

Christian & Company

MARINE SURVEYORS

C & V SURVEY Condition & Valuation

Client: Removed for privacy

Date of report: May 26, 2021

Our file #: 21 – 20093web

Current owner: client

Location: Tuna Harbor

San Diego, CA

Date of inspection: May 26, 2021

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:	DC Johnson & Co Campbell Shipyard	Doc. #:	Removed for privacy
Model/type:	Albacore / pole, line, jig	Engine/MFG:	Mitsubishi S6B3 – Y2MPTK – 4
Year:	1974	H.P. per:	429 @ 2000 rpm
Length:	72'	Serial numbers:	38116
Draft:	8' (approximately)	Type of instal. :	Diesel, six cylinders, turbocharged, keel cooled, dry exhaust
Beam:	21'	Generator:	Two Kohler 65 kw
Name:	Removed for privacy	Hailing port:	Jamul, CA (on document)
HIN:	None		
Hailing port:	San Diego (on transom)		

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 and aluminum (pilothouse). 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. Fishing rig/mast, mast step, standing rigging and chain plates, where visible, appear satisfactory – marginal. Cosmetic condition of vessel appears satisfactory externally and satisfactory internally. Vessel's external colors are white with blue accents. Below waterline through hull fittings appear satisfactory. The vessel is equipped with two AC remote and one AC submersible electric bilge pumps that appear good and the bilge is dry. The ventilation system consists of two engine room blowers and natural ventilation and appears good. General housekeeping appears satisfactory.

Summary: Satisfactory

MACHINE SYSTEMS

Engine's external surfaces appear good and exhibit no significant rust, oil or coolant leaks. Engine hour meter exhibits 17470 (remote engine room) and 14112 (engine mounted) hours. Motor mounts appear satisfactory – good. Cooling system appears good (keel). 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 appears satisfactory. Steering control system appears satisfactory - good and rudder port appears satisfactory. Propulsion components were not inspected. Generators' surfaces and motor mounts appear good. Generator's peripheral components and systems appear good. The generators' model number is 65E0ZC, port serial number is 303467 and starboard serial number is 3053744. Generators' hour meters port: 5944 and starboard: 4914. Waste system and components appear good. General service seawater systems appear good.

Summary: Satisfactory

FUEL SYSTEM

There is 9250 gallon capacity in seven tanks, two 250 gallon day tanks one per side in engine room, two 2500 gallon wing tanks (outboard of fish holds), 750 gallon double bottom tank aft of engine room, two 1500 gallon tanks aft of fish holds. 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. Fuel shut off valves are located at manifold in propeller shaft tunnel and appear satisfactory.

Summary: Satisfactory

ELECTRICAL SYSTEMS

The AC shore cord, inlet and connections appear satisfactory. The AC wiring and outlets appear satisfactory. The AC main feed are protected with circuit breakers. Battery arrangement appears satisfactory. Batteries are equipped with 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 several – mostly removed (for service) portable fire extinguishers. Vessel has two Fireboy FE241 and an AC fire pump fixed fire suppression systems. The vessel includes no CO alarms. The safety components include: no PFDs and one life ring throwable PFDs; distress flares with current certification; life raft (removed for service); one anchor with chain and line rode that appears satisfactory. Navigational and anchor lights appear satisfactory. Vessel has an oil placard, a waste placard and a waste management plan. Other safety equipment includes engine room emergency lights, high water alarm with two engine room senders and eight immersion suits.

Summary: Satisfactory

LP GAS SYSTEMS

Vessel is equipped with LP gas, which fuels the galley range. Tanks external appearance is satisfactory and they are properly secured. Ventilation appears satisfactory. Tank valves were opened and an odor was not noticed. Feed line was not inspected.

Summary: Satisfactory

ACCESSORIES

Oil placard, garbage placard, waste management plan, two Furuno CH300 extending sonar transducers, two AC hydraulic pump motors, engine room lights, cabin fans, Mach 5 AC water pressure pump, GE water heater, Daily water maker, PTO for steering, AC main distribution panel in engine room includes main and branch circuit breakers, two ammeters, two hertz meters and two volt meters, toolbox, Newmar PT – 24 – 20U and 2 – PT – 25W battery chargers, generator mounted instruments include hertz, volts, amps, oil press, water temperature, volts and hours, Twin Disc model MG – 516 transmission (serial no. 5KZ215, ratio 6.00:1), Racor fuel filters with vacuum gauges, Alfa Laval fuel centrifuge, engine instruments include digital tachometer, oil psi, oil psi, 2 water temp, hour meter, Acme 7.5KVa transformer, water pressure accumulator tanks, four engine room cameras, three carrier SF60 refrigeration compressors with 25 h.p. motors, 7 – 3 h.p. seawater pump motors, 1 – 5 h.p. (washdown) seawater pump, two propeller shaft pillow block bearings, sit fish holds (50 ton capacity), HVAC system, hydraulic steering with two actuators, waste holding tank, spare pump motors, air pressure accumulator tank, fishing rigging and mast with three hydraulic winches, KVH Tracphone antenna, bird radar, working deck flood lights, hydraulic chain drum windlass, small skiff, outboard engine (not aboard), lampara net, hydraulic conveyor belt, bait / fish deck boxes, aft deck camera, Sterling 12v – 30a battery charger, Icom MA – 500TR AIS, navigation computer, satellite phone, pilothouse battery, pilothouse instruments includes Furuno GP – 33, Simrad NS 512 multi-function device (sounder), Furuno radar, two Furuno extending sonar transducer controls, Furuno satellite compass, Seahail hailer, Comnav 101 remote for autopilot, Furuno T – 2000, seawater temperature instrument, Sperry Compass, Comnav 1001 autopilot, Furuno bird radar controller, Sperry 8T autopilot, pilothouse engine instruments include digital tachometer, oil psi, water temperature, drive oil, exhaust temperature, Last Watch helm alarm, Icom IC M700 HF transceiver, two Horizon HX100 floating handheld vhfs, helm chair and bench seat, Icom IC – V800 transceiver, Icom IC – M504 vhf, Fusion MS – IP600 stereo, Frigidaire lp range, two TVs, galley sink, refrigerator, exterior post aft fishing platform / rack

SUMMARY

The vessel is a steel commercial fishing vessel equipped with a diesel engine and two diesel generators. The engine, transmission and generators were installed by Dee Finley in 2013. They should be in good condition. The engine and generators were briefly test operated in the slip. The vessel was inspected in the slip only, the vessel was not hauled for survey, no sea trial was performed and no ultrasonic testing was done of plate thickness. The vessel was built in San Diego. The vessel is basically structurally sound and suitable for its intended purpose as a commercial fishing vessel.

Overall Summary: Satisfactory – Good

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

XXXX

NEW REPLACEMENT VALUE

XXXX

INVESTMENT

XXXX

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: The value for commercial fishing boats is difficult to establish. Most are sold privately and very little data is available. They are often sold as a business with the sale price being tied to the production, but this is not a valuation method which we are able to perform (business valuation). The vessel is in exceptionally good condition for a commercial fishing vessel and is valued at the top of the range for this type of vessel due to its condition.

77 ft 1978 Commercial Fishing Boat for Crab and Cod, Katherine US\$390,000

Kodiak, Alaska, United States

Contact

Print Listing

Email Listing

View 21 Photos

Listing Information

Previous Price:

US\$500,000 (October 25, 2019)

Listing Type:

Central/Exclusive

Co-op Type:

Available for co-brokerage

YW#:

2794041

IMT ID:

4889848

Company:

Pacific Boat Brokers Inc.

Contact:

our Head Office - Toll Free

Marine Claims Assistance - Vessel Inspections

1276 Scott Street – San Diego, CA 92106

TEL 619.223.7380 800.944.4789 FAX 619.223.7390

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1974 Campbell Shipyard Albacore / pole, line, jig

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Office Phone:

[Click to Reveal](#)

Mobile Phone:

[Click to Reveal](#)

Active:

1842 Days

Listed Date:

December 4, 2014

Sold Date:

December 20, 2019

Listed Price:

US\$450,000

Sold Price:

US\$390,000

Price Source:

Self-Reported

Boat Details

Make:

Commercial Fishing Boat

Model:

for Crab and Cod

Year:

1978

Length:

77 ft

Condition:

Used

Class:

Commercial Boat

Hull Material:

Steel

Boat Location:

Kodiak, AK, USA

Name:

Katherine

Fuel Type:

Diesel

Description	Engines
--------------------	----------------

USA Registered. New Cummins with 700 rebuilt hours. Well maintained tender. Holds 170,000 lbs. of salmon.

Set up for crab and cod. Vessel must sell first.

Package price reduced to: \$750,000(USD) Permit: \$300,000(USD) Vessel reduced to: \$450,000(USD) Firm

Commercial Longliner, Pot Fisher, Seiner

US\$528,045 *

82 ft / 1979

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

Gibsons, British Columbia, Canada
Pacific Boat Brokers Inc.

Commercial Seiner, Longliner

US\$199,000 *

75 ft / 1981

Ensenada, Mexico

Pacific Boat Brokers Inc.

65ft Steel Shrimper - 2250

Used Steel Shrimper For Sale. Ice Boat in very good condition.Owner operated for the past 30 years.Full stand up fish hold. Lots of improvements/upgra ...

Price: \$160,000.00

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

[Vessel Details](#)

85ft Steel Freezer Trawler - 4965

Used Steel Freezer Trawler. In good operation. Main engine rebuilt Jan 2015. Clutch & Aux new in 2007. Working.(2) winches for outriggers. ...

Price: \$330,000.00

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

[Vessel Details](#)

60ft Steel Trawler - 2014

For Sale Used 60ft Steel Trawler Rebuilt In 2009 currently working.New bottom from fish hold to stern, new engine 2002,new wiring. Shrimping ...

Price: \$147,000.00

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

[Vessel Details](#)

68Ft Steel Trawler - 2121

Used Steel 68ft Shrimper For Sale. Actively working ...

Call for Price

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

[Vessel Details](#)

75ft Steel Freezer Trawler - 1149

75ft Standard Gulf freezer shrimper for sale. Reported in good condition, with recent upgrades. ...

Price: \$265,000.00

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

\$172,000.00

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

85ft Steel Trawler - 13028

85ft Steel Raised Foc'sle Fishing Trawler For Sale. 365hp Cat main engine. Has all certs. Working. Rolling chocks on hull. Has drag gear, nets wich an ...

Price: \$365,000.00

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

Vessel Details

85ft Steel Trawler - 13029

Used Raised Foc'sle Steel Dragger For Sale. Fitted with 625HP Caterpillar main enginr. Has gallows frames. Drage gear. Has rolling chocks on hull. ...

Price: \$365,000.00

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

Vessel Details

75ft Purse Seiner - 13067

Used Steel Purse einer For Sale. New turbo and exhaust on main engine,new shaft in 2007.New 3" circulation pumps, vessel is plummed and ready for RSW s ...

Price: ~~\$795,000.00~~

New Price: \$750,000.00

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

Vessel Details

65ft Fiberglass Longliner - 13243

Used Solid Fiberglass Long Liner For Sale. Fully rigged ready to go.Has 2 ton ice machine.Holds 35,000lbs iced fish. Strongly built. Electronics. ...

Price: \$325,000.00

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

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1974 Campbell Shipyard Albacore / pole, line, jig

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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. Several of the fire extinguishers are currently out for service, maintain fire extinguishers per NFPA recommendations. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six years. Reinstall the extinguishers after service.
2. The life raft is currently out for service, maintain the life raft and the hydrostatic release per the manufacturers' recommendations. Reinstall the liferaft after service.
3. The vessel does not currently have personal flotation devices, there are immersion suits aboard. We encourage proving type I PFDs and a suitable throwable type PFD with retrieving line, smoke and light signals attached.
4. There is oil leaking into both generators' electrical ends, eliminate the cause and remove oil.
5. There are fuel leaks at both generators, eliminate the fuel leaks.
6. There is a coolant leak at the starboard generator, eliminate the coolant leak.
7. There is a fuel leak in the center aft engine room bilge, eliminate the leak and clean any fuel.
8. There are issues with the fishing rigging, including the starboard forward support which has been covered with splash zone which is lifting from the deck and isolated spots of corrosion on the steel tubes, inspect the entire rig, service and prove it suitable for its intended use.
9. There were a few electronic alarms during the survey and testing of equipment and the client stated his intention to have the satellite antenna replace with a fleet 1 unit providing Inmarsat, assure this is completed and address alarms appropriately.
10. Modify the Certificate of Documentation or the transom so the hailing port on both match.

SECONDARY

1. There is currently a list to port, the client said this is due to recent cleaning of the day fuel tanks and an imbalance in the fuel level, assure the vessel is leveled.
2. There is corrosion above the main engine, some of the deck plating has been cut away and a plywood patch is visible from below. This is likely caused by water being trapped between foam insulation and the steel, address this problem locally and universally as appropriate.

3. There is an area of corrosion visible on the interior of the hull to port of the rudder, upon next haul out remove all loose corrosion, determine the extent of corrosion and address appropriately.
4. There is a water leak into the port pilothouse locker, modify to eliminate the water leak.
5. The AIS is currently not secured because service is underway, upon completion of the service properly secure the AIS.

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 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.



May 26, 2021

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

Date