

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for Privacy

Date of report: April 7, 2022

Our file #: 22 – 20412

Current owner: Removed for Privacy

This inspection was performed upon the request of the client listed above on April 5, 2022 while the vessel was afloat in Chula Vista Marina, slip XXX and underway in San Diego Bay. The client, broker, (captain) and three marine surveyors attended.

Scope of Services

The vessel was examined by 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.

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1276 Scott Street – San Diego, CA 92106
TEL 619.223.7380 800.944.4789 FAX 619.223.7390
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VESSEL DESCRIPTION

Builder:	Bishop Marine Service	Doc. #:	Removed for privacy
Model/type:	Converted commercial fishing	HIN:	Removed for privacy
Year:	1965	Engines:	One Cummins
Length:	67' * / 70' 6"	Name:	Removed for privacy
Draft:	unknown	Hailing port:	Seward, AK
Beam:	20'	Weight:	Unknown
* listing specifications		Displacement:	Unknown

HULL & STRUCTURE

Keel & bottom: Steel construction, not inspected, bulbous bow

Topsides & transom: Steel construction, blue painted hull sides, steel rub rail

Decks & superstructure: Steel construction, blue painted bulwarks, wood plank overlay on aft deck, white painted superstructure with grey painted non-skid decks

Deck hardware: Anchor roller, two bits forward, steel bow rail with double lifelines, A-frame, two sets of horn cleats with hawse holes, swim platform, two aft deck hatches, one foredeck hatch, set of cleats on the transom, stainless steel grab rails

Longitudinals/stringers: Steel longitudinals

Athwartships/bulkheads/frames: Steel bulkheads, steel athwartships

Layout/interior components: Converted commercial fishing vessel, raised pilothouse, forward accessed via external steps on both sides from aft deck, walkaround decks (around pilothouse), ladder on centerline to pilothouse hard top, steel frame aft of pilothouse, open aft deck with steps to starboard down to swim platform, companionway to port aft lazarette. Door to interior on centerline forward on aft deck. Main deck cabin includes starboard aft galley, sofa to port, dinette to starboard forward and bar to port forward. Steps to port aft lead down to landing. Engine room forward with watertight door. Aft in landing (formerly fish holds) are twin cabins with forward berths and ensuite heads aft, cabin aft with berths on both sides.

Bilge: Holding minimal water

Comments: The vessel was inspected while afloat. The hull bottom was not inspected; a haul out is scheduled. The hull sides and transom were visually inspected and a few limited areas were sounded, primarily on the bottom of the rub rail. There is significant external corrosion in many places, with concentrations on the rub rail and at the corners of the transom. The port side of the vessel was towards the dock; the starboard side was afloat and was inspected from a tender. The center of the transom, above the deck, has a cutout, with no filler. There are spots of corrosion on both hull sides forward of amidships, which had a difference appearance and may be in the area of the fuel tanks. The deck and superstructure were visually inspected. The main aft is covered with wood; some of the wood is not well secured. The deck hardware including safety rails,

mooring devices and hatches was visually inspected and most hatches and the port lights were opened and closed. Overall the deck hardware is in satisfactory condition. The anchor roller does not roll. The mount for the forward radar antenna is corroded. The portlight forward in the salon has a dog missing and is not closed properly. There are water stains below the forward portlight in the pilothouse. The freeing ports on the main deck have been filled, and only small scuppers remain. The port aft companionway to the lazarette is two pieces; the upper hatch is stiff and loud when moved. The portlights are foggy with or without the privacy appliques. The structural reinforcements including the longitudinals, athwartships and bulkheads were visually inspected and randomly sounded as possible. The structural reinforcements have apparently been modified and exhibit corrosion. There are athwartship weld remnants in the aft cabin bilge spaces. There is miscellaneous rust and corrosion in the bilge including in the engine room and in the aft cabin bilge spaces. There are absorbent rags in the port engine, covering the interior of the hull. Based on appearance, there is "newer" concrete ballast aft (more to starboard). This ballast exhibits cracks. There are loose lead ingots and angle iron in the aft bilge. There is a concentration of corrosion inboard in the aft bilge in the starboard cabin. There is heavy scale on the vertical member forward of the port holding tank. There is moderate rust and corrosion in the propeller shaft alley way. The interior cabin spaces are neat, clean and orderly. The bilge is generally dry. There is fluid and oil staining in the engine room bilge. A hose below the hydraulic pump is wet. An apparent through hull forward of the hydraulic engine is covered with Splash Zone. The interior of the vessel is in satisfactory – marginal cosmetic condition. The vessel appears to be in the process of a cosmetic restoration, there are many components which are unfinished including the overhead in the cabin spaces, exposed wires, lights, and plumbing components, doors missing and unfinished carpentry. Drawer and locker installations are marginal, the head in the pilothouse is unfinished and more. The interior has been significantly upgraded for a commercial vessel, including the main salon and galley, which have a warm wood finish. This survey is not a mould inspection. There is no stability book. There is water staining on the wood ceilings below the port berth and the aft cabin. There is a pile of wood (for use in the restoration project apparently) below the starboard berth. We did not see the documentation number fixed to a structural member of the vessel, it is displayed externally on the pilothouse. There is minor water damage to the vertical wood aft in the starboard cabin near the sole, forward of the head. There was a fuel odor in the salon head and closet forward, apparently from the engine room. There are openings in the deck in these areas, between the main deck level and the engine room. There is moisture on the wood below the helm pump.

Summary: Satisfactory**MACHINE SYSTEMS**

Main engine: No tag seen, Cummins model KT (per mechanic), 500 h.p. *, 1.900 hours *

Hydraulic engine: Cummins NHC-250, 240 h.p. @ 2,100rpm, hours on meter - 606

Main engine application: Diesel, six cylinders, turbocharged, dry exhaust, keel cooled

Hydraulic engine: Diesel, six cylinders, keel cooled, dry exhaust

Serial number: Main engine – not seen, hydraulic engine – 26041

Transmission: Twin Disc MG514, ratio 4.5:1, serial number 3E2142

External/peripherals: Suitable application, satisfactory installation, main has PTO, remote gear oil cooler and Walker Airsep filter, hydraulic engine has hydraulic pump

Engine controls: Push / pull cables at main, ZF Micro Commander servo box aft of engine, electronic controls, main has pilothouse and two exterior stations with single lever controls, single station for hydraulic engine at pilothouse helm

Exhaust systems: Dry system, engine insulated, generators and hydraulic engine share one pipe

Propulsion gear/shaft log: PYI type dripless shaft seal, coupled stainless steel shaft (4" diameter), below waterline components not inspected

Steering system/rudder port: Hydraulic system, two actuators, steel packing gland, below waterline components not inspected

Ventilation: NGW AC blower

Generators: 20 Kw Lima / Isuzu (starboard) generator serial # AD107658CL, engine serial # 067237, 42Kw Stamford / Isuzu (port), generator contract # 0126385/01, engine serial # 4BG1-147996, keel cooled, dry exhaust, hours per meters starboard – 40, port – 4,138

Through hulls & components: Steel through hulls, gate valves and ball valves

Location of through hulls as visible: See chart (not to be considered complete)

Seawater systems: Steel tubes, flexible hoses

Bilge pumps: Rule 3700 autopilot in engine room, pick up from fire pump, Rule 2000 automatic aft

Comments: The engines and transmission were visually inspected and tested during a sea trial. The client had the engines and transmission inspected by a mechanic, please refer to the mechanical survey report (if prepared) for greater detail as to the condition of the machine systems. The external surfaces and peripheral components of the engines and transmission appear satisfactory. There is a fuel leak on the hydraulic engine by the injector pump. There is a fuel leak on the main engine to port forward at what appears to be a return tube connection. There are minor fluid leaks on both engines, including an oil leak to port aft on the main engine and some fluid to starboard on the hydraulic engine. Both sets of tachometers for the engines are inoperative. The oil pressure gauges for the hydraulic engine were "pegged". The main engine hour meter was inoperative, and only exhibited 7.4 at the lower tachometer and 0 at the upper tachometer. The engine controls functioned normally. The exhaust system is properly arranged and installed. The exterior exhaust stack pipes have welded brackets between them. The upper welded bracket is severed and the lower one appears to be cracked

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and failing. There is an exhaust leak on the main engine near the turbocharger. Smoke was visible underway and there is soot on the blanket in several locations. A hanger for the main engine's exhaust is broken. The hydraulic engine and both generators share an exhaust discharge; the diameter of the shared exhaust pipe is smaller than the main engine exhaust pipe. The propulsion components were not inspected below the waterline. The propeller shaft was inspected in the bilge and observed turning underway. There is salt crystal build-up on a hose clamp at the propeller shaft seal. There appears to be some age related damage and deterioration on the shaft seal hose (bellows). We did not trace the water hose from the shaft seal to its source. There was significant vibration noted underway, including in the pilothouse. The steering system was visually inspected and test operated. The steering system functioned normally. There is significant play at all four pins, at both ends of both steering actuators. The autopilot did not function properly and displayed an error message, "NOSP" or "NO5P". As the tachometers were inoperative, we couldn't determine what speed the main engine turned to, the vessel reached 8.9 knots in San Diego Bay in a nearly slack tide condition. The mechanic stated that the main engine did not reach its designed wide open throttle. The generators were visually inspected, test operated and loaded. The generators functioned normally. The port generator's oil gauge was "pegged". The port generator was run for a significantly longer period of time. We noted that its hour meter moved. We do not know if the starboard generator's hour meter moved. The engine room blower is inoperative. The through hulls were visually inspected and we attempted to manipulate the valves. The through hulls are in satisfactory condition. The through hulls were inspected in the bilge as the vessel was not hauled. There is corrosion on the valve stem for the fire pump through hull. A through hull adjacent to the fire pump through hull, to starboard aft in the engine room, is unused. There is a short section of tube attached to the through hull valve and there is no handle on the through hull valve. The fire pump did not energize; it also functions as a washdown and bilge pump. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory. The engine room electric bilge pump energized with its float switch. The aft bilge pump did not energize with its float switch. We did not test any remote switches for the bilge pumps. There is an exhaust hose in use at the starboard forward engine room hydraulic tank. It appears "wet" and is likely not designed for this purpose. The type of hose used to port was not determinable.

Summary: Satisfactory**TANKAGE**

Fuel: Two steel tanks, one per side in engine room, unknown capacity

Fill & vent: Fill fittings located forward on either side of the aft deck, not labeled, fill tubes not inspected

Feed & return: USCG type A1 flexible hoses (2002), Racor filters, dual filters with vacuum gauge, electric transfer pump, manifold and polishing system

Water: Tank located forward, fill fittings on top of tank accessible from salon and on foredeck externally, fittings not labeled, unknown capacity

Holding: Deck fitting located to port forward on the aft deck, marked "waste", two metal

tanks, one per side in port and starboard aft cabin bilge spaces, unknown capacity

Comments: The fuel system including the tanks, fill, vent, feed and return lines was visually inspected as installed. Where visible the fuel system components are in satisfactory condition. The condition and age of the fuel, (water and waste) and the integrity of the tanks (fuel, water and holding) and hoses is beyond the scope of this survey. Please consider filling all tanks for a simple, practical test of their integrity. There are fuel leaks at the main and hydraulic engines. There is a fuel odor in the engine room and forward in the salon. There are oil soaked absorbent rags in the engine room bilge. There is fluid on a hose at the bottom of the port forward engine room hydraulic tank. The sight tube on the starboard fuel tank is plastic. The fuel fill fittings are not labeled. There was no tank diagram and we did not trace and inspect all pumping components or test all functions of plumbing systems, including fuel polishing or fuel transfer. The water pressure system functioned normally. Accuracy of tank level gauges is beyond the scope of this survey. There was no water in the port aft head. The starboard aft head overflowed. The sump pump in the starboard cabin bilge is inoperative with the float switch; we did not see a manual switch. The holding tank in the cabin bilge was full, the vent hose has pin holes and it was leaking into the bilge. The waste discharge pump is inoperative. There is corrosion about the base of the head in the salon. The deck fittings for water fill are not labeled. There is a tank with an unknown purpose forward of the starboard cabin, it may be for water. The fill fitting for the forward water tank is on the tank, and accessible from the portlight forward of the raised berth / cushion. The water from the water heater was warm, but not hot.

Summary: Satisfactory

ELECTRICAL SYSTEMS

AC system: Three 50A 125 / 250V shore power cords, two 50A 125 / 250V shore power inlets located forward on either side of the aft deck, 220 and 110 volt system

DC system: 12 / 24 volt system, one Die Hard M-8 50040 12 volt AGM battery (date 3/17) below the pilothouse helm, six Trojan EV8D 12V wet cell batteries to starboard forward in engine room, three West Marine 1730 MCA 8D 12V batteries to port forward in engine room, batteries in secure and covered plastic boxes, five battery switches to port forward in engine room

Wiring: Mostly replacement multi-strand wires

Circuit protection: Main AC circuit breaker by starboard generator, fuse and circuit breakers to port forward in engine room, sub panel to port aft in engine room, sub panel to starboard in passageway aft of engine room, electrical distribution panel in the pilothouse includes main and branch DC circuit breakers and digital DC volt / ammeter, GFCI outlets, distribution panel located to port forward in the salon includes main and branch AC circuit breakers and a digital AC volt / ammeter

Comments: The electrical system including the shore power cord, shore power inlet, batteries, wiring, circuitry components and circuit protection equipment was visually inspected and most components were tested. Overall the electrical system is in satisfactory condition, however there are numerous deficiencies. The condition of the batteries is beyond the scope of this inspection. Three of the batteries are reportedly

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and appear new. Many of the light fixtures and wire runs are exposed and have not been covered, partially due to the unfinished state of the cosmetic project. Many of the lights are inoperative including two crab lights, four overhead salon lights, four engine room lights, one lazarette light, all the lights in the aft cabin, lights in the port aft head, one light in the starboard aft cabin and one light in the starboard aft head. There are several tube light fixtures exposed including in the engine room and the lazarette. The electric heater located forward in the salon did not function. There is no position data in the Icom vhf. There are no lock washers used on the pilothouse battery's terminals and there are wing nuts used on one of the port side batteries in the engine room. The extending sonar appeared to indicate depth inaccurately when it was extended. The NavNet controller did not function. There is rust on the shore power cord connections and there are no locking rings on the shore power cord. The garbage disposal is seized and exhibits corrosion, and there is rust on the sink fitting. There was an open ground at all AC electrical outlets when tested with the port generator. The inverter controller functioned intermittently, at one point the red fault light was illuminated and at a different time the charger light was flashing. Initially the screen was not illuminated and at the end of the survey it did illuminate. There are exposed wire connections near the fire pump. There are a multitude of wiring issues including welding cable used at the inverter, a dead end wire to port aft in the engine room overhead, dead end wires and unused light fixtures in the lazarette, unused light fixtures in the engine room, outlets / light fixtures not properly secured in the starboard cabin and wire nuts used on sump pump wire connections. There are several unlabeled circuit breakers forward in the engine room. Two of the unlabeled breakers directly below the fire pump circuit breaker tripped immediately when energized. There is a "hookup" for a clothes washer and dryer, there is no clothes washer or dryer installed. There is no face plate on an AC duplex outlet to starboard aft in the aft cabin; there was no power to this outlet when tested. The broker reported that she previously found a problem with a battery below the helm console and it was disconnected. A replacement battery has been purchased but not installed. There is no faceplate on the AC duplex outlet below a heater in the salon.

Summary: Satisfactory**SAFETY AND LIFE SAVING**

Portable fire extinguishers: Three 3-A:40-B:C in the pilothouse, two located in the galley, USCG Marine type (classification 4-A:80-B:C) in engine room, two (class 3-A:40-B:C) in engine room and one in aft cabin, all inspected 5/2020 per tags

Fixed fire system: None

Flotation devices: One adult type I, three adult type II and four type IV in the pilothouse head, four adult type II in the port forward locker in the salon

Horn/distress flares: Three pistol launch distress flares (expired 2002), air horn

Navigational/anchor lights: Separate side lights, steaming light, two stern lights, no all-around light

Anchor & ground tackle: Navy type primary anchor (size unknown) with chain and line

rode, plow type anchor on the aft deck with short chain rode in a bucket

Other equipment: Survitec / Zodiac 12 person life raft SOLAS TO (inspect before 5/2022) with hydrostatic release (no date stamped), bell, smoke alarm located in the salon, CO alarm located in the salon, fire station located forward on the aft deck, smoke and CO alarms in aft cabin, port aft cabin and starboard aft cabin

Comments: Safety equipment for firefighting protection appears satisfactory however the extinguishers have not been inspected, tagged and maintained per N.F.P.A. recommendations. The fire extinguisher in the aft cabin is not secure. The fire pump did not energize and there was no hose for the seawater fire extinguishing system seen. Personal flotation devices appear suitable for near coastal use. Current distress signal flares were not seen. A suitable sound signaling device is aboard. The CO alarms sounded when tested but they are not mounted or secure. The smoke alarm in the salon is dangling from its wire and reportedly was not energized as it sounds continuously. The smoke alarms are not interconnected. There is no highwater alarm. We saw an oil placard and navigation rules. We did not see a garbage placard or a waste management plan. The navigational and anchor lights are properly arranged and installed. The mast head / steaming and stern lights did not illuminate. We did not see an all-around light. The ground tackle including the bow anchor and rode was visually inspected as installed and appears satisfactory. The anchor on the aft deck is not secure or connected to the rode. The entire length of the anchor rode was not inspected and should be inspected prior to use. There is no date stamp on the life raft's hydrostatic release.

Summary: Satisfactory

LP GAS SYSTEMS

Tanks: Two tanks located in a deck storage locker aft of the pilothouse

Devices: Reducing regulator, five burner galley stove (with electric oven)

Comments: The LP gas system including the tanks and galley range was visually inspected and the galley stove burners were tested. Overall, the installation of the LP system is marginal. The tanks are not secured and the system is not equipped with an electric solenoid, pressure gauge or propane.

Summary: Marginal

ACCESSORIES

Pilothouse includes captain's bunk, reading lights, US Navy clock, Stidd helm chair, navigation rules, Icom IC-M330 vhf, Brother printer, Furuno loud hailer, ComNav Marine 1001 autopilot, rudder angle indicator, ComNav Marine 1001 autopilot, rudder angle indicator, Furuno GP-31 GPS Navigator, Icom IC-M304 vhf, Newmar Navigator, Icom IC-M304 vhf, Newmar 32-12-25 DC-DC converter, Furuno CH-270 extending sonar (control), bow and stern thruster controls and helm, engine instruments include two tachometers with digital hour meters, two oil pressure gauges, two water temperature

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gauges and two voltmeters, Furuno 1623 radar, Furuno LS-4100 Echo sounder, electric heater, three portable electric spare heaters, four floodlights, J.K. Fabrication hydraulic drum windlass, hydraulic winch, Stanco hydraulic knuckle crane, Kitchen Aid portable lp bbq grill, down rigger mount, galley includes Frigidaire refrigerator / freezer, Kenmore five burner LP / electric range, Panasonic 1200W inverter microwave, sink and vent fan, Porta Potti head, TV / phone inlet, salon includes wood dining table with three chairs and bench seating, sofa, Vizio TV, LG DVD player, Naxa NAA-305 Bluetooth speaker, oil lamps, wood burning stove, bunk berth, bar, trash compactor, Insinkerator, Badger 1555-1 garbage disposal, head includes sink, shower attachment, head, waste Y valve, electric heater, oil placard, 5 h.p. AC fire pump (and washdown), engine room engine instruments for main and hydraulic engines include tachometers with digital hour meters, oil psi, temperature, volts and three psi gauges (unused), starboard generator instrumentation in engine room includes hours, temperature, oil pressure and volts, engine room camera, Furuno CH-181-2 extending sonar, Newmar PT-24-40 and Sentry 12V 40A battery chargers, air horn compressor, MagnaSine MS4024 inverter, Caliber XR-124 freshwater pressure pump, port generator engine room instruments include oil psi, water temperature, volts and hours, toolbox, oil change system, Torrid MV30 water heater, Groco PST-4 water pressure accumulator tank, Seaward water heater, Kabola B25-Tap diesel boiler, port aft head includes head, sink and shower enclosure, multi-color night lights, starboard aft cabin head includes head, sink and shower enclosure, sump collector and pump, waste discharge pump, galvanic isolator

SUMMARY

The vessel is a steel pilothouse trawler equipped with a diesel engine, a diesel engine driving a hydraulic pump and two diesel generators. The vessel was built in Aransas Pass, Texas (USA) and reportedly was originally used as a commercial fishing vessel in several different fisheries. The broker reports the current owners purchased the vessel in 2019; the vessel has had very little use since then. All the restoration projects were performed by previous owners. The bottom paint is reportedly five years old. The engines were installed in 2007; they were used or rebuilt engines. The broker disclosed the two diesel fuel leaks on the engines and no knowledge of any significant events in the vessel's history such as submersions, collisions, fires, etc. The vessel was a converted to a more research type vessel with a knuckle crane and hydraulic winch on the aft deck and the interior was converted to a recreational trawler with three cabins built out in the original aft fish holds, a more yacht-like salon and galley and no access to the pilothouse from the interior. The exterior of the vessel is in rough cosmetic condition, the interior of the vessel is unfinished cosmetically and the list of deficiencies is larger than normal. While there is corrosion both externally and internally, it appears that the vessel is basically structurally sound (pending an inspection of the bottom and an ultrasonic test of the plate thickness) and the machine systems are functional. Upon completion of the recommendations the vessel should be suitable for its intended purpose as a coastal cruising 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

Removed

NEW REPLACEMENT VALUE

Removed

INVESTMENT

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: The value is partially based on the soldboats.com reported sale prices and the yachtworld.com list prices below. The vessel is a converted commercial fishing vessel that appears basically sound, has older, but not original machinery, has a fairly well finished salon and galley but roughly finished cabins. The comps include several vessels that are finished trawlers and conversions, they are listed or sold for \$300,000 - \$400,000. The commercial seiner that sold for \$95,463 in February of 2022, is a similar hull but has not been converted. The appraisal is the surveyor's opinion of where this vessel falls in the range of values between these vessels.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
65	Commercial Seiner	1975	23-Feb-22	95,463	198,881	Vancouver, BC, Canada
63	Burger 63 Cockpit Motor Yacht	1962	12-Oct-21	125,000	125,000	Rock Hall, MD, USA
63	Burger F/B Motor Yacht	1962	14-Aug-21	118,000	118,000	Grand Island, NY, USA
63	Burger FBMY	1962	13-Aug-21	118,000	118,000	NY, USA
61	Cammenga DE VRIES Trawler	1968	7-Aug-21	326,295	532,949	Sardaigne, Italy
58	Chris-Craft Roamer Riviera	1970	24-Dec-20	75,000	99,000	Minneapolis, MN, USA
70	Skipperliner Restored Houseboat	1969	8-Oct-20	162,000	167,500	Richmond, VA, USA
70	Skipperliner Custom	1969	8-Oct-20	162,000	199,500	Henrico, VA, USA

	Houseboat Trawler					
64	Burger Pilothouse Motor Yacht	1966	6-Apr-20	260,000	385,000	Baltimore, MD, USA

Chris-Craft Roamer Riviera

US\$499,000 *

58 ft / 1969

Seattle, Washington, United States

United Yacht Sales - Pacific Northwest, Canada and Great Lakes

Monark Motor Yacht

US\$90,000 *

58 ft / 1969

Somers Point, New Jersey, United States

Egg Harbor Group

Custom Steel Yacht Trawler LLC

US\$249,000 *

62 ft / 1965

San Diego, California, United States

Infinity Yacht Sales

Breaux Brothers Troller, Dive Charter Boat

US\$250,000 *

61 ft / 1966

Kodiak, Alaska, United States

Pacific Boat Brokers Inc.

Barge Hamburger Barkas

US\$81,574 *

59 ft / 1965

ZH, Netherlands

Scheepsbemiddeling / Broker

Custom French Navy Harbor Tug

US\$183,813 *

70 ft / 1968

AASIAAT, Greenland

Easy Sale

Wartsila Oy Safety and Rescue Boat

US\$290,000 *

68 ft / 1967

Rome, Italy

Easy Sale

De Vries Lentsch Classic MY

US\$1,903,388 *

66 ft / 1965

contact amsterdam, Netherlands

De Valk Loosdrecht

Conrad N.V. Kalp Holland

US\$391,554 *

66 ft / 1968

French Polynesia

Mortola Yacht & Ship Brokers

Custom Skallerud 65 Offshore

US\$550,000 *

65 ft / 1962

Bainbridge Island, Washington, United States

Olympic View Yachts

Feadship Canoe Stern

US\$647,152 *

65 ft / 1962

Amsterdam, Netherlands

De Valk Loosdrecht

Burger Flush Deck Cruiser

US\$265,000 *

64 ft / 1968

Fort Pierce, Florida, United States

Bayport Yachts

Feadship Motor Yacht

US\$912,478 *

62 ft / 1961

Italy

Sandeman Yacht Company

Feadship Carlos Rico

US\$217,530 *

61 ft / 1966

Loosdrecht, Netherlands

De Valk Loosdrecht

Cammenga North Sea Trawler

US\$359,000 *

61 ft / 1967

Fairhaven, Massachusetts, United States

East Coast Yacht Sales - RI

Houseboat Converted Bacat Barge

US\$156,425 *

60 ft / 1970

Hartlepool, County Durham, United Kingdom

Sale Pending

Hartlepool Marina Boat Sales

Chris-Craft Roamer M56

US\$499,000 *

60 ft / 1964

Grand Haven, Michigan, United States

Grand Isle Marina

Marinette

US\$99,000 *

60 ft / 1960

Tracys Landing, Maryland, United States

Chesapeake Nautical Cruises, LLC

Custom Floating Home

US\$425,000 *

60 ft / 1963

Fort Lauderdale, Florida, United States

Love That Yacht

WERFAT VOGEL Motor Yacht

US\$424,184 *

58 ft / 1966

Split, Croatia

Almissani (Head Office)

1946 Arnold Walker 59

\$180,000

Pensacola, FL 32508

Pop Yachts

1976 Custom-Craft Skipper Jones 64

\$290,000

Hendersonville, TN 37075

Pop Yachts

1980 Custom Long Range Expedition Trawler

\$285,895

Apalachicola, FL 32320

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April 7, 2022

1965 67' Rishon Marine converted trawler

File # 22 - 20412web

WORLDWIDE YACHT SALES INC.

LIVE VIDEO TOUR

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 six years. Mount the fire extinguishers appropriately. Assure all fire extinguishers are properly secure, several are not/
2. Service and prove the seawater fire pump properly functional and assure that it has all accessories including a fire hose, also prove the bilge pump function of the fire pump. There are exposed wire connections at the fire pump, properly cover the connections and assure they are made in compliance with ABYC recommendations.
3. Provide federally required, approved and current distress signal flares.
4. Service and prove the mast head / steaming and stern lights properly functional.
5. Assure the vessel has a suitable and functional all-around / anchor light.
6. Maintain the life raft's hydrostatic release, per the manufacturer's recommendations.
7. Assure that the smoke alarms are properly functional, the alarm in the salon is dangling by its wire and reportedly is disconnected because of a continuous sounding. We encourage upgrading the smoke alarms to interconnected type smoke alarms.
8. Properly install all CO alarms and maintain them per the manufacturer's recommendations.
9. We strongly encourage the installation of a highwater alarm.
10. Assure the vessel has all legally required carriage items including a garbage placard and a waste management plan.
11. There are numerous inoperative lights throughout the vessel, service and prove them properly functional. Some are more important including the engine room lights. A list of lights we found inoperative is including in the electrical system comments above.
12. Provide position data in the vhf radio to allow it to function in the distress mode.
13. Service and prove the Navnet controller which is inoperative.
14. There was an open ground noted when the AC electrical system was supplied by the port generator, eliminate the open ground condition.
15. Replace the backup / emergency battery below the pilothouse helm console, it reportedly has failed. Prove the battery and the charging system suitable for this application or address if / as necessary.

16. Provide and install a faceplate on the AC duplex outlet below the electric heater in the salon.
17. Determine the significance of the Splash Zone on what appears to be on a through hull in the bilge forward of the hydraulic engine and address appropriately.
18. The freeing ports on the main deck have been filled and the remaining scuppers are small, assure the vessel has suitable freeing ports.
19. Display the documentation number on a fixed structural member of the vessel per federal regulations.
20. Display the HIN, which was apparently given by the state of Washington, on the starboard side of the transom per federal regulations.
21. Service and prove the anchor roller properly functional, it was seized and did not roll.
22. Address the damage to the welded bracket connectors between the external exhaust tubes.
23. Service and prove the engine room ventilation blower properly functional and assure that the engine room has sufficient ventilation or upgrade as necessary.
24. Determine the source of the exhaust leak from the main engine exhaust system, eliminate the leak, clean the soot from the exhaust blankets to allow detection of future leaks.
25. Replace the broken hanger for the main engine exhaust tube.
26. Service and eliminate the fuel leak at the hydraulic engine, remove leaked fuel to allow detection of any future weeps or leaks.
27. Service to eliminate the fuel leak at the main engine, remove leaked fuel to allow detection of any future weeps or leaks.
28. Service and prove the aft bilge pump functional, it did not energize with the float switch. Assure that the vessel has a suitable bilge pumping system, the bilge pumping system appeared minimal.
29. There is significant play at all four pins on both ends of the steering actuators, determine the significance and address appropriately.
30. Service and prove the tachometers for the main and hydraulic engines functional, none of them functioned properly.
31. The oil pressure gauge on the hydraulic engine was pegged, determine the significance and address appropriately.
32. The autopilot did not function properly and displayed an error message, "NOSP" or "NO5P". Service and prove the autopilot properly functional.
33. The port generator's oil pressure gauge was pegged, address appropriately.
34. There is significant vibration noted underway, including in the pilothouse. Determine the cause and address appropriately.
35. Address exposed light tubes and loose and exposed light fixtures throughout the vessel including in the engine room and lazarette.
36. There are several unlabeled circuit breakers forward in the engine room including two (below the fire pump circuit breaker) which tripped immediately when energized, determine the cause of this trip, address appropriately and label all circuit breakers.
37. The propane system is marginal - faulty. Secure the tanks and provide and install an electric solenoid valve and pressure gauge. Assure compliance with ABYC and NFPA recommendations. We encourage installation of an lp alarm.

SECONDARY

1. Assure the extending sonar is properly and accurately functional, it appeared to give different depth readings when extended and retracted.
2. The garbage disposal is seized, there are rust stains on and about it, address appropriately.
3. There is corrosion in the bilge and several places including in the engine room, in the shaft alleyway and in both aft cabins. There is heavy scale on the vertical forward of the port holding tank, remove scale, remove corrosion, inspect, service as necessary.
4. Remove the absorbent rags from the port engine room bilge to allow inspection in that area, inspect and address any deficiencies.
5. There was no stability book aboard, determine if one is necessary for the intended usage of the vessel and provide one. High speed turns revealed no obvious functional stability issues.
6. There is loose ballast including lead ingots and angle iron aft, remove or secure the loose ballast.
7. The "new" concrete ballast aft is cracking, address the cracking in the concrete as necessary.
8. The port aft companionway's upper hatch is stiff, service and prove it properly functional.
9. The portlights are foggy with or without their appliques, address as desired.
10. Address the water damage on the wood aft in the starboard cabin by the sole near the head, eliminate the cause, repair as necessary.
11. Address the corrosion on the forward radar antenna mount.
12. Assure that all loose planks on the aft deck are all properly secure.
13. The port light forward in the salon has a dog missing, address as desired or as necessary.
14. There are water stains below the forward portlight in the pilothouse, address cause and repair as necessary.
15. There is moisture on the wood below the helm console, eliminate the source and refinish as possible to allow detection of any future weeps or leaks.
16. There are openings between the main deck and the engine room, this is not ideal and it may be against applicable standards, depending on the standards or regulations that may apply to the intended usage of the vessel. We recommend sealing the engine room from the main deck / salon and compliance with regulations which may apply.
17. Address the corrosion about the base of the salon head, eliminate the cause.
18. The water from the water heater was warm but not hot, address appropriately. The vessel has two water heaters and it is unclear which water heater was used or if both are functional.
19. There is corrosion on the valve stem for the fire pump through hull, address appropriately.
20. There is an unused through hull adjacent to the fire pump through hull, with no valve on the handle. The valve was not tested. Test and prove it properly functional.
21. Trace the water supply hose from the shaft seal to its termination, address any deficiencies.
22. Service and prove the sump properly functional (starboard cabin bilge), it did not energize with the float switch.

23. Eliminate the apparent hydraulic fluid leak at or near the primary hydraulic pump, clean any fluid below the pump to allow detection of any future weeps or leaks.
24. There is extensive work in progress throughout the vessel, it is too large in scope to specify, it includes cosmetic and electrical work. Many of the deficiencies are specified under hull and structure and electrical system comments above. Address appropriately.
25. Finish the work in the pilothouse head and prove it properly functional and all components safely installed including electrical components.
26. The exterior hull side paint is in rough condition, there are numerous areas where the paint is failing and heavy rust and scale including on the rub rails and transom edges. There is staining on both sides forward which is different than other areas and may be related to the fuel tanks, determine the significance of all the corrosion, address corrosion as necessary, properly prepare and repaint to reduce future corrosion.
27. Service and eliminate the hydraulic fluid leak at the aft deck winch control valve.
28. Properly label all the deck fittings including fuel and water fill fittings.
29. Properly secure the anchor on the aft deck and we encourage making it ready for deployment. This includes connecting it to a suitable rode and connecting the rode to the vessel, or having a method to rapidly do so if needed.
29. Address issues with the shore power cords, they exhibit rust and there are no locking rings.
30. Fill the transom cutout as necessary for compliance with any regulatory body or as logically required by the intended area and use of the vessel.
31. There were salt crystals on a hose clamp for the shaft seal and the bellows exhibited deterioration, address appropriately.
32. Assure that all battery terminal connections are properly made with steel nuts and lock washers, comply with ABYC recommendations. Remove any wing nuts used at battery terminals.
33. Consult with a qualified technician regarding the suitability of both generators and the hydraulic engine sharing an exhaust tube and modify if / as suggested.
34. Assure that all hoses used in the hydraulic system are suitable for use in this application, replace the exhaust tubes which appears "wet" at the starboard forward engine room hydraulic tank.
35. Service and prove the hour meters for the main and hydraulic engines properly functional.
36. As the tachometers were inoperative, we could not determine the wide open throttle of the main or hydraulic engines, assure that they turn to their designed wide open throttle specifications or address appropriately.
37. There is an AC duplex outlet to starboard aft in the aft cabin, it has no faceplate and no power. Either return the outlet to use and provide a faceplate or eliminate the fixture.
38. Properly secure the outlet / light switch fixtures in the starboard cabin, they are loose.
39. The inverter control panel displayed the red fault light, had a flashing charger light and the digital display functioned intermittently, assure the inverter is properly functional or service as necessary.
40. Replace the wire nuts used at the sump pump in the starboard bilge and elsewhere if / as applicable. Comply with ABYC recommendations.
41. Eliminate the source of the fluid on the hose at the bottom of the port engine room hydraulic tank, remove fluid to allow detection of any future weeps or leaks.

42. The fuel sight tube is a clear plastic tube, keep the sight valve closed when not sighting fuel to eliminate the opportunity to leak a significant amount of fuel in the event of failure. Consider upgrading the plastic tube to a glass tube with a metal cage or similar type tube.
43. The starboard cabin head's water over flowed, eliminate this condition.
44. The plumbing is confusing, there are no plumbing or tank diagrams, consider tracing and preparing suitable diagrams and addressing deficiencies noted in the process.
45. The starboard holding tank is full, the vent hose has pinholes and was leaking, replace the vent hose and determine why the tank was full. Service any deficiencies.
46. There are dead end wires in several locations including port aft in the engine room and in the lazarette, assure that the wires are de-energized or remove the wires.
47. The waste discharge pump is inoperative, service and prove it properly functional.
48. The following components were not tested or inspected: starboard shore power inlet, TV / phone inlet, wood burning stove, any components on the hull bottom, both water heaters, boiler, fuel transfer and polishing system, all functions of entertainment devices and all functions of navigational electronics.

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.

Christian & Company, Marine Surveyors, Inc.



April 7, 2022

By: Mr. Kells Christian, Surveyor
S.A.M.S. – A.M.S. # 301



April 7, 2022

By: Mr. Kells Manthei, SAMS SA

Date