



**United States of America
Department of Homeland Security
United States Coast Guard**

Certification Date: 24 Nov 2020

Expiration Date: 24 Nov 2025

Certificate of Inspection

For ships on international voyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation V/14, for a SAFE MANNING DOCUMENT.

Vessel Name	Official Number	IMO Number	Call Sign	Service
REECE EAGLE	1107892	9068160	WDJ8810	Towing Vessel

Hailing Port	Hull Material	Horsepower	Propulsion
KETCHIKAN, AK	Steel	2000	Diesel Reduction
UNITED STATES			

Place Built	Delivery Date	Keel Laid Date	Gross Tons	Net Tons	DWT	Length
MARINETTE, WI	01Apr1965		R-147	R-100		R-102.7
UNITED STATES			I-240	I-72		I-102.7

Owner	Operator
MOORE'S METAL RECYCLING LLC 414 BAYVIEW AVEPO BOX 921315 DUTCH HARBOR, AK 99692 UNITED STATES	MOORE'S METAL RECYCLING LLC 414 BAYVIEW AVEPO BOX 921315 DUTCH HARBOR, AK 99692 UNITED STATES

This vessel must be manned with the following licensed and unlicensed Personnel. Included in which there must be 0 Certified Lifeboatmen, 0 Certified Tankermen, 0 HSC Type Rating, and 0 GMDSS Operators.

1 Masters	1 Licensed Mates	0 Chief Engineers	0 Oilers
0 Chief Mates	0 First Class Pilots	0 First Assistant Engineers	
0 Second Mates	0 Radio Officers	0 Second Assistant Engineers	
0 Third Mates	1 Able Seamen	0 Third Assistant Engineers	
0 Master First Class Pilot	1 Ordinary Seamen	0 Licensed Engineers	
0 Mate First Class Pilots	0 Deckhands	0 Qualified Member Engineer	

In addition, this vessel may carry 0 Passengers, 0 Other Persons in crew, 2 Persons in addition to crew, and no Others. Total Persons allowed: 6

Route Permitted And Conditions Of Operation:
---Oceans---
 ---Not on an international voyage and not on a voyage exceeding 600 NM---
 During operations of 12 hours or less in any 24 hour period on a domestic voyage of less than 600 NM, the Licensed Mate and the Ordinary Seaman are not required.
 When applying any of the above manning reductions, the maximum number of persons in addition to the crew may be increased so long as the total number of persons on board does not exceed 6.
 SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this Inspection for Certification having been completed at Dutch Harbor, AK, UNITED STATES, the Officer in Charge, Marine Inspection, Western Alaska certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.

Annual/Periodic/Re-Inspection			
Date	Zone	A/P/R	Signature

This certificate issued by: *Justin W. Jacobs*
 J. W. Jacobs, CDR, USCG By Direction
 Officer in Charge, Marine Inspection
 Western Alaska



Certificate of Inspection

Vessel Name: REECE EAGLE

While transferring fuel oil, a certified tanker, licensed officer, or person in charge designated in a letter by the operator or agent of the vessel shall serve as the designated person in charge.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
DryDock	31Dec2021	08Mar2017	
Internal Structure	31Dec2021		

---Lifesaving Equipment---

Total Equipment for 6 Persons

Primary Lifesaving Equipment	Quantity	Capacity		Required
Lifeboats (Total)	0	0	Life Preservers (Adult)	7
Lifeboats (Port)	0	0	Life Preservers (Child)	0
Lifeboats (Starboard)	0	0	Ring Buoys (Total)	4
Motor Lifeboats	0	0	With Lights	2
Lifeboats With Radio	0	0	With Line Attached	1
Rescue Boats/Platforms	0	0	Other	0
Inflatable Rafts	1	6	Immersion Suits	7
Life Floats/Buoyant App	0	0	Portable Lifeboat Radios	0
Inflatable Buoyant Apparatus (IBA)	0	0	Equipped With EPIRB?	YES

--- Fire Fighting Equipment ---

Number of Fireman Outfits - 2

Number of Fire Pumps - 1

Hose Information

Location	Quantity	Diameter	Length
Bow	1	1.5	50
Port Side Main Deck	2	1.5	50
Starboard Side Main Deck	2	1.5	50

Fire Extinguishers - Hand portable and semi-portable

Quantity	Class Type
1	160-B
2	40-B
3	40-B:C

END



SARSAT Beacon Registration
NOAA/SARSAT
NSOF, E/SPO53
1315 East West Hwy
Silver Spring, MD 20910



2DCCA AFCC8 FFBFF



www.beaconregistration.noaa.gov

Exp.: 07/11/2024

2DCCA AFCC8 FFBFF

Vessel:
 REECE EAGLE

RON MOORE
 PO BOX921315
 DUTCH HARBOR, AK 99692

July 11, 2022

Beacon ID:	Type:	Registration Expiration:
2DCCA AFCC8 FFBFF	EPIRB	July 11, 2024

Dear Beacon Owner/Operator:

Thank you for registering your 406 MHz emergency beacon. Please take a few moments now to verify your beacon ID, check/update your registration information, and attach your registration decal to your beacon.

VERIFY YOUR BEACON ID: Please verify that the 15-character beacon ID (also known as the beacon UIN or 15-hex ID) listed above is identical to the 15-character manufacturer/installer programmed UIN displayed on your beacon's manufacturer-provided label. *If the beacon ID registered with NOAA is not identical to the manufacturer/installer UIN, please contact us immediately.*

CHECK/UPDATE YOUR REGISTRATION INFORMATION: The registration information you provided has been entered into our database and a printout of that information appears on the back of this letter. Please review the printout to ensure that all of your information, especially the emergency points of contact, is correct. If changes are necessary, you can make them online 24/7 via our website. If you lack online access, please mail or fax an updated copy of the registration to us. Remember, if your beacon is activated, the information in your registration is provided with the distress message transmitted to Search and Rescue (SAR) forces, assisting them in locating you in a timely manner and possibly saving your life.

ATTACH YOUR REGISTRATION DECAL: The decal at the top of this letter should be affixed directly to your beacon in such a way that it is visible when the beacon is properly mounted. Be sure the area is clean and dry before affixing the decal.

Please read your beacon owner's manual carefully for instructions on proper installation and operation of your beacon to ensure that the beacon works properly and is used in a manner that eliminates false alerts that waste valuable SAR resources. If you have questions about information in the owner's manual, please contact the beacon manufacturer directly.

This letter is the proof-of-registration for your beacon; please retain it for your records. We will send you a renewal reminder approximately 2 months before your 2-year registration expires. If you have any questions regarding beacon registration, please contact the NOAA SARSAT Beacon Registration Team.

**REECE
EAGLE**

**SURVEY
REPORT**

REECE EAGLE TUGBOAT

This vessel is a Tugboat, built in 1965 by FMG Marinette Marine-Marinette WI, USA

Main Engine, powered by a single Fairbanks Morse 38 D 8 1/8 Diesel Engine with western 157 PCMR-5 Reduction gear at ratio of 9.95:1

Turning a single, 144(in) by 122(in) four bladed, stainless propeller,

She is a single, screw tug rated at 2,000 horsepower, her electrical service is provided by two ,75KW Generator sets driven 6-71 Diesel engines. The tug towing equipment consist of a single drum swain towing winch, outfitted with 2,800 (ft) of 1.75(in) wire.

30ton Ballard pull just done. It's a crew of 4 men to operate on tows. Fuel capacity is 50,000 gals. All safety equipment is new and up to date with USCG code. (SUB CHAPTER M)

VESSEL'S INFORMATION

VESSEL NAME	REECE EAGLE
TYPE	TOWING VESSEL
IMO	9068160
FLAG	USA
YEAR BUILT	1965
LENGTH	102.7
DEPTH	16.3
BREADTH	28.9
GROSS TONNAGE	240 GT ITC 147 GRT
NET TONNAGE	72 NT ITC 100 NRT
HULL MATERIAL	STEEL

VESSEL'S DOCUMENTATION (REECE EAGLE T/B)

CERTIFICATE OF INSPECTION USCG	EXPIRES 24 NOVEMBER, 2025
CERTIFICATE OF DOCUMENTATION	EXPIRES 30 NOVEMBER,2022
FCC RADIO AUTHORIZATION	
EPIRB	EXPIRES 09 SEPTMEBER,2023
SUB CHAPTER M	COMPLETED (INSPECTED BY USCG)

TUG REECE EAGLE – VALUATION

Estimated Fair Market Value \$941,000.00 - \$1,150,000.00

Estimated Replacement Cost \$8,900,000.00

MARATHON MARINE SURVEYOR LLC
MARINE SURVEYOR AND CONSULTANT

Ocean Tug Boat

Reese Eagle



INDEPENDENT MARINE SURVEY SERVICE

PO Box 1953 Seward, AK 99664
(907) 422-7191

Office@marathonmarinesurveyor.com

MMS LLC

Marathon Marine Surveyor. LLC
30 Years of Experience



Rex von Borstel
Owner/Surveyor

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Report of Marine Survey

Of The Vessel

Reese Eagle

Ocean Tug Boat

Conducted by
Rex von Borstel

INDEPENDENT MARINE SURVEYOR

PREPARED FOR:
ITTelecom

July 03, 2022

INDEPENDENT MARINE SURVEY SERVICE

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of ITTelecom, the attending surveyor did attend onboard the *Ocean Tug Boat, Reese Eagle* beginning on , 6/23/2022 where an "in-the-water-survey" WAS conducted at , Seward, AK (Seward Marine Terminal and Ship Yard Dock). The ship's papers were on board and appeared to be in order. The Hull Number WAS verified in the engine compartment. A sea trial WAS NOT performed. The reason for the survey, was to ascertain a On-Hire Condition Survey. 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.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. 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.

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.

I. INTRODUCTION

VESSEL DESCRIPTION & BACKGROUND

Formerly the USNS Saugus (YTB 780). Saugus was delivered and placed in service at Boston on 10 November 1965. Designated for service overseas, she arrived in Holy Loch, Scotland on 12 March 1966 to provide tug services for SUBRON 14 (Naval Submarine Command). Stricken from the Navy Directory on 28 October 1997, Saugus was sold on 17 May 2000 into commercial service. REECE EAGLE: Built in 1965, by the Marinette Marine Corporation of Marinette, Wisconsin (hull #YTB 780) as the YTB-780 (Saugus) for the United States Navy. A Natick class large harbor tug. She was the third in the United States Navy to bear the name. Named for a town in Essex County, Massachusetts. And, based upon a word taken from the Algonquin language. Her keel was laid on November 8th, 1964. The tug was launched on August 3rd, 1965, and delivered to the United States Navy on November 10th, 1965. She was stricken from the Naval Register on October 28th, 1997. In 2000, the tug was acquired by the Dahl Tug and Barge Company of Seattle, Washington. Where she was renamed as the Ocean Eagle. In 2006, she was acquired by the Coos Bay Towboat Company of Coos Bay, Oregon. Where she was renamed as the Empire. In 2015, the tug was acquired by an individual named Jerry W. White of Coos Bay, Oregon. Where she was renamed as the Reece Eagle. In 2017, she was acquired by DeForge Maritime Towing of Seattle, Washington. Where the tug retained her name. Sometime after that she was acquired by Ron Moore of Moore's Metal Recycling, LLC. Her primary area of operation is Alaskan waters. Powered by a single, Fairbanks-Morse 38 D 8 1/8 Diesel engine. With Western 157PCMR-5 reduction gear, at a ratio of 5.95:1. Turning a single, 144(in) by 112(in), four bladed, stainless steel, fixed pitch propeller. She is a single screw tug, rated at 2,000 horsepower. Her electrical service is provided by two, 75kW generator sets. Driven by two, Detroit 6-71 diesel engines. The tug's towing equipment consists of a single drum, Swain towing winch. Outfitted with 2,800(ft) of 1.75(in) line.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER:	MMS.018.2022
SURVEY PREPARED FOR:	ITTelecom
<hr/>	
NAME OF VESSEL:	Reese Eagle
TYPE OF SURVEY:	On-Hire Condition Survey
OVERALL VESSEL RATING:	**** ABOVE AVERAGE for it's age.
BUILDER:	Marinette Marine Corporation Marinette, WI
YEAR BUILT:	1965
MAKE OF VESSEL:	Originally classified as a YTB for the Navy. Now Ocean going tug.
OIM:	9068160
HULL NUMBER:	YTB780
HOME PORT:	Ketchikan, AK
HAILING PORT:	Ketchikan, AK
OFFICIAL NUMBER:	1107892
USCG ALTERNATIVE VIN NUMBER:	0621767
USCG DOCUMENTED FOR:	Towing Vessel
OWNER:	Moore's Metal Recycling, LLC
OWNER'S NAME:	Ron Moore
PLACE OF SURVEY:	Seward, AK (Seward Marine Terminal and Ship Yard Dock)
DATE OF SURVEY:	June 23, 2022
HULL MATERIAL:	Steel
LENGTH OVER ALL (L.O.A.):	102' 7"
BEAM:	28' 9"
REGISTERED BEAM:	28' 9"
DRAFT:	16' 3"

II. GENERAL INFORMATION

DISPLACEMENT: 147 GRT
PROPULSION SYSTEM: Powered by a single, Fairbanks-Morse 38 D 8 1/8 Diesel engine.
FUEL TYPE: Diesel.

On June 23, 2022 this surveyor did carry out the On-Hire Survey while the vessel was moored at the Seward Heavy Industrial dock, Resurrection Bay, Seward, AK USA

The following persons were onboard and in attendance:

Ron Moore, Captain and Owner

III. SYSTEMS

INTERIOR

CLASS AND STATUTORY

DOCUMENTATION:

Current Coast Guard documentation is onboard, expires 11/30/2022.

NOAA EPIRB DOCUMENTATION:

Current letter of certification was onboard, expires 9/22/2023

US COAST GUARD COI:

Certificate of Inspection was onboard, issued: 11/24/2020 Expires: 11/24/2025

FCC RADIO LICENSE:

License was onboard, issued: 1/19/2018 Expires: 1/19/2028

SARSAT BEACON REGISTRATION:

Certificate onboard, Beacon ID: 2D7C84FFBFF Type: EPIRB Expires: 9/22/2023

LIFE RAFT CERTIFICATE:

Certificate is onboard, Revere Survival Inc. Certificate number: 11466

Date packed: 8/2020, First service due on 8/2022.

Six (6) person raft SOLAS A pack.

TONNAGE CERTIFICATION:

Reviewed and found to be in order.

BOLLARD PULL:

35 Tons

EXTERIOR HULL/DECKING

EXTERIOR HULL:

Vessel had just recently undergone a yard haul out for bottom painting, zinc replacement and inspection. Vessel is in the water, owner produced pictures of the haul out.

MAIN DECK:

Observed to be in good condition, deck coating is at a good level of protection.

BULWARKS:

Observed to be in good condition.

BOLLARDS,CLEATS,ROLLERS,FREEING PORTS,FAIRLEADS:

All operational, no damage or over painting noted.

VENT HEADS, CLOSING APPLIANCES:

All observed operational

III. SYSTEMS

INTERIOR

EXTERIOR HULL/DECKING(*continued*)

DECK HATCHES:

All observed to be operational and in good condition

FENDERING:

Observed to have rubber fender around the bow, intact. Rubber railing around the circumference of the vessels hull just above the water line. Good condition.

Upper deck finders, installed when vessel was navy tug for submarine tendering.

ANCHOR WINDLASS:

Found to be in good condition and operational. Chain locker not inspected.

TOWING DEVICE AFT:

Towing winch has recently been overhauled with new cable. Condition is good and operational.

LADDERS, STAIRWAYS:

Observed in good condition

EXTERIOR LIGHTS:

Operational

EXTERIOR FITTINGS:

Good condition

LIFESAVING APPLIANCES:

All found to be in operational condition

EXTERIOR/DECKING AREA (CONT)

DECK PIPING SYSTEMS:

All are in satisfactory condition

DEISEL FILL STATION/SPILL CONTAINMENT:

Operational and spill containment is good.

ACCOMMODATION EXTERNAL PLATING:

Coatings are in satisfactory condition.

RAILINGS:

Observed in good condition

EXTERNAL ELECTRIC CABLING:

Observed in good condition

III. SYSTEMS

INTERIOR

EXTERIOR/DECKING AREA (CONT)(continued)

FIRE DAMPERS:

Operational

MAIN DECK:

Observed to be in good condition

DECK PLATING/RAILINGS:

Observed in good condition, coatings are good.

LIFE RAFT LAUNCHING ARRANGEMENTS:

Operational and well located: Service is due 8/2022

FIRE STATIONS:

Observed to be in good condition, fire hoses and nozzles appear to be operational

EMERGENCY BATTERIES/NAV LIGHTS/RADIO:

Checked throughout vessel and appear to be operational.

SIGNS:

Posted where needed.

NAVIGATION LIGHTS:

Operational

WHEEL HOUSE: STRUCTURE/WINDOWS:

Both are in good condition.

FLY BRIDGE

PLATING:

Observed to be in good condition, well coated.

MAST:

Observed to be in good condition, hydraulic cylinder for lowering mast appears to be operational.
Wiring is in good condition.

ANTENNAS:

All observed in good condition.

FLOOD LIGHTS:

Operational

SEARCH LIGHTS:

Operational

III. SYSTEMS

INTERIOR

FLY BRIDGE(*continued*)

HATCHES:

Observed to be operational.

CLEATS:

All appear to be in good condition.

ANCHOR PLATFORM:

Appears to be in good condition

DAVITS:

Observed to be operational and in good condition.

WHEELHOUSE

NAVIGATION LIGHT PANEL/ALARMS:

Operational

SAT COM:

Iridium model unknown.

GPS:

Furuno GPS Navigator, confirmed operational

Furuno GPS Navigator GP-80, confirmed operational

SOUND POWERED TELEPHONE:

Units are connected, however not used.

LOUD HALER:

Standard Horizon LH10, operational

TOWING WINCH CONTROLS:

Operational

PROPULSION REMOTE CONTROLS:

Operational

MAIN ENGINE CONTROLS:

Operational

PROPULSION INDICATORS, SPEED, PROPELLER SPEED, THRUST DIRECTION:

Operational in the bridge, aft station and flying bridge control panels.

GPS/MAGNETIC COMPASS:

Dirigo with binnacle balls and Furuno Navigator GP-80, both operational

III. SYSTEMS

INTERIOR

WHEELHOUSE *(continued)*

RADAR:

Furuno, operational

WINDSHIELD WIPERS, WASHING SYSTEM:

Observed to be in good condition and operational.

INTERIOR

ROPE STORE AFT:

Observed to be in good condition

CHAIN LOCKERS:

Not inspected due to hatches being sealed, last haul out they were inspected.

TANKS:

No tanks were inspected

MAN HOLE COVERS:

Satisfactory condition

GALLEY:

Good condition.

CABINS:

Good condition.

LAUNDRY AND WASH ROOM:

Domestic washer and dryer located in upper engine room compartment. Operational

PROPULSION

MAIN ENGINES

TYPE:

Diesel One (1) Inline-12 diesel two stroke, inter-cooled engine.

Model NO: 38D8

RPM: 850

MANUFACTURER:

Fairbanks Morse

SERIAL NUMBERS:

970481

III. SYSTEMS

PROPULSION

MAIN ENGINES(*continued*)

LABELS AND NOTICES:

The engines were new and all required labels appeared to be in place and readable.

HORSE POWER:

2000HP

NUMBER OF CYLINDERS:

Twelve (12)

FO PUMPS:

Operational

AIR CONDITIONING UNITS:

None onboard, most of the time this tug is in North Pacific waters (Alaska) not needed.

SEA WATER COOLING PUMPS:

Operational

BILGE WATER SEPARATOR:

Operational

WORK BENCH AND TOOLS:

Satisfactory, see photos.

ENGINE EXHAUST:

Observed in good condition

MAIN SWITCHBOARD:

Observed to be in good condition, generator #1 was engaged at the time of inspection.

PROPULSION CONTROL AND ALARM PANELS:

Operational, clean inside.

MAIN ENGINE ALARMS PANEL:

Operational

HYDRAULIC PUMP UNIT DECK WINCHES:

Observed in good condition, no leaks or damaged hoses found.

GENERAL SERVICES PUMPS:

Operational

FIRE PUMP:

Operational

III. SYSTEMS

PROPULSION

MAIN ENGINES(*continued*)

GENERAL APPEARANCE ENGINE ROOM:

Engine room was satisfactory and clean

AIR TANKS:

Operational condition, no apparent damage noted.

SEA CHEST/HEAT EXCHANGER:

Operational and structurally sound.

POTABLE WATER PUMP:

Operational

HEAT EXCHANGERS:

Visually good, no damage visible.

AIR COMPRESSORS:

Operational

FIXED FIRE FIGHTING SYSTEM:

Twin (2) bottle CO2 with hose reel and estimated 30' of hose. Condition good

Inspected: 6/24/2020

REMOTE STOPS VENTILATION, QUICK CLOSING VALVES:

Operational

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

Diesel.

MATERIAL:

Steel tanks located through out vessel.

FUEL CAPACITY:

56,376 US Gallons

Estimated to be onboard at time of inspection: between 45,000 and 50,000 US Gallons

LUBRICATING OIL:

600 US Gallons

III. SYSTEMS

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

CAPACITY:

4860 US Gallons

V. SUMMARY AND VALUATION

SUMMARY:

Vessel was found to meet all CFR requirements and was in good condition.

V. SUMMARY AND VALUATION

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.

This report of survey is for condition and valuation purposes, but is necessarily limited to and based upon a visual inspection of the vessel in the locations described, and was conducted without opening the vessels hull, machinery, equipment, fittings and gear, to the best of the surveyors ability, without the removal of bulkhead paneling, ceilings or other portions of her structure, and without the operation or opening up of her machinery, electronics and auxiliaries for internal examinations. This survey represents the honest unbiased opinion of the surveyor after careful examination of the vessel while the vessel was both out of the water and in the water. By submitting this survey, it is understood by all parties concerned that it is not a guarantee of its accuracy nor does it create any liability on the part of the surveyor. It is further understood that anyone using this survey for any purpose agrees to hold Marathon Marine Surveyor LLC and/or it's employees, representatives and surveyor harmless for any errors and/or omissions regarding this survey. The content of this survey is in accordance with the recommended voluntary standards established by the Society of Accredited Marine Surveyors (SAMS®). The estimated values above are based on: Marine Brokers, Boat Builders, BUC Research, various on-line services, local market conditions and vessel conditions. This report is submitted without prejudice and for the benefit of whom it may concern.



MMS LLC



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Rex von Borstel
Owner/Surveyor

