

NAMS Certified Marine Surveyor
Hull & Machinery
Yachts & Small Craft
Cargo
ASA Accredited Senior Appraiser
ARM / MTS
Commercial Marine Surveying

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October 1, 2020

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10/2/2020

CONDITION AND VALUATION SURVEY / APPRAISAL REPORT

VESSEL: "Golden Gate"

File No. 20052

*This report is issued in accordance with the terms and conditions attached as enclosure
#2*

The undersigned Certified Marine Surveyor / Accredited Senior Appraiser was retained by Mr. Jason Covell of the San Francisco Bar Pilots to survey the condition and appraise the value of the subject vessel.

The purpose of the appraisal was to establish the Fair Market Value (FMV) of the vessel, as well as the vessel's Replacement Cost New (RCN), as of the date of the inspection (9/21/2020), which was conducted dockside at Pier 9, San Francisco, CA.

The client is the San Francisco Bar Pilots.

The intended user of the survey is the San Francisco Bar Pilots, the California Pilots Commission, and Interested Underwriters.

SCOPE OF WORK FOR APPRAISAL

As part of the appraisal process I inspected the vessel at the Pilot Station at Pier 9 San Francisco, while the vessel was afloat.

I investigated the value of the vessel based upon the definition of values listed above.

Sales Comparison (Market) Approach, Cost Approach, and Income Approach were considered. No information regarding the vessel's income was provided so this approach was not used. This is a specialized, unique vessel with few sales/listing comparables available. Additionally, the recent issues found on the vessel consisting of significant corrosion of the propeller strut tubes make adjustment of any available comparables problematic. For this reason the Cost Approach was used to develop the opinion of value.

The scope of work is further detailed in the appraisal section of the report contained on pages 12-16.

GENERAL INFORMATION

1. *Client:* San Francisco Bar Pilots
2. *Vessel Name:* "Golden Gate"
3. *Official Number:* 990713
4. *Hull Identification No. (HIN)* P-282
5. *Owner:* San Francisco Bar Pilots Benevolent & Protection Association
6. *Address:* Pier 9, East End, San Francisco.
California 94111
7. *Home Port:* San Francisco
8. *Gross Tons:* 47
9. *Net Tons:* 38
10. *Builder:* Gladding & Hearn Shipyard
11. *Year Built* 1993
12. *Intended Service:* Pilot vessel
13. *Cruising Speed/ Range:* 24 kts / 720 NM¹
14. *Last Dry Docking:* August 2019
15. *Conversions/ Modifications:* During the August 2019 dry docking the following work was reportedly accomplished:
The port main engine was removed and rebuilt
The starboard main engine was first rebuilt on the upper end only. During sea trials the engine sustained a catastrophic oil failure so it had to be removed and completely rebuilt in the shop
Both gearboxes were removed and sent to the factory for complete rebuilding
Both generators were removed and replaced with new 25kva Northern Lights units
The bow and stern had metal repairs at the deck level for the D-rubber mounting
Shell plate was cropped and inserted at the ballast tank void, inside of the ballast tank and inside of the fuel tank. The sea chest for the ballast tanks was clad welded
The ballast tank piping, valving and zinc anodes inside of the ballast tanks were renewed
Ground faults on the electrical system were

¹ Assumes 80% reserve, 53 gallons/hr fuel burn

troubleshoot and repaired
Both propellers and tail shafts were replaced
The port and starboard stern tubes, as well as adjacent shell plate, were cropped out and renewed

During the 3/2018 dry docking the following work was reportedly accomplished: Pitting was found on the hull plating on each side of the keel from about 18" aft of frame #3 to just forward of the forward fuel tank (frame #6). The cropped plate extended to each side of the keelson about 12". This area is located beneath the space forward of the galley containing the vessel's air compressors and is accessed from a square hatch. The cropped plating was inserted.

During the 7/2017 dry docking the following work was reportedly accomplished:
Bottom was water blasted and recoated
Deck and house were sand swept and recoated
Propellers were removed and replaced with new Bruntons D914 BP15945 (LH/RH) P1070
Rudder pins and bushings renewed
Hull plate was cropped and inserted around the transducer
Both strut tubes were found with heavy wastage inside, between the cutless bearing shell and the aluminum tube. Replacement would require removal and replacement of the foil strut, which was not considered to be cost effective. The corrosion area was filled with a resin filler (i.e. Red Hand).

VESSEL PARTICULARS

1. *Length Over All:* 67' 06"
2. *Registered Length:* 67.0'
3. *Beam:* 17.8'
4. *Draft:* 5.5' (est.)
5. *Depth:* 6.0'
6. *Shell Plate:* Welded aluminum
7. *Transverse Hull Frames:* 6" x 3" x ¼" angle on 40" centers
8. *Longitudinal Hull Frames:* (Under body) 2 ¾" x 2" x 5/16" "T" bar on 14" centers
(Topsides) 2" x 2 ½" "I" beam on 15" centers
(2) 10 ½" x 3" x 3/8" main longitudinal
9. *Transverse Deck Frames:* 4" x 2" x ¼" angle on 11" centers
10. *Longitudinal Deck Frames:* 4" x 2" x 3/16" "T" bar on 40" centers

GENERAL DESCRIPTION AND ARRANGEMENT

This is a custom built, all welded aluminum hull pilot vessel with a raked bow and a plumb stern. The hull has a moderately deep keel, moderate deadrise, and hard chines. The hull is well fendered with "D" rubber all around at the sheer. The underwater body has four (12) grid coolers and two (8) grid coolers set in recessed pockets for engine and genset cooling. There is a welded seachest forward in the engine room with a screen outside and a zinc anode welded in the inside. There is a large foredeck and ample side decks with railings all around, inset to allow transfer of personnel. The cabin is amidships, with the helm forward and passenger seating aft. The aft deck has a raised engine room trunk, and an aft steering station to starboard.



There are steps down the stern amidships, with a man overboard recovery ramp adjacent.

Below decks is a forepeak locker with anchor rode storage and compressors aft.

Aft of this is the lounge, galley, and berthing area with a full head to starboard. The engine compartment contains the two main engines and two auxiliary generator sets. There is an aft escape hatch in the engine room. The steering gear is contained in the lazarette aft.



Fuel tankage is below the amidships bilge space, and in the engine room.

There is a 78- gallon integral ballast tank that runs from the forward engine room bulkhead aft to the fuel tanks.

PROPULSION

- | | | |
|-----|----------------------------------|-------------------------------------|
| 1. | <i>Number Of Engines:</i> | Two |
| 2. | <i>Fuel:</i> | Diesel |
| 3. | <i>Make/Model:</i> | Caterpillar C-32 U.S. E.P.A. Tier 2 |
| 4. | <i>Total Horsepower:</i> | 1,700 (850 each) |
| 5. | <i>Port Serial Numbers:</i> | RNY01076 |
| 6. | <i>Starboard Serial Numbers:</i> | RND00209 |
| 7. | <i>Port Engine Hours:</i> | 30,101 (meter) |
| 8. | <i>Starboard Engine Hours:</i> | 3,818 (meter) |
| 9. | <i>Cooling:</i> | Fresh water grid coolers |
| 10. | <i>Exhaust:</i> | Dry stack |
| 11. | <i>Starting:</i> | Pneumatic |
| 12. | <i>Reverse/Reduction Gear:</i> | ZF 2050A |
| 13. | <i>Gear Ratio:</i> | 2.025 : 1 |
| 14. | <i>Engine/Gear Foundations:</i> | Integral welded aluminum girders |

Propulsion Comments:

Gearbox S/N port 50023262; stbd 50023263

Propeller shafts equipped with Twiflex MX shaft brakes

Port main engine replaced with new unit in 2011, and removed and rebuilt in 2019

Starboard main engine replaced with a remanufactured unit in 2019

Both gearboxes removed and rebuilt in shop in 2019

AUXILIARY EQUIPMENT

- | | | |
|----|-----------------------------------|--|
| 1. | <i>Auxiliary generator(s):</i> | Two Northern Lights |
| 2. | <i>Rating:</i> | 25 kva |
| 3. | <i>Gen. Hours:</i> | Port 3,252.5; Starboard 3,224.6 |
| 4. | <i>Cooling:</i> | Freshwater through grid coolers |
| 5. | <i>Exhaust:</i> | Dry stack |
| 6. | <i>Pumps/Auxiliary Equipment:</i> | Two Masterline 5 HP air compressor units with Curtis Toledo D96A 08K060127BC air compressors |

Auxiliary Equipment Comments:

Air compressors located in forward space that has been completely insulated with soundproofing material.

ELECTRICAL SYSTEM

- | | | |
|----|----------------------------------|--|
| 1. | <i>AC System Description:</i> | Two 25 kva gensets or shore power provide AC service through a manufactured control panel with a slide type safety lock out switch. A main circuit breaker panel is located in the engine room. There are sub panels in the engine room and the P/H. |
| 2. | <i>DC System Description:</i> | Each generator has its own cranking battery charged by an engine driven alternator and/or a Mc Carron constant voltage rectifier. There are two house batteries, each charged by an 80-amp charger. There is a breaker panel in the engine room and in the wheelhouse.

In the wheelhouse is a separate Furuno Rectifier unit powering the back up Furuno radar, a back up 12V battery with a Phase Three P1-7 12V battery charger and a Newmar 115-24-18 linier power supply. |
| 3. | <i>Number Batteries/Voltage:</i> | (2) Group 27 12VDC wet cell for each main engine electronics
(1) Group 27 12VDC wet cell for each genset cranking motor
(2) Group 27 12 VDC wet cell in (2) house banks |
| 4. | <i>Battery charger(s):</i> | (2) Pro Mariner 80 Amp; (1) Charles 5000 |

5. *Required GFCI Protection:* SP
Engine and galley outlets on GFCI breakers

MISCELLANEOUS EQUIPMENT AND SYSTEMS

1. *Marine Sanitation Device:* Marine toilet to holding tank
2. *Bilge Pumps/Piping:* (2) MP 29915, 3 hp, 220V AC electric fire/bilge pumps
3. *Bilge Pumps Tested:* No
4. *Domestic Water System:* Amtrol freshwater pump and pressure tank
5. *Ventilation:* Natural and fan
6. *LPG System:* None
7. *HVAC Systems:* AC electric baseboard heaters with Atwood air conditioning unit in pilothouse
8. *Alarms:*
 - Engine:
 - Oil pressure
 - Water temperature
 - Coolant level
 - Gear oil temperature
 - Gear oil pressure
 - Bilge:
 - Forepeak
 - Galley
 - Port engine room
 - Starboard engine room
 - Lazarette

 - Generator failure

 - Firelite MS-2 engine room fire detection system

STEERING SYSTEM

1. *Number Of Stations:* Two
2. *Description/Type Of Equipment:* Low voltage electric controls to electric pilot valves controlling dual 220 VAC hydraulic pumps. Pumps feed (2) high pressure rams each connected to a tiller arm on the rudderstock. A jockey bar connects the two rudderstocks.

PROPELLER(S) SHAFT(S) RUDDER(S)

The vessel was surveyed in the water; the underwater body or running gear was not inspected.

CORROSION CONTROL

1. *Zincs:* The vessel was surveyed in the water; the underwater body or running gear was not inspected.
2. *Condition:* The vessel was surveyed in the water; the underwater body or running gear was not inspected.
3. *Bonding System:* On rudder stocks

THROUGH HULL FITTINGS

1. *Material:* Aluminum integral to hull
2. *Valves:* Stainless steel ball
3. *Condition:* Good apparent condition

TANKAGE

1. *Fuel Tanks:* Four total, (2) integral and (2) wing tanks in engine room
2. *Total Capacity:* 1,985 gallons
3. *Material:* Aluminum
4. *Grounding:* N/A
5. *Shut Off Valves:* Ball valves
6. *Vents:* External on deck with check valves and screens
7. *Vent Screens:* Yes
8. *Fresh Water Tanks:* Two
9. *Total Capacity:* 300 gallons
10. *Other:* 40 gallon (estimate) lube oil tank

Tankage Comments:

Stainless steel fuel piping with USCG A-I hose throughout vessel
Racor fuel filters equipped with fire bowls

GALLEY EQUIPMENT

- | | | |
|----|---------------------------------|---|
| 1. | <i>Stove:</i> | Kenmore apartment type 2 burner electric stove with sink and under counter refrigerator |
| 6. | <i>Refrigeration Equipment:</i> | AC electric |
| 7. | <i>Other:</i> | General Electric Spacemaker microwave |

GROUND TACKLE

- | | | |
|----|------------------|--------------------------------|
| 1. | <i>Anchors:</i> | (1) Fortress 125 lb |
| 2. | <i>Windlass:</i> | Hand operated reel in forepeak |
| 3. | <i>Chain:</i> | 5/8" galvanized |
| 4. | <i>Rode:</i> | 1" Sampson braid (est. 300') |

FIRE AND SAFETY

- | | | |
|-----|--|---|
| 1. | <i>No. Portable Extinguishers:</i> | Six |
| 2. | <i>Type/Size:</i> | (1) B-I CO2; (2) B-I Halon; (2) B-II CO2; (1) B-II dry chemical |
| 3. | <i>Date Last Inspection:</i> | 8/2020 |
| 4. | <i>Type Of Fixed System:</i> | Manual CO2 with (2) 100# bottles |
| 5. | <i>Approximate Size Of Engine Space:</i> | N/A (engineered system) |
| 6. | <i>Date Last Inspection:</i> | 8/2020 |
| 7. | <i>Fire Main, Hose, Nozzle</i> | 50' 1 1/2" hose with nozzle aft of deckhouse port side |
| 8. | <i>Fire Axe:</i> | Yes |
| 9. | <i>Number/Type PFDs:</i> | (5) type survival suits; (7) USCG type 1; (2) USCG Type 1 child; (2) float coats |
| 10. | <i>Ring Buoys:</i> | (2) With line and lights (See F&R section) |
| 11. | <i>EPIRB:</i> | The EPIRB was not onboard at the time of survey |
| 12. | <i>Flares:</i> | Yes (see comments below) |
| 13. | <i>Life Raft:</i> | (2) 6-person Viking rafts in float free cradles (see comments); Life float stowed in cradle on foredeck |
| 14. | <i>Horn:</i> | Yes |
| 15. | <i>Bell:</i> | Yes (stowed below settee in galley) |
| 16. | <i>Navigation Lights:</i> | Side, masthead, stern, anchor, red fuel, pilot |
| 17. | <i>Navigation Lights Tested:</i> | No |
| 18. | <i>General Alarm:</i> | Yes |
| 19. | <i>Oil Discharge Placard:</i> | Yes |

- 20. *Garbage Discharge Placard:* Yes
- 21. *Carbon Monoxide Alarm:* See Surveyor's Notes
- 22. *First Aid Kit:* Yes

Fire and Safety Comments:

Switlik MOM 8-A man overboard module mounted aft in quick release bracket
Automatic life raft inspections expire 7/2021; Hydrostatic releases expire 7/2022

Flares:

(3) red parachute expire 6/2020; (3) red parachute expire 6/2022 (4) hand red expire 12/2021, (2) hand red expire 1/2022; (6) hand orange expire 7/2022

Life Sling MOB Retrieval system with Maxwell 2200 electric winch on aft deck

Hewman rescue litter carried forward

Zoll Semi-automatic defibrillator. Pads expire 5/13/2021. No date recorded on when batteries last changed (See F&R section)

Customized trauma kit

Medical oxygen

AED/CRA pack

Life-Saver Personnel Retriever

West Marine rescue line

(1) Gasoline powered trash pump with 20' suction hose stored in locker between stacks (See F&R section)

Fall arrest harness and damage control kit stowed beneath galley settee

Portable Fire Extinguishers:

TYPE	SIZE	LOCATION	INSPECTION
Dry Chemical	B-II	Helm	8/2020
Halon	B-I	Galley	8/2020
Co2	B-II	Galley	8/2020
Co2	B-I	Engine room	8/2020
Co2	B-II	Engine room	8/2020
Halon	B-1	Cabin	8/2020

NAVIGATION/ELECTRONIC EQUIPMENT

(1) Carlisle & Finch 16" Searchlight (currently being repaired)

(1) Ritchie 7" magnetic steering compass

(1) Furuno model FR 8050D radar (back up radar)

(1) Furuno model RDP150 radar

(1) Furuno model RDP154 radar display

- (1) Furuno GP-90 GPS Navigator
- (1) On board navigation computer running navtrek software manufactured by Greemarine M/N Pilot 19
- (1) RHO-Theta RT-300 main overboard direction finder
- (1) Simrad AP-50 auto pilot
- (2) SEA 157 VHF radio telephone
- (1) Icom IC-M57 VHF radio telephone
- (1) SEA 857 loud hailer
- (1) Furuno FI-50 wind speed/direction
- (1) Furuno RD-33 wind speed/direction with digital depth sounder
- (1) Furuno AIS FA-170
- (1) Murphy bilge alarm panel
- (1) Fire-Lite MS-2 fire alarm panel (tag indicated it was inspected 8/2020)
- (1) National Weather Service barometer
- (1) Chelsea Ship Strike chronometer
- (1) Simrad R135 rudder angle indicator
- (1) Simrad S-35 non-follow up steering lever
- (1) Simrad FU-50 follow up steering lever
- (2) Caterpillar digital engine gauges with complete gauge / alarm package
- (1) Sharp 21" color television
- (1) Digital Stream DTV box
- (1) Fusion MS-IP600 stereo system
- (1) Norcal compass adjusting deviation card dated 6/23/2011
- (1) Fujinon 7X50 binoculars

FINDINGS AND RECOMMENDATIONS

MODERATE PRIORITY (Recommendations which should be accomplished as soon as possible):

1. There were wing nuts on the battery terminals on the engine room batteries. RECOMMEND replace wing nuts with hex head nuts as wing nuts cannot be properly torqued. The reference governing this is American Boat & Yacht Counsel (ABYC) E-10.8.3 Battery cables and other conductors size 6 AWG (13.3 mm²) and larger shall not be connected to the battery with wing nuts.
2. The lower latch on the electrical panel in the engine room was broken and does not close properly. RECOMMEND Repair/replace as required and test/prove sound
3. There was no tag showing the last time that the emergency pump (trash pump) was test run. RECOMMEND test pump monthly and record test on a tag attached to the pump.
4. The Zoll defibrillator batteries are recommended to be changed every 5 years. There was no record of when the batteries were last changed. RECOMMEND change batteries and record date on unit.

LOW PRIORITY (Recommendations considered as best practices or betterment):

1. The latch on the Pelican case for the trauma kit broke when the case was opened. RECOMMEND renew case.

APPRAISAL

Opinion of Vessel's Fair Market Value: \$890,000

Opinion of Vessel's Replacement Cost New: \$4,370,000

Notes for Appraisal:

- A. An "as is, where is", cash equivalency, 100% ownership interest assumption was made in determining the opinion of Fair Market Value.
- B. The estimated Fair Market Value is the definition from the American Society of Appraisers (ASA) Machinery and Technical Specialties (MTS) Committee: "*Fair Market Value* is an opinion expressed in terms of money, at which the property would change hands between a willing buyer and a willing seller, neither being under any compulsion to buy or to sell and both having reasonable knowledge of relevant facts, as of a specific date."
- C. The estimated Replacement Cost New is the definition from the ASA MTS Committee website: "*Replacement Cost New* is the current cost of a similar new

property having the nearest equivalent utility as the property being appraised, as of a specific date."

- D. Sales Comparison (Market) Approach, Cost Approach, and Income Approach were considered. No information regarding the vessel's income was provided so this approach was not used. This is a specialized, unique vessel with few, if any, sales/listing comparables available. For this reason I used the Cost Approach for the valuation.
- E. The California Air Resources Board (CARB) has harbor craft regulations requiring diesel engines on commercial vessels to be compliant with U.S. E.P.A. emission tiers through 2022. Currently pilot vessels are not on the list of vessels required to comply. However, pilot vessels are included in the proposed regulations currently being developed. These regulations will go into effect in 2023.
- F. The proposed regulations² would require U.S. E.P.A. Tier 2 engines model year 2008 (port engine) to be repowered as a Tier 4 engine by 12/31/2024. The starboard engine was replaced as new in 2011 so it is not required to be repowered as a Tier 4 engine by 12/31/2025.
- G. The California Maritime Academy was commissioned to do a study by CARB dated 9/30/2019³. The pilot vessel appearing in the study was the subject vessel. The conclusion of the study was that ..."this vessel does not have adequate space aboard to house OEM Tier 4 equipment or retrofit aftertreatment equipment in its current configuration". It should be noted that the study estimated the total cost of the retrofit at \$1,383,500. However, it is unclear if this cost included necessary modifications to the vessel structure needed to house the DEF tankage. Based upon my pursuit of the study it does not appear that these costs were included.
- H. The subject vessel has undergone extensive work in the past 4 years including deck, shell plate and fuel and ballast tanks being cropped and renewed, ballast tank piping and sea valve replacement, stern tube replacement, engine and gearbox rebuilding, generator replacement, tailshaft and propeller replacement and electrical ground fault repairs. Normally these types of repairs could affect the vessel's effective age in relation to the cost approach calculations. However, in this case the repairs were necessary just to keep the vessel running so that it could continue to operate until a new replacement vessel is constructed and available.

² See enclosure #3

³ See enclosure #4

- I. The vessel's strut tubes have not been replaced due to the complexity and cost of that repair. Additionally the proposed/anticipated CARB regulations requiring that the vessel be retrofitted to Tier 4 machinery by 2024/2025 is estimated to cost in the range of \$1,400,000. Based upon these considerations in my opinion the effective age of the vessel remains equal to the calendar age of the vessel, which is 27 years.
- J. In 2014 the undersigned called the builder and spoke with Peter Duclos of Gladding Hearne, who advised that the cost to build a similar vessel then would be about \$4,000,000, including electronics and outfitting. The Producer Price Index for "Ship Building and Repairing, Nonmilitary" was obtained from the Federal Reserve of St. Louis⁴. The index for 12/2014 was 195.2 and for 8/2020 it was 213.1. The formula for the current value is:

$\text{Current Value} = (\text{Current Index} / \text{Base Index}) \times \text{Cost}$
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Using this formula:

$\text{Current Value} = 213.1/195.2 \times \$4,000,000, \text{ or } \$4,366,803 \text{ (rounded up to } \$4,370,000)$

- K. For the Cost Approach calculations I assumed a replacement cost of \$4,370,000, a current Effective Age of 27, a Normal Useful Life of 30 years, and a residual salvage value of \$500,000 (increased from \$250,000 to account for recent work done on the vessel).
- L. The calculation of Fair Market Value (Fair Value) by the Cost Approach, with only Physical Obsolescence (depreciation) considered is as follows:

Current Replacement Cost New	\$4,370,000
Less Terminal Value	- \$500,000
Less depreciation (3,870,000 x .9)	\$3,870,053
	- \$3,483,000
	\$387,053
Plus Terminal Value	+ \$500,000
	\$887,053

- M. Deducting the residual salvage value, applying straight-line depreciation for 27 years, then adding back the salvage value resulted in a Fair Market Value of \$887,053, rounded up to \$890,000.

⁴ <https://fred.stlouisfed.org/series/PCU336611336611A>

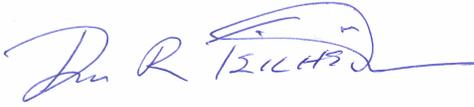
- N. The following assumptions were made regarding the valuation:
- Information provided by others that was considered in the valuation is from sources believed to be reliable and no further responsibility is assumed for its accuracy.
- K. The following Extraordinary Assumptions were made regarding the valuation:
- The condition of the vessel's underwater hull and running gear is adequate to support the appraisal values.
- L. No Hypothetical Conditions were assumed:
- M. The following Limiting Conditions apply to the report:
- All information presented in this report is true and accurate to the best of the surveyor / appraiser's knowledge and belief.
 - The surveyor / appraiser renders no opinion as to legal title. Prevailing liens or other encumbrances were disregarded, and the property was appraised as if free and clear, unless otherwise specifically stated.
 - This study was made for the purpose stated and cannot be relied on for any other purpose. This report is for your internal use only and, unless otherwise stated, should not be disseminated to the public or third parties in any part of form.
 - All estimates of value are presented in this report and the surveyor / appraiser's considered opinion. The opinion of value is only valid for the stated effective valuation date (effective date is located adjacent to the signature line on the last page of the report), and for the stated purpose (located on the first page, second paragraph).
 - I reserve the right to make such adjustments to the valuation herein reported as may be required by consideration of additional or more reliable information that may become available.
 - Testimony or attendance in court by reason of this appraisal shall not be required unless arrangements for such services have previously been made.
 - Neither all, nor any part, of this report is to be conveyed to the public through advertising, public relations, news, sales, or other media without written consent and approval of the undersigned.

- This appraisal was made in accordance with the code of ethics set forth by the American Society of Appraisers.
- This appraisal did not consider the possibility of the existence of hazardous materials or toxic wastes. Should there be concerns about the existence of such substances on the property, we consider it imperative that you retain the services of a qualified independent engineer or contractor to determine the existence and extent of any hazardous materials, as well as the costs associated with any required or desirable treatment or removal.
- This examination has been conducted without making removals, or opening up to expose areas or components ordinarily concealed, or testing for tightness, or testing and/or running machinery or equipment, and does not, therefore, address any damages and/or deficiencies which might have been revealed if such procedures had been executed.
- No incline experiment, stability studies or stability analysis was performed in conjunction with this condition and valuation survey. This report and the attending surveyor and this office express no opinion relative to the stability of this vessel. **FURTHER, THIS LIMITED REPORT IS ISSUED IN ACCORDANCE WITH THE TERMS AND CONDITIONS ATTACHED AS ENCLOSURE #2.** Acceptance of this report or its use for any purpose shall serve as acknowledgment of and agreement with these terms and conditions.

SURVEYOR'S NOTES

- A. Vessel's call sign is WDE5665.
- B. Radio station license posted expires 9/27/2028.
- C. The vessel's Certificate of Documentation expires on 6/30/2021.
- D. Carbon Monoxide (CO) is an odorless gas produced during the burning of hydrocarbons. Vessel equipped with gasoline engines and enclosed accommodation spaces are required by American Boat and Yacht Counsel (ABYC) A-24.7.1 to be equipped with a CO detection system. Vessels equipped with solid fuel or LPG appliances, or diesel engines, are recommended to be equipped with a detection system.
- E. With the exception of the deficiencies noted above, this vessel appeared to be in satisfactory condition for operation as a Pilot Vessel.

This report is issued without prejudice to any parties who may be concerned.



9/21/2020

Effective Date

TEICHEIRA MARITIME SURVEYORS, INC.

Dana R. Teicheira

NAMS Certified Marine Surveyor

ASA Accredited Senior Appraiser

Enclosures

1. Appraisal Certification
2. Survey Terms and Conditions
3. CARB proposed amendments to Harbor Craft Regulations
4. Cal Maritime Feasibility report on Tier 4 engine upgrades