

 **CONFIDENTIAL**

**ISLAND MARINE SURVEYORS
P.O. BOX 144
SAND POINT, AK. 99661
(907) 383-3701 FAX: (907) 383-6099**

**CONDITION & VALUATION
REPORT OF VESSEL MARINE SURVEY**

FOR

**RICHARD J. WALSH
F/V CHESAPEAKE**

BY

**CAPTAIN DAVID O. OSTERBACK
MARINE SURVEYOR**

ISLAND MARINE SURVEYORS
P.O. BOX 144
SAND POINT, ALASKA 99661
(907) 383-3701 FAX (907) 383-6099

CONDITION & VALUATION MARINE SURVEY

FILE NO: 16-27

OWNER/ADDRESS: Richard J. Walsh
P.O. Box 1480
Petersburg, AK. 99833

VESSEL: F/V CHESAPEAKE **HOME PORT:** Petersburg, AK.

DOC NO: 613313 **ADFG NO:** 31031

DRY DOCKED: Port Moller, AK. **YEAR:** 2016

SERVICE: Commercial Fishing
Salmon Drift Gill Net

BUILDER: Chinook Marine **YEAR BUILT:** 1979
AREA: Port Townsend, WA.

HULL CONSTRUCTION: Molded Fiberglass

DOCUMENTATION: **Length Overall:** 46'.2" **Beam:** 14'.1" **Depth:** 6.0'
Gross: 26T **Net:** 20T

VESSEL SURVEY:
CABIN: **Location:** c/forward on deck
Entry: Teak Dutch door w/window in cuddy entry, p/aft
Windows: (10) around cabin, p/s/aft sliders

FO'C'SLE: **Location:** forpeak down (2) steps
Berths: (2) w/covered mattresses
Storage: floor, cabinet & lockers
Windows: porthole s/side
Interior Finish: tile, paneling, Teak trim, & tile on floor

MASTER STATEROOM: **Location:** s/forward & enclosed
Berths: (1) w/covered mattress
Scuttle Hatch: ceiling
Windows: (2) opening ports, 7 1/2x15 1/2
Interior Finish: paneling, Teak trim & carpet on floor

GALLEY: **Location:** cabin
Stove: Atlantic by Dickinson
Carburetor: Dickinson
Fuel lines: hose & copper to pulse pump & gravity flow tank w/valve,
at cabin deck.
Sink: double s/s w/pressurized H&C faucets & drainboard
Refrigerator: Norcold
Mess: galley table w/covered bench seats **Microwave:** Sharp Carousel
Storage: drawers, lockers & shelves throughout
Day Berth: w/covered mattress, p/side
Interior Finish: wood paneling, Teak trim & tile on floor

HEAD: **Location:** p/side forward & enclosed
Toilet: Bemis w/manual pump
Shower: aft head & enclosed w/H&C faucets
Window: porthole

F/V CHESAPEAKE 1.

Sink: single s/s w/pressurized H&C faucets w/vanity
Interior Finish: wood paneling, painted ceiling, Teak trim & painted gel coat floor

PILOT HOUSE:

Location: forward in cabin
Helm: 25" dia. s/s
Compass: 4" dia. Danforth Constellation
Engine Controls: Naud Electric clutch & throttle
Panels: engine & electrical instrument
Equipment: navigation & communication
Ship's Barometer: Boston Quartz
Helm Seat: custom upholstered helm seat on adjustable pedestal.
Ship's Clock: Boston Quartz

FLYING BRIDGE:

Location: forward cabin deck
Access: 1" dia. aluminum pipe, s/aft cabin deck
Weather Guard: Plexiglas around front
Helm: 24" dia. s/s
Engine Controls: Naud Electric clutch & throttle
Storage: forward console & under helm seat, p/s side
Freezer: GE 5.0 cu ft. (new)
Jog Stick: Wagner w/remote
Search Light: 8" dia. Rayline
Helm Seat: fiberglass bench

ENGINE ROOM:

Location: below cabin floor
Access: from floor hatches
Engine Make: Caterpillar 3208T
Fuel Manifold: ball valves
Horse Power: 320
After Cool: no
Engine Start: 12 volt
Alternator: 12 volt Prestolite 150 amp engine driven
Transmission: Twin Disc MG-507
Hydraulics: (2) Cessna direct drive variable, engine driven
Exhaust: dry, insulated & wrapped
Ventilation: naturally aspirated w/deck vents
Insulated: ½" foam, rubber lead
Auxiliary: Cessna hydraulic motor
KW: 12
Type Fuel: hydraulic
Fuel: diesel
Engine Hours: 9000 est (rebuilt 2007)
Turbo Charged: yes
Keel Cooled: Walter Spiral
Fuel Filter: dual 2040 Racors
Ratio: 2.95:1
Voltage: 120/240
Fuel Filter: spin-on

PUMPS:

Vessel Hydraulics: Cessna (2) 2.8 cu. In. piggy back
Bilge/Deck Washdown: 2" dia. Jabsco engine driven
Bilge: 12 volt Rule 2000 w/float switch, (2) engine compartment
Bilge: 12 volt Rule 1750 w/float switch, lazarette
Bilge: Rule Mate 500 w/float switch, fo'c'sle floor
Deck Bilge Pump: Whale Gusher
Stove: Walbro-Wep 12 pulse
Fresh Water: ITT Par Maxi
Steering: Capilano hydraulic 250v
Circulated Sea Water: 2" dia. hydraulic Pacer
Refrigerated Sea Water: Thermal Tec 7.5 Ton, w/PVC piping & valves
Condenser: Thermal Tec

BATTERIES:

Main Engine: (2) 12 volt 8D marine, p/side amidships,
Auxiliary/House: (2) 12 volt 8D marine, s/side amidships, Deep Cycle
Battery Switch: Guest Marine vapor proof, s/cabin locker
Charging System: 12 volt alternator, gas Honda generator 2000 watt & Freedom Marine Inverter, 2000W, 100 amp.

SEA CHESTS:

Condenser: 1 ½" brass w/valve, p/forward engine room
Toilet Supply: 1" dia. brass thru hull w/ball valve, p/forward floor compartment
Toilet Discharge: 1 ½" dia. brass thru hull w/ball valve, p/aft engine compartment

F/V CHESAPEAKE

STEERING: Type: hydraulic
Helm Pumps: Capilano
Plumbing: copper tube
Ram: single Capilano
Steering Stations: (3) pilothouse, flying bridge & p/side aft

FUEL TANKS: Material: aluminum/fiberglass #Tanks: 4 Quantity: 1060 gals. diesel
Filter: Racors Valve: ball Vent: atmosphere
Location: across stern & p/s amidships, aluminum replaced 2006

FRESH WATER TANKS: Material: s/s #Tanks: 2 Quantity: 300 gals. potable
Filter: strainer Valve: ball Vent: atmosphere
Location: c/aft amidships

HYDRAULIC TANK: Material: aluminum #Tanks: 1 Quantity: 30 gals. oil
Filter: spin-on Valve: gate Vent: atmosphere
Location: forward engine room

HOT WATER TANK: Make: Raritan Volt: 120 Quantity: 12 gals.
Location: s/side engine room

ELECTRICAL: Systems: 12/120/240 volt w/breakers, fuses, battery disconnect & isolation.
Wiring: marine grade, routed, tied & fastened
Panel: 12 volt by Harris Electric w/27 breakers, forward cabin
Panel: 12 volt engine instrument, forward cabin
Panel: 120 volt by Harris Electric w/11 breakers, forward cabin
Panel: 120 volt shore power panel by Harris Electric, forward/cabin
Panel: Sq. D breakers s/forward engine room
Panel: 12 volt w/9 Toggle switches, c/amidships cabin, alarm system
Switch Box: Square D s/forward engine room
Deck Lights: 12 volt Cabin Lights: 12 volt
Navigation Lights: 12 volt Engine Room Lights: 12 volt
Main Engine Start: 12 volt Window Wipers: 12 volt
Stove Fan: 12 volt Water Pump: 12 volt
Cabin Fan: 12 volt Bilge Pumps: 12 volt
Refrigerator/Freezer: 12/120 volt
Navigation & Communication Equipment: 12 volt

FIRE EXTINGUISHERS: Fo'e'sle: Kidde, 2.5 lbs. dry chemical for BC fires
Cabin: First Alert, 5 lbs. dry chemical for ABC fires, (2) General 5 lb. dry chemical for BC fires, & First Alert 2.5 lbs. dry chemical for ABC fires.
Engine Room: Seafire 10 lbs. Halon 1301 for electrical fires
Gauges: all are in the green.

ELECTRONICS: Radar: Furuno M/N: 1930 Range: 36 mile
Plotter/Radar: Furuno NavNet VX2 M/N: 1944C Range: 64 mile, w/C-map charts
GPS: Garmin M/N: GPS-128
GPS: Furuno M/N: GP-32
Plotter: Furuno NavNet M/N: LP-1000
Plotter: Sony Vaio Laptop w/Nobel Odyssey, VNS Max Pro & Rose Point (Coastal Explorer)
Auto Pilot: Wagner M/N: MK IV (remote flying bridge)
Jog Sticks: Wagner (flying bridge)
Rudder Angle Indicators: Hough (flying bridge)
Color Video Sounder: Furuno M/N: FCV-552
Digital Fathometer Flasher: Coastal Navigator M/N: DDS-99
Remote Fathometer Display: Furuno M/N: RD30 (flying bridge)
Video Sounder: Furuno M/N: FMV-601
Single Side Band: SEA M/N: 225 w/coupler
VHF: Standard Horizon, handheld M/N: HX-851
VHF: Standard Horizon (2) M/N: GX 2150 & GX 2100

CB: Cobra M/N: 140GTL
Land Mobile Radio: Midland
Two Meter: ICOM M/N: IC V8000
Weather Fax: Furuno M/N: FAX 108
RSW Temp: Control Products Inc.
AM Receiver: Yaesu M/N: FRG100
Laptop Computer: Sony Vaio 15.5"
VHF Handheld: Triton M/N: MP-100 1HX851
Cassette Player: Pioneer M/N: DEM33HD
TracPhone: Mitsubishi & Space Com antenna
Bridge Watch: RDI
AIS: Comar M/N: AIS-2-USB
GPS Texting: In Reach SE M/N: Delrine
Fish Hold Monitor: Hobo Data Logger
Weather Station: Davis

EMERGENCY EQUIPMENT:

Life Raft: Guardian, Solas B 8 person, expired 5/2017
Inflatable Rubber Raft: 8' Zodiac w/8hp gas Johnson
Survival Suits: (5) Imperial adult
Life Sling: w/lifting harness
EPIRB: McMurdo 401 GP-5, battery current to 6/2022 401
Life Ring: 36" dia. Jim Buoy w/60' line
Flares: current
First Aid Kit: Barry Lafferty Medical Pak
Alarms: high bilge (laz. & eng. Room) fire, hydraulic oil, high water temp, & low oil pressure on engine.
Fire Extinguishers: current & mounted
Navigation & Communication Equipment: mounted

ANCHOR GEAR:

Location: bow deck
Windlass: Delta hydraulic w/control
Anchor: Forfjord 100 lbs. galv. steel
Chain: 1/2" & 3/8" dia. galv. steel link, 10 fathoms
Line: 7/8" dia. braided Samson
Cathead: aluminum w/steel roller

DECK GEAR:

Bow Deck: anchor gear, cleats & bulwarks located here
Bow Bulwarks: 6 H Iron Bark w/cap
Walkway: 17"W p/s side cabin
Handrail: 3/4" dia. s/s trunk cabin & cabin
Aft Deck: 19'4"Lx13'W work area
Aft Bulwarks: 6"H fiberglass w/Iron Bark cap
Cleats: aluminum, p/s side
Scuppers: (4) p/s side to drain deck
Reel Slider: 2 1/2" dia. aluminum by Ballard Metal Fab.
Reel: 5x5 Quccensboro Marine Equipment, reel has aluminum frame for 8' hard bottom
 Zodiac w/Johnson 8 HP gas outboard.
Levelwind: aluminum hydraulic by Maritime Fabricators
Fairlead: 5' power roller by Kinematics
Exhaust Cowling: aluminum, c/aft cabin deck
Fuel Fillers: 2" dia. brass, p/s amidships & stern
Water Fillers: 2" dia. brass, p/s aft amidships
Thru Hull Fittings: (2) plastic (1) brass, s/side (3) plastic (1) brass p/side

RIGGING:

Location: aft deck
Mast: 4" dia. aluminum
"A"-Frame: 2 1/2" dia. aluminum
Antenna Cross Tree: 2" dia. aluminum
Hydraulic Controls: (3) banks, p/aft well deck
Stabilizers: 3" dia. aluminum w/fins

HATCHES:

Fish Hold: 39"Wx25"L p/s forward w/aluminum cover, 47"Lx25"W, p/s aft amidships w/aluminum cover.
Fish Hold: 32"Lx32"W, p/s aft aluminum, & 56"Lx52"W c/forward aluminum
Stuffing Box: c/forward fish hold-packs 18,000 lbs. (total hatches)
Scuttle Exit: 22"x22" c/trunk cabin
Engine Room: cabin floor
Lazarette: 26"x17" aluminum Baier

UNDERWATER FITTINGS:

Propeller: 30 RH 26 4-blade bronze plus spare
Rudder: fiberglass **Rudder Post:** 2" dia. s/s
Shoe: steel plate w/beaver tail
Tail Shaft: 2 1/2" dia. s/s
Stern Bearing: rubber cutlass
Keel Coolers: Walter's spiral, p/side & s/side
Transducers: (2) p/side & s/side, Sonar Trans., s/side
Bow Thruster: 12" dia. Keyport hydraulic
Bottom Condition: new zincs & bottom paint

USCG PLACARDS:

Posted: as required by USCG

VESSEL CONSTRUCTION:

Hull Bottom Plate: 1" Airex foam w/ 1/2" fiberglass
Hull Side Plate: 1" Airex foam w/ 3/8" fiberglass
Deck Frame: 2x4 & 4x4 fir
Deck Plate: 3/4" Marine plywood laminated w/fiberglass
Longitudinals: (2) sets bilge 4"Wx10"H & 4"Wx4"H fir laminated w/fiberglass
Bulkheads: (4) 3/4" Marine plywood laminated w/fiberglass
Fore & Aft Bulwarks: molded fiberglass w/Iron Bark cap
Cabin Frame: plywood & 2x3 fir
Cabin Plate: 5/16" fiberglass over plywood siding
Guards: upper are Iroka
Engine Bedding: 1/2" steel plate bolted to fir & fiberglass stringers

FINDINGS/RECOMMENDATIONS: None**GENERAL DESCRIPTION:**

This is a commercial fishing vessel that engages in salmon drift gillnet fishing. This vessel operates off the coast of the Alaska Peninsula, the Pacific Ocean and the Bering Sea.

This vessel has a raked stem, flared bow and a transom style stern. The hull, cabin and decks are constructed of molded fiberglass. This vessel is single screw with cabin forward. On the bow and forward are cathead with roller, anchor, chain, and line on a hydraulic anchor winch with a control valve. On each side of the forward deck there are cleats and chocks. Alongside each of the cabin is a walkway with bulwarks that provide access to the aft weather deck which go all the way around the stern. Aft of the main cabin is a mast with A-frame and the exhaust system. On the port and starboard side of the deck is an aluminum slider for the salmon reel and levelwind. Aft on the stern transom is a power roller and fairlead with storage below. Aft of the cabin are several hatch covers that access the cargo holds and in the stern are hatches that access the lazarette.

The cabin sits forward on deck with a flying bridge on top and a weather guard that goes around the front of it. The flying bridge is accessed by an aluminum ladder on the aft port side of the cabin and a hand railing around bridge. Here is helm, helm seat, engine controls, compass, rudder angle indicator and searchlight, stove stack, EPIRB, life raft and radio antennas. There is a forward console with storage below and additional storage in bench seat. Down and in the cabin up forward is the crew quarters or fo'c'sle with berths and some storage area. There is a scuttle hatch installed in the center of the trunk cabin and an access hatch to the engine room. An enclosed head with toilet, portable showerhead, locker and porthole is located here. The pilot house is located in the starboard forward section of the cabin. A helm, helm seat, engine controls, compass, jog stick, control panels, switches, and navigation and communication equipment are located here. The galley make up the largest portion of the cabin with oil fired heater, electric range, sinks with counters and lockers, galley table with bench seats that contain storage compartments and refrigerator/freezer. Below the galley floor and aft is the engine room with main engine on center. Also here are the hydraulics, reduction gear, and RSW system hydraulically driven off reduction gear, fuel system, and fresh water

system, charging system, batteries, bilge pumps and fire extinguisher. The engine room is well maintained and there is no electrolysis present due to a good grounding system. All valves and thru hull fittings are of brass below the water line and are in good working order.

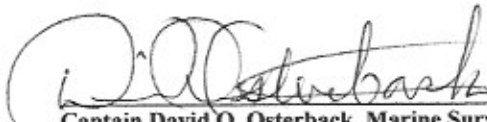
Vessel is seaworthy.

Vessel was surveyed without prejudice. Owner was present during the marine survey. This vessel is in excellent condition with minimal wear and tear, all surfaces on the exterior and the interior are in excellent condition. Engines, electronics and communication equipment were not put in service at time of survey; the surveyor was unable to see or inspect the following areas of the vessel, tanks and interior of tanks. All thru hull fittings were in good condition with working valves, engine hoses and belts were in good working condition.

VALUES: ESTIMATED FAIR MARKET: \$320,000.00
ESTIMATED REPLACEMENT VALUE: \$850,000.00

DATE: MAY 29, 2016

This survey sets forth the apparent condition of the vessel to the best of the surveyor's ability without removal of engine, bulkheads or other portions of the vessel. However in submitting this survey, it is understood by all parties concerned that this is not a guarantee of its accuracy, nor does it create any liability on the part of the surveyor or his employees arising from reliance on the survey.



Captain David O. Osterback, Marine Surveyor
Island Marine Surveyors

P=PORT S=STARBOARD
W=WITH C=CENTER
H&C=HOT & COLD
S/S=SSTAINLESS STEEL