

MARINE SURVEYOR



Rocky Point Surveys, LLC.
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Commercial • Fishing • Pleasure
Condition • Value • Insurance

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MARINE SURVEY REPORT

M/V CHAMPION

September 13, 2020

This is to certify that the attending surveyor, upon the request of Mr. Matt Letzring on behalf of Letz Marine, LLC., did attend the M/V Champion (EX Sand Island) while afloat at Homer, Alaska on September 8, 2020 for the purpose of conducting a condition and value survey to be used for the purpose of obtaining financing and/or insurance. The closing paragraph of this report is incorporated wholly by reference herein and will not be duplicated here.

Also attending: None

Last known survey: July 17, 2013



RECOMMENDATIONS OUTSTANDING ON THIS SURVEY: YES

NUMBERS: 1 - 6

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GENERAL VESSEL PARTICULARS

VESSEL NAME: Champion

VESSEL OWNER: Letz Marine, LLC.
PO Box 6
Kasilof, AK. 99610

VESSEL TYPE: Unclassified

HAILING PORT: Juneau, Alaska

OFFICIAL NUMBER: 585677

IMO NUMBER: 7644245

HULL CONSTRUCTION: welded steel

GROSS TONS: 299 NET TONS: 203

REGISTERED LENGTH: 156.0' LOA: 175.0' BREADTH: 38.0' DEPTH: 14.0'

YEAR BUILT: 1977

BUILT BY: Greenville Ship Building at Greenville, Mississippi

PROPULSION: Twin General Motors EMD 12-645-E2 engines with Reintjes #WGV 481 marine gears

ENGINE ALARMS: high temperature, low lube oil, low water level

GENERAL ALARM: Yes (1) George Engineering Company system with siren and blue rotating light in engine room, bells in galley, 02 deck companionway & pilothouse, red strobe light in engineer's stateroom & emergency lighting thru-out vessel.

FIRE EXTINGUISHERS: (5) 10 lb. dry chemical, (1) 10 lb. & (4) 20 lb. CO-2, (1) 20 lb. CO2 fixed (paint locker), (1) 200 lb. CO-2 fixed automatic system in machinery spaces

HEAT/SMOKE/VAPOR SENSORS: smoke & CO2 sensors (wheelhouse, utility room & berthing areas)

BILGE ALARMS: YES, (2) engine room, port & starboard

FIRE PUMPS: (1) Gould 15 hp centrifugal fire pump, servicing (5) firefighting stations fit with 50' 1 1/2" hose, (1) Detroit Diesel #8V-71 auxiliary driving (1) Fire monitor 10" X 10" centrifugal pump servicing a fixed fire nozzle at foredeck.

BILGE PUMPS: (1) MP Pumps 3" X 3" X 7" centrifugal driven by Baldor 15 horsepower electric motor, (1) Cascade 3" X 2.5" centrifugal electric driven by Baldor 15 horsepower electric motor

LAST DRYDOCKED: July 2013

REASON: routine maintenance & new bottom plating

USCG DOCUMENTATION: Issued – December 9, 2019 Expires – December 31, 2020

USCG CERTIFICATION DATA: Unknown, no documentation provide at time of inspection

USCG REQUIRED PLACARDS POSTED: Yes

VESSELS AREA OF OPERATION: Alaska Coastal & Gulf Waters

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STABILITY TEST: Letter dated September 14, 1995, by R.R. Gilbert, Commander, USCG

SOUND PRODUCING DEVICE: Yes, pneumatic horn USCG 3333CFR 160272 COLORREGS.

LIFESAIVING EQUIPMENT: (26) type 1 life jackets, (6) with lights & whistles, (15) adult regular & (2) extra-large survival suits, (5) life rings, (3) with retrieval lines, (2) with strobe lights, (1) first aid kit, (4) self-contained breathing apparatus spare bottles, (1) Life Sling MOB retrieval system, (2) marine flare kits (Expired), (3) Fire axes.

GENERAL AND ARRANGEMENT:

This is a welded steel hull constructed of apparent good and adequate scantlings by Greenville Ship Building at Greenville, Mississippi in 1977. The vessel has one deck, navigation mast, raked stem, square transom stern, deckhouse and raised wheelhouse forward, open work deck aft.

The aft deck is covered by 3" X 12" wood wear decking, is surrounded by 34" bulwarks providing 640 long tons of cargo space (110' X 31') and contains at the stern a 14" H-Bitt, to port and starboard are 1" X 12" towing padeyes, next forward are 14" H-Bitts to port and starboard, next forward are fiddleys port and starboard with watertight doors, exhaust stacks and inclined ladders down to the engineering spaces (port side), next forward to port a fire station with hose/nozzle, next forward to port and starboard are flush deck hatches to four internal cement pods, next forward to port at the aft deckhouse bulkhead is a watertight steel door accessing a stowage locker, to midships is a watertight steel door accessing a tool room (door locked, compartment not accessed at time of inspection), next is a Maytag refrigerator/freezer, to starboard a portable BBQ, steel plate workbench at watertight door accessing the paint locker with fixed fire extinguishing system, to midships forward is a watertight steel door accessing the deck house.

The non-skid coated foredeck is accessed by inclined ladders from the main deck and walkways port and starboard of the cabin and contains the anchors, rode, hydraulic anchor winch, flush deck aluminum hatch to the chain locker, hydraulic supply machinery, line locker, 14" H-Bitts and fire stations forward and at port and starboard access walkways. The bow bulwarks are fit with sectional rubber tire fendering, the forward sideshells are fit with earthmover tire fenders port and starboard and the aft deck is fit with 12" X 20" sectional rubber tire fendering full length.

The deckhouse is entered by watertight steel door from midships aft and contains from port aft the galley with Lang four burner electric range/oven, Centaurplus double door stainless steel upright freezer, Magic Chef microwave oven, Hamilton Beach 4-slice toaster, Kitchen Aid stainless steel dishwasher, double basin stainless steel sink and True stainless steel double door refrigerator, next forward are the galley messing tables with U-shaped cushioned seating, entertainment center with Magnavox DVD player and Samsung 42" flat screen color TV and Vita Pur water dispenser, next forward via an open companionway is a utility room with Amana clothes washer, Maytag clothes dryer, York electric forced air heater, 23" flush deck aluminum hatch to bow thruster compartment and 23" flush deck steel hatch to the forefoot, from starboard aft is a stateroom with two tiered berths and lockers, next forward an enclosed head with sink/showers and toilets, next forward a stateroom with settee and two single tiered berths, on center are companionways down to the alleyway accessing machinery spaces and up to the 02 deck.

The 02 deck is accessed by internal companionway up from the galley or by watertight steel door from the weatherdeck and contains from port aft a stateroom with two tiered berths and lockers, next forward a stateroom with single berth and lockers, next forward an enclosed head with sink/showers and toilets, from starboard aft a stateroom with single berth and lockers, next forward a stateroom with double berth and lockers.

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PROPULSION & ASSOCIATED EQUIPMENT CONTINUED

STARTING SYSTEM: compressed air

FUEL SHUTOFFS AT ENGINES: YES

ENGINE ROOM VENTILATION: (3) 460V A/C blowers fit with hinged intake covers

ALARMS: high temperature, low lube oil, low water level

CLUTCH & THROTTLE CONTROLS: pneumatic, four station

STEERING: Wagner power hydraulic, four station

ADDITIONAL: (1) Detroit Diesel #8V-71 driving (1) 48" bow thruster & (1) Fire monitor 10" X 10" centrifugal pump, (1) York forced air central deckhouse heater, (1) Gould 20 hp fuel transfer pump with Total Control Solutions flow meter, (2) Kim Hot Start engine coolant preheaters, (1) Teco waste oil pump, (2) Quincy #325 air compressors fit with (2) 80 gallon coated steel receiving tanks, (1) Scientific, Inc. bilge oil content alarm, main engines fit with American Air Filter Amer-Kleen air filtration systems, generator sets fit with Baldwin and Walker Air Sep air intake filtration systems, (1) 300' X 4" floating emergency tow line, (2) Vertaflow shaft lube/pump systems, (1) mild steel plate with pipe legs workbench(1) Craftsman 6" bench grinder, (1) 6" vice.

FUEL:

NUMBER OF TANKS: six

CONSTRUCTION: steel

LOCATION: amidships wings

TOTAL CAPACITY: 72,634 gallons

FUEL FEED LINES: steel pipe & reinforced neoprene

VENTS: goosenecks to coffer dams on deck

SHUTOFF VALVES: at fuel manifold in engine room

FILTERS: (2 pr.) Racor #1000 FG

FILL CONNECTIONS: stand pipe

FLAME SCREENS: YES

CENTRIFUGE: (1) Westfalia #QTA2-00-66

POTABLE WATER/MSD:

NUMBER OF TANKS: two

CONSTRUCTION: steel

LOCATION: amidships aft port & stbd.

TOTAL CAPACITY: 7,738 gallons

WATER HEATER: (1) A-O Smith 80 gallon 480 volt

PUMP: (1) 120V A/C Everbuilt 1/2 hp

MDD: (1) Type III coated steel holding tank

ELECTRICAL:

AUXILIARY GENERATOR SETS:

Port - (1) Detroit Diesel #8V-71 diesel engine with keel cooling, low water alarms and Racor #FG1000 fuel filters and dry exhaust well lagged with Salamander pads driving AC Delco 100 kW generator, hours: Unknown

Starboard - (1) Detroit Diesel #8V-71 diesel engine with keel cooling, low water alarms and Racor #FG1000 fuel filters and dry exhaust well lagged with Salamander pads driving AC Delco 150 kW generator, hours: Unknown

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ELECTRICAL CONTINUED

BATTERIES & CHARGERS: (1) 12 volt 8-D battery secured in acid resistant tray with cover for auxiliary engine starting, charged by auxiliary engine alternator or by (1) VMI #12202 constant volt, (2) 8-D batteries aft of wheelhouse secured in acid resistant trays with covers charged by Lamarche #A4 6-30-12 constavolt for wheelhouse electronics.

INVERTERS: (2) KB Electronics #12-12-35, (1) NewMar #115-24-18CO, (1) Radio Shack 15 AMP inverters, (1) KB Electronics #120-12-12, (1) NewMar #115-12-35, (1) Astron Corporation #RSL-12A.

TRANSFORMER: (1) Square D KVA Unknown

DISTRIBUTION, WIRING & OVERLOAD PROTECTION: Marine wiring, fuse panel and circuit breaker distribution, good condition.

ELECTRONICS & NAVIGATION:

RADIOTELEPHONES: (1) Furuno #FS1501 SSB, (1) Icom #IC-M412 VHF-FM with loud hailer

RADAR/ PLOTTER/GPS: (1) Furuno NavNet #VX2, (1) Furuno NavNet #RDP-149

PLOTTER/GPS: (1) Furuno #GP-1850

DEPTHSOUNDER: (1) Uniden #MC600 color video

COMPASS: (1) Furuno 10" card

SEARCHLIGHT/DECKLIGHTS: (1) 12" 110 volt searchlight, (4) Wide Lite 1000 watt high pressure sodium's & (2) 500 watt quartz decklights, (1) Halogen 500 watt foredeck light

NAVIGATION LIGHTS: for type

AUTOPILOT: (1) Furuno #FAP-50

ADDITIONAL EQUIPMENT: (1) ACR Nauticast-2 Workboat AIS system, (1) Davis Weather Wizard III, (1) Chelsea clock, (3) Mathews Marine Systems rudder angle indicators, (2) Aiwa box speakers, (6) 110 volt fans, (1) Henschel Corporation (4) station intercom phone system, (1) Cyber Power #425VA battery back-up/surge protector, (2) APC #550 battery back-up/surge protectors, (1) APC #UPS NS battery back-up/surge protector, (1) Samsung 42" flat screen color TV, (1) Magnavox HDMI DVD player, (1) MFC printer, (4) pneumatic windscreen wipers, (1) Net Gear ProSafe 16 port Gigabit switch, (2) horn style deck speakers.

GENERAL COMMENTS:

Vessel appears sound and well built, overall condition and maintenance good considering age and service.

Vessel was attended afloat, underwater body not inspected. Ballast, cargo and fuel oil tanks were not accessed, not inspected.

Vessel's general housekeeping: Good

All systems appear serviceable or are other-wise noted within recommendations. No systems were operated at time of attendance due to: No operator attendance.

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GENERAL COMMENTS CONTINUED

Survey was conducted using voluntary ABYC & NFPA standards, USCG 46 CFR Sub C requirements and other marine safety and manufacturing practices accepted by the industry.

No additional independent surveys were conducted at time of attendance.

Rigging inspection was conducted by visual inspection from closest proximity possible including pilothouse overhead, attending surveyor did not go aloft.

Notice to prospective buyers:

It is strongly suggested that any offers made include that the offer is contingent upon the personal inspection of the vessel and the sea trialing of the vessel being satisfactory to the buyer.

Vessel has recently received the following upgrades and additions including but not limited to: various new main engine cooling piping and flex joints, new dripless type propeller shaft and rudder shaft seals, new Total Control Systems fuel transfer meter, new ballast water pump motor, various in-line plumping control valves, new stainless steel galley appliances, new electric forced air heating system, (2) new life rings and (15) new survival suits.

Additional images on file.

ESTIMATED VALUES:

MARKET: \$2,300,000.00

REPLACEMENT: \$14,500,000.00

Above values based on known like-kind sales, current advertised listings on regional boat brokerage sites, regional classifieds, in-house database and builder statements.

RECOMMENDATIONS:

1. Vessel to be fit with all USCG required safety equipment prior to operations.
2. Various areas of decayed coatings of upper structure and railing to be properly prepared and new coatings applied to prevent further decay.
3. Vessel due haulout for underwater body inspection and maintenance.
4. All systems to be proved in good working order prior to operations.
5. Missing helm wheel to be renewed.
6. Detached electrical switch box at port side of forward engine room bulkhead companionway to be properly mounted.

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The above report is an unbiased opinion of the attending surveyor after careful examination of the vessel while it lay afloat and without making removals or opening up to expose parts normally concealed or testing for tightness or visibly and physically surveying the machinery internals or inaccessible areas, and without testing electronics, machinery and equipment. Further, no determination of intact stability or inherent structural integrity has been made. Although in the evaluated opinion of the attending surveyor the vessel is considered suitable for the service intended, with the exceptions noted, it is fully understood by all that this report does not constitute a warranty of the vessel in any respect and that no liability is accepted by the reliance of anyone on the opinions set forth herein. It is further understood that this survey is for the benefit of Letz Marine, LLC only, and may not be relied upon by any other persons without written consent by surveyor and that anyone using this survey for any purpose agrees to hold Rocky Point Surveys, LLC. and/or it's employees, representatives and surveyors harmless for any errors and/or omissions regarding this survey.

I certify that, to the best of my knowledge and belief: The statements of fact contained in this report are true and accurate. 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 that favors the cause of the client.

This report should be considered as an entire document. No single section is meant to be used except as part of the whole.

Submitted Without Prejudice,

Rocky Point Surveys, LLC.


Will Bishop, Marine Surveyor



Attending Surveyor: Will Bishop

Pages 9 – 12 are images only

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FOREDECK



FORWARD PILOTHOUSE & 02 DECK BULKHEAD

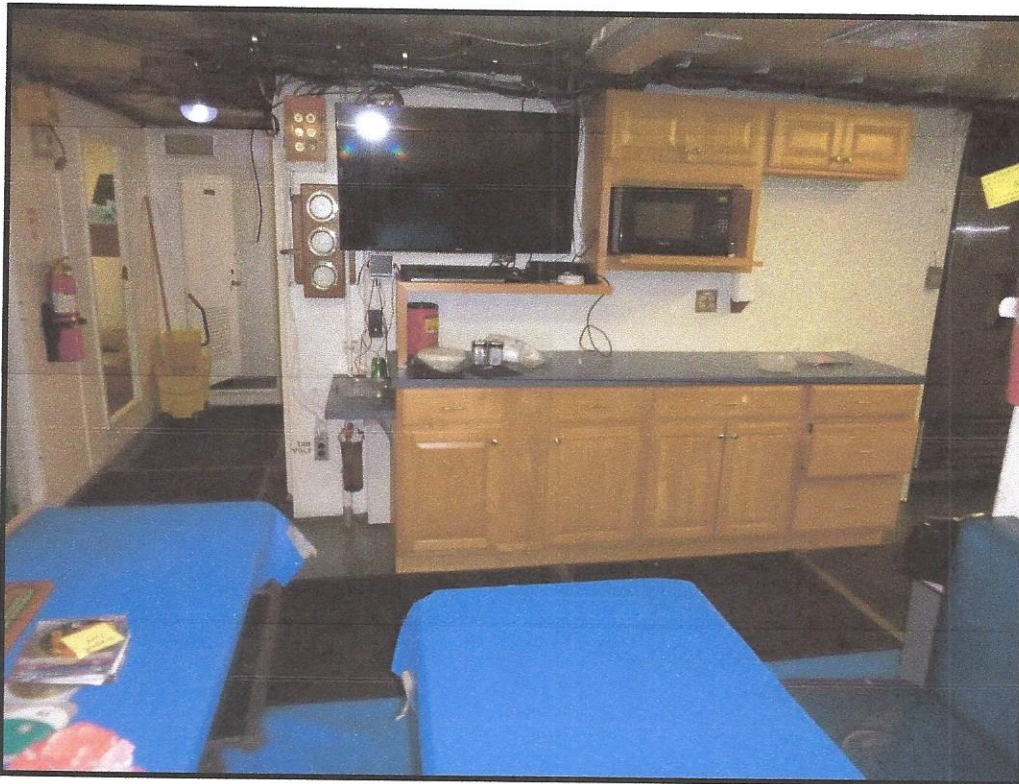
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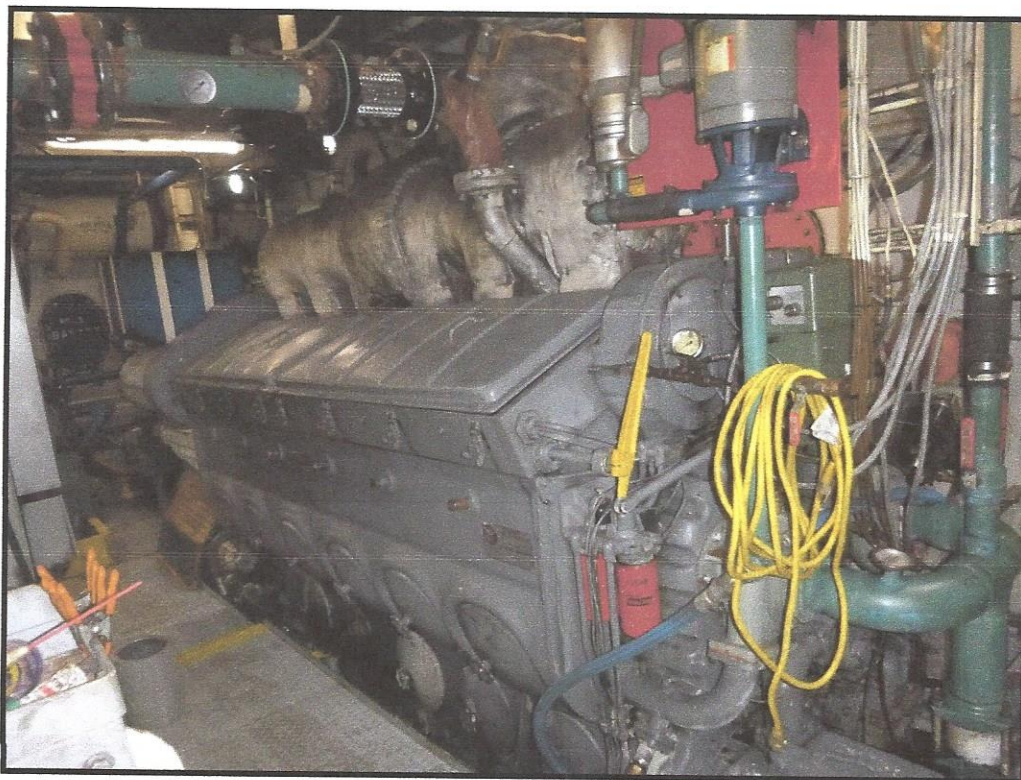
MAIN PILOTHOUSE OPERATING STATION



GALLEY AREA

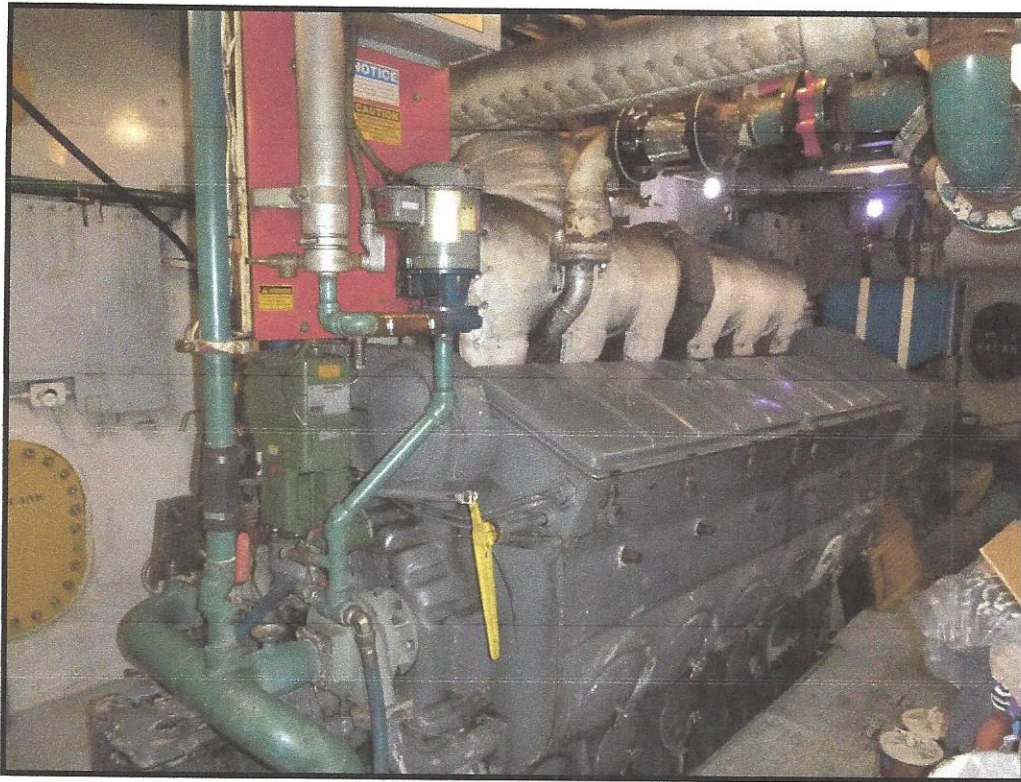


ENTERTAINMENT AREA



PORT MAIN ENGINE

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STARBOARD MAIN ENGINE



AFT DECK