

Kelly Marine Surveyors, Inc.

Marine Surveyor and Consultant

1990 134.5 foot Kvarner Fjellstrand aluminum catamaran passenger ferry

"Kommandoren"

Member of the "Society of Accredited Marine Surveyors(R)"

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Report of Marine Survey

Of The Vessel

"Kommandoren"

1990 134.5 foot Kvarner Fjellstrand aluminum catamaran passenger ferry

Conducted by
Captain Jim Kelly

Captain Jim Kelly Accredited Marine Surveyor

Quality Power and Sail
50 South Bryan Road
Dania Beach, Florida 33004

Mr. Roger Moore & Mr. Jeff Garcia

March 31, 2017

Member of the "Society of Accredited Marine Surveyors(R)"

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request by Quality Power and Sail of the 1990 134.5 foot Kvarner Fjellstrand 282 passenger fast ferry powered by twin Deutz MWM TDB 620 16 V Rolls Royce turbo-charged diesel engines the undersigned Marine Surveyor did attend onboard the said vessel on March 30th, 2017 where an "In-The-Water-Survey" was conducted at Seminole Marina located at 2208 Idlewild Road in Palm Beach Gardens, Florida. The ship's papers were on board and appeared to be in order. The IMO Number 8913239 was verified from the Ship's Document. The reason for the survey was to ascertain the physical condition and value of the vessel. AC and DC power was used to check operation of the electrical systems specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only.

Owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

NOTE: It is recommend and understood that all DIESEL/GAS engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

CONDUCT OF SURVEY:

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

The use of the word "appears" is intended to indicate that a close or complete inspection was not possible or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

Use of asterisks * in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

Note:

An engine surveyor was on board during the hull survey and performed a separate survey on the vessel's propulsion system. Questions about the condition of this system should be addressed to that survey.

I. INTRODUCTION

VESSEL DESCRIPTION

This vessel is a 1990 134.5 foot catamaran upper and lower passenger ferry vessel powered by twin Deutz MWM TBD 620 16 V 2,682 horsepower 16 cylinder turbo-charged diesel engines driving port and starboard Rolls Royce jet propulsion.

Vessel is operated from the pilothouse with Rolls Royce jet drive propulsion controls.

The pilothouse has an electrical adjustable helm chair and port and starboard electrical adjustable copilot chairs.

Vessel is constructed of 7/16 inch thick electrical welded aluminum plated hulls, decks and cabin superstructure.

The vessel has a seating capacity for 282 passengers in upper deck level cabin and lower deck level cabin arrangement.

Passenger chairs are passenger airline type chairs with blue fabric cloth/vinyl cushions.

Vessel is equipped with upper and lower deck level snack bars and a small hospital facility.

Vessel is fitted with forty (40) large tempered safety glass viewing windows in upper deck level passenger cabin and lower deck level passenger cabin.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER:	KF-90134-17
SURVEY PREPARED FOR:	Quality Power and Sail 50 South Bryan Road Dania, Florida
<hr/>	
NAME OF VESSEL:	"Kommandoren"
TYPE OF SURVEY:	Condition Valuation Survey
OVERALL VESSEL RATING:	"Average condition".
ESTIMATED MARKET VALUE:	\$1,050,000
YEAR/MAKE/MODEL OF VESSEL:	1990/Kvarner Fjellstrand/282 passenger jet drive ferry vessel.
BUILDER:	Kvarner Fjellstrand.
YEAR BUILT:	1990
MODEL YEAR:	1990
MAKE OF VESSEL:	Kvarner Fjellstrand
MODEL OF VESSEL:	282 passenger jet drive ferry vessel.
HULL IDENTIFICATION NUMBER (HIN):	IMO Number: 8913239
HOME PORT:	Republic of Panama Panama City, Panama
HAILING PORT:	Palm Beach Garden, Florida
OFFICIAL NUMBER:	IMO Number : 8913239.
PLACE OF SURVEY:	Seminole Marina 2208 Idlewild Road Palm Beach Garden, Florida
DATE/TIME OF SURVEY:	March 30, 2017
HULL MATERIAL:	Light craft R 25 electrical welded aluminum plating.
HULL TYPE:	Catamaran
LENGTH OVER ALL (L.O.A.):	134.5 feet

II. GENERAL INFORMATION

BEAM:	32 feet 9 inches
DRAFT:	5 feet 2 inches
GROSS TONS:	478 gross tons.
NET TONS:	152 net tons.
PROPULSION SYSTEM:	Twin DEUTZ MWM TBD 620 16V 2,682 horsepower 16-cylinder turbo charged diesel engines. Serviceable condition.
FUEL TYPE:	Diesel fuel
FUEL CAPACITY:	Two (2) steel diesel fuel tanks with a total fuel capacity of 3,699 gallons.
AC POWER:	115 V.A.C./230 V.A.C. 50 hertz ship's power.
DC POWER:	12 V.D.C. and 24 V.D.C.
FRESH WATER CAPACITY:	Two (2) aluminum potable water tanks with a total capacity of 456 gallons.
INTENDED CRUISING AREA:	Florida waters and Bahama Island waters.
INTENDED USE:	Passenger ferry vessel.

II. GENERAL INFORMATION

DEFINITION OF TERMS:

The terms and words used in this report have the following meanings as used in this Report of survey:

APPEARS:

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor(e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests).

FIT FOR INTENDED USE:

Use which is intended by Survey Purchaser(present or prospective owner).

SERVICEABLE: ADEQUATE:

Sufficient for a specific requirement.

POWERS UP:

Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

Nearly new, with only minor cosmetic or structural discrepancies noted.

FAIR CONDITION:

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

POOR CONDITION:

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

USE OF *:

Use of * in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" section pertaining to the * item.

II. GENERAL INFORMATION

DEFINITION OF TERMS: *(continued)*

Asterisks * in this General Information section refers to the source of such information as follows:

- * Per Manufacturer's Specifications
- **Refer to Summary and Valuation Section
- *** Per USCG Documentation
- **** Per Buc Book

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

MATERIAL:

Electrical welded aluminum plating.

EXTERIOR HULL:

Hull painted blue with white painted cabin superstructure.

BULKHEADS:

Electric welded 7/16 inch thick aluminum plating.

STRINGERS:

The port and starboard hulls longitudinal strength are enhanced by aluminum stringers.

STEM:

Port and starboard sharply raked bow stems.

TRANSOM:

Port and starboard square transoms.

BILGE:

Port and starboard hull deep (below decks) bilge areas provides the area for most boat systems and tankage.

CHAIN LOCKER (DRAINAGE):

The chain locker is below the bow deck accessed through the bow deck hatch.

LIMBER HOLES:

Limber holes are of adequate size and clear where sighted.

FRAMES (RIBS):

Port and starboard hulls frames (ribs) are electric welded aluminum frames.

DECK CONSTRUCTION

TYPE:

Vessel's upper level and lower main decks are electrical welded 7/16 inch aluminum plating. Serviceable condition.

MATERIAL:

Aluminum plating.

DECK FITTINGS

STANCHIONS:

Tubular aluminum stanchions and hand rails.

BOW PULPIT (BOW RAIL):

Aluminum stanchions and safety rails at strategic locations.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

DECK FITTINGS (*continued*)

CHOCKS AND CLEATS:

Two (2) port and two (2) starboard aft deck aluminum bollard type cleats, two (2) port and two (2) starboard aluminum bow deck cleats, and port and starboard aluminum horn cleats at midships.

WINDLASS/GIPSY:

Vessel is equipped with bow deck hydraulic anchor chain windlass. Serviceable condition.

HAWSE PIPES:

Aluminum anchor chute with roller assembly.

DAVITS:

Hydraulic davit on port side upper deck for launching and retrieving vessel's launch.

SUPERSTRUCTURE

MATERIAL:

Vessel's cabin superstructure is electrical welded aluminum plating.

WINDOWS/PORTS/DOORS:

Port and starboard upper deck level and lower main deck level passenger seating areas have tempered tinted safety glass viewing windows. The lower passenger cabin has port and starboard aluminum boarding doors located approximately midships.

BRIDGE DECK

MATERIAL:

The pilothouse is located on the upper deck level.

SEATS:

Vessel's upper and lower deck level cabins have seating for 282 passengers. Seats are of the passenger type fabric cloth and vinyl aircraft seats.

WINDSHIELD:

Tempered tinted safety glass windshield panels.

SAFETY RAIL SYSTEM:

Aluminum tubular rails and stanchions around the perimeter of lower bow deck and lower aft deck. There are aluminum tubular safety rails and stanchions around the perimeter of upper aft deck.

ADDITIONAL EQUIPMENT AND ACCESSORIES

DINGHY/TENDERS:

Vessel is equipped with a 14 foot fiberglass tender powered with a Mariner 60 horsepower gasoline outboard engine.

DOCK LINES:

Adequate 2 inch diameter nylon docking lines.

III. SYSTEMS

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

STORAGE AREAS:

Plentiful storage for luggage and suite cases on upper and lower deck levels.

HEADLINERS:

Fabric cloth headline in upper and lower level passenger seating areas.

FABRIC AND CUSHIONS:

Blue fabric cloth and vinyl cushioned passenger aircraft type seating with reclining headrest.

FLOOR AND WINDOW COVERINGS:

Blue carpet upper level and lower level passenger interior decks.

HEADS:

Eight (8) head facilities.

LIGHT FIXTURES:

12 volt cabin lighting.

GALLEY

LOCATION:

Upper and lower decks are equipped with snack bars for hamburgers and assorted small snacks. and cold drinks.

SINKS:

Snack bar has stainless steel countertops and stainless steel sink.

PROPULSION

MAIN ENGINES

TYPE:

Port and starboard turbo-charged diesel engines. Serviceable condition.

MANUFACTURER:

Twin Deutz WMW TDB 620 16V turbo-charged diesel engines.

HORSE POWER:

2,682 horsepower turbo-charged diesel engines.

NUMBER OF CYLINDERS:

16 cylinders.

INDICATED HOURS:

Port engine hours: 3,200 hours. Starboard engine hours: 3,000 hours.

THROTTLE CONTROLS:

Rolls Royce engine throttles and hydraulic steering controls.

ENGINE MOUNTS AND BED:

Main engine beds are heavy aluminum longitudinal stringers inboard and outboard.

III. SYSTEMS

PROPULSION

MAIN ENGINES *(continued)*

BILGE BLOWERS:

115 V.A.C./230 V.A.C. engine room extractors. Serviceable condition.

EXHAUST SYSTEM:

Port and starboard engine raw water cooled exhaust.

LUBE TRANSFER:

Lubrication transfer system.

FUEL TRANSFER (PUMPS):

Fuel tank manifolds with ball valves.

COOLING SYSTEM

TYPE:

Port and starboard main engines are fresh water cooled enclosed system with reservoir cooled by heat exchangers. Serviceable condition.

RAW WATER STRAINERS:

Bronze alloy sea strainers with sight glasses. Appears serviceable.

COOLANT LEVEL:

Normal level observed.

HOSES AND CLAMPS:

Double clamped where sighted. Appears serviceable.

BELTS AND PULLEYS:

Belts condition appears serviceable.

SEACOCKS AND STRAINERS:

Raw water intakes as well as all thru-hulls connected to shut on/off valves are bronze alloy ball valves. Where sighted appeared serviceable.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

MATERIAL:

Port and starboard electrical welded steel diesel fuel tanks. Serviceable condition.

NUMBER OF TANKS:

Two (2) fuel tanks.

TANKS CAPACITY:

Port and starboard fuel tanks have a total capacity of 3,699 gallons.

SECURED:

Electrically welded to port and starboard hulls.

III. SYSTEMS

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM *(continued)*

LOCATION:

Port and starboard hulls aft of midship.

FILL PIPE LOCATIONS:

Port and starboard aft of midship and aft deck.

FILL PIPE MATERIAL:

Type B-1 U.S.C.G. approved hoses. Appears serviceable.

FILL PIPE FITTINGS:

Fill deck fitting clearly marked as to fuel type: Diesel.

HOSE CONNECTIONS, CLAMPS:

Double clamped where sighted Appears serviceable.

FUEL LINES AND FITTINGS:

Both supply and return are copper lines with copper alloy fittings.

VENT LOCATION:

Fuel tank vents are located port and starboard hull's outboard topsides below fuel fills.

SHUT-OFF VALVE:

Ball valves at tanks, filters, and the central manifold system. Appeared serviceable. Also I recommend that there be a sketch of the system in ships papers.

FUEL FILTERS:

port and starboard engines have triple remote mounted Racor filters/water separators and engine mounted spin on/off type.

FILTER/FUEL CONDITION:

Appears serviceable.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:

12 V.D.C. and 24 V.D.C.

BATTERIES:

There are ten (10) new 12 volt Group 31 lead-acid batteries stored inside of battery compartments located in port and starboard engine rooms. These batteries are for port and starboard main engine 24 volt cranking and for port and starboard generator engine cranking. Batteries are new. There are eight (8) 12 volt 8-D lead acid batteries inside of the pilothouse. These batteries are for powering up navigation and communication electronics. and for ship's service.

MAIN BATTERY SWITCHES:

Five (5) battery banks.

III. SYSTEMS

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM) *(continued)*

PANEL:

The main distribution circuit breaker panels are located inside of the aft electrical room on the main deck fitted with designated circuit breaker switches, voltmeters and ampmeters, and hertz meters.

TYPE CONNECTORS:

Round captive lug connectors. Condition: Appeared serviceable.

ROUTING/SUPPORT:

Well supported and secured where sighted.

CHARGING SYSTEM (BATTERY CHARGER):

12 volt and 24 volt automatic battery chargers. Serviceable condition. Located inside port and starboard engine rooms and inside of the pilothouse.

CHARGING SYSTEM (ALTERNATOR):

Port and starboard main engines are equipped with 24 volt belt driven alternators mounted on port and starboard generator engines. Serviceable condition. Port and starboard generator engines are equipped with 12 volt belt driven alternators mounted on generator engines. Serviceable condition.

GENERATORS AND INVERTERS

TYPE:

Port and starboard diesel driven generators. Serviceable condition.

MANUFACTURER:

Port and starboard Avco Aifo diesel powered generators.

FUEL TYPE:

Diesel fuel.

KILOWATT RATING:

Port and starboard 200 K.W. diesel powered generators.

VOLTAGE RATING:

115 V.A.C. 230 V.A.C,

NUMBER OF CYLINDERS:

6 cylinders.

LOCATION:

Port and starboard aft engine rooms.

FLUID LEVELS:

Coolant normal. Oil normal. Surveyor recommends that all fluids be renewed according to the manufactures recommended specifications..

COOLING SYSTEM:

Closed coolant and raw water exhaust type.

III. SYSTEMS

ELECTRICAL SYSTEMS

GENERATORS AND INVERTERS (*continued*)

FUEL SUPPLY:

Diesel fuel.

FUEL FILTER:

Remote Racor 500 MA fuel filters/water separators and engine mount spin on/off type fuel filters.

LUBRICATION SYSTEM:

Engine mounted mechanical oil pump with spin on/off type filter.

EXHAUST SYSTEM:

Aqua lift type FRP (fiber reinforced plastic) double clamped where sighted. Appears serviceable.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS:

Two (2) aluminum potable water tanks.

CAPACITY:

Port and starboard hulls have electrical welded aluminum potable water tanks with a capacity of 178 gallons each.

ACCESS:

Access to tanks and valves appears adequate.

LOCATION:

Port and starboard hulls forward of midship.

INSPECTION/CLEANING ACCESS:

Serviceable.

MATERIAL:

Electrical welded aluminum water tanks. Serviceable condition.

FILL PIPE LOCATION:

Port and starboard outboard hulls forward of midships.

VENT PIPE LOCATION:

Port and starboard topsides below water fills.

PUMPS:

Two (2) 115 V.A.C. 230 V.A.C. potable water pumps. Serviceable condition.

FRESH WATER SYSTEM (HOT WATER SYSTEM)

TYPE:

Aluminum hot water tanks.

III. SYSTEMS

FRESH WATER SYSTEM

FRESH WATER SYSTEM (HOT WATER SYSTEM) *(continued)*

MANUFACTURER:

Custom built.

CAPACITY:

Two (2) 30 gallon capacity each hot water tank.

PRESSURE RELIEF VALVE:

Copper pressure relief valve built into hot water tanks

SANITATION

SANITATION (BLACK WATER)

MANUFACTURER:

Household type toilets.

MANUAL OR ELECTRIC TYPE:

Pressure flush toilets.

NUMBER OF HEADS:

Five(5) head facilities with toilets and vanity with sinks.

LOCATION OF HEADS:

Adjacent to upper and lower deck levels passenger seating cabins.

STEERING SYSTEM

STEERING SYSTEM

TYPE:

Hydraulic controlled steering.

MANUFACTURER:

Rolls Royce jet drive propulsion.

NUMBER OF STATIONS:

One (1) steering station.

LOCATIONS:

Pilothouse.

LINES AND FITTINGS:

Reinforced flexible hoses with metallic fittings. Appears serviceable.

GROUND TACKLE

GROUND TACKLE

ANCHORS:

Danfirth type 300 kg galvanized steel anchor.

III. SYSTEMS

GROUND TACKLE

GROUND TACKLE (*continued*)

CHAIN:

27 meters of 10 mm diameter galvanized steel anchor chain..

WINDLASS:

115 V.A.C./230 V.A.C. anchor chain windlass.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF:

One (1) Sailor model RTU722 VHF radio . One (1) Shipmate R* 4000 VHF radio. One (1) Jotron VHF transceiver. Two (2) Entail hand held VHF radios. One (1) GMDSS radio.

RADAR:

Racal Decca radar.

GPS:

GPS chart plotter.

CHART PLOTTER:

Vessel is equipped with a Furuno Nav Tex weather chart.

AUTOHELM:

Robertson AP 9 automatic pilot.

COMPASSES:

Bergen 6 inch magnetic steering compass.

BAROMETER:

Located in the pilothouse.

NAVIGATION COMPUTER:

Vessel is equipped with a navigation computer.

THRU-HULLS

THRU-HULLS:

THRU-HULLS LIST:

Aluminum thru-hull fittings with sea strainers with sight gauges and ball valves.

LOCATION:

Port and starboard engine rooms.

MATERIAL:

Aluminum ball valves.

TYPE:

Ball valves.

III. SYSTEMS

THRU-HULLS

THRU-HULLS: *(continued)*

- BONDED:
zbonded where sighted. Appears serviceable.
- CONDITION:
Appeared serviceable.
- OPERABLE:
Operable.

BONDING SYSTEM

BONDING SYSTEM

- MAIN BONDING CONDUCTOR:
The bonding system is well established where sighted. The bonding system is using individual green insulated wire and appeared to be serviceable were sighted.
- THRU-HULL FITTINGS:
The thru-hull fittings as well as all sighted underwater fittings are bonded.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

- NUMBER AND TYPE OF PFD'S:
Three hundred and ten (310) Type I U. S. Coast Guard Personal Floatation Devices (PFDs).
- NUMBER OF THROWABLE PFD'S:
Three (3) throwable 36 inch Jim Buoy life ring buoys fitted with strobe lights. Two (2) throwable 36 inch Jim Buoy life rings fitted with lights and whistles.
- FIRE EXTINGUISHERS:
Six (6) hand held dry chemical Class A, B, and C fire extinguishers. Recently inspected and serviced by a certified fire extinguisher service facility.
- VISUAL DISTRESS SIGNALS:
Fifteen (15) hand held day/night flares. Visual Distress Signals (VSDs) and hand held day and night flares. Out of date.
- SOUND DEVICES:
Trumpet air signal horn.
- FLAME ARRESTORS:
U. S. Coast Guard approved fuel tank vent flame arrestors fitted on port and starboard fuel tank vents.
- POWER EXHAUST BLOWERS:
Port and starboard engine room's 115 V.A.C./230 V.A.C. engine room extractors.

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD) *(continued)*

NAVIGATION LIGHTS:

Sidelights are operable. Mast head light is operable. Stern light is operable. Anchor light is operable.

INLAND NAVIGATION RULE BOOK (12M-39'4" OR LONGER):

Vessel has International and Inland rule of the road books aboard.

"NO OIL DISCHARGE" PLAQUE:

Found properly displayed in engine rooms.

TRASH DISPOSAL PLACARD:

Found properly displayed in upper and lower level passenger seat cabins.

AUXILIARY SAFETY EQUIPMENT

LIFE RAFT:

Eight (8) 25 person canister survival rafts. (See Findings and Recommendations).

E.P.I.R.B.:

Two (2) Jotron E.P.I.R.B.S are aboard vessel. Replace the E.P.I.R.B. batteries and new owner's of vessel needs to reregister E.P.I.R.B.S with N.O.A.A..

FIRE ALARMS:

Vessel is equipped with a fire alarm control panel which is located in the pilothouse.

BILGE WATER ALARM AND SAFETY SWITCHES:

Bilge high water alarms are located in the port and starboard hull's aft engine room bilges.

FIXED FIRE EXTINGUISHING SYSTEM (HALON TYPE):

Halon 1301 fire suppression systems located inside the port and starboard engine rooms. Recently serviced.

SEARCH LIGHT:

Vessel is equipped with a searchlight.

FIRST AID KIT:

Vessel has a small onboard hospital equipped with a first aid equipment.

MAN OVERBOARD SYSTEM:

Vessel is equipped with a six (6) person fiberglass tender powered by a Yamaha 40 horsepower gasoline outboard engine.

BILGE PUMPS

LIST:

Vessel is equipped with fourteen (14) submersible bilge pumps with automatic float switches located in the port and starboard engine room's watertight bilge compartments. Serviceable condition.

III. SYSTEMS

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

STRAINERS/SCOOPS/SCREENS:

Main engine pickup strainers are external aluminum slotted type.

IV. FINDINGS AND RECOMMENDATIONS

IV. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under "**SAFETY**" should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition. *Findings may also be in violation of U.S.C.G. regulations.*

Deficiencies noted under "**OTHER DEFICIENCIES**" should be corrected in the near future so as to maintain standards and to help the vessel to retain it's value.

Deficiencies will be listed under the appropriate heading:

*A. SAFETY DEFICIENCIES:

*A1- Visual Distress signals are out of date. It is recommended equipping vessel with new Visual Distress Signals (VSDs)

*A2- Thirty-five (35) of the Personal Floatation Devices are in bad condition (torn or rotted). It is recommended equipping vessel with thirty-five (35) new Personal Floatation Devices (PFDs)

*A3- It is recommended having the eight (8) 25 person canister survival rafts inspected and serviced by a certified survival raft inspection facility.

*A4- it is recommended having the 406 Mhz satellite E.P.I.R.B. inspected and serviced by an authorized E.P.I.R.B. inspection facility. New owners need to reregister E.P.I.R.B. in their name with contact information.

*B- OTHER DEFICIENCIES NEEDING ATTENTION:

*B1- It is recommended engaging an aluminum welder to repair the ripped aluminum port side rub rail located approximately 40 feet from the port hull's bow stem.

*B2- It is recommended engaging a boat cleaning crew to clean vessel's cabin upper deck level and lower main deck level interior and sanitize the ladies and men's head facilities.

*B3- It is recommended having vessel dry-docked to have vessel's bottom wetted surfaces pressure washed, scrapped to remove crustacean life, and sand smooth. Apply two (2) applications of primer and two (2) applications of anti-foul bottom paint.

*B4- It is recommended having port and starboard main engines and port and starboard generator engines completely serviced. Change lube oil, lube oil filters, Racor fuel filters/water separators elements, and change secondary fuel filters.

*B5- It is recommended having the cabins carpet on upper deck level and cabins lower main deck level replaced with new carpet.

*B6- It is recommended opening up all sea strainers for cleaning and removing crustacean growth

IV. FINDINGS AND RECOMMENDATIONS

and cleaning and lubricating the ball valves.

*C. SURVEYORS NOTES AND OBSERVATIONS:

*Note: It is the opinion of the undersigned Marine Surveyor that said vessel is a "Good Financial and Insurance Risk".

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION** After a the survey has been completed and the findings have been organized in a logical manner.

The grading of condition, developed by **BUC RESEARCH**, and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the **BUC USED BOAT PRICE GUIDE**, for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted marine grading system of condition:

"EXCELLENT (BRISTOL) CONDITION", is a vessel that is maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

"ABOVE AVERAGE CONDITION", has had above average care and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION", ready for sale requiring no additional work and normally equipped for her size.

"FAIR CONDITION", requires usual maintenance to prepare for sale.

"POOR CONDITION", substantial yard work required and devoid of extras.

"RESTORABLE CONDITION", enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** section of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is

OVERALL VESSEL RATING:

"Average Condition".

V. SUMMARY AND VALUATION

STATEMENT OF VALUATION:

1. The "**FAIR MARKET VALUE**" is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, 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 each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.
- f. It is your surveyor's opinion that the "**FAIR MARKET VALUE**" of the subject vessel is:

\$1,050,000

One Million Fifty Thousand Dollars

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey by Quality Power and Sail of the 1990 134 foot Kvarner Fjellstrand 282 passenger aluminum catamaran passenger jet ferry vessel for the purpose of evaluating its present condition and estimating its Fair Market Value, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on March 30th, 2017 and was found to be a well constructed and comfortable vessel. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies list should be attended to in a timely fashion.

SURVEYOR'S CERTIFICATION:

I certify that, to the best of my 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 personal, unbiased professional analyses, opinions, and conclusions.

I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.

I have made a personal inspection of the vessel that is the subject of this report.

This report is submitted without prejudice and for the benefit of whom it may concern.

ATTENDING SURVEYOR: _____