



NORCOAST MARINE SURVEYORS, INC.

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Condition /Valuation, Purchase & Damage Surveys • Consulting • Audiogauge & Moisture Testing



SURVEY# 1154293

DATE OF REPORT: 12/4/2015

VESSEL: F/V "ROMANCE"

This is to certify that the undersigned Surveyor, at the request of Mr. Dan Hickman, did attend aboard his fishing vessel "ROMANCE", Official No. 570435, on 2 December, 2015, while it was moored in the South Boat Harbor, in Petersburg, Alaska, for the purpose of determining its condition, its current fair market valuation, and its general suitability for intended service regarding insurance and finance. The date of this report is the effective date of valuation.

GENERAL DESCRIPTION

The "ROMANCE" is a commercial salmon troller of traditional design, based on the custom layout of an Ed Monk design by Earl Wakefield and associates. The Fiberglass Reinforced Plastic (FRP) hull is of panel-in-jig construction, and the decks and cabin are of wood construction with FRP exterior overlay. The decks have an additional Fir wood overlay. The foredeck is raised, dropping 12" to side decks, thence unbroken to aft of the main hatch, where the poop deck is raised 4". Bulwarks are 12" in height forward, 14" amidships, and are dropped to 6" at the stern. Presently, the dry fish hold is fitted with insulation and FRP lining on bulkheads and sides, with insulation installed between the deck beams. In the hatch coaming is an aluminum main hatch insert, which in turn is fitted with bags for slush icing 5- 6,000# of salmon. The vessel is of very good overall appearance and the design appears to accomplish a sea kindly and fuel efficient vessel.

VESSEL: F/V "ROMANCE"**Page 2 of 10****VESSEL LAYOUT**

Foremost below decks is a forepeak with a lower V-berth, an upper single single berth tom Starboard, and some cabinetry. There is a skylight hatch in the trunk cabin overhead. Up a few steps and through a bifold door it the steering station on a console, immediately aft a flush hatch in the sole for access to the engine room, to Port a helm seat atop a cabinet. Aft is an 8" drop in the cabin sole, to Port the galley cabinetry with double basin sink, oil range and counter space, aft a vertical locker / pantry. To Starboard is a sliding door to the side deck, aft a raised dinette that converts to a double berth with stowage in seat lockers, aft is the exhaust trunk and an enclosed head with marine toilet and shower.

Aft, through a wooden Dutch door, is the main deck, with the mast stepped abaft the house, aft a watertight hatch for access to the dry fish hold, aft the 5" wooden main hatch coaming, sided 5' with a 22" raised aluminum extension that is part of an aluminum insert tank fitted with slush bags. Aft is a manifold for washdown and fish bleeder piping, and here the deck is raised 4" to the poop deck, below which is a tank void and above the troll hayrack, aft is the troll cockpit, which drains inboard to a sump, and is open to a watertight void between stern tanks. Loose plywood covers are fitted to the pit. Aft is a small working area and the stern.

SURVEYOR'S NOTES

As the vessel was surveyed while afloat, no observation of the hull below waterline for overall condition, wear and tear or unrepaired damage could be made, and no opinion is offered. For the purpose of achieving a valuation only, and based on the viewable overall condition of the vessel, the underbody has been assumed to be in satisfactory condition for safe operation, and free of significant defects.

The vessel's engine was operated briefly in the slip for evaluation, and appears to be in satisfactory condition for normal use. It is an older vintage, heavy duty Cummins diesel, was reportedly overhauled in the mid 1990's and the hour meter shows less than 4,000 hours. No sea trial was performed. For a more complete evaluation of overall condition, a mechanical survey is recommended.

The vessel owner reports that during his ownership he has remodeled the deckhouse interior, reworked the lazarette arrangement, replumbed the slush tank, upgraded the hayrack and added the canopy, rebuilt the oil stove and many of the vessel's systems, renewed all of the vessel rigging, installed new batteries, and generally restored the vessel from a neglected state.

Upon compliance with starred (**) Recommendations, and assuming prudent use by the operator under reasonable sea and weather conditions for a vessel of this size, this vessel should then perform satisfactorily within its physical limitations for the intended use of commercial fishing service on the coastal and inland waters of Southeast Alaska.

For further observations, see the RECOMMENDATIONS.

This is a Limited Report of Survey. It sets forth the apparent condition of the vessel, including hull, machinery, equipment, fittings, and gear, to the best of the Surveyor's ability without removal of bulkheads, panelings, ceilings, or other portions of its structure, without the opening of its machinery or its auxiliaries for internal examination or their operation for performance study, and without the scaling of masts or rigging. It represents the Surveyor's honest and unbiased opinion, based on his opinions, experience, and work within the marine industry. The Surveyor accepts no responsibility for omissions based on information that has not been brought to his attention, nor for errors based on information not normally discoverable while acting with due diligence, nor for any conditions that may arise from said errors or omissions. In submitting this survey, it is understood by all parties concerned that this survey is not to be considered a guarantee of its accuracy, nor does it create any liability on the part of the Surveyor arising from the reliance on the information contained herein.

CONFIDENTIAL SURVEY REPORT

SURVEY # 1154293 **DATE OF REPORT** 12/4/2015
DATE OF SURVEY 12/2/2015
OWNER Mr. Dan Hickman
REQUESTED BY Owner
ADDRESS P. O. Box 108
Petersburg, AK 99833
LOCATION Afloat in South Boat Harbor, Petersburg,
Alaska
ATTENDING Owner and Surveyor

VESSEL F/V "ROMANCE"
TYPE Oil screw / Displacement / Commercial Fishing
BUILDER Earl Wakefield + Riddle, Perko and **YEAR** 1975**
Hurley, Renton, WA
SPEC. Custom Ed Monk designed FRP troller with
stepped chine, full iron keel, elliptical stern
** Documented year. Builder's year 1976
No Hull #
OFFICIAL NO. 570435 **L.O.A.** 42.0'
REG.L. 39.2' **BEAM** 12.5' **DRAFT** 5.5'
DEPTH 6.5' **GROSS** 23 **NET** 16
SERVICE Commercial Fishing
PRIMARY AREA Coastal Waters of S. E. Alaska
OF OPERATION

HULL STRUCTURE

MATERIAL Fiberglass Reinforced Plastic (FRP)
THICKNESS 1/2 to 1" solid FRP
FRAMING Transverse bulkheads
DECK TRUSSES/ BEAMS 1 1/2 and 3 1/2 X 3 1/2" wood, 16-20" on center
Cabin beams 1 1/2 X 3 1/2" 16" on center
DECKS Plywood with FRP exterior sheathe, and 1" Fir plank overlay
BULKHEADS Four, one watertight
FASTENED Molded
GUARDS 1 1/2 X 1 1/2" Ironbark upper
Doubled 1 X 4 1/2" UHMW plastic main guard
CEILING NA
STRINGERS Two engine, 4 X 12" molded FRP
CLAMPS NA
SHELF 1 1/2 X 6" wood deck shelf
OTHER Box steel keel acting as keel cooler
UHMW anchor aprons on bow
BULWARKS / FREEING PORTS FRP hull extensions with UHMW plastic caps,
12" height forward, 14" at side and main
decks, dropped to 6" aft of troll cockpit
7- 1 1/2 X 16" scuppers each side main deck
HOUSE Plywood with light exterior FRP overlay; wood windows and door. Interior with painted plywood interior, Melamine headliner, carpet & tile on sole

MAIN ENGINE(S)

MAKE CUMMINS
MODEL HR 165
Serial # not found
CYLINDERS 6 **HP** 165 **AGE** 1976
START 12V **RPM** 1800 **G.P.H.**
ASPIRATED Natural
VENTILATION Exhaust cowling
CONTROLS LEAR electric throttle and NAUD electric shift,
deckhouse and troll cockpit
COOLING Box keel cooler **EXHAUST** Dry stack
EXHAUST CLEAR OF WOODWORK? Adequate
ENGINE HRS 3,662.7 metered hours on MOH
OVERHAUL Reported 1990's major overhaul
BLOWERS NA
RED. GEAR TWIN DISC MG 509
RATIO 2.95:1 **CLUTCH** Hydraulic
ALARMS Oil Pressure and coolant temperature
ATTACHED UNITS LEECE NEVILLE 110 amp 12V alternator,
VICKERS 12 GPM hydraulic pump and JABSCO
washdown pump on electric clutches. Block
heater, RACOR 900 Series primary fuel filter
FIRE ARREST Auto- Halon
BILGE CONDITION Good

NAVIGATION EQUIPMENT

COMPASS SAURA 6" card

RADIO 1 ICOM IC-M126 DSC VHF
RADIO 2 COBRA 148 GTL CB
RADIO 3
RADIO 4
OTHER
FCC RADIO LICENSE
AIS
RADAR FURUNO Model 1800 24 mile CRT-type`

GPS / DELL Inspiron laptop computer with GARMIN
PLOTTER USB antenna, running COASTAL NAVIGATOR
navigation program
FATHOMETER FURUNO FCV 552 color video
SITEX Pro Fish III small LCD-type aft

AUTOPILOT COMNAV Model 1001 with #210 remote on
deck
WATCH ALARM WATCH ALARMS, INC.
NAVIGATION Approved
LIGHTS
SPOTLIGHT
OTHER SMOOTH TALKER cell phone booster
Chronometer
One windshield defogger fan

TANKS - FUEL AND WATER

FUEL Dsl #2 CAPACITY 1,000 Gal. MAT'L FRP
LOCATION 2 X 300 Gal. outboard engine
2 X 200 Gal. outboard in stern

LINES Neoprene hose VALVES at tanks
VENT LINES Hose, outboard
WATER CAPACITY 250 Gal. MAT'L FRP
LOCATION 1 X 200 Gal. beneath stern fuel tanks
1 X 50 Gal. in bow (used for toilet flush)
HOT WATER TANK SEAWARD 6 Gal. engine heated
LOCATION Port engine room
OTHER 20 Gal. steel hydraulic reservoir

LOCATION Forward engine room
HOLDING TANK 6 Gal. plastic
TANK MOUNTS Adequate

AUXILIARY ENGINE

MAKE
MODEL
CYLINDERS HP AGE
START RPM G.P.H.
ASPIRATED VENT.
CONTROLS
COOLING EXHAUST
EXHAUST CLEAR OF WOODWORK ?
ENGINE HRS OVERHAUL
ALARMS FIRE ARREST
USE

BATTERIES

NO.	SIZE	TYPE	LOCATION
4	4-D	12V Marine	Stbd engine room, house
2	4-D	12V Marine	Port engine room, start

TRAYS Wood
PROTECTED NO
DISCONNECT NONE (fitted with integrator - isolator)

ELECTRICS

WIRE TYPE Stranded copper VOLTAGE 12V
FUSED BLUE SEA 16-circuit integrated DC / AC marine
breaker panel with metering

FIXTURE TYPE Protected / unprotected
AC BLUE SEA integrated AC marine breaker panel for
CIRCUITS shore / inverter power, with main breaker and 6
branch circuits. Unlabeled rotary-type source
selector
BONDING None

HULL CONNECTIONS

VALVES 3/4" brz ball, engine room, not in use
1 1/2" brz ball, washdown; 1 1/2" brz gate, head; 1
1/2" stainless ball, tank inlet; 3/4" PVC, bilge outlet

PIPING Neoprene hose, some PVC pipe

STEERING AND SHAFTS

STEERING TYPE WAGNER hydraulic
STATIONS Deckhouse and troll cockpit, with remote control on deck
RUDDER Not inspected
TAILSHAFT 2 1/2" stainless steel
INTERMEDIATE SHAFT 2 1/2" stainless steel
INTERMEDIATE BEARINGS One babbit-type
STERN BEARING CUTLESS-type, not inspected
PROPELLER Not inspected
COUPLINGS Two rigid-type
OTHER
ZINC Not inspected
PROTECTION

FIRE FIGHTING EQUIPMENT

FIXED SYSTEM TYPE SEAFIRE Model G250 auto Halon

APPROVED For space served; no inspection tag

SPACES SERVED Engine compartment

SENSORS Integral	RELEASE Automatic
PORTABLE 1 5.0#	TYPE Dry Chem 2-A, 20-B:C
LOC Adjacent helm	TEST Tagged 2011
PORTABLE 2 5.0#	TYPE Dry Chem 2-A, 20-B:C
LOC Forepeak	TEST Tagged 2011
PORTABLE 3 5.0#	TYPE Dry Chem 2-A, 20-B:C
LOC Galley cabinet	TEST Tagged 2011
PORTABLE 4 2.5#	TYPE Dry Chem 1-A, 10-B:C
LOC Forepeak	TEST Tagged 2009
PORTABLE 5	TYPE
LOC	TEST
PORTABLE 6	TYPE
LOC	TEST
FIRE ALARMS	Above galley range and main engine STOVEGUARD stove shutoff device

REFRIGERATION

GALLEY NORCOLD under counter 120V
4.5 cu. ft. chest freezer on deck

OTHER

DECK MACHINERY & RIGGING

ANCHOR FORFJORD #12
RODE 40' 1/2" chain + 50' 3/8" chain + unknown amount
5/8" Samson braid line
WINDLASS KOLSTRAND enclosed aluminum drum
MASTS 5-4" step-tapered aluminum w/ two 2" pipe A-
Frame legs to cabintop and climbing rungs
HOIST /
WINCH
BOOMS 3" i.d. aluminum picking with manual topping lift
and vang
HOIST /
WINCH BLOOM 1000 Series hydraulic hoist
OTHER Deck hydraulics; spool valve abaft cabin for boom
hoist; valve for hold pump and troll gurdies
RIGGING Two 3/8" stainless cable aft mast shrouds
Two 3" i.d. aluminum trolling poles with triadic tip
stays, 2" pipe forward stifflegs, folding outriggers,
and two forward 3/16" stainless cable foreguys
Two 3" i.d. aluminum bow trolling poles. each with
two 3/16" stainless cable guys
1 1/4" aluminum pipe tripod radar pedestal
Two 2" aluminum pipe pin rails
Two medium stainless steel stabilizer vanes
OTHER 4-leg troll hayrack of 2 1/2" i.d. aluminum pipe,
center of aft deck with aluminum canopy,
telescoping davits, mounts for two 3-spool
HASBRA troll gurdies, gear box

PUMPS

MAKE RULE	TYPE Centrif.	DRIVE 12V
SIZE 1500 GPH	USE Engine bilge, auto	
MAKE RULE	TYPE Centrif	DRIVE 12V
SIZE 1500 GPH	USE Shaft alley bilge, auto	
MAKE RULE	TYPE Centrif	DRIVE 12V
SIZE 1500 GPH	USE Lazarette bilge	
MAKE JABSCO	TYPE Implr	DRIVE Hyd.
SIZE 1 1/2"	USE Hold fill and discharge	
MAKE JABSCO	TYPE Implr	DRIVE Enginebelt
SIZE 1 1/2"	USE Washdown	
MAKE FLOJET	TYPE Diaph	DRIVE 12V
SIZE 1/2"	USE Fresh water	
MAKE ITT / JABSCO	TYPE Implr	DRIVE 12V
SIZE 1 1/2"	USE toilet discharge	
MAKE	TYPE	DRIVE
SIZE	USE	
BILGE ALARMS	Engine room, tested OK	

STOVES AND VENTILATION

HEATERS

GALLEY STOVE DICKINSON Atlantic oil range

CABIN VENTILATION Doors, windows, forward hatch

HEAT SHIELD Adequate

FUEL From main tanks via autopulse pump

SAFETY EQUIPMENT

SKIFFS ACHILLES 9' inflatable with SUZUKI 2 HP outboard

E.P.I.R.B. ACR Model 2756 406 MHz, battery and static release expired

RAFTS TEST

HORN Portable air **BELL**

RAILINGS

JACKETS

SUITS One Jumbo adult with light + whistle

OTHER All required placards

LIFERINGS One with tether

FLARES Onshore kit to Nov. - Dec. 2014

SAFETY DEVICES EASILY ACCESSIBLE? As found

EQUIPMENT NOT OTHERWISE NOTED

MOBILE POWER non-marine 3500 Watt house inverter, hard wired

SAMLEX non-marine 600 Watt pure sine computer inverter

NEWMAR battery integrator

Automotive battery charger

APPARENT LEVEL OF CARE AND MAINTENANCE, AND VALUATION CONSIDERATIONS:

Overall, maintenance is found to be above average, with exception of soft wood in cabin sides and back, and lack of ventilation in fish hold leading to deterioration of underdeck wood. Low hours on engine since MOH. Renovated interior. Average electronics package. Good design and viable salmon troller in a newly readjusted vessel resale market.

UNDERSIGNED UTILIZES MARKET APPROACH, SALES ANALYSIS METHOD, AND ONE OR MORE OF THE FOLLOWING: COST APPROACH, WITH INA / MARTIN DEPRECIATION SCALES. APPRAISAL GUIDES SUCH AS BUC, ABOS, NADA AND POWERBOAT GUIDE, MARKET SEARCHES, COMPARABLE SALES, INTERNET LISTINGS, AND INTERNAL DATABASES. ALL VALUES ARE CALCULATED FOR THE CONDITION AND LOCATION OF THE VESSEL AT THE TIME OF SURVEY, WITH ALL LISTED ACCESSORIES. REPLACEMENT VALUES ARE BASED ON CLOSEST EQUIVALENT VESSEL OF SAME OR COMPARABLE NEW MANUFACTURE. UNDERSIGNED SUBSCRIBES TO THE UNIFORM STANDARDS OF PROFESSIONAL APPRAISAL PRACTICE. (USPAP)

OPINION OF VALUE OF VESSEL FOLLOWING RECOMMENDED REPAIRS	\$215,000.00
OPINION OF CURRENT FAIR MARKET VALUE OF VESSEL AS PRESENTLY EQUIPPED	\$175,000.00
OPINION OF CURRENT NEW REPLACEMENT COST OF VESSEL AS PRESENTLY EQUIPPED	\$665,000.00

This survey sets forth the apparent condition of the vessel, including hull, machinery, equipment, fittings and gear to the best of the Surveyor's ability without removal of bulkheads, panelings, ceilings or other portions of the structure and without the opening of machinery or auxiliaries for internal examinations or their operation for performance study. It represents the Surveyor's honest and unbiased opinion, but in submitting this survey it is understood by all parties concerned that this survey is not to be considered a guarantee of its accuracy, nor does it create any liability on the part of the Surveyor arising out of the reliance on information contained in this report.

SUBMITTED WITHOUT PREJUDICE



JAMES W. STEFFEN, A.M.S

VESSEL: F/V "ROMANCE"**Page 7 of 10****NOTES ON VALUATION**

The valuations made in this report are exclusive of expendable items, removable personal equipment, possessions, spare parts, stores, bunkers or other consumables. The effective date of the valuation corresponds to the issue date of this report.

There are three accepted approaches used in appraisal analysis:

- **COST APPROACH:** Based on the proposition that the informed purchaser would pay no more for an asset than the cost of producing a substitute new asset with the same utility as the subject asset. When the subject asset is not new, the current cost to replace it must be adjusted for all forms of depreciation as of the effective date of the appraisal.
- **INCOME APPROACH:** Considers the value of the asset in relation to the present worth of future benefits derived from its ownership, and is typically measured through the capitalization of a specific level of income. This is the least common approach used in the valuation of vessels since it is difficult to isolate income attributable to the asset alone.
- **COMPARABLE SALES APPROACH:** Also known as Market Approach. Involves the collection of market data pertaining to the subject asset being appraised. The primary intent of the market approach is to determine the desirability of the asset and recent sales or offerings of similar assets currently on the market in order to arrive at an indication of the most probable selling price for the asset being appraised. If the comparable sales are not exactly similar to the asset being appraised, adjustments must be made to bring them as closely in line as possible with the subject asset.

The undersigned has used a Market Approach, Sales analysis method for the appraisal of value. Market value is defined as:

"The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a) *Buyer and seller are typically motivated;*
- b) *Both parties are well informed or well advised, and acting in what they consider are their best interests;*
- c) *A reasonable time is allowed for exposure in the open market;*
- d) *Payment is made in terms of cash in United States dollars or in terms of financial arrangements comparable thereto; and,*
- e) *The price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale."*

-American Society of Appraisers, The Uniform Standards of Professional Appraisal Practice, 2015 edition-

This market approach for vessels makes use of appraisal guides such as BUC, ABOS, NADA and POWERBOAT GUIDE as appropriate for exact make and model or closest equivalent production vessels, as well as SOLDBOATS actual sales database, broker listings, and internal sales databases, all with appropriate adjustments for vessel age and condition, accessories, and location. Replacement values are based on closest comparable vessel of contemporary (new) manufacture.

CERTIFICATION OF REPORT

- The undersigned is an Accredited Marine Surveyor according to the requirements of the Society of Accredited Marine Surveyors (SAMS). He is an associate member of the American Society of Appraisers, conforming to the Uniform Standards of Professional Appraisal Practice (USPAP).
- The undersigned marine surveyor has personally inspected the subject vessel.
- The undersigned has no financial interest, or contemplated future interest, in the vessel appraised, nor does the surveyor have a personal interest or bias with respect to the parties involved. Fees charged for the appraisal are based on a standard fixed fee and are not contingent on the reporting of a predetermined value.
- The values set forth in this report are presented as the surveyor's considered opinion, and are based on the data, professional analysis, opinions, and conclusions set forth in this report.

This report is prepared for the exclusive use of the client whose name and address appear herein, and it is not transferable without the client's permission. The intended users of this report and appraisal are the client and those lenders and underwriters considering financing or insuring this vessel for this client only. This report by itself may not contain all the components necessary for a repurchase decision, and other potential buyers are specifically excluded as third party users.

VESSEL: F/V "ROMANCE"

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RECOMMENDATIONS

LEGAL REQUIREMENTS: These findings may constitute a violation of USCG or State regulations. They should be addressed before the vessel is next underway.

Effective October, 2015, all commercial fishing vessels operating more than 3 NM from the Territorial Baseline must have completed and passed a Coast Guard Dockside Exam.

As currently provided with an inflatable Buoyant Apparatus, this vessel may legally operate as a commercial fishing vessel to 12 miles from the Territorial Base Line with three or fewer persons aboard.

- **1. Renew expired flares in the signaling kit prior to continued vessel operations. Flares to be of type required for the area of operation. (46 CFR 28.145)
- **2. The 406 MHz EPIRB is to be updated with a new battery and static release. Fishing vessels 36' or more in length with negative buoyancy, and operating outside three miles from the Territorial Base Line must carry a Category 1 satellite EPIRB. (46 CFR 28.150, 46 CFR 25.26, 47 CFR 80.1061 (f))
- **3. The fixed engine room Halon (not required by Coast Guard) and the portable fire extinguishers are to be given the annual inspection and tagged accordingly. Because tank gauges are not an accurate indicator of liquid volume, fixed gaseous extinguishers must be weighed and tagged by a qualified service provider. (USCG Rule 37 Annex IV, ABYC A-4.6.3, & NFPA 302:10:9-1.1)
4. For compliance with Coast Guard Regulations for Commercial Fishing Vessels, a belt guard is to be installed on the belt drives at the front of the main engine. (46 CFR 28.215, ABYC P-4.5.5)

SAFETY REQUIREMENTS: These findings may constitute an endangerment to personnel and/or affect the vessel's safe and proper operating condition, according to current voluntary standards. They should be addressed before the vessel is next underway, or within the stated timeline.

- **5. For passenger safety, recommend installation of a combination smoke and Carbon Monoxide (CO) detector with audible alarm in the main accommodation space. (ABYC A-24.7.1 and NFPA 302, 12.3)
- **6. To prevent an accidental electrical shock when servicing the AC system, provide a warning label on the 120V source selector switch indicating that there is an inverter installed. ABYC E-31.8.6.1)

IMMEDIATE ATTENTION: These items should be corrected prior to continued vessel operation.

NONE

DIRECTED ATTENTION: These items should be corrected in the near future to help the vessel maintain its current value and safe and proper operating condition.

- **7. Exposed battery terminals are to be protected by vented boxes, insulated covers, or insulated terminal protectors and batteries are to be fitted with disconnect switches. (NFPA 302:7-3.4, 3.5, 3.6 and ABYC E9.9.10.c and E10.7.1-7.7.3)

RECOMMENDATIONS: These findings are descriptions of items noted that are of non-structural or cosmetic nature, or which fall under a longer timeline for repair. Corrections to these items will normally enhance the value of the vessel and/or preclude future deterioration of condition or value.

8. Repair minor fractures in the deck interface with the Port side deck scuppers to halt moisture infiltration in to the fish hold and fish hold insulation.
9. Install a pipe cap or plug on the unused $\frac{3}{4}$ " sea valve in the engine room.

WHEN THE STARRED (**) RECOMMENDATIONS ON THIS PAGE ARE CORRECTED, AND WHEN OPERATED BY A KNOWLEDGEABLE, CAPABLE AND PRUDENT SEAFARER, THIS VESSEL, AS CURRENTLY EQUIPPED, CAN BE CONSIDERED AN ACCEPTABLE PHYSICAL RISK FOR THE PURPOSES OF USE, SALE, INSURANCE, AND FINANCE, AND WELL SUITED FOR THE STATED INTENDED USE. RECOMMENDATIONS NOT SO NOTED DO NOT AT PRESENT SIGNIFICANTLY DETRACT FROM THE SUITABILITY OR SAFETY OF THE VESSEL, AND ARE TO BE SATISFIED WITHIN A REASONABLE PERIOD OF TIME, OR AS OTHERWISE NOTED.

RECOMMENDATIONS Continued...

10. The fish hold is not properly ventilated, and there is moderate deterioration of the deck beams and plywood sub deck taking place due to moisture infiltration. Moisture also noted in bulkhead and at deck edge to Starboard, forward of the cabin sliding door. Secure deck leaks by removing wood overlay and / or coating decks with nonskid sealant, repair soft wood, and provide hold ventilation as found necessary.

9. The plywood cabinsides are deteriorated, with dull to very dull wood beneath the FRP sheathe as follows:
 - Port side, forward trunk cabin, some areas beneath Port side cabin windows, and the cabinside aft of the windows including the aft wing of the cabin
 - A large area of the Starboard side of the cabin, particularly aft, including the aft wing
 - Approximately 50% of the back of the cabin is dull

Renew cabinsides within a reasonable period of time to limit collateral damage to the cabin framing and deck substrate. Source of leakage is likely deterioration of drop window pockets and leakage at fixed window frames. Repair these areas to prevent recurrence of damage.

10. Scale and paint iron engine room fuel tank outlets as found necessary.



