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Confidential
Condition and Value
Report of Marine Survey for the Vessel
Kimberly C
HIN 596518

Prepared For:

Yak Timber Inc
Marvin Adams
747 Ocean Cape Road
Yakutat, Alaska 99689

SURVEY SUMMARY REPORT

Vessel: Kimberly C **HIN 596518**

Client Number : 0506202201CVOWS

Type of Survey : Condition and Value

Hull Identification Number (HIN) : 596518

IMO Number:7802627

ABS Tonnage Certificate January 25, 1995

ABS International Tonnage Certificate January 25, 1995

ABS Voluntary SMS Certificate August 21, 2020

Towing SMS Certificate June 20, 2018

ABS Voluntary Document of Compliance May 2, 2017

USCG Certificate of Inspection Expires October 22. 2025

Overall Vessel Rating : Good Condition

Registered Owner(s) : Marvin Adams DBA Yak Lumber Inc

Place of Survey : Everett Washington , Everett Ship Repair

Date of Survey : 5/6/2022

Make / Model of Vessel : Ocean Tug

Builder : McDermott

Hailing Port : Yakutat

Year Built : 1978

Gross Tons : 149 GRT

Net Tons : 101 NRT

Greatest Beam : 32'

Greatest Depth : 15' 3"

Registered Length Overall (LOA) : 99'. 1"

Hull Material : Steel

Hull Type : Full Displacement Hull

Propulsion Type : Diesel Reduction

Engine Location and Hours : Port Main : 17,444 Hours

Engine Location and Hours : Starboard Main : 17,431 Hours

Engine Location and Hours : Port Generator : 11,304 Hours

Engine Location and Hours : Starboard Generator : 9,346 Hours

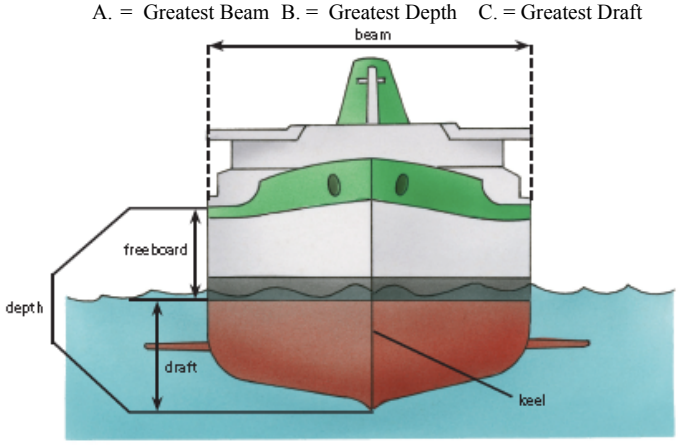
Intended Use : Commercial Sub Chapter M

Intended Use Area : Oceans

Last Dry Dock : 5/6/2022

Reason for Dry Dock : Maintenance

A. = Greatest Beam B. = Greatest Depth C. = Greatest Draft



D. = Freeboard E. = Length Overall

Description of Survey

The Kimberly C is a 99'1" x 32' x 15' 3" steel constructed ocean going tug built in Amelia Louisiana in 1978. It has a United States Certificate of Documentation # of 596518 and an IMO # of 7802627. It has a modified bow with built in fendering and a bow pudding. It has a low profile moving aft with a towing stern with stern roller. The hull was inspected out of the water on May 7th, 2022 in Everett Washington at the Everette Dry Dock. The vessel bottom paint was in fair condition. The vessels anodes were approximate 80% remaining. The vessel is fit with twin rolling chocks port and starboard. The keel coolers are recessed in the hull port and starboard. The anodes in the sea bays where the keel coolers were located were also in similar condition. The bonding straps were damaged and were to be replaced by the yard. The vessel has seven keel coolers. Two each for the main engine port and starboard, one for each generator and one for the main towing winch. The starboard propeller was still installed and was a four bladed stainless steel propeller. The shafts are 9.5" stainless steel that are fiberglass wrapped in the engine room. The rudders were inspected and found in good condition. The rudder shafts are stainless as well and the cutlass bearing were inspected by the shipyard and reported as in tolerance. An Ultrasonic Hull Testing was completed by International Inspection in March of 2020. The report was reviewed in full and found to be comprehensive and all recommended steel was reportedly replaced. It is reported that any steel that was found to be near the USCG requirement of 25% wastage was replaced. There were several sea chest that were inspected aft starboard side and forward on the starboard side and were found in serviceable condition. The hull in general was in very good condition for a vessel built in 1978. The vessel was equipped with two half pipe rub rails and three aft for hip ups. The transom was also fitted with installed fendering system just below the gunnel. The bulwarks were in good condition. It is reported that the tire on the port and starboard side are being replaced.

Starting aft on the back deck the three towing pins are above the main deck elevated about 3'. Approximate centerline the vessel has a wire hook to secure the hook for deck safety. Forward is a welded pipe (staple) for the dead man. Port and starboard the vessel has two bits. The main towing winch is fit forward on the back deck. The main tow drum is to port with an approximate 2000' of 2" wire that was just pull tested by Woods Acquisition to a Break Load of 396,000 lbs. The fidley is entered to port of the drum winch. Moving forward down the port or starboard side is a passage to the bow on an open deck. Forward of the house is another set of bit's port and starboard with the bow having a H Bit fit. The decks are painted with a non-skid surface in fair condition.

Moving inside the fidley the 671 Detroit diesel is fit aft to power the towing winch. The fidley house the vessels laundry and has a couple extra freezers for the vessel crew. Approximately centerline the vessel has a ladder down to the engine room. Forward in the engine the vessels 480/208 and 120 distribution generator panel is located. To port and starboard the vessels John Deere 65 kW generators are fit. To port is the vessels potable water system and to starboard is the MSD system.

Moving down the starboard side vessels ballast water system is fit with two fire pumps with CCE 20 Barnes pumps. Aft of the manifold is the pre-lube pumps and in the starboard aft engine room is the hydraulics motor for the tow pins. Moving down the port outboard side is the fuel manifold system with two ICU 20 Barnes

Description of Survey

pumps and the port pre lube pump is fit. Moving aft the vessel is fit with two Quincy air compressors and the twin air receiver tanks are fit to the overhead on the port side. Aft in the engine room is the steering pumps and rudder angle indicator. Both shaft packings are visible port and starboard aft and were found in good condition.

The main engines are EMD 12-645 E2 port and starboard with Lufkin Reduction Gears. The engines have just undergone a inspection in Fort Pierce Florida and found to be in good condition and with relatively low wear. I have reviewed the report and found the report to be credible and satisfactory. The only difference noted was the port gear is still working on the OEM mechanical lube pump where the starboard has an electrical pump added. I would recommend adding an electric to the port and carrying a spare. The decks are aluminum diamond plate and in good condition. Lighting was acceptable and electrical outlets were tested for grounds. The starboard side mid ship 110 vac outlet was found non-operational.

Back up the ladder on the main deck moving forward through the Fidley you enter the house. The galley is to starboard aft bulkhead with a commercial grade reach in freezer refrigerator combo and a 48 vac stove oven combo. Forward the microwave and sink is located. To the port side is a large dinette settee with a U-Shaped seating for at least 7. It has a Formica top and the seating is constructed of a marine grade material in very good condition. Moving forward centerline to port and starboard are two marine heads with showers, sinks and flushing toilets. Moving forward up the companionway T's off to the port and starboard. At the end of the hall are two staterooms both port and starboard side. Outboard in the companion ways are two watertight doors to the main deck.

Moving back to the galley to starboard in the interior ladder to the 01 deck. The 01 deck is comprised of the master state room that is accessed to the port side. Forward of the stateroom is an electronics space with an air handler and various electrical and electronic equipment for ships use. The stairs to the bridge to port. Up the stairs a 208/120 panel is located for bridge and various electrical components. The master's chair is centerline with engine controls and steering located port and starboard wings. The radars, plotters, radios, and associated electronics were tested and found operational and appropriate for the vessel.

The 01 deck aft is accessed from a ladder aft near the Fidley entrance. The 01 deck aft is equipped with a steering station and engine room ventilation vents port and starboard. The stack is centerline with a second air handler forward of the stack. The top of the pilot house is accessed from the 01 deck. The top of the pilot house is fit with VHF antennas, spotlights, GPS receivers and AIS receivers. The mast and mast base was inspected and found in good condition. The vessels tow lights and navigation lights were found in good condition and serviceable.

The vessel is fit with six fuel service tanks with a total of 54,245 usg capacity. Two tanks aft of the engine room, two forward of the engine room, two day tanks and an overflow tank. The Ballast water if fit in seven tanks with a capacity of 93,300 usg. There are two wrap around aft peaks, two aft wing tanks, a forepeak and two forward wing tanks. There are two wing potable tanks with 4686 usg capacity forward in the engine room. See the attached drawing in this report for specifics, location and volumes on tanks.

Scope of Survey

Acting on the request of Marvin Adams, a Condition and Value Survey was contracted on May 6th, 2022 in Everett Washington. This survey was conducted in accordance with applicable USCG applicable regulations, ABYC and NFPA standards. This vessel was surveyed without removal of any parts, such as fittings, screwed or nailed boards, welded plate, inspection under or behind fuel, water or sewage tanks, anchors, chain, fixed partitions, instruments, clothing, spare parts or miscellaneous materials in bilge's, lockers and or any other fixed or semi-fixed items. Inaccessible areas also precluded 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 Captain Michael Terminel, but it is not to be considered an inventory or a warranty either specified or implied. Owner is advised and it is recommended to search all areas of his vessel routinely to identify any areas in need of maintenance and repair.

Present during the survey was attending surveyor Captain Michael Terminel Accredited Marine Surveyor with A.S.A. and Louie Audette consultant for vessel. The Official HIN # 596518 was observed on the hull inscribed by manufacturer. A sea trial was not performed. Purpose of the survey was to ascertain Condition and Value of said vessel. DC power was not used to “Power Up” installed systems. No information was ascertained or shall be construed to the internal condition of the main engines. An engine survey was completed and results were reviewed and found acceptable.

Areas of Inspection:

1. Visual inspection for fatigue or damaged materials, corrosion, painted surfaces, bent plate, leaks and fatigue of accessible portions of the hull, bulkheads, swim step, hull to deck joints, water tight doors, water tight deck hatches decks, windows and seals, awnings, pilot house to deck fastening, bulkheads, longitudinal, transverse members and bilge lubber where applicable.
2. Inspection of accessible portions for cracks, fatigue and corrosion of the shafts, shaft couplings, rudders, out drives, packing glands, cutlass bearings, propellers, zinc's and steering quadrants where applicable.
3. Visual inspection of accessible portions of the electrical systems, 12 vdc panels, 120 vac, isolators, amp meters, transformers, distribution panels, generator panel switchboard, shore connection. Electrical wiring was copper strand tinned wire where applicable.
4. Inspection of interior seating, rest rooms, staterooms, bunks, Vee Berth galley, storage areas and wash rooms.
5. Inspection of vessels safety rails, ladders, hand rails, nonskid interior decks and weather decks where applicable.
6. Inspection of accessible internal areas of bilge for fractures, cracks, defects, clogs and debris where applicable.
7. Inspection of accessible and below the waterline through-hull fittings, valves, check valves, hoses and clamps where applicable.
8. Inspection of engines for leaks, broken components, fluid levels, engine belts, sea strainers, fuel filters, motor mounts, hoses, and electrical connections where applicable.
9. Inspection of fitted navigation bridge electronics, antennas and installation where applicable.
10. Inspection of vessels propulsion and generators where applicable.
11. Inspection of USCG safety equipment to life jackets (Type 1,2,3) , survival suits, ring buoys, EPIRBS, life rafts, throw able (Type 4) sound signals, strobe lights, visual distress signals, VHF radios, carbon monoxide, smoke detectors, portable and fixed fire fighting extinguishers systems where applicable.
12. Inspection of fuel tanks, waste and water tanks, to include inspection of associated water, fuel and sanitation pumps, hose, valves, vents, clamps and fittings.
13. USCG required Publications , Light List, Tidal and Current Tables, Rules of the Road, Official Logbook, FCC Licenses, Coast Pilot #9 and MARPOL, Emergency Radio, USCG Oil Discharge, Crew Injury and Zero Tolerance Placards where applicable.
14. Vessels USCG required navigational lights required by COLREGS

STATEMENT OF VALUATION AND SUMMARY REPORT

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, knowledgeable and assuming the price is not affected by undue stimulus.

Implicit in the definition is the consummation of a sale as of a specified date and the passing of title from the seller to buyer under conditions whereby:

- A buyer and seller are typically motivated
- Both Parties are well informed and well advised, and each acting in what they consider their own best interest.
- A reasonable time is allowed in the open market.
- 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.

Therefore, after consideration for the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyors opinion that the "FAIR MARKET VALUE" of the subject vessel is **$2,800,000.00 U.S Dollars**

2. The "Estimated Replacement Cost" Indicates the retail cost of a new vessel of the same make and model with the similar equipment offered by the same manufacturer, "ESTIMATED REPLACEMENT COST " of the subject vessel, engines and trailer is **$12,000.00 U.S. Dollars**

3. As a result of my investigation, as shown in the Observations and Recommendations section of this report of survey, I find this vessel to be in an overall rating of **Very Good Condition.**

The Vessel Value Comparison Calculation is an average of the Low and High values in each of the recognized brokers with specifically selected vessels of similar type, horsepower and vessel characteristics.

Valuation Summary of two comparable vessels were chosen to include vessels listed below. Current market trends place a 99' Ocean Going Tug vessels in the Pacific Northwest and East and Gulf Coast market at between $2,100,000.00 to $3,500,000.00 with the average being $2,900,000.00.

1970 110' 16 EMD Twin Screw 17 GRT 10 kn ABS Class Location: US Gulf: $2,100,000.00
2000 101" Caterpillar Engines Seaboats Model 15T GRT 4400 HP ABS Class Location: US Gulf $3,500,00.00
1967 124' 194 GRT 12 Knots Twin EMD 12 Cylinder Location East Coast USA $3,300,000.00

The advantage the Tug Kimberly C is it is constructed of Steel has two low hour EMD Engines. This vessel is positioned in South Central Alaska and cost to reposition a vessel like this to Alaska from the US Gulf Coast could cost upwards to $100,000.00 in additional cost. These are highly desirable vessels in Alaska. The hull appears in good condition. It was built in the USA. With the current tariffs on aluminum and steel vessels, Steel vessels are showing a renewed interest in the market. This vessel with all the valid USCG and ABS Certificates and Inspections raises the value of the vessel considerable compared to a vessel that is not current. It could cost upwards of $100,000.00 to bring a non compliant vessel to meet requirements. The current inventory in Alaska due to COVID 19 is very low and lack of manufacturing has led to a shortage of vessels across the United States. This has led nationwide to a 10% to 15% increase in vessel sales price. Vessels age, engines, condition and upgrades were considered in its valuation. Deficiencies notwithstanding, the list of deficiencies is relatively minor. I consider the vessel in good condition. Considering the overall condition and weighing the actual sales data and current listings data, the valuation of "Subject Vessel" is placed at the low to mid range of the market values.

LIFE SAVING APPLICATIONS SUMMARY REPORT

Vessel: Kimberly C **HIN 596518**

Vessel ID:
371

Location:

Vessel Model:
Ocean Tug

Owner Name:
Yak Timber Inc

Purpose:
Comemrcial Towing Sub Chapter M

Back Board

Date	Location	Condition	Type	Qty
05/06/2022	Fidley	Serviceable	Stokes	1

CO / Smoke Detector

Date	Location	Condition	Type	Qty
05/06/2022	Throughout	Serviceable	CO/Smoke	Req

CO2 System

Date	Location	Condition	Type	Qty
05/06/2022	Fidley	Serviceable	800 lb lb.	4

EPIRB

Date	Location	Condition	Type	Qty
05/06/2022	01 Deck	Serviceable	Cat 1	1

Fire Extinguishers

Date	Location	Condition	Type	Qty
05/06/2022	Throughout	Serviceable	40 LB B2	6

Fire Hose 50', Nozzle, Spanner

Date	Location	Condition	Type	Qty
05/06/2022	Main Deck	Serviceable	50' 1.5"	2

First Aid Kit

Date	Location	Condition	Type	Qty
05/06/2022	Bridge	Serviceable	Marine	1

Life Jackets

Date	Location	Condition	Type	Qty
05/06/2022	Throughout	Serviceable	Type 1	10

LIFE SAVING APPLICATIONS SUMMARY REPORT

Vessel: Kimberly C **HIN 596518**

Life Rafts

Date	Location	Condition	Type	Qty
05/06/2022	01 Deck	Serviceable	SOLAS A	10

Survival Suits

Date	Location	Condition	Type	Qty
05/06/2022	Throughout	Serviceable	Immersion	10

Throwables

Date	Location	Condition	Type	Qty
05/06/2022	Main Deck	Serviceable	Ring	4

USCG Navigation Lights

Date	Location	Condition	Type	Qty
05/06/2022	Mast	Serviceable	Towing Vessel	Req

USCG required Flare Kit

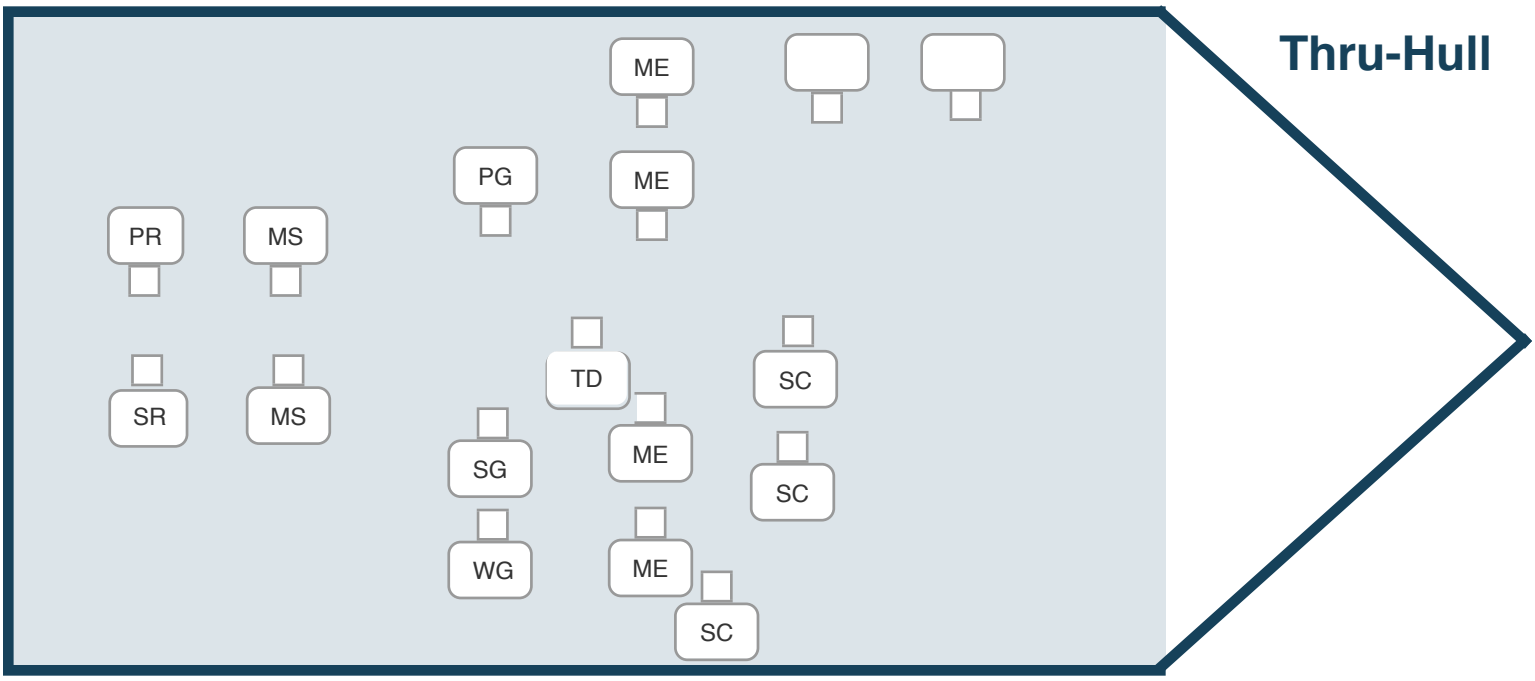
Date	Location	Condition	Type	Qty
05/06/2022	Bridge	Serviceable	Per Class	Req

USCG Sound Signal Device

Date	Location	Condition	Type	Qty
05/06/2022	Top of Pilot house	Serviceable	AIR and Elect	1

THRU HULL REPORT

Red X indicates inoperable item.



Abbreviation	Description
ME1	Port Main Engine Keel Coolers
PG	Port Generator Keel Cooler
SG	Starboard Generator Keel Cooler
WG	Winch Generator
ME2	Starboard Main Engine Keel Coolers
SC	Sea Chest
TD	Transducer
MS	Main Shaft Penetration
PR	Port Rudder
SR	Starboard Rudder

Note	All thru hull fittings were inspected and found to be in good condition and serviceable. Nothing in this reports relieves the operator of inspecting all thru hull fittings prior to departing and harbor of safe refuge or dockside.
Material	Steel through hull piping is all hard piped and welded
Type	Ball and Gate Valves
Condition	Serviceable and Operational

OBSERVATIONS, RECOMMENDATIONS AND REGULATORY SUMMARY REPORT

Vessel: Kimberly C **HIN 596518**

OBSERVATIONS AND RECOMMENDATIONS

Observations:

- Vessel has current compass deviation card Dated 6/2021
- Wiring in vessel appeared to be copper tinned wire installed to USCG requirements
- Electronics were tested and found in operational condition
- Safety equipment was nspected and found in operational condition
- Life jackets were found in satisfactory condition
- Interior of vessel was found serviceable and well cared for condiiton
- Decks were found non-skidded and in good serviceable condition
- Tow wire was just pull tested. Needs to have thimble installed to bitter end of wire
- Tow pins are reported to have been recently overhauled and in serviceable condition
- Fendering was found in good condition and serviceable on bow and stern
- Engine report was found favorable and credible
- Ultrasonic Testing report was found supportive with findings observed on May 7th, 2022.

Recommendations:

- Recommend freeing up main engine room vent covers to allow east securing
- Recommend replacing dampener closing device under wheelhouse in electronics room starboard side
- Recommend replacing seals in all watertight doors and deck hatches. All seals are hard and cracked
- Recommend labeling all main deck vents that are not labeled
- Recommend adding lock and chain to Sewage Overboard discharge valve
- Recommend removing bolted hatches for rudder room and replacing with a Freeman sytle easy access hatch
- Remove 120 vac power strip under helm, recommend har wiring equipment
- Wires noted under helm that are not terminated. Recommend terminating and or removing
- Recommend serviceing fresh water pumps. One pressure switch was missing cover and one was missing connection of pressure side of hose
- Recommend removing all portable heaters from vessel. Extreme fire hazard noted.
- Recommend securng wire penetration port side above fidley water tight door
- Recommend extending current matt under main engine room electrical panel so operator is insulated
- Recommend adding SWL to all bitts and towing pad eyes
- Recommend adding thimbal to tow wire

USCG or State of Alaska Regulatory
Corrective Actions needed before next sailing

- Fire Extinguishers and CO2 System need annual service. Recommend scheduling prior to departure from Seattle area

GENERAL EQUIPMENT SUMMARY REPORT

Vessel: Kimberly C **HIN 596518**

Air Compressors

Engine Room

(2) Quincy Model # 325L C..C. Basic Part Number # 2020003737 : Inspected and found in serviceable condition

Air Receivers

Pop Offs

(1) Aquatroll 200 psi 8/2021 : Recommend Testing Annually

(1) Apollo 200 psi No test date noted : Recommend Testing Annually

Anchoring System

Anchor

(1) 1500 lb Navy Stockless Anchor : Inspected and found in serviceable condition

(1) 700 lb Danforth Style Anchor : Inspected and found in serviceable condition

Anchor Chain

(60') 3" Stud Link Chain : Inspected and found in serviceable condition

Ballast

Engine Room

(8) Valve header System : Inspected and found in serviceable condition

(2) CCE 20 Barnes Centrifugal Pumps : Inspected and found in serviceable condition

Cabin Appointments

01 Deck

(1) Carrier AC Unit Model # 38AUZA08A0E5A0A0A0 Serial # 0319C9C90923 : Inspected and found in serviceable condition

Electronics Room

(1) Carrier Air Handler Air Conditioning Unit Model # 40RR008520 Serial # MC90176 : Inspected and found in serviceable condition

Fidley

(1 each) Bosch Model 300 Washer and Dryer : Inspected and found in serviceable condition

(1) Turbo Air Model # M3 Stand Up Freezer : Inspected and found in serviceable condition

Pilot House

(3) Forward Windows have Heaters : Inspected and found in serviceable condition

GENERAL EQUIPMENT SUMMARY REPORT

Vessel: Kimberly C **HIN 596518**

Cabin Appointments

Pilot House

(3) Forward Windows have Heaters : Inspected and found in serviceable condition

(1) Center Wind Shield Wiper : Inspected and found in serviceable condition

(1) LeBlanch Helm Seat : Inspected and found in serviceable condition

All Windows have pull Down Sun Screen : Inspected and found in serviceable condition

Electrical Systems

Electronics Room

(1) TS-200 True Sine Wave Inverter : Inspected and found in serviceable condition

(3) Banks) 2 each 12 vdc Batteries in Parallel for 24 vdc System : Inspected and found in serviceable condition

(2) Newmar Battery Charger Three Stage Smart Charger 24/30/3 PT-24-4501 : Inspected and found in serviceable condition

Engine Room

(1) Phase Three Three Stage Smart Charger PT40U : Inspected and found in serviceable condition

(1) Point Eight Style 460/208/120 Power Distribution Panel : Inspected and found in serviceable condition

Main Cabin

(2) 120 vac and 208 vac Power Distribution Panels in Main Cabin : Inspected and found in serviceable condition

Pilot House

(1 Blue Seas Distribution Surge protected 24 vdc M2 Panel : Inspected and found in serviceable condition

(1 Blue Seas Distribution Surge protected 12 VDC M2 Panel : Inspected and found in serviceable condition

(1 Blue Seas Distribution Surge protected 120 vac M2 Panel : Inspected and found in serviceable condition

(2) 120 vac and 208 vac Power Distribution Panels in Bridge : Inspected and found in serviceable condition

Port Generator

(1) John Deere Model # 4045TFM85 Serial # PE4045L936492 480 VAC 60 HZ 65 kW : Inspected and found in serviceable condition, See engine data report

GENERAL EQUIPMENT SUMMARY REPORT

Vessel: Kimberly C **HIN 596518**

Electrical Systems

Starboard Generator

(1) John Deere Model # 4045TFM85 Serial # PE4045L93631 480 VAC 60 HZ 65 kW : Inspected and found in serviceable condition, See engine data report

Electronics and Navigation Equipment

Electronics Room

(1) Furuno Processor RPU-024 Serial # 1000-3710-6760 : Inspected and found in serviceable condition

(1) Furuno AIS Interface Model # IF-1500AIS Serial # 001331 : Inspected and found in serviceable condition

(1) Furuno BNWAS BR-500 Serial # 6428-3427 : Inspected and found in serviceable condition

(1) Master Volt Charge Master 24/30/3 : Inspected and found in serviceable condition

Pilot House

(1) Furuno Radar RCU 028 Serial # 106771 : Inspected and found in serviceable condition

(1) Simrad Autopilot : Inspected and found in serviceable condition

(1) Furuno Marine Radar RDP 150 Serial # 4347-9320 : Inspected and found in serviceable condition

(3) Standard Horizon VHF Model # GX5500S Quantum Radios : Inspected and found in serviceable condition

(1) BNWAS Bridge Alert System Furuno BR-560 : Inspected and found in serviceable condition

(1) Furuno FCV 6 : Inspected and found in serviceable condition

(1) Furuno GPS GP-31 Navigator : Inspected and found in serviceable condition

(1) Furuno AIS FA-150 : Inspected and found in serviceable condition

(1) Furuno Satellite Compass : Inspected and found in serviceable condition

(1) Furuno BNWAS BR-150 : Inspected and found in serviceable condition

Top of Pilot House

(2) Furuno Radar Scanners : Inspected and found in serviceable condition

(3) VHF Antennas : Inspected and found in serviceable condition

(1) Furuno AIS Receiver : Inspected and found in serviceable condition

(1) Furuno GPS Receiver : Inspected and found in serviceable condition

Engine Controls

Pilot House

(2) Sets of Mathers Air Control Engine Control Stations : Inspected and found in serviceable condition

GENERAL EQUIPMENT SUMMARY REPORT

Vessel: Kimberly C **HIN 596518**

Engine Equipment

Engine Room

(2) Pre Lube Pumps Roper Model 3 P2-01219 : Inspected and found in serviceable condition

(2) 300 usg Air Receiver Tanks : Inspected and found in serviceable condition

Tow Winch

(1) Allison Transmission for 671 Diesel Model 5630 or 5631 : Inspected and found in serviceable condition

Entertainment System

Main Cabin

(1) Samsung 40" Color TV : Inspected and found in serviceable condition

Fire Pumps

Electronics Room

(2) CCE 20 Barnes centrifugal Pumps : Inspected and found in serviceable condition

Fresh Water System

Engine Room

(1) Rheem Water Heater 50 usg Model # A211807595 Serial # MA502 45 C : Inspected and found in serviceable condition

(1) US Watermaker Model # 1200 : Inspected and found in serviceable condition

(2) Potable Water Pumps Franklin Model # FP05C1-C Serial 91140005 : One pump was disconnect the other was found operational

Fuel System

Electronics Room

(2) Each Main Engine Model # 75000 FHX Racor Fuel Filters : Inspected and found in serviceable condition

Engine Room

(2) Each Generator Racor fuel Filter 75/1000 FGX : Inspected and found in serviceable condition

(1) Alfa Laval Fuel Centrifuge Model 3 MBA 103B -24 : Currently being overhauled by MSI in Seattle

(2) CCE 20 Barnes centrifugal Pumps : Inspected and found in serviceable condition

(16) Valve header System : Inspected and found in serviceable condition

GENERAL EQUIPMENT SUMMARY REPORT

Vessel: Kimberly C **HIN 596518**

Galley

01 Deck

(1) Full Size Chest freezer : Inspected and found in serviceable condition

Main Cabin

(1) Cospolich Reach In Model # R20120 -211 AD S Serial # 906467 : Inspected and found in serviceable condition

(1) Panasonic Microwave 1000 watt : Inspected and found in serviceable condition

(1) Lang 40 vac Stove and Oven Model # RH36 36S : Inspected and found in serviceable condition

(1) Stainless Single Basin Sink : Inspected and found in serviceable condition

(1) Dinette Settee with Marine Grade Cushions and Formica Table for 7 : Inspected and found in serviceable condition

Hull, Deck and Superstructure

Back Deck

(2) Sets of Bollards port and starboard aft of house : Inspected and found in serviceable condition

(2) Sets of Bollards port and starboard fwd of house : Inspected and found in serviceable condition

Bow Deck

(2) Ship and Barge Docking Pads Port and Starboard : Inspected and found in serviceable condition

Hull Construction

(1) Bow Fixed Pudding : Inspected and found in serviceable condition

(2) Half Pipe Rub Rails (3) Half Pipe Rub Rails aft : Inspected and found in serviceable condition

(24) New Tires to be added to vessel : Inspected and found in serviceable condition

(1) Bow H Bitt : Inspected and found in serviceable condition

(1) Stern Roller : Inspected and found in serviceable condition

Hydraulic System

Tow Pins

(1) Hystart Model # MPW-01-20 : Inspected and found in serviceable condition

Lighting

Back Deck

(1) LED Back Deck Light : Inspected and found in serviceable condition

GENERAL EQUIPMENT SUMMARY REPORT

Vessel: Kimberly C **HIN 596518**

Lighting

Pilot House

(2) 120 vac Ceiling Lights : Inspected and found in serviceable condition

Propulsion

Engine Room

(2) Conventional Bronze Packing Glands : Inspected and found in serviceable condition

Main Shafts

(2) 9.5" Stainless Steel Shafts with interior fiberglass wrap : Inspected and found in serviceable condition

Port Main Engine

(1) Detroit Diesel Model # 12-645-E2 Serial # 74-F1-1041 AB-88HS- 52528-1083 : Inspected and found in serviceable condition

Port Reduction Gear

(1) Lufkin Model # RHS2120 Serial # 1440 Max hp 1260 : Inspected and found in serviceable condition

Propellers

(2) Four Bladed Stainless Propellers : Inspected and found in serviceable condition

Starboard Reduction Gear

(1) Lufkin Model # RHS2120 Serial # 1260 Max hp 1260 : Inspected and found in serviceable condition

Starboard Main Engine

(1) Detroit Diesel Model # 12-645E2 Serial # 74-F1-1073 AB-88HS- 52516- : Inspected and found in serviceable condition

Safety Equipment

Engine Room

(1) Sound Powered Phone Henschel Corporate : Inspected and found in serviceable condition

(1) Guest 10 amp Battery Charger for General Alarm : Inspected and found in serviceable condition

Galley

(1) Sound Powered Phone Henschel Corporation : Inspected and found in serviceable condition

Main Cabin

(1) General Alarm with various Pull Stations : Inspected and found in serviceable condition

GENERAL EQUIPMENT SUMMARY REPORT

Vessel: Kimberly C **HIN 596518**

Safety Equipment

Fidley

(1) General Alarm Pull : Inspected and found in serviceable condition

Master Stateroom

(1) Sound Powered Phone Henschel Corporate : Inspected and found in serviceable condition

Pilot House

Closed Circuit TV and Monitor in Bridge : Inspected and found in serviceable condition

(1) Sound Powered Phone Henschel Corporate : Inspected and found in serviceable condition

Outside Fidley

(1) Remote C02 Station : Inspected and found in serviceable condition

Top of Pilot House

(2) Spot Lights : Inspected and found in serviceable condition

Sanitation

Engine Room

(1) A Head Tank MSD System Model 3 6T USCG Approval # 9971 21 m3 a day : Inspected and found in serviceable condition

Steering System

01 Deck

Steering Station aft 01 Deck : Inspected and found in serviceable condition

Pilot House

(3) Simrad R125 Rudder Angle Indicators : Inspected and found in serviceable condition

Towing

Back Deck

(3) Hydraulic Tow Pins : Inspected and found in serviceable condition

(1) Deck Panama Chock for Deadman : Inspected and found in serviceable condition

(1) Towing Wire Hook : Inspected and found in serviceable condition

Twin Drum

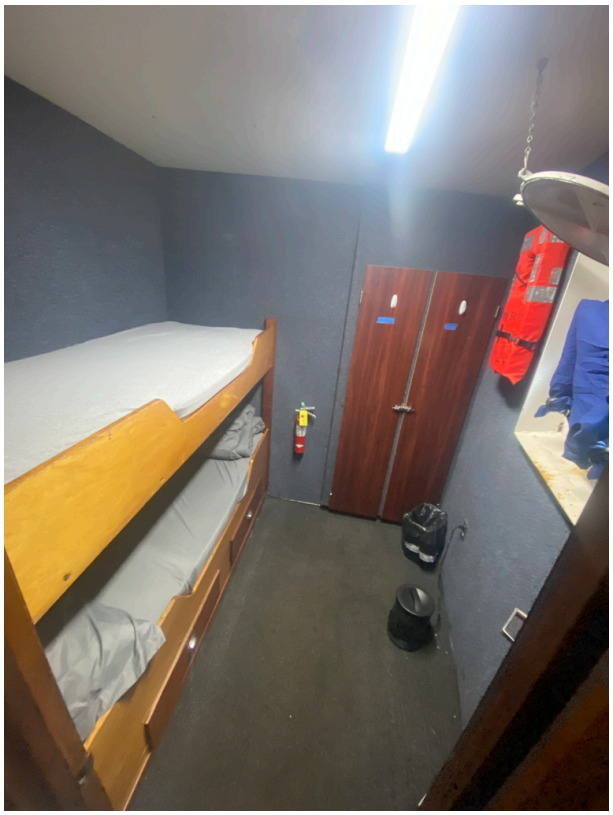
(1) Intercon Tow Winch : Inspected and found in serviceable condition

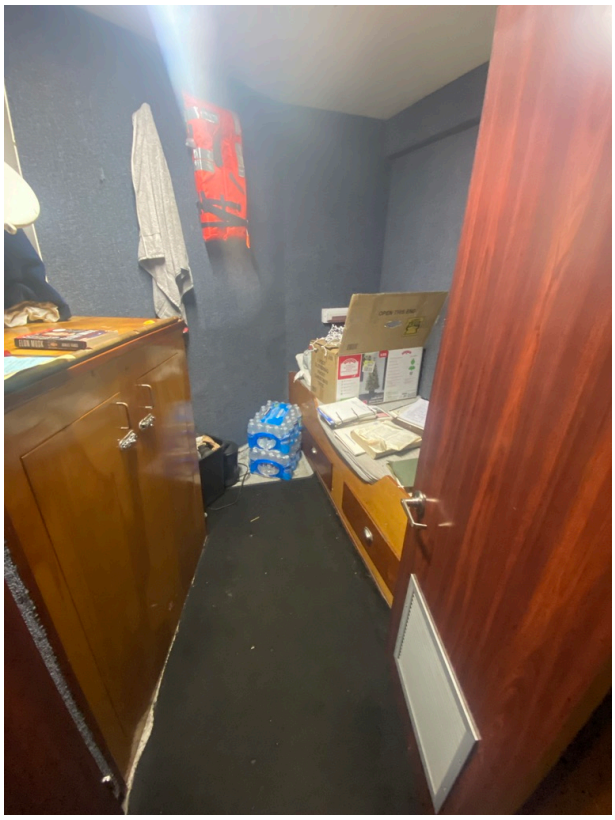

SUNBELT
RENTALS

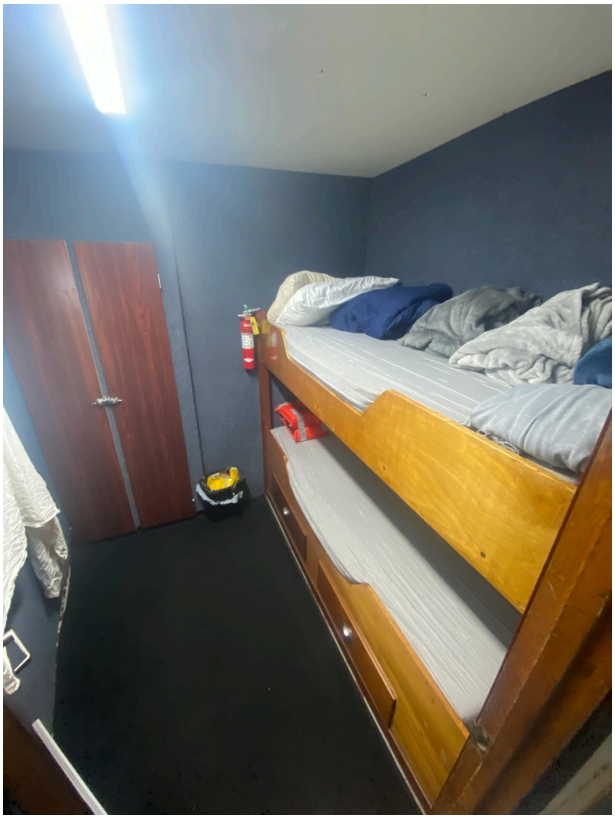

GS-32


14
13
12

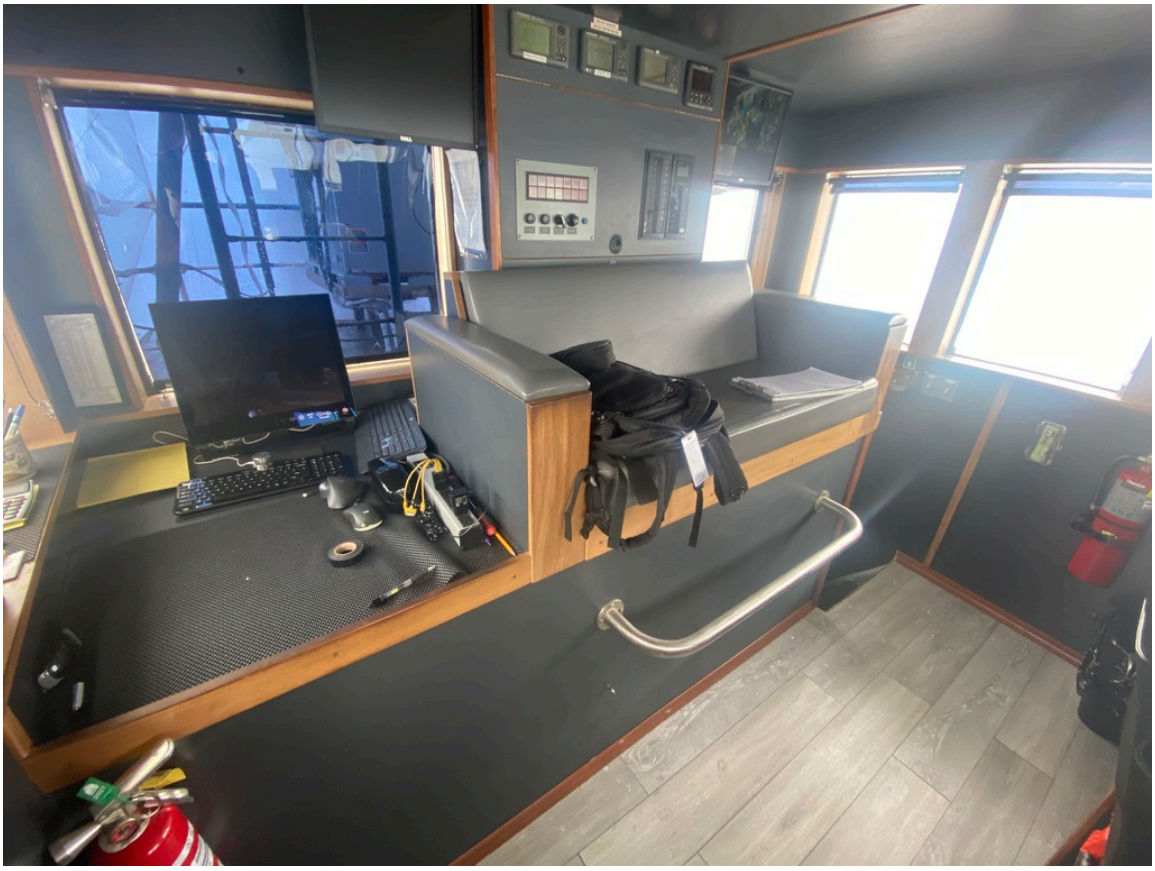

14
13
12



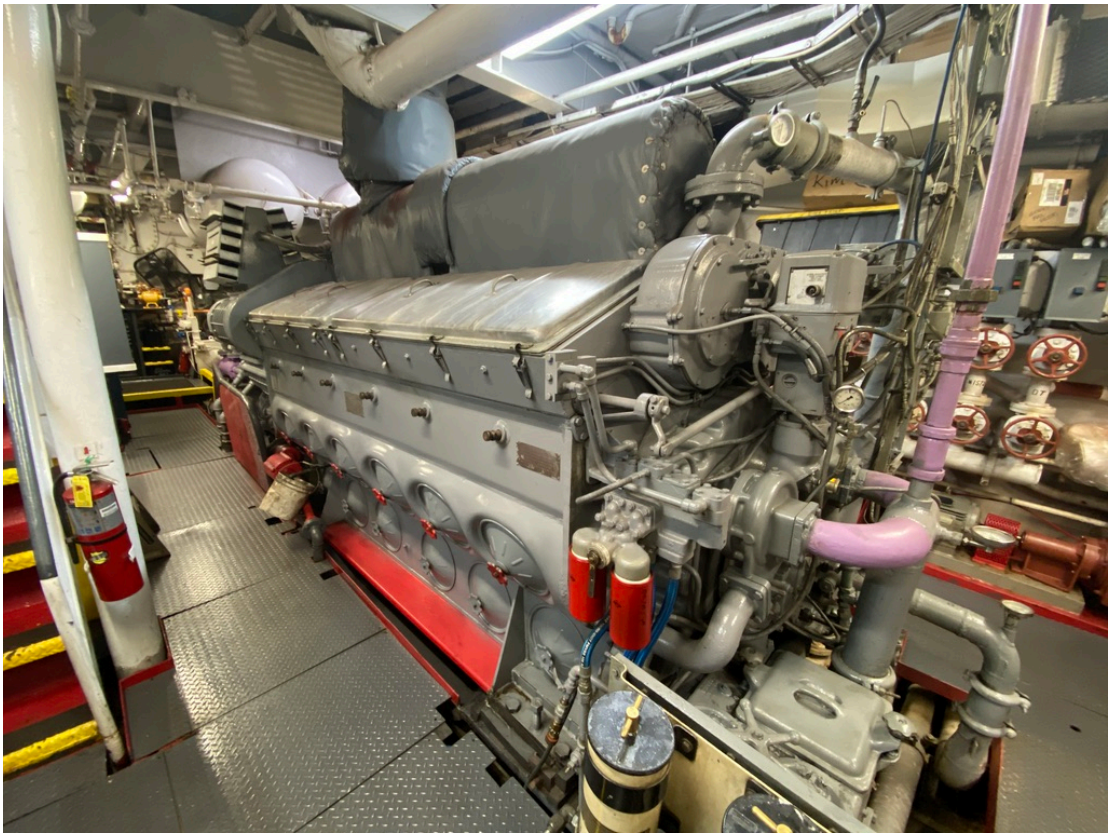


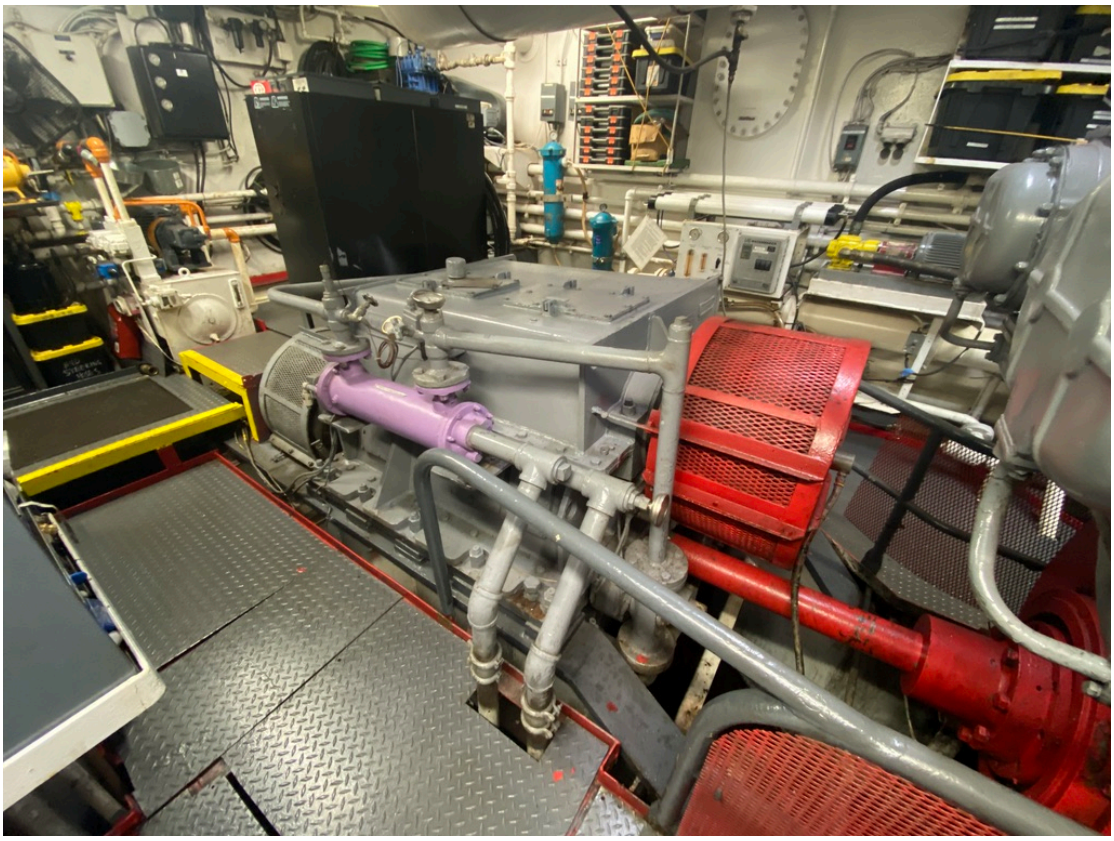



SEACHESTS
Shaft tighten
Seal
Day- Kris
Everett ship repair
Night- Red

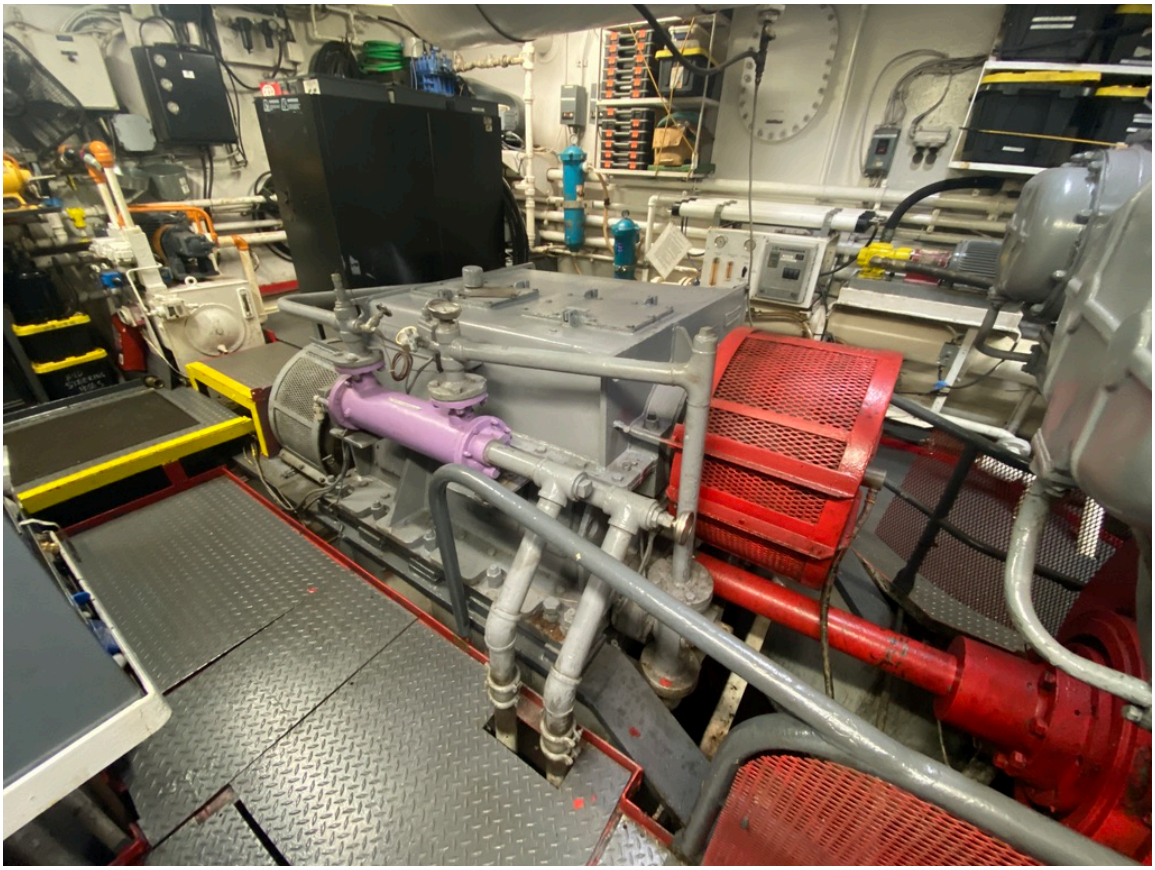


Port Main Engine and Gear





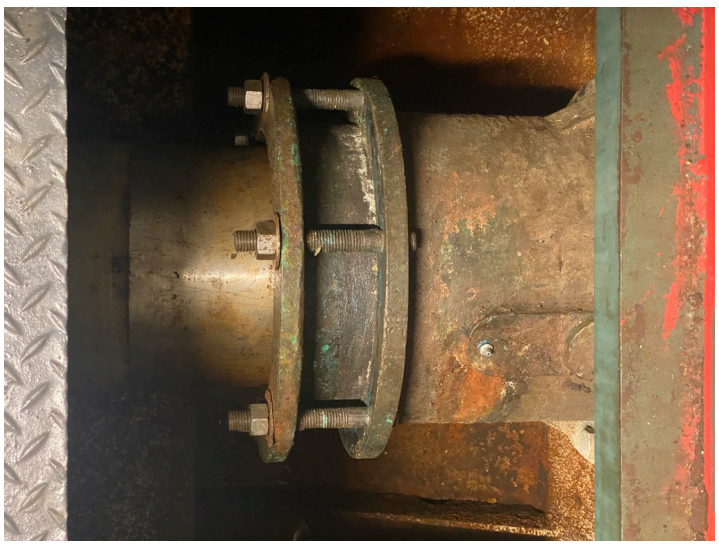
Starboard Main Engine and Gear

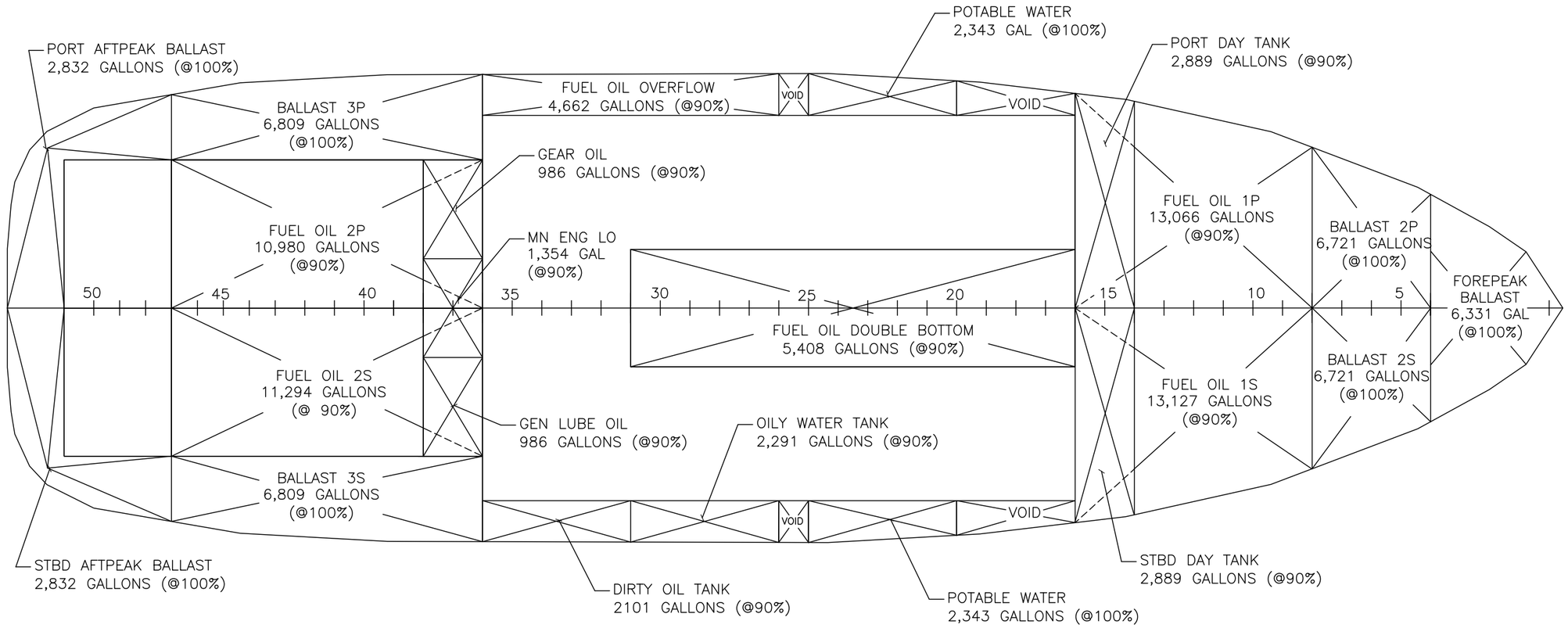



PARAGON
ALARM PANEL


A-SAN TANK


ON5965





GENERAL NOTES

1. VOLUMES SHOWN ARE AT THE PERCENT OF FULL CAPACITY LISTED FOR EACH TANK – 100% CAPACITY FOR WATER TANKS (POTABLE AND BALLAST), AND 90% FOR OILS (FUEL, LUBRICATING AND WASTE/DIRTY).
2. SEE REFERENCE 1 FOR ALL OTHER VOLUMES AND PERCENTAGES.

DAVID S. DUMONT
STATE OF WASHINGTON
35567
REGISTERED
PROFESSIONAL ENGINEER

REFERENCES

1. M/T PARAGON SOUNDING TABLES, HARBOR MARINE GROUP PROJECT NO. 10010, DATED 6/23/2010

REVISIONS

REV	REVISION	INITIAL\DATE
A	1. REVISED FOR LATEST SOUNDING TABLES VERSION.	DSD–6/23/10

K–SEA TRANSPORTATION PARTNERS
SEATTLE, WA

M/T PARAGON
SOUNDING TABLES
TANK PLAN

HARBOR MARINE GROUP
660 West Ewing Street
Seattle, Washington 98119
www.harbormarinegroup.com
DIVISION OF FOSS MARITIME COMPANY
tel: (206) 270-4891
fax: (206) 270-4702

DRAWN BY:	DATE:	CHECKED BY:	DATE:	APPROVED BY:	DATE:
RMcK	06/15/10	RMcK	06/16/23	DSD	06/16/23

DRAWING NUMBER:	REV:	SHEET:	DRAWING SCALE:	PLOTTING SIZE/SCALE:
10010–01	A	1 OF 1	1/8" = 1'–0"	11x17 @1:1

WOODS ACQUISITION CORPORATION

WCS# 1033608

Certificate No. J-J-436P

Form No. 4

CERTIFICATE OF TEST AND EXAMINATION OF CHAINS, RINGS, HOOKS, SHACKLES, SWIVELS, AND BLOCKS

Form prescribed by UNITED STATES DEPARTMENT OF LABOR for use when certification is performed to the requirements of 29 CFR Part 1919.

This certificate, when properly executed, is acceptable to the United Sates Department of Labor as being in accordance with the requirements of 29 CFR 1918.12 and 1919.33.

1. Distinguishing Number or mark (if any)	2. Description of gear*	3. Number Tested	4. Break Load	5. Work Load Limit	6. Remarks
J-436P	TESTING Pull to Break Load of 396,000 LBS Customer's Supplied 2" X 15' Tow Wire w/customers closed sockets already attached (Do not Pull to Destruction per Customer)	1	396,000 LBS		

7. Name and address of makers or supplier Wood Acquisition Corporation.
8. Name and address of the organization carrying out the test and examination.

9. Name and address if the organization issuing this certificate if not as stated in Item 8 _____
10. Position of signatory in issuing organization Sales Representative

I certify that on the 29th day of April 2022 the above gear was tested and examined by a Competent person** in the manner set forth on the reverse side of this certificate; that the examination showed that the said gear withstood the proof load without injury or deformation; and that the safe working load of the said gear is as shown ion Column 5.

(Signature) _____ (Date) May 2 , 2022

Todd Anderson, Sales Representative

The dimensions of the gear, the type of the material of which it is made and, where applicable, the heat treatment received in manufacture, should be stated (unless Form No. 6 is used for this purpose).

** For the purpose of this certificate the term "competent person" means (1) a responsible individual, surveyor or other authorized agent of a person accredited by the Director of the Bureau of Labor Standards a specified in 29 CFR 1919.37; (2) employees or authorized agents of persons accredited by the Bureau of Labor Standards for this purpose as specified in 29 CFR 1919.37; (3) the manufacturer of the gear concerned unless disapproved by the Director of the Bureau of Labor Standards (4) in other than United States ports, a responsible individual, surveyor or other authorized agent of persons recognized by the Commandant of the United States Coast

Guard or by a foreign nation whose certification is accepted by the Bureau of Labor Standards as being in substantial accordance with 29 CFR 1919.37.

NOTE: Use of this certificate by unauthorized persons is prohibited. Violators may subject themselves to the penalties provided in 33 U.S.C. 941 (P.L. 85-742).

INSTRUCTIONS

1. Before any test is carried out, a visual inspection of the gear shall be conducted and any visibly defective gear shall be replaced or repaired.

2. (a) Chains, rings, shackles and other loose gear (weather accessory to a machine or not) shall be tested with a proof load equal to that shown against the article in the following table:

Article of gear	Proof load
Chain, ring, hook, shackle or swivel	100 percent in excess of the safe working load.
Blocks:	
Single sheave block	300 percent in excess of the safe working load. 1
Multiple sheave block with safe working load up to and including 20 tons.	100 percent in excess of the safe working load.
Multiple sheave block with safe working load over 20 tons up to and including 40 tons.	20 tons in excess of the safe working load.
Multiple sheave block with safe working load over 40 tons.	50 percent in excess of the safe working load.
Pitched chains used with hand-operated blocks and rings, hooks, shackles, or swivels permanently attached thereto.	50 percent in excess of the safe working load.
Hand-operated blocks used with pitched chains and rings, hooks, shackles, or swivels permanently attached thereto.	50 percent in excess of the safe working load.

(b) Testing devices used in carrying out the loose gear tests shall be certified for accuracy within one percent of the proof load applied. If, in the case of small testing devices, the design makes it impractical to arrive at this figure, the testing device shall be certified for accuracy within three percent of the proof load applied.

3. After being tested, and before being taken into use, all chains, rings, hooks, shackles, blocks or other loose gear shall be thoroughly examined, the sheaves and pins of the block being removed for this purpose, to determine whether any part has been injured or permanently deformed by the test. Shell bolt nuts shall be securely locked upon reassembly.

Defective loose gear components shall be replaced before the certificate is issued.

4. Any certificate relating to shackles, swivels or strength members of single-sheave blocks which have been restored to original dimensions by welding shall state this fact

NOTE: The term "ton" means a ton of 2,000 pounds.

1 The proof load applied to the block is equivalent to twice the maximum result load on the eye or pin of the block when lifting the normal safe working load in (i) below. The proof load is, therefore, equal to four times the safe working load as defined in (i) below or twice the safe working load as defined below.

(i) The normal safe working load of a single-sheave block should be the maximum load which can be safely lifted by the block when the load is attaché to a rope which passes around the sheave the block.
(ii) In the case of a single-sheave block where the load is attached directly to the block instead of a rope passing around the sheave, it is permissible to lift a load equal to twice the nominal safe working load of the block as defined in (i) above.
(iii) In the case of a load block so situated that an acute angle cannot be formed by the other two parts if the rope passing over it (i.e., the angle is always 90degrees or more), the block need not have a greater nominal safe working loan than one-half the maximum resultant load which can be placed upon it.

Hull Identification Number

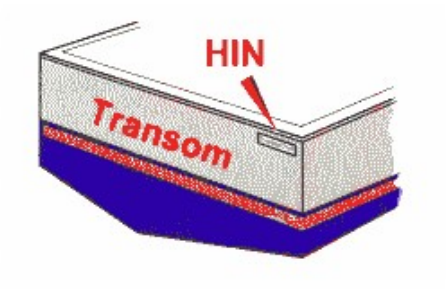
The Hull Identification Number (HIN) is a 12- or 14-character serial number that uniquely identifies a boat. The HIN is analogous to a VIN on a car.

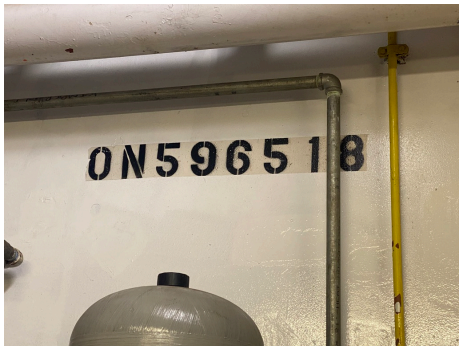
All boats manufactured or imported on or after November 1, 1972, must bear a HIN, and this HIN must be identified during boat registration. Vessels manufactured or imported before 1972 are EXEMPT because they often do not have a HIN.

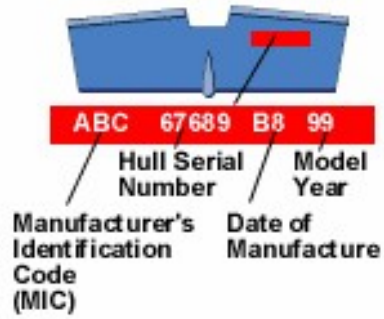
The HIN is found on a metal or plastic plate, typically on the transom of the boat, usually on the right starboard (right) side of the transom within two inches of the top of transom, gunwale, or hull/deck joint, whichever is lowest.

On vessels without transoms, or impractical to use transoms, the HIN is usually affixed to the starboard (right) outboard side of hull, aft, within one foot of the stern and within two inches of the top of the hull side, gunwale or hull/deck joint, whichever is lowest.

On catamarans and pontoon boats with replaceable hulls, the HIN is usually affixed to the aft crossbeam, within one foot of the starboard (right) hull attachment.







What Is The USCG Documentation Number?

The USCG documentation number is the official number (ON) of a documented vessel. It stays with the boat for its lifetime. In some states, they allow state registration and federal documentation. Other states, however, do not let vessels to be identified as both a state registered and federally documented. However, if you live in a state that only allows either state registration or federal documentation, you still need to pay sales tax. And you must display the state validation sticker as a proof on your boat according to the state's regulations.

It must be permanently attached to your vessel. But, unlike state registration number, the ON of federal documentation is affixed to the interior part of the ship. But it has to be in a clearly visible area. Apart from the official number, you also need to include the name of your vessel. The name may consist of letters of the Latin and Arabic alphabets or Roman numerals. It must not exceed 33 characters. Before you use your documented vessel for international cruising, make sure that the USCG documentation number has already been attached permanently to your vessel according to the requirements of the USCG. To display the number in the interior part of the vessel, you must mark the NO first before the designated number. The number has to be printed in Arabic numerals and capital letters. Furthermore, it has to be at least three inches in height.

The USCG requires that the ON must be attached to the ship permanently. You must affix it in a way that when altering it, the change would be obvious or it would damage the hull area. You can use any material to market your boat. If you opt to order it online, you must specify that the marking will be used to meet the USCG documentation requirements. No matter what method you use to market the ON and name of the vessel, you must make sure that they are marked in a presentable way. If you wish to change the name of the vessel, you could apply for it. Once approved, you need to change the marketing on your boat to reflect the new name. If you failed to follow it, then you might be penalized. On the other hand, if you have not documented your vessel but wish to do so, you can apply for initial documentation using our service. If you need more information on the USCG Documentation number or other information please call us at (800) 535-8570 or send us an email to info@maritimedocumentation.us

Results for Vessel: ***KIMBERLY C***

Vessel Information:

Vessel Name: KIMBERLY C
Primary Vessel Number: 596518 *(Official Number (U.S.))*
Hull Identification Number: N/A
Manufacturer Hull Number: 240
IMO Number: 7802627
Vessel Flag: UNITED STATES
Vessel Call Sign: WDJ9510

Vessel Particulars:

Service: Towing Vessel
Length: 99.10 ft
Breadth: N/A
Depth: N/A
Build Year: 1978
Alternate VINs: N/A

Service Information:

Service Status: Active
Out Of Service Date: N/A
Last Removed From Service By: N/A

Tonnage Information:

Cargo Authority: N/A
Tonnage:
- 101 - Regulatory (Subpart C or D), Net Ton
- 149 - Regulatory (Subpart C or D), Gross Ton

Vessel Documents and Certifications

Document	Agency	Date Issued	Expiration Date
CERTIFICATE OF DOCUMENTATION	USCG	February 15,2022	February 28,2023
Certificate of Inspection	USCG	October 22,2020	October 22,2025
Certificate of Inspection - Amended	USCG	October 22,2020	October 22,2025
International Load Line Certificate	ABS	April 13,2010	August 15,2015

Summary of Coast Guard Contacts

Click Here To View Contact Data **From:** 05/08/2017 **To:** 05/08/2022 *(MM/DD/YYYY)*

Printer Friendly Version

Last Update:
Tuesday, May 3, 2022

Acceptance and use of this report by the client acknowledges the client's understanding that the report has been composed of information that is believed to be true after reasonable investigation and inquiry but is not warranted to be so. The information was obtained without drilling, diving, ultrasonics, cleaning or opening up to expose parts or conditions ordinarily concealed. There were no tests for tightness or soundness conducted other than the conditions noted visually.

Acceptance and use of this report acknowledges the client's understanding that no determination structural strength or integrity testing of pipelines, valves or tanks has been made and no opinion is expressed.

Acceptance and use of this report acknowledges the client's understanding that Alaska Survey Associates L.L.C. does not accept any responsibility for damage or deterioration not found or discovered during the course of survey, nor for consequential damage, deterioration or loss due to any error or omission.

The Client hereby undertakes to keep the Surveyor/Consultant and its employees, agents and subcontractors indemnified and to hold them harmless against all actions, proceedings, claims, demands or liabilities whatsoever or howsoever arising which may be brought against them or incurred or suffered by them, and against and in respect of all costs, loss, damages and expenses (including legal costs and expenses on a full indemnity basis) which the Surveyor/Consultant may suffer or incur (either directly or indirectly) in the course of the services under these Conditions.

Notwithstanding the above clause, in the event that the Client proves that the loss, damage, delay or expense was caused by the negligence, gross negligence or willful default of the Surveyor/Consultant aforesaid, then, save where loss, damage, delay or expense has resulted from the Surveyor's/Consultant's personal act or omission committed with the intent to cause same or recklessly and with knowledge that such loss, damage, delay or expense would probably result, the Surveyor's/Consultant's liability for each incident or series of incidents giving rise to a claim or claims shall never exceed a sum calculated on the basis of the Surveyor's/Consultant's charges.

I certify that, to the best of my knowledge and belief, the statements of fact contained in this report are true and correct. The report is limited only by the reported assumptions and conditions, and are our personal, unbiased professional analyses, opinions, and conclusions. I have no present or prospective interest in this 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 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. Alaska Survey Associates L.L.C. or it's agent has made a personal inspection of the vessel and equipment that is the subject of this report.

This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the equipment. It is a statement of the condition of the equipment at the time of survey only.

I, Captain Michael Terminel have made a personal inspection of the equipment and vessel that is subject of this report and have analyzed all documents, manuals, texts, photographic evidence, and diagrams available.

The Tug Kimberley C in its current condition is fit for its intended use of operation in ocean service to include in Washington and Alaska's state waters bays, sounds and coastal waters.

Submitted without prejudice,
Captain Michael Terminel
Alaska Survey Associates L.L.C.
IAMI Member
Lloyd's Agency Alaska
ABYC Certified Marine Electrician
USCG CFV Third Party Organization
UT. Mag Part, Dye Pen Level 2 Inspector
NTSB Certified Marine Accident Investigator
SAMS ® Accredited Marine Surveyor # 1317
May 10, 2022 *Michael Terminel*

SOCIETY OF ACCREDITED MARINE SURVEYORS — Michael A. Terminel AMS® # 1317

NATIONAL TRANSPORTATION SAFETY BOARD

ABYC CERTIFIED TECHNICIAN — We employ marine technicians certified by the AMERICAN BOAT & YACHT COUNCIL — Let us show you their credentials!

LLOYD'S Agency