



Report of Marine Survey

1979 / Puget Trawler 44



Nostra Casa

**Conducted by:
William D. Evans, AMS®430**



July 11, 2016

Kennet B Westby

.....
Seattle, WA

Dear Kennet B Westby,

In accordance with your request for a marine survey of the 1979 / Puget Trawler 44 (HIN ***** , USCG *****) for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my report.

The subject vessel was personally inspected by the undersigned on June 9, 2016 and July 8, 2016 and was found to be a well constructed and appointed vessel. The vessel is apparently well kept and can be considered to be suitable for its suggested intended use of Pacific Northwest and Adjacent Waters.

In the conduct of this survey, all parts of the vessel accessible without removal of bulkheads, decks, etc., were carefully examined. Every effort was made to determine the vessel's condition and fair market value compared to similar vessels.

As a result of my investigation and by virtue of my experience my opinion is:

OVERALL VESSEL CONDITION: ABOVE AVERAGE to EXCELLENT

FAIR MARKET VALUE (Valuation note page 11): \$225,000

ESTIMATED REPLACEMENT COST (BucValuPro): \$753,000

Respectfully submitted without prejudice.

A handwritten signature in black ink that reads "William D. Evans". The signature is written in a cursive, flowing style.

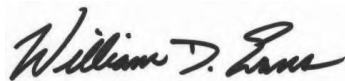
William D. Evans, AMS®430
Accredited Marine Surveyor

Member Society of Accredited Marine Surveyors, SAMS®
Member American Boat and Yacht Council, ABYC®

NOTICE TO THE SURVEY PURCHASER

This report is issued without prejudice solely for the use of the survey purchaser. It is based on the professional opinion of the individual marine surveyor. This survey report is issued subject to the condition that neither the surveyor, nor his employing firm are to be held liable for errors of any kind. This includes any omission, negligence, inaccuracy, misrepresentation or misstatement in this report, or in his performance as a marine surveyor. This report is a statement of opinion, and is neither a guarantee nor a warranty of the condition of the vessel, its hull, machinery, unforeseen or undetected damages or other conditions that may exist.

The use of this report for any purpose shall indicate the purchaser's acceptance of the above conditions.

A handwritten signature in black ink, reading "William D. Evans". The signature is written in a cursive, flowing style.

OFFERED:

William D. Evans, AMS®430
Accredited Marine Surveyor

INTRODUCTION

Acting at the request of Kennet B Westby the surveyor did attend onboard the motor vessel, Nostra Casa, on June 9, 2016 at CSR Marine and again on July 8, 2016 at her covered slip in Salmon Bay Marina, Seattle, WA The Ship's Papers were available. The reason for the survey is to ascertain the physical condition and value of the vessel for insurance purposes after extensive upgrades. The vessel was surveyed both in and out of the water. The engines and generator were operated. Kennet B Westby was present for the survey. Findings and Recommendations were discussed.

No reference or information should be construed to indicate any of the following:

1. Evaluation of the internal condition of the engines and the propulsion system's operating capacity.
2. Electronic compliance with the manufacturer's published specifications.

This vessel was surveyed without removal 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 bilge and lockers or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Buyer/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 date and is the unbiased opinion of the undersigned but it is not to be considered an inventory or a warranty either specified or implied.

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF THE FEDERAL BOAT SAFETY ACT (CFR), AND THE STANDARDS AND 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.

FINDINGS REFLECT CONDITIONS OBSERVED AT THE TIME OF SURVEY.

The American Boat and Yacht Council "Standards and Recommendations" are defined by reference to - "ABYC". These standards were developed in cooperative effort with the National Marine Manufacturers Association to complement the mandatory standards promulgated by the United States Coast Guard under the authority of the Federal Boat Safety Act of 1971. The ABYC Standards and Recommendations are considered to be *voluntary* but are highly suggested by the surveyor. *****

GENERAL INFORMATION

TYPE OF SURVEY.....Condition and Valuation
**** VESSEL NAME Nostra Casa

YEAR/MAKE/MODEL OF VESSEL1979 / Puget Trawler 44
 **** HULL IDENTIFICATION NUMBEREYS445270179
 USCG DOCUMENTATION NUMBER*****
 **** STATE REGISTRATION NUMBER*****
 OWNER'S NAME Kennet B Westby
 OWNER'S ADDRESS*****
 SURVEYED ATCSR Marine and Salmon Bay Marina, Seattle, WA
 DATE OF SURVEYJune 9, 2016 and July 8, 2016
 * BUILDERC & L Marine, Taiwan, ROC
 HULL MATERIAL FRP (fiberglass)
 HULL TYPESemi-Displacement *
 L.O.A. 44' 3 *
 BEAM 14' 4" *
 DRAFT 4' 4"
 * DISPLACEMENT35,900 lbs.
 ** USCG TONNAGE MEASUREMENT (GROSS/NET) 24 / 19
 ENGINES..... Twin, in-line, six cylinder, diesel, 120 HP
 ENGINE MODEL: Ford-Lehman 2715E
 ENGINE SERIALNOs.....*****
 ENGINE HOURS: .. 1526 / 1466 indicated on meters (owner estimates 3,000 total)
 GEARS.....Velvet Drive 10-13-000-03 #1342 / 10-13-000-04 #459 *
 TANKAGE:
 Fuel:700 Gal.
 Water:200 Gal.
 Waste:30 Gal.
 FUEL Diesel
 INTENDED CRUISING AREA Pacific Northwest and Adjacent Waters
(Asterisks denote source of information):
 * Per Manufacture's Specification
 ** Per USCG Documentation
 *** Per State Registration
 **** Observed on Hull

General Vessel Description: Twin diesel engine triple cabin pleasure trawler
 Layout: A chain locker is forward followed by a V-berth. Next aft to starboard is the forward head with shower. The galley follows. Steps lead to the inside helm station to starboard with a custom captain's chair. The salon follows with a settee and table to

starboard. Steps lead down to the aft stateroom with a head and bath tub/shower to starboard. An aft door exits to the aft deck. Steps on the aft cabin top lead to the flybridge with a double wide Stidd captain's chair and three bench seats. A canvas Bimini and enclosure provides weather protection. The vessel has a fiberglass swim platform and a Freedom Lift™ electric-hydraulic dinghy davit system.

EQUIPMENT OBSERVED ON BOARD

Equipment listed powered up and appears operational unless noted otherwise

Electronics/Navigation:

Compass:	via Garmin flux-gate auto pilot displays
VHF Radio:	ICOM IC-M502 with Command Mic remote
VHF Radios-Handheld:	(2) Standard Horizon HX300 (1) Standard Horizon HX870
Radar/Chart Plotter/Sounder:	(2) Garmin GPSmap7612 displays, (1) Garmin GPSmap 7616 display
Barometer and Clock:	Weems and Plath
Night Vision Camera:	FLIR

Cabin/Galley:

Galley Range/Oven:	Princess 3 burner AC electric range with oven
Galley Refrigeration:	Norcold DE461, 110 VAC & 12 VDC electric
Galley Freezer:	Dometic
Microwave:	GE Profile
Heat:	Espar D8LC diesel forced air furnace
Stereo-flybridge:	Fusion MS-AV700
Stereo-salon, staterooms:	Sonus system
Televisions:	Samsung LCD and Vizio LCD
Satellite Antenna System:	KVH TracVision HD7/Direct TV
Washer/Dryer:	Splendide 2100XC

Systems:

Potable Water:	Four stainless steel tanks, Tank Gauge, Paragon-Groco PJR pump with accumulator tank
Water Maker:	Spectra Newport 700 MK-II

Water Heater:	US Craftmasters, 20 gal. AC electric
Head / Sanitation:	(2) VacuFlush fresh water heads, polyethylene holding tank, Tank Gauge, SeaLand pump, Flojet 04105-143 and PAR MAX3 shower sump pumps
Batteries:	(2) 8D-12VDC gel cell (2015), (6) West Marine 6VDC gel cell (2015), (2) LifeLine 12 VDC AGM (bow thruster), (1) Group 31-12VDC gell cell (stern thruster); All secured in polyethylene battery boxes
Battery Charging:	Via inverter and high output alternators
Electrical Systems:	
AC:	115 VAC system, panel with main breaker, reverse polarity indicator, branch circuit breakers
DC:	12 VDC system, battery switches, panel with branch circuit breakers, (2) Balmar 150 amp alternators
Inverter/Charger:	Magnum Energy, MagnaSine MS2812
AC Generator:	Nex Gen, 5.5KW approx., 219.8 hours indicated
Fuel System:	(2) steel tanks, copper fuel lines, lever shut-off valves, Racor 500FGSS remote fuel filter, Baldwin BF788 on-engine secondary filters, FloScan fuel metering
Oil Change System:	Groco BMX3-60 pump, hoses, valves
Steering:	Two stations, Teleflex-Capilano hydraulic
Auto Pilot:	Garmin
Rudder Angle Indicator:	Yes
Hull and Underwater Gear:	Vessel was inspected hauled out at CSR Marine 6/9/2016
Propellers:	(2) Bronze, 24 x 19, 3-blade
Struts:	Bronze V-struts with intermediate T-struts
Cutlass Bearings:	Good condition
Propeller Shaft:	Stainless steel, 1-3/4 inch diameter

Propeller Shaft Seal:	Conventional bronze packing glands
Rudder:	(2) Stainless steel spades
Bow and Stern Thrusters:	Side Power DC electric
Hull Condition:	Good condition, new anti-fouling coating 6/2016
Zinc:	New, 6/2016
Thru-Hulls:	Bronze, good condition
Seacocks/Strainers:	Quarter turn valves and gate valves, engine raw water sea strainers
Underwater Lights:	(4) Sea Blaze™

Ground Tackle:

Anchor:	Rocna 40 kg. stainless steel
Chain and Rope:	300 feet of 5/16 inch 3B chain, swivel shackle
Windlass	Lofrans Tigres 12VDC power up-down
Wash Down System:	Yes
Fenders:	Six observed
Mooring Lines:	Six or more observed

Tender:

Dinghy:	2016 / Zodiac YL340DL RIB
HIN:	XDCY34291516
Outboard Motor:	2015 / Yamaha F40LA, 40 HP, four-cycle
Serial Number:	1051682Z
Davit System:	Freedom Lift™ aluminum, electric-hydraulic lift

Safety:

PFD's:	(12+) Type II observed
Throwable Device:	LifeSling3™ system, additional throw line
Flare Kits:	Sufficient per USCG and within date (2016)
Fire Extinguishers:	(3) ABC-I, gauges in green
Engine Room Halon:	None observed
Sound Devices:	Power horn
Navigation Lights:	Operational
Oil Placard:	Posted

Plastic Trash Placard:	Posted
Waste Management Plan:	Not observed
Bilge Pumps:	(2) RuleMate™-12VDC automatic
High Water & Systems Alarm:	Yes
Life Raft:	Revere 8 (new 2016)
EPIRB:	ACR Global Fix
Personal Locator Beacons:	ACR RescQ
AED:	Philips
First Aid/Medical Kit:	Marin Medical Kit 3000
CO Monitor/Alarm:	First Alert
Search Light:	Stryker on bow railing

FINDINGS AND RECOMMENDATIONS

DEFICIENCIES NOTED UNDER "**SAFETY**" SHOULD BE ADDRESSED BEFORE THE VESSEL IS NEXT UNDERWAY. THESE FINDINGS RELATE TO THE VESSEL'S SAFE AND PROPER OPERATION CONDITION. FINDINGS MAY ALSO INDICATE A VIOLATION OF USCG REGULATIONS.

DEFICIENCIES NOTED UNDER "**IMMEDIATE ATTENTION**" SHOULD BE CORRECTED IN THE NEAR FUTURE.

"**OTHER DEFICIENCIES, NOTES AND COMMENTS**" IF ANY, IS AN AREA WHERE THE SURVEYOR MAY MAKE ADDITIONAL COMMENT REGARDING THE VESSEL AND ITS SYSTEMS.

A. SAFETY

1. The vessel has a complete and up to date USCG Safety Package.

B. DEFICIENCIES NEEDING IMMEDIATE ATTENTION

2. None

C. OTHER DEFICIENCIES, NOTES AND COMMENTS

3. No GFCI outlets were observed. Confirm that wet areas, engine space and weather decks have GFCI protection. If none exists recommend installation of GFCIs per ABYC.
4. The Racor 500FGSS do not have heat shields. Units mounted in the engine compartment should have a metal heat shield installed on the bottom of the bowl to survive the ABYC 2-1/2 minute burn test. Suggest upgrade fuel filters to meet ABYC Standard.
5. No swim ladder found. A means of unassisted re-boarding shall be provided on all boats, and must be accessible to, or deployable by, the person in the water. Suggest install a swim ladder to meet ABYC Standard.
6. This 1979 C & L Puget Trawler 44 has received refits and numerous recent upgraded systems which increases the vessel value compared to other similar vessels. A partial listing of the improvements follows: new exhaust system, fuel lines, fuel tank inspection ports and cleaning, new anchor, bow and stern thrusters, new dinghy and motor, Freedom Lift, VacuFlush systems, holding tank, Garmin electronics (radar, sounder, plotter, AIS), Garmin auto pilot, KVH satellite antenna system, underwater lights, aft head shower enclosure, entertainment systems (TVs and stereos), inverter, battery banks, panel wiring (new panel ordered for imminent installation), Spectra Watermaker, Espar furnace, salon windows, flybridge Bimini and enclosure, washer/dryer. The boat is apparently very well maintained and shows well also cosmetically with high gloss fiberglass and newly finished teak decks and bright work.
7. Valuation: Surveyor valuation research is on file. Found comparable boats summarized: BUCValuePro (1979 C&L) \$85,900 to \$94,400
SoldBoats (# sold 1) \$71,500 to \$125,000
YachtWorld (# for sale 1) \$94,550

PHOTOGRAPHS



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Coast Guard Vessel Documentation

Data found in current database.

Vessel Name:	NOSTRA CASA	USCG Doc. No.:	636066
Vessel Service:	RECREATIONAL	IMO Number:	*
Trade Indicator:	Recreational	Call Sign:	*
Hull Material:	FRP (FIBERGLASS)	Hull Number:	EYS445270179
Ship Builder:	*	Year Built:	1979
		Length (ft.):	44
Hailing Port:	SEATTLE WA	Hull Depth (ft.):	5.9
Owner:		Hull Breadth (ft.):	14.4
Documentation Issuance Date:	May 31, 2007	Gross Tonnage:	24
		Net Tonnage:	19
		Documentation Expiration Date:	May 31, 2008
Previous Vessel Names:	CRICKET	Previous Vessel Owners:	KENNET B WESTBY KENNET B WESTBY KENNET B WESTBY KENNET B WESTBY KENNET B WESTBY MICHAEL J. GILBERT

Terms and Conditions

Surveyor agrees to undertake the work requested by Customer only on the following Terms and Conditions which shall apply to all work done by Surveyor and all reports relating to such work:

1. **EXPENSES:** In addition to the fees set forth on the front side of this work order, Customer shall pay Surveyor all costs, including but not limited to travel, hotel, meals, telephone/FAX relating to the work requested.
2. **ADDITIONAL SERVICES:** Any additional work requested or authorized by Customer verbally or in writing, or any work undertaken prior to the execution of this work order shall be subject to the terms and conditions of this work order. In addition to the fees set forth on the front side of this work order, Customer shall pay Surveyor for all additional work performed beyond that work initially requested at Surveyor's normal hourly rate.
3. **PAYMENTS AND INTEREST:** Payment of all fees, expenses and additional services shall be due upon demand by Surveyor. All payments if unpaid when due shall bear interest at the rate of 1.5% per month commencing ten (10) days from the date of this invoice.
4. **LIEN:** If the Customer is the owner of the vessel surveyed, or a person authorized to procure surveyor services, the Surveyor will have a lien on the vessel pursuant to the Federal Maritime Lien Act, 46 USC 971-975. Apart from a maritime lien, the Surveyor shall have and retain all other legal rights it may have, whether state or federal until the fees and expenses have been paid. The person signing this work order warrants that he has authority to bind all parties he represents to these fees and expenses.
5. **TERMINATION:** Customer may terminate the work requested upon giving written notice to Surveyor. Customer shall pay Surveyor for all work performed at Surveyor's normal hourly rate, and all expenses incurred prior to termination including any travel expenses necessary for Surveyor to return to his office. If for any reason the Surveyor's work is terminated he will have no further liability to the customer.
6. **REPORT:** Any report, notes or writings issued by Surveyor regarding the work requested shall be subject to these terms and conditions.
7. **OPINION:** Any oral or written report given by the Surveyor in connection with the work requested constitutes only statements of opinion and is not to be construed or considered as representations, warranties or guarantees. Additionally, Surveyor disclaims any expertise regarding insurance coverage or insurance policy conditions and terms. Any oral or written statements made by Surveyor are not to be construed or considered by Customer as in any way bearing on the existence or non-existence of insurance coverage.
8. **BEST EFFORTS:** Surveyor will use the skill and care practiced by professional marine surveyors to perform the work requested and to commence said services on the date specified.
9. **LIMITED LIABILITY:** Surveyor shall not be liable to Customer for any claim, loss, cost, penalty or damages of whatsoever kind or nature arising out of, in connection with, or incidental to the work requested, except that as may be caused by the direct and sole negligence of Surveyor. Surveyor shall not be liable in any event unless written notice of a claim relating to the requested work is received not later than six (6) months from the date of this agreement and, if Surveyor declines or denies liability, unless suit is brought within one (1) year of the date of this agreement. Surveyor shall in no event be liable to Customer in an amount exceeding the sum of the Customer paid fees to the Surveyor for any claim or claims, singularly or in the aggregate. Surveyor disclaims the making of any warranties, expressed or implied, other than is contained in paragraph 8 of this work order. There are and shall be no liabilities for breach of any warranties (whether of workman-like service, merchantability, or fitness for a particular purpose or otherwise), as no such warranties exist and Customer has relied on no such warranties. Surveyor shall have no liability on any basis other than a failure to use the degree of skill and care practiced by professional marine surveyors.
10. **INDEMNITY:** Customer agrees to indemnify, defend, and hold harmless Surveyor, its officers, agents and employees from and against any and all suits, claims, actions, losses, costs, penalties, and damages of whatsoever kind and nature as asserted by third parties or strangers to this contract in any fashion arising out of or in connection with the work requested by this work order.
11. **NOTICE, CLAIM, TIME LIMITS FOR SUIT:** Should Customer fail to give written notice of any claim within six (6) months of the date of this instrument, or having given timely written notice then fails to commence suit within one (1) year of the date of this instrument, then Surveyor is discharged forever from all liability to Customer on any basis. Venue for any suit brought by Customer arising out of this agreement or otherwise against Surveyor shall be in King County, State of Washington.
12. **ENTIRE AGREEMENT:** This work order constitutes the complete agreement between Surveyor and Customer, and may not be modified or altered except by further written agreement signed by both parties.

Work Order 2005.1.5