

Christian & Company

MARINE SURVEYORS

C & V SURVEY Condition & Valuation

Client: Removed for privacy

Date of report: February 6, 2021

Our file #: 21 – 29980web

Current owner: Removed for privacy

Date of inspection: February 2, 2021

Location: Tuna Harbor
San Diego, CA

Scope of Services

The vessel was examined by the surveyor and/or surveyor's agents from all accessible areas of the interior without removal of secured panels, destructive testing or disassembly. The hull bottom laminate, plating and/or planking was examined by percussion sounding and visual inspection only. No moisture content readings were taken, and no destructive testing was performed. The surveyor may have used a moisture meter if/when they deemed it useful or if specifically requested by client. Exterior hardware was visually examined for damage and drive components were tested by sight only. The inspection of engines, generators, machinery and related mechanical systems is not within the scope of this survey. Only a brief cursory inspection of the machinery was conducted, and no opinion of their overall condition was formed. Client shall retain the services of a qualified mechanic, engine surveyor or other expert to inspect such engine, generators, machinery and related mechanical systems. Tankage was inspected from visible surfaces only and no opinion was rendered as to their overall condition. On sailing vessels, the rig was not inspected aloft, nor were sails inspected unless they were visible during a sea trial. Client shall retain the services of a qualified rig surveyor or other expert to inspect sails, rigging and equipment. The electrical system was visually inspected where accessible, and electronic and electrical components powered only with permission of or in the presence of the vessel's owner or agent. No in-depth testing or examination of the electrical system or electric schematic was conducted. Specifications were taken from published sources, measurements if made, should be considered approximate. The recommendations are based on federal and state regulations, industry standards, and/or surveyor's own personal experience. The market value is based on research of available new/used comparable vessels, with consideration of geographic area where the vessel is located and reported sale prices where available. The surveyor will refer to and may reference CFRs, NFPA and ABYC recommendations (and/or other services) as the surveyor deems reasonable but not all regulations and recommendations will be applied nor should this report be relied upon as full compliance with the aforementioned entities. Every vessel inspection is different, and limitations may alter the scope of this survey, some limitations will be implied in the text of the report and some will be explicitly detailed. A Marine Survey Agreement which is reviewed and signed by the client details the terms governing this marine survey.

VESSEL DESCRIPTION

Builder:	Master Boat Builders	Doc. #:	Removed for privacy
Model/type:	Commercial Fishing / longliner	Engine/MFG:	One Caterpillar 3412
Year:	1996	H.P. per:	800 (reported)
Length:	89'	Serial numbers:	Not seen
Draft:	9' (reported)	Type of instal. :	Diesel, six-cylinders, turbocharged, keel cooled, dry exhaust
Beam:	23.5'	Generators:	Starboard: 45 kw Caterpillar/ Lima, Port: 50 kw Northern Lights
Name:	Removed for privacy	Hailing port:	Honolulu, HI
IMO:	Removed for privacy		

HULL & STRUCTURE

The vessel was inspected while afloat. Hull construction material is steel. Deck is constructed of steel and above deck structures are constructed of steel. Bulkheads are constructed of steel. Overall condition of the hull structure appears satisfactory. The vessel's weight is unknown. Exterior rails and hardware appear satisfactory. Cosmetic condition of vessel appears satisfactory externally and internally. Vessel's external colors are green. Below waterline through hull fittings appear satisfactory. The vessel is equipped with three AC electric and electric bilge pump that appear satisfactory and the bilge is holding minimal water. The ventilation system consists of one blower and natural ventilation and appears satisfactory (blower not tested). General housekeeping appears satisfactory.

Summary: Satisfactory

MACHINE SYSTEMS

Engine external surfaces appear satisfactory and exhibit no significant rust, oil and coolant leaks. No engine hour meter was seen. Motor mounts appear satisfactory. Cooling system appears satisfactory. Fuel system and components appear satisfactory. Exhaust system and components appear satisfactory (dry). Electrical system and components appear satisfactory. Engine control system appears satisfactory, and shaft log appear satisfactory. Steering control system appears satisfactory and rudder port appears satisfactory. Propulsion components were not inspected below the waterline; the propeller shaft is corroded in the fish hold. Generator surfaces and motor mounts appear satisfactory. Generator's peripheral components and systems appear satisfactory. Waste system and components appear satisfactory. General service seawater systems appear satisfactory.

Summary: Satisfactory

FUEL SYSTEM

There is 14,000 gallon capacity in two steel tanks located outboard in engine room. Fuel tank surfaces, where visible, appear satisfactory, and the securing mechanism appears excellent. The fuel fill, vent, feed and return lines and components appear satisfactory.

Summary: Satisfactory**ELECTRICAL SYSTEMS**

The AC shore cord appears satisfactory (not in use). The AC wiring and outlets appear satisfactory. The AC main feed are protected with circuit breakers. Battery arrangement appears satisfactory. Batteries are equipped with a disconnect switches. DC wiring appears satisfactory. Circuit protection for the AC and DC branch system appears satisfactory. Wire terminations and connections appear satisfactory. Wire organization and arrangement appears satisfactory.

Summary: Satisfactory**SAFETY AND LIFE SAVING**

Vessel has type A size II, type B:C size III August 2018 tagged unit in engine room, type A size II type B:C size II forward of engine room, in utility room portable fire extinguishers. Vessel has Two type A size II type B:C size I in pilothouse, one in galley. The safety components include: ten type I adult with MOB lights and lifering PFDs and three CIL PM4 rocket handheld expire September 2021 throwable PFDs; distress flares with current certification; 10-person life raft with current (11/2021) certification; suitable first aid kit; one (emergency) anchor with line rode that appears satisfactory (for an emergency). Navigational and anchor lights appear satisfactory. Vessel has current navigation rules. Vessel has oil placards, a waste placard and a waste management plan. Other safety equipment includes Seven immersion suits, four orange smoke signals expire May 2021.

Summary:**DOCKING**

The vessel was inspected at its normal slip location. Lines condition and arrangement appears good. Boarding hazards appear insignificant.

Summary: Good**ACCESSORIES**

Twin Disc MG522DC transmission, Lincoln Electric welding machine, toolbox, ZF Micro Commander electronic engine controls with servo and push / pull cables sat engine, engine mounted instruments include fuel and oil pressure, amps and temperature, Racor fuel filters, starboard generator mounted instrumentation includes hours, temperature and oil pressure, port generator mounted instrumentation includes an electronic device, oil pressure, temperature and volts, Porter Cable air-compressor, electric distribution panels forward in engine room include main and branch AC circuit breakers, AC volt pump and hertz meter, 12 and 24 volt C-charger battery chargers, C-charger 9000 series battery charger, engine room lights and emergency light (not tested), Daily Marine water maker, two motor Gold Coast hydraulic system, AC electric water pressure pump with pressure accumulator tank, Rheem water heater, LP line shooter and longline spool, hydraulic steering with two actuators, two aft and below deck holds used as

ballast (always full), fish box refrigeration and icemaker (3.5 ton), freezer, clothes washer and dryer, aft deck steering and engine controls, rudder angle indicator, steel frame rig, boom with hydraulic winch, outrigger, Icom AT-130 antenna tuner, five cameras with monitor, Samsung DVR, Furuno FCV-295 sonar, two Simrad Tajo TD-L2200 RDF (buoy finders), radio buoys, Furuno 1832 radar, Furuno satellite compass, Furuno RD-30 unit, Icom IC-M504 vhf, Furuno GP-32 GPS / WAAS navigator, Furuno radar with RDP-130 display, Samsung monitor for navigator, Vizio tv, ComNav 2001 autopilot, pilothouse engine instrumentation includes digital tachometer, temperature, amps, engine and drive oil pressure, wood Freeman model 500 autopilot, Navman speed 3100 instrument, two pilothouse batteries, DLS-45 battery charger, APC power backup, Icom IC – M710, MF / HF marine transceiver, HVAC unit, galley sink, hot water dispenser, Kenmore electric range, microwave oven, GE refrigeration, dinette, three crew cabins, head includes head, sink and shower

SUMMARY

The vessel is a steel commercial fishing vessel currently being used a long liner. The vessel was built Bayou la Batre, Louisiana. The current owners purchased the vessel in October 2016. The last drydock was reportedly March 2018 at which time the main engine was rebuilt. The port generator was new in 2019. The starboard generator was aboard upon purchase and its age is unknown. The vessel was reportedly previously used in a different fishery and among components no longer in use are the aft fish holds (which are currently used for ballast) and outriggers. The vessel was inspected in its normal slip. The vessel is actively fishing, the machine systems, hydraulics and all electronics were not tested. The starboard generator was running during the survey. The vessel was not hauled for survey. The vessel appears basically structurally sound with moderate deferred maintenance. Upon completion of the recommendations the vessel should be suitable for its intended purpose as a commercial fishing vessel.

Overall Summary: Satisfactory

Standard form key: We use subsection and overall ratings to summarize conditions found, based upon their appearance. Ratings include: Not examined, Not applicable, Faulty, Marginal, Satisfactory, Good, Excellent.

VALUES

ACTUAL CASH VALUE

**NEW REPLACEMENT
VALUE**

INVESTMENT

XXX

XXX

N/A

The actual cash value is the value that our research approximates the selling price of this vessel should be, at the time and place of our inspection. Consideration is given to vessel's condition, geographic location, published listings and guides, comparable sales and listings, and market conditions. The new replacement value is the cost of this or a similar, new vessel, comparably equipped. The investment is the reported investment including purchase price and significant upgrades. No values include maintenance costs, storage or tax. The most relevant data found while researching the value is included below. We primarily use market value analysis methodology for determination of value.

Explanation of value opinion: We have valued this vessel at an average price for a steel vessel of its age, size and equipment. The vessel is in average condition with somewhat deferred maintenance.

Athern Marine Agency

72 FT X 22 FT (1986)

LONGLINER
425HP CAT

FILE: LL4919

~~\$200,000~~
\$68,500 USD



63 FT 4 IN X 17 FT 4 IN (1986)

LONGLINER
375HP CUMMINS

FILE: LL5119

\$400,000 USD



60 FT X 18 FT (1983)

LONGLINER
350HP CUMMINS

FILE: LL5419

\$475,000 U

Pacific Boat Brokers

56' Freezer Longliner, Packer / Tender, Tuna Boat, Salmon Troller

 **\$790,000(CAD) Includes gear**

 **\$618,298(USD)**

Name: Native Dawn

Stock #: LF5498

Size: 56'6" x 17'

Hull: Fiberglass

56'6" Gooldrup freezer longliner, packer, tuna and salmon troller. Powered with an 871 main engine, 371 auxiliary in stern driving a 30 kW plus genset for 2018 FreezeRite [more >](#)

Marine Claims Assistance - Vessel Inspections
1276 Scott Street – San Diego, CA 92106
TEL 619.223.7380 800.944.4789 FAX 619.223.7390
office@themarinesurveyors.com - themarinesurveyors.com

[View Details...](#)

64' Seiner / Longliner

**\$595,000(CAD)****\$465,680(USD)****Name: Progressor****Stock #: NA1361****Size: 64'3" x 18'1"****Hull: Aluminum**

Shore built aluminum seiner/longliner. Capacity of 65 ton. 250 cu ft bait hold with freezing plates for longline use. Euphausid (krill) licence includes all gear. Try your [more >](#)

[View Details...](#)

65' Combination, Longliner, Trawler, Tender/Packer

**Reduced to \$1,299,000(CAD) Make us an offer!****Reduced to \$1,016,670(USD)****Name: Southern Dawn****Stock #: NF5421****Size: 65' x 20'****Hull: Fiberglass**

One of the best 65' Gooldrup hulls on the water today is now for sale. Currently rigged for Sablefish with a top of the line Mustad Autoline system. Powered with a (new [more >](#)

[View Details...](#)**REDUCED!****Marine Claims Assistance - Vessel Inspections****1276 Scott Street – San Diego, CA 92106****TEL 619.223.7380 800.944.4789 FAX 619.223.7390****office@themarinesurveyors.com - themarinesurveyors.com**

82' Longliner / Pot Fisher / Seiner

 **Reduced to \$650,000(CAD)**

 **Reduced to \$508,726(USD)**

Name: **Bold**

Stock

Size: **82'**

Hull: **Steel**

x

Performance

#: **NS4403**

23'2"

82' freezer longliner/pot fisher/seiner/tuna troll. Refitted freezers with deck freezer box - will freeze 15,000 lbs. per day. Current hold capacity with freezing is just [more >](#)

ew Price: **\$240,000.00**

 [Price Match](#) [Details](#) [Call](#)

Vessel Details

70ft Fiberglass Long Liner - 14531

Used 70ft Solid Fiberglass Long Liner For Sale.Working vessel ready to go.Has commercial fishing license for: Sword fish, loligo squid, giant squ ...

Price: ~~**\$275,000.00**~~

New Price: **\$250,000.00**

 [Price Match](#) [Details](#) [Call](#)

Vessel Details

95ft Steel Longliner - 14746

Used 95ft Steel Longliner For Sale.2.5 L/day Icemaker. Freezer hold.Blast freezer in hold. ...

Price: **\$550,000.00**

 [Price Match](#) [Details](#) [Call](#)

Vessel Details

95ft Steel Longliner - 14747

Used 95ft Steel Longliner For Sale.Fully rigged and ready to go.Reported in very good condition. LP super spool, beeper buoys, line shooter.Complete g ...

Price: **\$650,000.00**

 [Price Match](#) [Details](#) [Call](#)

This survey is for the express purpose of insurance and/or financing. It is not meant as a buyer's survey.

RECOMMENDATIONS

These recommendations are the surveyor's ideas and suggestions for addressing deficiencies with damaged or suspect components or systems found during survey or general improvements. The primary recommendations address safety items, structural issues, operational issues or deficiencies which the surveyor determines are of greater importance or more expense than secondary deficiencies. For instance, items that pose a risk to passenger safety or immediate property damage are listed under primary deficiencies and cosmetic concerns are addressed under secondary deficiencies. Most of the recommendations have been addressed in the comments and usually they are discussed at the time of the inspection.

PRIMARY

1. Maintain the fire extinguishers per NFPA recommendations. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every 6 years.
2. The starboard generator is currently inoperative, coolant is mixing with oil, service and prove the generator properly functional. The vessel relies on generator power and should have two functional generators.
3. Properly cover the port aft engine room batteries and secure the loose battery cable connection. Comply with ABYC recommendations.
4. The vessel currently has three portable bilge pumps discharged through hoses routed through the starboard side deck scupper. Provide and install suitable properly mounted pumps with proper discharge hoses. Comply with ABYC or similar recommendations.
5. There is rust on the internal section of the propeller shaft, de-rust, inspect and measure and service or replace as necessary. Consult with a qualified machinist if/as necessary.
6. The stern light bulb is pending replacement, replace the bulb, carry a spare bulb and consider upgrading to LED fixtures.
7. There is a crack at the gooseneck end of the boom, forward of the hinge pin. Have this component inspected by a qualified machinist and repair or replace prior to using the boom.

SECONDARY

1. There is corrosion on frames throughout the engine room, most significantly to port aft. There is surface corrosion visible on the bottom of the aft engine room bulkhead. Remove corrosion, inspect, service and paint to reduce future corrosion.
2. Address corrosion on the fitting on a seawater pump to port aft of the engine, clean to inspect, service or replace, eliminate the cause of corrosion and monitor for future weeps or leaks.
3. There is an unused three conductor wire on the port aft engine room bulkhead with wing nuts over the conductors and an adjacent unsecured wire splice. Assure the unused wire is de-energized or remove the wire. Make all electrical connections in terminal boxes or with butt connectors and secure wire connections. Comply with ABYC or similar recommendations.

4. There is debris in the engine's fuel filter bowls. Clean the fuel filter bowls and fuel as necessary.
5. Two seawater pumps and one hydraulic pump are not currently in use to starboard aft in the engine room. The crew stated that one of the seawater pumps is being serviced, the other is not in use, and the hydraulic pump is the old hydraulic pump which can be used as a backup.
6. Replace the wingnut used on the starboard generator's battery, use steel nuts and lock washers at all battery terminals. Comply with ABYC or similar recommendations.
7. Properly secure and chafe protect the battery cables for both generators, a rag is used for chafe protection for the starboard generator's battery cables.
8. The port generator uses welding cable for battery cable. While welding cable is an excellent current carrying conductor, its insulation is prone to damage to petroleum products and is prohibited by ABYC recommendations. Either replace the welding cable with marine grade battery cable or monitor and replace if necessary.
9. Service and prove the AC voltmeter forward in the engine room properly functional, there was no voltage indicated.
10. Provide and install covers for the florescent light tubes in the engine room. We encourage upgrading the light fixtures to LED fixtures.
11. Properly secure the light in the steering locker, it is not secure.
12. There are plastic buckets below both steering actuators, fluid in the buckets is indicative of leaks at the seals. Service the actuators to eliminate leaks.
13. The rudder does not stop on designed stops, the starboard stop has been cutaway and modified. Modify the steering system so the rudder stops on designed stops and not on the actuators.
14. Service and prove the highwater alarm functional from all bilge compartments, the captain stated he heard it activate when the undersigned lifted a sender, it was not heard by the surveyor.
15. The portion of the refrigeration line run overhead in the fish hold is "iced over", determine the significance and address appropriately.
16. The captain states new immersion suits have been ordered and are pending arrival. Condition of the existing immersion suits is beyond the scope of the survey, but the captain said they are serviceable.
17. There is surface rust on several components of the above deck rigging, remove rust and service as necessary.

This survey sets forth the condition of the vessel and components, as specifically stated only, at the time of inspection and represents the surveyor's honest and unbiased opinion. No part of the vessel was disassembled or removed and no assumptions should be made as to the condition of concealed components. Specifics were obtained from sources available at the time of inspection and are believed correct, but are not guaranteed to be accurate.

I/we certify that, to the best of my/our 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/our personal, unbiased professional analyses, opinions, and conclusions. I/we have no present or prospective interest in the

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vessel that is the subject of this report, and I/we have no personal interest or bias with respect to the parties involved. My/our compensation is not contingent upon the reporting of a predetermined 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/we have made a personal inspection of the vessel that is the subject of this report. This report should be considered as an entire document. No single section is meant to be used except as part of the whole. This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only. The submitting of this report creates no liability on the part of Christian & Company or the individual surveyor. This survey report is not intended for use as a "buyer's survey".

Christian & Company, Marine Surveyors, Inc.



February 6, 2021

By: Mr. Kells Christian, Surveyor SAMS - AMS #301

Date