbo charged generator

GENERATOR END
Marathon MagnaPlus Synchronous AC generator

GENERATOR ATTACHMENT (PTO)
Pitts electric PTO

ENGINE FUEL TYPE
Diesel.

NUMBER OF CYLINDERS
Four (4).

GENERATOR KILOWATT RATING
110 kw

GENERATOR ENGINE RPM RATING
1,800 RPM.

GENERATOR VOLTAGE RATING
120/240/416 Volts AC.

GENERATOR PHASE RATING
Three Phase.

ENGINE STARTER VOLTAGE RATING
12 Volt.

GENERATOR HOURS
1899 hours observed on the generator mounted digital hour meter.

GENERATOR SERIAL NUMBERS
MT-0102419 09/2020
T06414D170546 (engine sn)

GENERATOR INSTRUMENTATION GAUGES
Generator instrument panel installed at the generator.

GENERATOR ALARM SYSTEM
Generator audible/visual alarms. Integral Automatic shutdowns

GENERATOR DRIVE BELT
Belt condition was partially hindered by a belt guard.

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 exaust/keel cooled

GENERATOR COOLANT LEVEL
The generator Coolant Recovery Expansion Tank's level was normal.

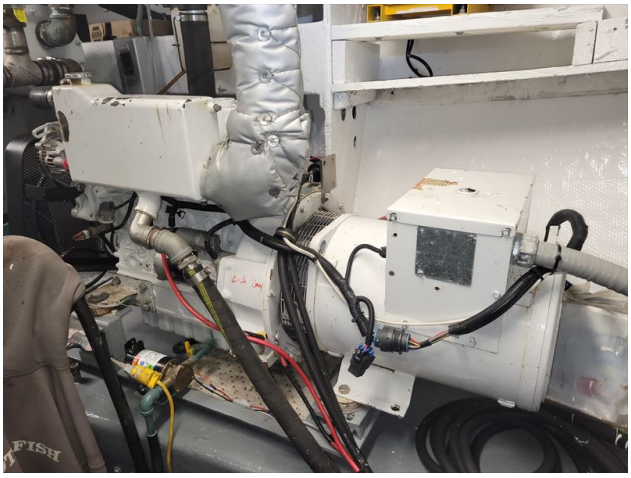
GENERATOR FUEL SYSTEM
Engine mounted fuel pump.

GENERATOR EXHAUST SYSTEM
Dry exhaust wrapped in blankets

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

AUXILLIARY ENGINE/GENSET #2

ENGINE MODEL
Kubota .83L



GENERATOR END
(IRON MG128-KN1) Marathon MagnaPlus model 284CSL1542 Synchronous AC generator.

GENERATOR FUEL TYPE
Diesel

NUMBER OF CYLINDERS
Four (4)

GENERATOR KILOWATT RATING
28 KW

GENERATOR RPM RATING
1,800 Rpm

GENERATOR VOLTAGE RATING
120/208 Volts A?C.

GENERATOR PHASE
Three phase

GENERATOR STARTING VOLTS
12 Volt

GENERATOR HOURS
5872 hours on the generator mounted hour meter

GENERATOR SERIAL NUMBERS
742345-1117

GENERATOR INSTRUMENTS
Installed at the generator

GENERATOR ALARM SYSTEM
Integral Automatic shutdowns

GENERATOR LUBRICATION SYSTEM
Engine mounted mechanical oil pump with spin-on type filter. 1 micron oil bypass filters

GENERATOR OIL LEVEL
Normal levels observed on generator oil sump dip stick

GENERATOR COOLING SYSTEM
Keel cooled

GENERATOR COOLENT LEVEL
Normal

GENERATOR FUEL SYSTEM
Engine mounted fuel pump.

GENERATOR EXHAUST SYSTEM
Dry

INVERTERS & OTHER AUXILIARY POWER

INVERTER SYSTEMS (ABYC E-11, A-31)
YueQing Pure Sine 3000 watt inverter

INVERTER SYSTEM LOCATION & VENTILATION
Pilothouse dash

PORTABLE GENERATORS
Honda EU2000

PORTABLE GENSET FUEL
Gas

WATER SYSTEMS

FRESHWATER SYSTEM

WATER TANKAGE MATERIAL
Fiberglass.

NUMBER OF FRESHWATER TANKS
One (1).

WATER TANKAGE CAPACITY
500 Gallon

WATER TANKAGE SECURING
Appeared to be bonded/glassed to the hull.

WATER TANKAGE LOCATION
Crash bulkhead in the fore peak

WATER FILL LOCATION
Fore deck

WATER FILL MARKING
Properly marked for water.

FRESHWATER PUMPS
110 volt ac Everbilt well pump

FRESHWATER ACCUMULATOR TANK
Groco Accumulator Tank.

HOT WATER SYSTEM

WATER HEATER
Richmond

WATER HEATER TYPE
Domestic 120 volt ac tank

WATER HEATER CAPACITY
6 Gallons.

WATER HEATER PRESSURE RELIEF VALVE
Relief valve built into the tank.

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
Steel

COMMENTS
Head saltwater supply Jabsco Commercial Duty Waterpuppy 24 volt pump

GREYWATER SYSTEM

GREYWATER DISCHARGE SYSTEM
Directly discharged into the mid bilge.

PLUMBING FIXTURES
Supplied by a 115 volt AC Pump.

HEAD SINKS
Stainless steel Head sink.

STEERING SYSTEMS

STEERING SYSTEM TYPE
Hydraulic Power Steering.

STEERING SYSTEM MANUFACTURER
Eaton/ Vickers steering pump and Hough of Seattle, resevoirs. Wagner helm pump. Hamilton Jet jog levers

NUMBER OF STEERING STATIONS
Two (2) helm station and waist station.

STEERING HOSES/LINES
Reinforced flexible hoses with metallic fittings.

STEERING SYSTEM ACTUATORS
Wagner ram. The steering ram appeared to be well secured.

RUDDER STOCKS
Stainless Steel Rudder Stocks.

RUDDER LOG SEALS
PSS Dripless Rudder Shaft Seals. Monitor frequently.

RUDDER POSITION INDICATOR
Electro-mechanical type with VDO helm gauge.

RUDDER INDICATOR DIAL
Three (3) Wagner

EMERGENCY STEERING SYSTEM
jog lever that is connected directly to the steering ram

GROUND TACKLE

ANCHORS
750 LB Navy anchor

ANCHOR RODE TYPE
3/4" Galvanized chain and cable

ANCHOR WINDLASS
Hydraulic anchor winch

ELECTRONICS & NAVIGATION EQUIPMENT

RADIO TRANSCEIVERS
Icom 2300H 2 meter VHF with a remote Icom speaker. SEA 156 VHF radio. Standard Horizon Matrix GX 2150 AIS COMBO GPS/VHF Radio.

LOUD HAILER
Standard Horizon VLH-3000 Loud Hailer

SINGLE SIDEBAND RADIO
Furuno FS-1503 Single SideBand Radio.

COMPASSES
SIMRAD GPS compass and COMNAV GPS compass. Dirigo 6"

MULTI-FUNCTIONAL NAVIGATION DISPLAYS
Garmin GPSmap 1040 xs GPS/Chartplotter with radar overlay

MONITORS
Four (4)

AIS (AUTO IDENTIFICATION SYSTEM)
Vesper Marine AIS WatchMate AIS Transceiver.

CCTV CAMERA SYSTEM
ZOSI Video with Engine room, Lazarette and deck cameras

NAVIGATION COMPUTER
Compaq Presario laptop with Nobletec. Industrial grade desktop runs Nobletec Time Zero Professional with bottom mapping. HP Pavillion desk top Nobeltec Time Zero

AUTOPILOT
Comnav 2001 Autopilot

MARINE RADAR
Furuno 1935

GPS (GLOBAL POSITIONING SYSTEM)
Furuno RD-30 GPS reciever

GPS CHARTPLOTTER
Garmin GPSmap 541xs GPS/Chartplotter.

COLOR FISH FINDER
Furuno FCV-1100L Color Video Sounder.

SATELLITE TELEPHONE
Three (3). A Trac phone, an Iridium Satellite Phone, a Sailor Thrane & Thrane Satellite Phone.

VESSEL MONITORING SYSTEM
Triton VMS NOAH observer program mandated

WEATHER INSTRUMENT
Garmin GDL 30/30A marine weather satellite receiver

BAROMETER
Boston Barometer.

SHIP'S CLOCK
Brass Ships Time. Quartz.

ANTENNAS
The antennas appeared to be well mounted where sighted.

STEREO SYSTEM
Sony stereo with XM satellite radio

OTHER ELECTRONICS
IMS RSW control box AND ALARM REPEATERS

ELECTRONIC CHART SYSTEM
Nobletec electronic charts
Paper charts

WATCH ALARM
AquaLarm Last Watch II

TRANDUCERS
Furuno CH-250 sonar

SAFETY EQUIPMENT

46CFR28 APPLICABILITY

VESSEL SIZE, # OF PEOPLE AND AREA FISHED
Commercial fishing
58'.
Cold waters.
Coastal waters - 50 miles of the boundary line.
8 people.

U.S.C.G. REQUIREMENTS FOR COMMERCIAL FISHING INDUSTRY VESSELS. 46 CFR PART 28

DOCKSIDE SAFETY EXAM (BIG 8) 46 USC 4502
CURRENT

WEARABLE PERSONAL FLOATATION DEVICES (BIG 8) 46 CFR 28.110
Five (5) Immersion suit (46 CFR 28.110-25)

THROWABLE PERSONAL FLOTATION DEVICES (BIG 8) 46 CFR 28.115 & 25.25
Two (2) Type IV - U.S.C.G. Approved Throwable Device (ring). Vessel Name,
Type II retro-reflective material per 46 CFR 28.135 – Markings

LIFE RAFTS 46 CFR 28.120
Revere 8 Person Life Raft. SOLAS A Pack current. HRU current

LIFEFLOATS/BOUYANT APPARATUS (BIG 8) 46 CFR 28.115

Inflatable RIB

ESCAPE ROUTES 46 CFR 25.26-50

Clear

VISUAL DISTRESS SIGNALS (BIG 8) 46 CFR 28.120

Oceans, 3-50 miles from
the coastline; 3 parachute flares (160.136 or
160.036)
6 hand flares (160.121 or 160.021)
3 smoke signals
(160.122,160.022 or 160.037) All Visual Distress Signals Found In Compliance.

SOUND PRODUCING DEVICES (33 CFR 83)

Trumpet Air Horn, with Compressor. Powered up. Bell.

E.P.I.R.B. (BIG 8) 46 CFR 28.150/25.26

ACR Electronics Satellite 406 EPIRB (not tested), current. HRU current

FIRE EXTINGUISHERS (BIG 8) 46 CFR 25

-Pilot house: One (1) Type ABC-I 5 lb. Dry Chemical.
-Main Cabin 10 lB dry chemical 4A:80-B:C, One (1) Type ABC-I 2.5 lb. Dry Chemical. One (1) Type ABC-I 5 lb. Dry Chemical.
-Focsle One (1) Type BC-I 2.5 lb. Dry Chemical. 15Lb Carbon Dioxide A B.C.
-Engine room one (1) Type ABC-I 2.5 lb. Dry Chemical.

U.S.C.G. NAVIGATION RULE BOOK (33 CFR 83) VESSELS OVER 39'4"
Yes the U.S.C.G. International and Inland Navigation Rule Handbook was observed onboard.

NAVIGATION LIGHTS (33 CFR 83)
All Navigation Lights illuminated when tested.

INJURY PLACARD 46 CFR 28.165
Provided

"NO OIL DISCHARGE" PLACARD (33 CFR 151/155)
Found properly displayed.

"TRASH DISPOSAL" PLACARD (33 CFR 151/155)
Found properly displayed in the Galley.

"WASTE MANAGEMENT" PLAN (33 CFR 151) VESSELS OVER 39'4"
Found properly displayed in the Galley.

MSD 33 CFR PART 159.7
Provided; see section water subsection black water

VESSEL REGISTRATION 46 CFR 67-69
Provided; see section General Information and/or Vessel Documentation section(s)

DRUG/ALCOHAL TESTS 46 CFR PARTS 4 & 16
Yes

NAVIGATION
Paper charts. Currently corrected charts of appropriate scale for
safe navigation; and
Currently corrected copy, or applicable extract, of:
U.S. Coast Pilot,
Coast Guard Light List,
Tide Tables,
Tidal Current Tables all in the chart table drawers

COMPASS 46 CFR 28.230
Provided, see the section Navigation of this report

COMMUNICATION 46 CFR 28.245, 28.375 33 CFR 26.03 47 CFR 80
A cell phone may replace the SSB requirement

VHF AND FCC RADIO TELEPHONE LISCENCE 47 CFR PART 80
A FCC radio telephone liscence was found on board the vessel

EMERGENCY BATTERY
In the dash

BILGE HIGH WATER ALARMS (BIG 8) 46 CFR 28.250
Three (3)

GENERAL ALARM SYSTEM AND PLACARD 46 CFR 28.240
Yes

EMERGENCY INSTRUCTIONS 46 CFR 28.265
Posted

STABILITY INSTRUCTIONS
Found current stability booklet in the ship's papers

DRILLS AN INSTRUCTION 46 CFR 28.270
Up to date drill logs in the ships papers were found

SAFETY ORIENTATION LOG 46 CFR 28.270
Safety Drill and instruction logs were found in the ship's papers

FIRST AID SUPPLIES 46 CFR 28.210
A First Aid kit was observed onboard.

BOARDING (JACOBS) LADDER 50 CFR PART 600, SECTIONS 730
Removable Aluminum ladder at the hauling pit, starboard side bulwark

FISHING AGREEMENT 46 USC 10601
Blank copies are found in the ship's papers:

COMMENTS
VISIT THE FISHSAFEWEST.COM WEB PAGE for complete information describing the commerciasl fishing industry vessel safety rules and regulations as well as a downloadable customized 'checklist' for your vessel and the pamphlet 'Federal Requirements for
Commercial Fishing Industry Vessels'

AUXILIARY SAFETY EQUIPMENT

FIXED FIRE SUPPRESSION SYSTEM
Halon 1301 Fixed Fire Suppression Tank in the engine compartment. Automatic thermal and manual activation, with override switch.

DAY SHAPE
Found onboard

REBOARDING LADDER
Yes

SEARCH LIGHT
Crab Lights

CARBON MONOXIDE DETECTORS (ABYC A-24)
Powered up. Test sounded

SMOKE DETECTORS (NFPA 302)
None sighted. Install Smoke Detectors inside the accommodation spaces.

FINDING B-1

VESSEL FIRE ALARM SYSTEM
Yes

ADDITIONAL SAFETY EQUIPMENT
AED Defibrillator.

COMMENTS
PLEASE VISIT THE FISHSAFEWEST.COM WEB PAGE

BILGE PUMPING SYSTEMS

EMERGENCY BILGE PUMPING SYSTEMS
Honda/Pacer 2" portable. Two (2) Flomax 5 208 volt pumps

MECHANICAL, 110/208 VAC, 12 VDC BILGE PUMPS 46 CFR 28.255
One (1) Lazarrete bilge, one (1) engine room bilge

UNDERWATER EQUIPMENT & HULL INSPECTION

PROPELLER SHAFTS
Stainless Steel, 4'' inch diameter. Reported

RIGGING

STANDING RIGGING

MAST
Steel pipe mast with pipe A-frame support

MAST SPREADERS
Stabilizer pole cradles and antenna mount spreader bars

MAIN BOOM
Seine Boom not on board or inspected

PICKING BOOMS
Aluminum Picking boom, not on board or inspected

RIGGING CLEVIS PINS & COTTER PINS
Appeared serviceable

STABILIZER POLES
Aluminum stabilizer poles, bulwark mounted with stiff arm stays mounted at the foredeck bulwarks

STABILIZER FISH
Paravane diving planes

VESSEL DOCUMENTATION

HIN (HULL IDENTIFICATION NUMBER) COMPLIANCE (33 CFR 181)
Fishing vessel is not applicable

POSTED USCG DOCUMENTS
All safety/instructional/warning documents required in 46 CFR 28 HAVE BEEN PROPERLY DISPLAYED

ADF&G #
Current

DOCUMENTATION COMPLIANCE (46 CFR 67)
HULL NUMBER SIGHTED AND MACHED FED. DOC.

VOLUNTARY DOCKSIDE EXAM DECAL (USCG)
A current dockside exam decal was sighted

STABILITY LETTER

Stability letter was found on board

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

B: OTHER DEFICIENCIES REQUIRING ATTENTION

SMOKE DETECTORS (NFPA 302)

None sighted. Install Smoke Detectors inside the accommodation spaces.

FINDING B-1

Smoke Detectors were not observed onboard the vessel.

RECOMMENDATION

Smoke Detectors are very important safety equipment. Install Smoke Detectors in all accommodation spaces, as necessary. NFPA 302 CHAPTER 12 SECTION 12.3. All vessels 26' or more in length with accommodation spaces intended for sleeping shall be equipped with a single station smoke alarm that is listed to UL 217 Standard for Single and Multiple Station Smoke Alarms for recreational vehicles and is to be installed and maintained according to the device manufacturer's instructions.

NO "A" LEVEL FINDINGS

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

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 Commercial Fishing brokers dealing in Alaskan or pacific northwest fishing vessels i.e. Dockstreet Brokers, Alaska Boats and Permits, and GSI Boats. I lean most heavily on the online sources. I also know many of the brokers and we are on first name basis. Next I rely on my personal knowledge of recent sales. Adjustments are made for condition and related 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.

Similar vessels: https://gsiboat.com/boat/boat-marauder https://dockstreetbrokers.com/vessels/co22-001
https://gsiboat.com/boat/boat-intrepid https://dockstreetbrokers.com/vessels/ll21-004

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:

$1,350,000

One Million, Three Hundred Fifty 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:

$2,750,000

Two Million, Seven Hundred Fifty Thousand US Dollars

Report Summary

SUMMARY

In accordance with the request for a Marine Survey of the "Discovery", 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 Inspected on March 17. 2022. 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, SAMS SA

March 24, 2022

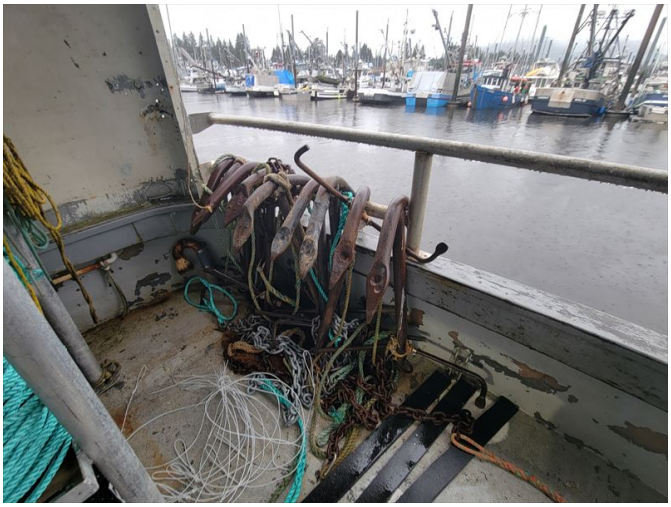
Photos


CIRC
Pump


MP
FRASER, MI USA
MODEL - 26074
SERIAL - 18D00034
MADE IN USA
FLOMAX 5"

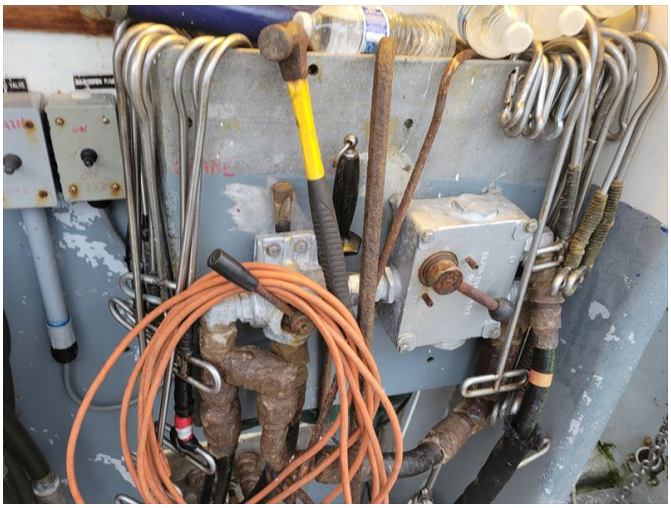
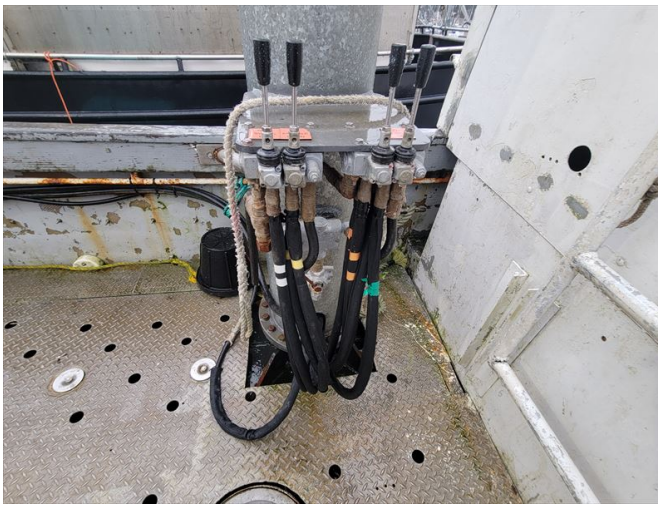
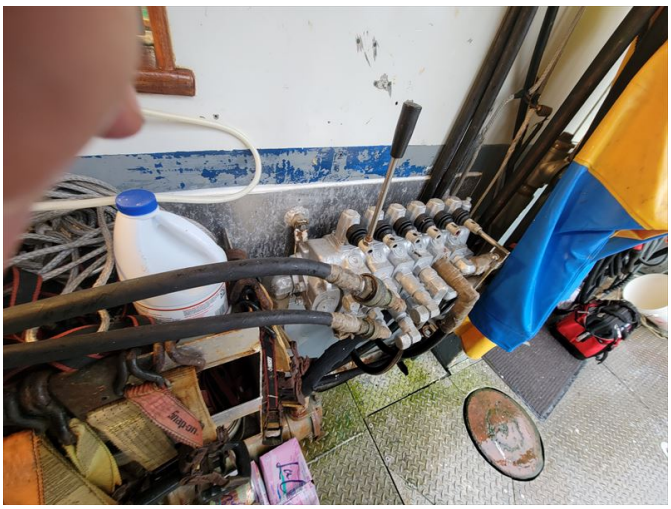

FLOMAX 5"

Photos

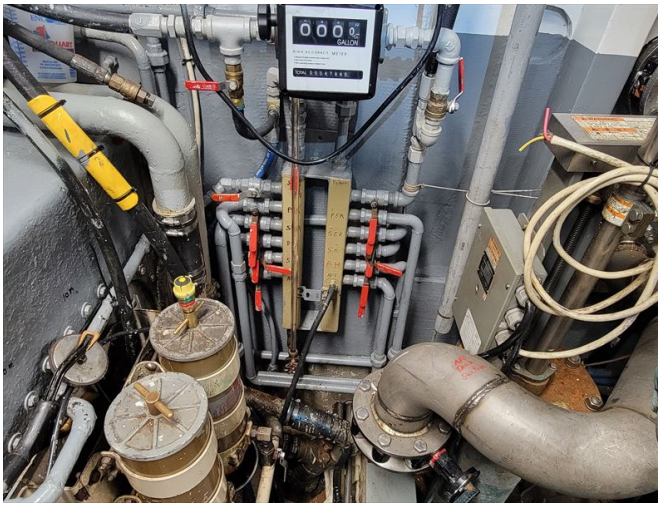


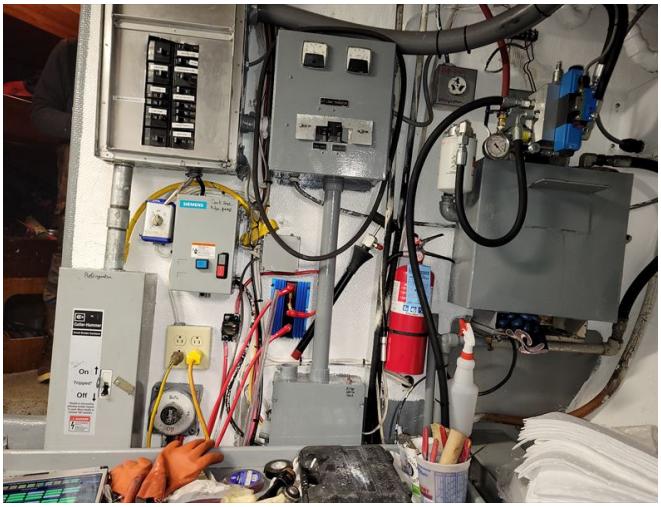
Photos




Photos





Photos