

Roy C. Davis

Certified Marine Surveyor/Accredited Shipwright

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Brookings Or. 97415

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Report of Survey

Date of Inspection: July 27th, 2011

Vessel Name: *F/V Nomad*

Construction: Hand laid fiberglass

Home Port: Brookings, OR.

Official Number: OR 486 MG

Hull ID #: OR2MM518383

Gross Tonnage: 8

Net Tonnage: 6

Owner: [REDACTED]

Address: [REDACTED]

Hull: Type: Displacement

Service: Commercial salmon

Length: 26'

Beam: 8'6"

Depth: 3'

Mast/Boom: Aluminum

Year Built: 1983

At: Pleican Bay Boat Works

Builder: Oscar Greer

Last Dry-Deck: January 2010

Description: A 26' commercial built fishing vessel, heavy laid fiberglass, traditional wheel house with tilted forward windows, 39" x 73" back deck engine compartment covered by aluminum hatch raised 24". Back deck 79" wide by 148" long. 2' bulwarks, 8" x 2" longitudinal, 3" cap rail, well deck, 1 1/2" aluminum safety handrails around back deck. Back deck full helm station starboard side. Rigged currently for salmon, all aluminum standing rigging including poles. No galley, no berthing. A very nicely arranged vessel, could be easily be one man operation. In very good condition.

Planking: Molded fiberglass

Frames: Molded fiberglass

Spaced: Structurally

Deck: Fiberglass

Beams: Molded fiberglass

Spaced: Structurally

Cabin Ventilation: One each port and starboard 14" x 34" sliding marine windows, 21"W x 60"H aft cabin door.

Main Pilot House/Location: Forward

Material: Molded fiberglass

Deckhouse Layout: Aft port side entrance, helm station forward center, 6'1" headroom, 5' x 5' open space with single captain's seat.

Galley: None

Number of Berths in Forecastle: 0

Number of Berths on Main Deck house: 0

Marine Toilet: None

Finish: Interior stained oak, enamel paint, exterior gel coat.

Fire Extinguishers: Pilot house has 5 lb Badger Dry Chemical in compliance, engine compartment has 3 lb automatic Fyre Watch Halon 1211 model 85 in compliance.

Engine Room and Propulsion Machinery:

Main Engine(s): 353 Detroit

Manufactured By: Detroit GM

Fuel: Diesel

Last Overhauled: Major rebuild reported 2004 – Estimated 300 hours on rebuild

Engine Cooling System: Heat exchanged

Engine Alarm: Yes low oil

Engine Foundation: 2" x 12" fibreglassed over wood stringers with 3" x 6" angle steel for engine mounts

Fuel Consumption: Average 1 gallon per hour at 2300 RPM

Fuel Capacity: 66 Gal

No. Tanks: 1

Location: Under stern deck

Material: Stainless steel

Fill Lines: Thu deck

Vented: To atmosphere

Shut off Valves: None.

Fuel Lines: All approved, high pressure braided lines

Transmission: Velvet drive hydraulic Borg Warner

Fresh Water Tanks: None

Bilge Alarm: Yes

Fire Alarm: None

Pumps: Two 12 volt Rule dewatering – Checked and working.

Power Take-off: 12 volt Pitts clutch

Starting System: 12 volt wired through master shut off switch, 8D battery, 12 volt Promariner battery charger

Auxiliary: None

Tail Shaft: 1 1/2" stainless steel

Propeller(s): 3 blade bronze 16' x 18"

Rudder: Stainless steel

Cruise Speed: 6.2 knots reported

Electrical System: Ship's 12 volt, 110 volt shore power

Overload Protection: Yes; all fused and breakered – New Mar panels

Wire Type: All approved marine grade **Exhaust Stack and Stove Pipe Clear Of Woodwork:** Yes – Wet exhaust

Electronics and Special Equipment:

Autopilot: New ComNav model 1101

Fathometer: Furuno FCV - 5822

Loran/GPS: 2006 Garmin GPS Chart Plotter

Radio(s): One Uniden Pro 538WCB. One Furuno FM 2510 VHF

Gurdies: Double spool Simplex

Radar(s): Raytheon Pathfinder SL70 24 mile

Power Block: None

Refrigeration: None

Anchor Gear/Deck Machinery: Galvanized anchor, 100' of $\frac{3}{8}$ " chain, 100 fathom $\frac{1}{2}$ " 3 strand line. No anchor winch

Compass: Ritchie 4" card

Other: Dual Moorse controls – Dual helm stations

Support Machinery, Equipment, and Tanks:

Steering System: Wagner hydraulic

Hydraulic System: Est. 24 Gal/Min pump – belt driven

Hydraulic Tanks: $\frac{1}{2}$ Gallon reservoir

Other Equipment: Ship's brass clock, 12 volt stereo

Seacock(s): Checked and approved

Standing Rigging: All aluminum

Alarm System: Main engine has all gauges – Fuel, water temp, oil pressure, RPM, drive oil pressure, battery volt meter.

Life Support System: Two cold water immersion suits, suitable first aid kit, sound device, throw ring with line, new ACR 406 E.P.I.R.B., current visual distress kit.

Additional Equipment: Wet exhaust is all stainless steel out from header. All below water line outer hull metal is all stainless steel and bronze. Two 12 volt forward lights. Stainless steel floppers. Marinco 110 volt shore power receptical. Stainless steel cleats. Aluminum davits.

Person representing vessel during survey: Owner

Engine running during survey: Yes

Engine Hours: Est. 300 hours on rebuild 2004

Were recommendations explained to owner / representative? Yes

Vessels running lights comply with USCG Regulations? Yes

Time limit for compliance with recommendations: ASAP as per insurance request of surveyor or insurance agent/underwriters

Was owner / representative given copy of recommendations? Yes

Firefighting equipment comply with N.F.P.A. 302 standards? Yes

Number of crew: Captain plus one crew

Survey Requested By: Owner

Surveyed: Out of water and in water

At? Port of Brookings

Waters Navigated: Within 50 miles of coastline

Operator's Experience: 33 years

Estimated Replacement Value: \$70,000

Estimated Present Market Values: \$21,000

Remarks: *F/V Nomad* was ship shape and tidy in all area. Vessel appears to have many new upgrades since present owner obtained this vessel and maintenance is above average. Structurally, this vessel is a tank, meaning it is built very heavy duty for its size. All new modern electronics for navigating and communicating. It is of this surveyor's opinion that *F/V Nomad* is structurally safe and sound for intended use as a commercial fishing vessel and a good insurable consideration.

Recommendations: 1.) Have a U.S.C.G. free dockside safety exam, comply with all federal requirements for commercial fishing vessels and notify surveyor after complying as to write up addendum to add to your survey for insurance purpose.

2.) No further recommendations at this time.

This survey is issued to the condition that we and the individual surveyor are under no circumstances to be held responsible for any error, omission, default, negligence, misrepresentation, or misstatement in this report. It constitutes only a statement of our opinion based upon the conditions we found and is not a warranty of the conditions of the vessel or its hull or machinery.

8-1-11

Date



State of Oregon

County of Curry

Signed before me on August 1, 2011, by Roy C. Davis



Kimberly B. White

Notary

My commission expires: March 20, 2015