Ministry of Agriculture, Forestry and Water Management

Second Institutional Development and Agriculture Strengthening Project (MIDAS 2)

MNE-MIDAS2-8820-ME-IC-CS-23-3.17

Technical assessment of the fishing vessel trawler (TO) and purse seiners (SP)

VESSEL REPORT

Final version

Country:	**MONTENEGRO**
Project Name:	**Second Institutional Development and Agriculture Strengthening Project (MIDAS 2)**
Loan No:	**8820-ME**
Title of Consulting Services:	**Technical assessment of the fishing vessel trawler (TO) and purse seiners (SP)**

Note: The report in English will not have a photo elaborate, but only the report in Montenegrin

EXECUTIVE SUMMARY

Introduction

In this report, 22 fishing vessel intended for commercial fishing in Montenegrin waters are examined regarding overall technical condition.

Each vessel will have a technical description with all deficiencies and a recommendation on what should be done to eliminate the deficiencies.

There will also be a rough estimate of the investment for each vessel to be in a condition that is safe for navigation and fishing.

No.	VESSEL NAME
1.	ARCA
2.	ARSENAL II
3.	ĆALE 2
4.	CATERINA
5.	CIKLONE I
6.	DEJANA
7.	DONATELA
8.	JADRANKA
9.	JOVANA
10.	LUCIA
11.	MALA KOČA
12.	MARIA CRISTINA
13.	MILICA
14.	ORKA
15.	SRDELA
16.	STEFAN
17.	SV.MATIJA
18.	SVETI MARKO
19.	SVETI NIKOLA
20.	TRIO MARE
21.	VESNA IV
22.	VESNA X

Table 1 – List of fishing vessel in alphabetical order

Objective or purpose

The aim of this report is to look at the real picture of the technical condition of the Montenegrin commercial fishing fleet and to identify the main deficiencies in terms of technical quality and equipment.

In this regard, Montenegro Ministry of Agriculture, Forestry and Water Management want to create a short-term, medium-term and long-term strategy for the development of the Montenegrin commercial fishing fleet.

Methodology

The vessel inspection methodology was carried out in such a way that each vessel was inspected on vessel's position in detail (on the land or on the sea) and photographed, and each vessel's owner was interviewed regarding the condition of the vessel.

After that, an report was made for each vessel separately.

Findings

After a detailed review, it can be concluded that the Montenegrin commercial fishing fleet is very old (average 45.2 years), most vessel are in the range of 12 to 16 meter (13 out of 22), there are most wooden vessel (13 out of 22), there are the most vessels (up to 15 GT, 13 out of 22), there are the most trawler (17 out of 22).

Recommendations

It is recommended to create a sustainable strategy to preserve the Montenegrin commercial fishing fleet at this level of vessel.

It is also necessary to create a sustainable strategy of other aspects that are necessary for the progress and preservation of the Montenegrin commercial fishing fleet, the most important of which are:

- Fishing ports with fish receiving facilities,
- Repair harbors for repairing fishing vessel,
- Financing method (Montenegro commercial banks are not interested in),
- Employees (how to motivate a new employees).

Conclusion

The Montenegrin fishing fleet, which is registered for commercial fishing, has 22 vessel (13 are wooden, 7 steel and 2 GRP vessel).

Total Gross Tonnage (GT) of all vessel is 838.1, total power of main propulsion engines of all vessel is 5,363 KW and total length of all vessel is 360.88 meters.

The average fishing vessel is about 16 m long, that it is about 45 years old, that these are mostly trawling vessel and that the majority of vessel are built of wood.

From this it can be concluded that the fleet is very worn out and outdated and that there is a great need to do overall strategy to preserve the vessel and the total Gross Tonnage of fishing vessel that Montenegro currently has.

In general, the owners of the fishing fleet are willing to continue with this activity, they have great enthusiasm, but the problems that I have listed in this report are a great threat to normal work and Currently is the right time to make operational plan that will be implemented in the next few years and where fishing fleet owners will feel that they are not alone and where they will be able to do their work in a normal and organized way.

I base this report on my own on-site inspection of all vessel and interviews with vessel owners conducted during vessel inspections.

Table 2.- Table of vessel with estimated amount of investment

No.	VESSEL NAME	INVESTEMEN (EURO)
1.	ARCA	0
2.	ARSENAL II	84.000
3.	ĆALE 2	61.000
4.	CATERINA	121.500
5.	CIKLONE I	120.000
6.	DEJANA	127.600
7.	DONATELA	0
8.	JADRANKA	81.000
9.	JOVANA	105.000
10.	LUCIA	156.000
11.	MALA KOČA	34.000
12.	MARIA CRISTINA	56.000
13.	MILICA	98.000
14.	ORKA	0
15.	SRDELA	98.000
16.	STEFAN	70.000

17.	SV.MATIJA	0
18.	SVETI MARKO	54.000
19.	SVETI NIKOLA	46.000
20.	TRIO MARE	55.000
21.	VESNA IV	0
22.	VESNA X	133.000
	TOTAL	**1.500.100**

ACRONYMS AND ABBREVIATIONS

Ah	Ampere hours
AIS	Automatic Identification System
ERS	Electronic Recording System
GRP	Glass Reinforced Plastic
GPH	Gallons per Hour
GT	Gross Tonnage
KW	Kilowatts
LSA	Life saving Appliances
V	Volts
VHF	Very High Frequency
VMS	Vessel Monitoring System

• The abbreviation **S**, means "satisfactory", used to evaluate an individual item, does not necessarily mean that it is new, but that it is suitable for reasonable use.

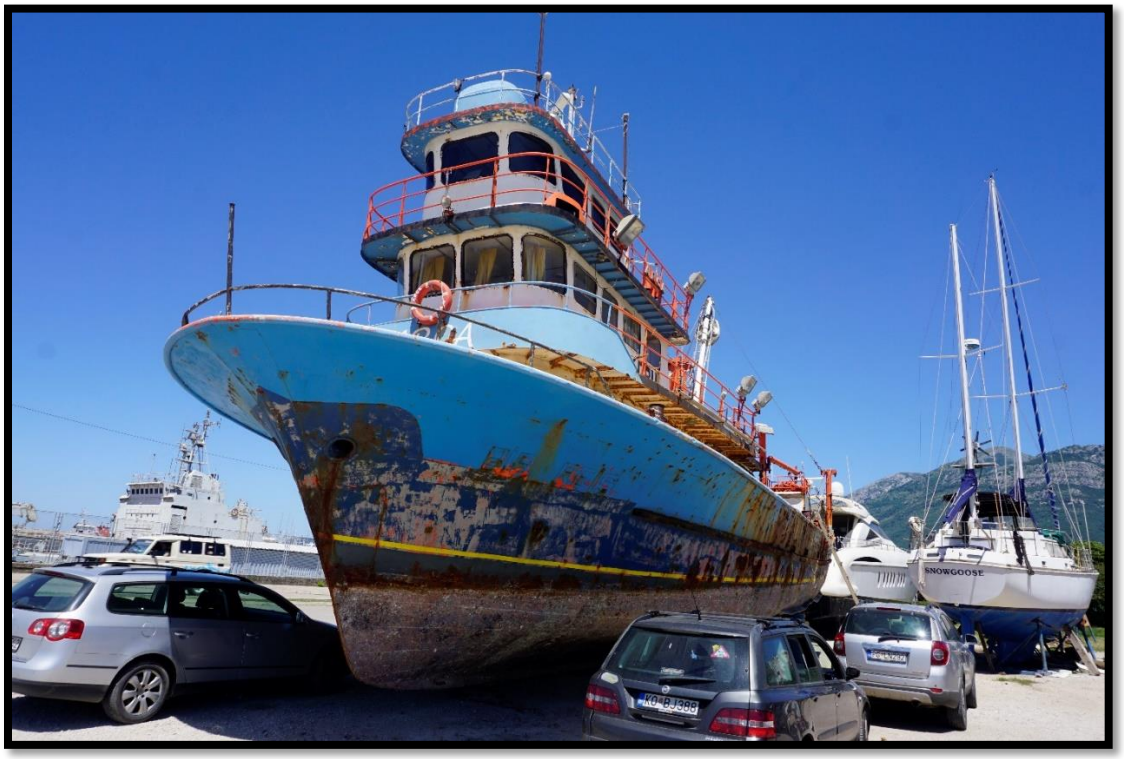
• The abbreviation **F**, meaning "fair", used to evaluate an individual item, does not necessarily mean that it is new, but that it is suitable for reasonable use. However, maintenance or attention is required.

• Abbreviation **P**, meaning "poor", used to evaluate an individual item, means that it requires replacement or major repair.

• Abbreviation **N**, meaning “Not on board”, means that the object was not found on the vessel during the inspection.

Note : N/A means Not Available

1. F/V ARCA



CONTENT

1. DATA ON VESSEL AND VESSEL OWNER

NAME OF VESSEL	ARCA			
REGISTRATION NUMBER REGISTRATION EFFECTIVE DATE	N/A N/A			
FLAG *PORT OF ENTRY*	Montenegro BAR			
HIN	N/A			
MANUFACTURER, YEAR OF CONSTRUCTION *YEAR OF FIRST ENROLLMENT*	Turkey, 1998 22.04.2004			
TYPE AND MODEL	FISHING VESSEL - purse seiner			
CONSTRUCTION MATERIAL	Steel			
MAIN DIMENSIONS, GROSS TONNAGE	The length 21,57 m.	The breadth 7,30 m.	The height 2,00 m.	GT 75
PROPULSION *TOTAL POWER, ENGINE YEAR*	TWO ENGINES, MAN 301 of 373 KW and VOLVO PENTA TMD 100 C of 209 kw 582 KW			
DATE AND PLACE OF EXAMINATION	24.05.2024 , Bar, Port of Bar			
WEATHER CONDITIONS	Good			

- **The vessel information has not been verified. Data about the vessel were entered according to the presented documents and information obtained from the current owner.**

1.1 Client's data

Vessel's owner name and surname	Vladimir Radionov
Telephone number	069 024 565 Dragoljub Bajković (owner's agent)
E mail :	N/A

2. INTRODUCTION

The vessel was inspected on dry lend, in Bar, Port of Bar, on May 24, 2024.

The details of the vessel are listed on the next pages of this report and have not been verified, but have been taken from the owner's agent.

View restrictions

It was not possible to inspect the internal machinery spaces, because the lock on the door did not functional.

Available documentation:

1. Vessel’s Register.

3. DETAILED REPORT ON THE CONDITION OF THE HULL, DECK, SUPERSTRUCTURE AND INTERIOR OF THE VESSEL

Part of the vessel	Condition	Additional comment
Hull		
Steering gear system		
Wooden interior and exterior		
Bulwark rail		
Coaming and/or handrail		
Deck equipment		
Anchor and chain		
Anchor windlass		
Open/Windows		
Stoppers, winches		
The keel		
Lighting		
Upholstery		
Toilet		
Cabin		
Black water system		
The kitchen		

Salon		
Equipment in the salon		
Equipment in the kitchen		
Cooling equipment		
Entrance to the salon		
Entrance to the cabin area		
Battery charger		
Hot water		

- **Additional expert comments: N/A**

- **Investment: N/A**

4. ELECTRICAL INSTALLATIONS AND MECHANICAL ASSEMBLY

Part of the vessel	Condition	Additional comment
DC voltage		
Lighting		
Navigation lights		
Electrical shore connection for 220 V		
VHF		
Speedometer		
Depth gauge		
GPS		
Echo sounder		
Wind indicator		
Compass		
Autopilot		
Plotter		
Electronic board		
Bow thruster controls		
External appearance of the engine		
Engine hours		
Engine mounts		
Vibration dampers		
Transmission		
Cooling system		
Exhaust system		
Fuel tanks		

Accumulators		
Propeller		
Pumps for the bottom of the vessel		
Bilge pumps		
Machine room		
Entrance to the machine room		
Rudder blade		
Water tank		
VMS Blue Box		
AIS class A		
ERS		

- **Additional expert comments: N/A**
- **Investment: N/A**

5. VESSEL FISHING EQUIPMENT

Current condition:

• Equipment and devices for fishing N/A

• Hold fish N/A

• Ice maker machine N/A

• Necessary additional fishing equipment – purchase N/A

• Investment: N/A

6. FINAL COMMENT ON THE CONDITION OF THE VESSEL (CONCLUSION)

The owner of the vessel was not present at the inspection, because he is in Russia, and the inspection was attended by Dragoljub Bajković from Bar, who had access to the vessel and was authorized by the owner to show the vessel.

It was not possible to inspect the machinery spaces, because the lock on the door did not work.

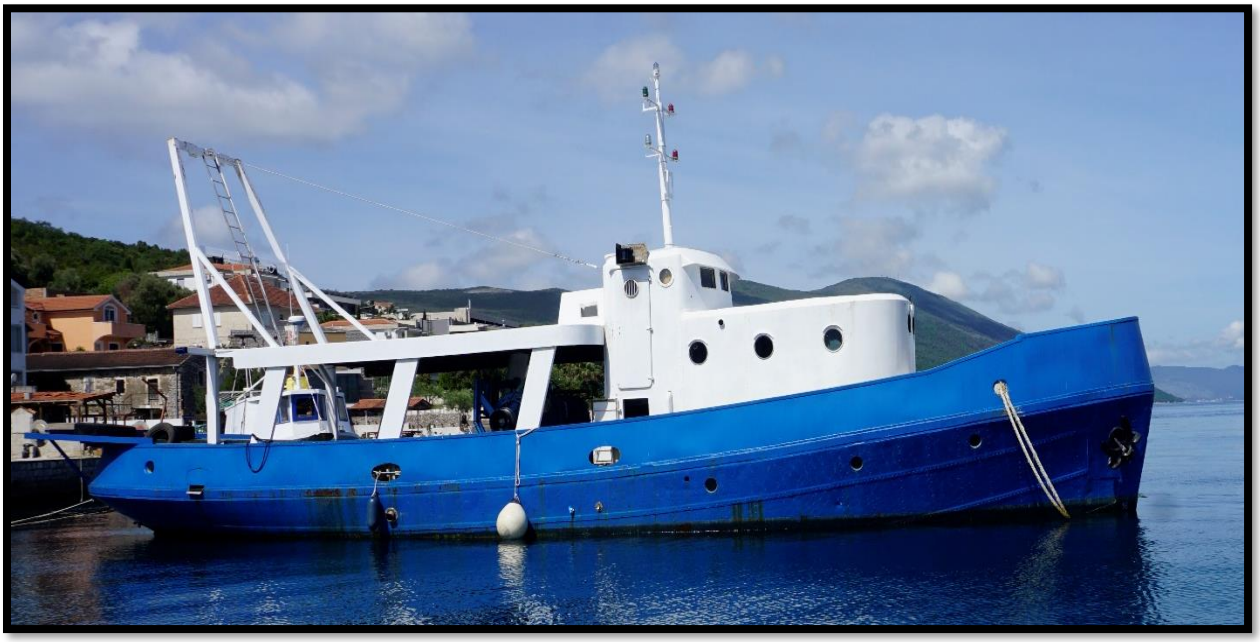
The overall condition of this fishing vessel is poor.

Considerable resources are needed to make the vessel functional and safe for fishing.

It is very difficult to estimate the amount of investment that would be needed to reconstruct the vessel, as a deeper analysis of the hull and equipment failures is required.

A very experienced shipyard, which has been work on this and similar vessel for many years, is needed for the needs of reconstruction and defects repair.

2. F/V ARSENAL II



CONTENT

1. DATA ON VESSEL AND VESSEL OWNER

NAME OF VESSEL	ARSENAL II			
REGISTRATION NUMBER REGISTRATION EFFECTIVE DATE	N/A EXPIRED			
FLAG *PORT OF ENTRY*	Montenegro KOTOR			
HIN	N/A			
MANUFACTURER, YEAR OF CONSTRUCTION *YEAR OF FIRST ENROLLMENT*	RIJEKA, FNRJ, 1957 21.10.2004			
TYPE AND MODEL	FISHING VESELL - trawler			
CONSTRUCTION MATERIAL	Steel			
MAIN DIMENSIONS, GROSS TONNAGE	The length 21,54 m.	The breadth 4,60 m.	The height 2,45 m.	GT 62
PROPULSION *TOTAL POWER, ENGINE YEAR*	MAN , number : D2876LFOS 510 KS, 2003			
DATE AND PLACE OF EXAMINATION	08.05.2024, Tivat , Obala Bogišići, Zukovac 22			
WEATHER CONDITIONS	Good			

- **The vessel information has not been verified. Data about the vessel were entered according to the presented documents and information obtained from the current owner.**

1.1 Client's data

Vessel's owner name and surname	Srećko Andričić
Telephone number	069 519 278
E mail :	N/A

2. INTRODUCTION

The vessel was inspected afloat, in Tivat, Obala Bogdašića, on May 8, 2024.

The vessel was tied at sea with a bow rope.

The details of the vessel are listed on next pages of this report and have not been verified, but have been taken from the current owner.

View restrictions

There are none.

3. DETAILED REPORT ON THE CONDITION OF THE HULL, DECK, SUPERSTRUCTURE AND INTERIOR OF THE VESSEL

Part of the vessel	Condition	Additional comment
Hull	F	Described in more detail in point 6. Final comment on the condition of the vessel
Steering gear system	N	The rudder blade is driven by hydraulics, and the cables are for the engine controls (throttle and clutch reversal).
Wooden interior and exterior	F	Good
Bulwark rail	F	Good
Coaming and/or handrail	F	Good
Deck equipment	F	It has one hydraulic winch for pulling nets and cables. It is functional
Anchor and chain	F	The anchor is of sufficient weight for a this vessel
Anchor windlass	F	The anchor windlass is mechanical.
Open/Windows	F	Good
Stoppers, winches	F	Good
The keel	F	It is functional

Lighting	F	Functional
Upholstery	F	Not existent
Toilet	N	Exist, but present is not operational
Cabin	N	A higher level of maintenance is required
Black water system	P	There is a tank of approx. 1 m3. The pipeline is functional.
The kitchen	P	Not yet installed. Space exists
Salon	F	Not yet installed. Space exists
Equipment in the salon	P	Not yet installed. Space exists.
Equipment in the kitchen	P	Not yet installed. Space exists
Cooling equipment	P	There is the fish hold, with a volume of approx. 10 m3. Owner makes ice at home with potable water. The capacity of the ice machine is 200 kg/day. To make ice on board from seawater, an investment of around 8,000 euros is needed in an adequate seawater ice machine, with a capacity of approximately 500 kg/day.
Entrance to the salon	P	For the size of the vessel, appropriate
Entrance to the cabin area	F	For the size of the vessel, appropriate
Battery charger	F	Alternator, suspended on the main engine. Voltage 24 V
Hot water	F	Not installed. It has a potable water tank of 500 liters.

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

4. ELECTRICAL INSTALLATIONS AND MECHANICAL ASSEMBLY

Part of the vessel	Condition	Additional comment
DC voltage		The voltage of the main consumers is 24 V
Lighting		Functional
Navigation lights		Functional
Electrical shore connection for 220 V		It has a 220V/340V generator with a power of 17 KW.
VHF		Not installed.
Speedometer		N/A
Depth gauge		N/A
GPS		Not installed
Echo sounder		Not installed
Wind indicator		Not installed
Compass		Not installed
Autopilot		Not installed
Plotter		Not installed
Electronic board		Functional, engine parameters work
Bow thruster controls		Not installed
External appearance of the engine		Functional, well maintained
Engine hours		Not installed
Engine mounts		Functional (rigid connection engine - engine foundations)
Vibration dampers		Not installed (rigid connection of main engine and engine mount)
Transmission		Hydraulic clutch, transmission 6:1

Cooling system		Indirect (seawater, heat exchanger)
Exhaust system		Asbestos free
Fuel tanks		Functional, chrome tank, 2 units, 7,000 liters in total.
Accumulators		2 x 180 Ah
Propeller		Diameter 1300 mm, 4 blades, right-hand rotating propeller
Pumps for the bottom of the vessel		They need to be installed.
Bilge pumps		Three units, electric
Machine room		Functional
Entrance to the machine room		Sufficient dimensions for going down into the engine room.
Rudder blade		Could not verify.
Water tank		2 x 1200 liters.
VMS Blue Box		Not installed
AIS class A		Not installed
ERS		Not installed

• **Additional expert comments:** It is necessary to purchase means of communication and navigation.

• **Investment:** VHF station, GPS plotter with depth sounder, Radar...about 10,000 euros. VMS Blue Box, AIS class A...about 8,000 euros.

5. VESSEL FISHING EQUIPMENT

Current condition:

• Equipment and devices for fishing

It only has a winch, for Currently.

• Fish hold

There is a Fish hold for storing the catch, with a volume of approx. 10 m3.

• Ice maker

It will have an ice machine on board, with a capacity of 500 kg/day.

• Necessary additional fishing equipment – purchase

Plans to purchase complete fishing equipment for trawling (everything, except the winch)... 20,000 euros

Ice maker 8,000 euros.

• Investment: 28.000 euros.

6. FINAL COMMENT ON THE CONDITION OF THE VESSEL

Conclusion on the condition of vessel, fishing equipment and areas that need to be improved :

The vessel is primarily intended for day fishing, but it also has the possibility (rooms and equipment for the crew) for multi-day fishing.

Hygienic conditions

Currently the vessel is in the stage of reconstruction and preparation for registration renewal.

Functional conditions of the crew

Currently the vessel is in the stage of reconstruction and preparation for registration renewal.

General condition of the hull

The hull, deck and superstructure are steel and functional.

The condition of the hull plating is good.

The condition of the deck is similar to the condition of the hull plating.

The conclusion is that there will be no major work on the hull and deck structures. Regular maintenance is required, and when lending, check the underwater part of the hull and apply anti-fouling paint.

Currently, the superstructure is of satisfactory quality and no major work are needed.

Hull equipment (rudder, anchoring equipment, mooring equipment, openings on the hull and means of closure)

The steering system is hydraulic and functional.

Anchoring consists of an anchor and a chain, which is lowered and raised from the sea with the help of a mechanical winch.

The mooring equipment is functional and in the appropriate place.

The hatches on the hull are functional. The openings on the deck are of sufficient dimensions for the water to flow off.

The covers on the deck plating (for the refrigerator and the descent to the engine room) are functional and functional.

Engine room condition (main and auxiliary engines, engine cooling, exhaust gases, fuel lines)

The engine room is clean. The main engine is functional. The hydraulic clutch is functional. The cooling of the engine and the hydraulic clutch is indirect and functional. The exhaust pipes of the main propulsion engine are asbestos free. Alternator and pumps are functional. The fuel tank and fuel line are functional.
There is also a 220 V/340 V generator functional. There is also a separate engine for the hydraulic pump, which is functional.

The firefighting system

The firefighting system has not been completed yet.

Electrical installations system

Main switchboard Functional. The rest of the installation works.

Bilge and sanitary system

The sanitary system has not yet been completed. The bilge system works. There is one suitable electric bilge pump in the engine room, with a capacity of 1,800 GPH. There is also a pump driven from the main engine, for washing the catch, and in case of emergency it can be used as a bilge pump.

LSA (Life Saving Appliances)

Not installed.

Load handling devices

The nets are pulled with a hydraulic winch.
There are pulleys in certain positions that serve the purpose of trawling, but other weights can be lifted, in those positions, if necessary.
The entire system is functional.

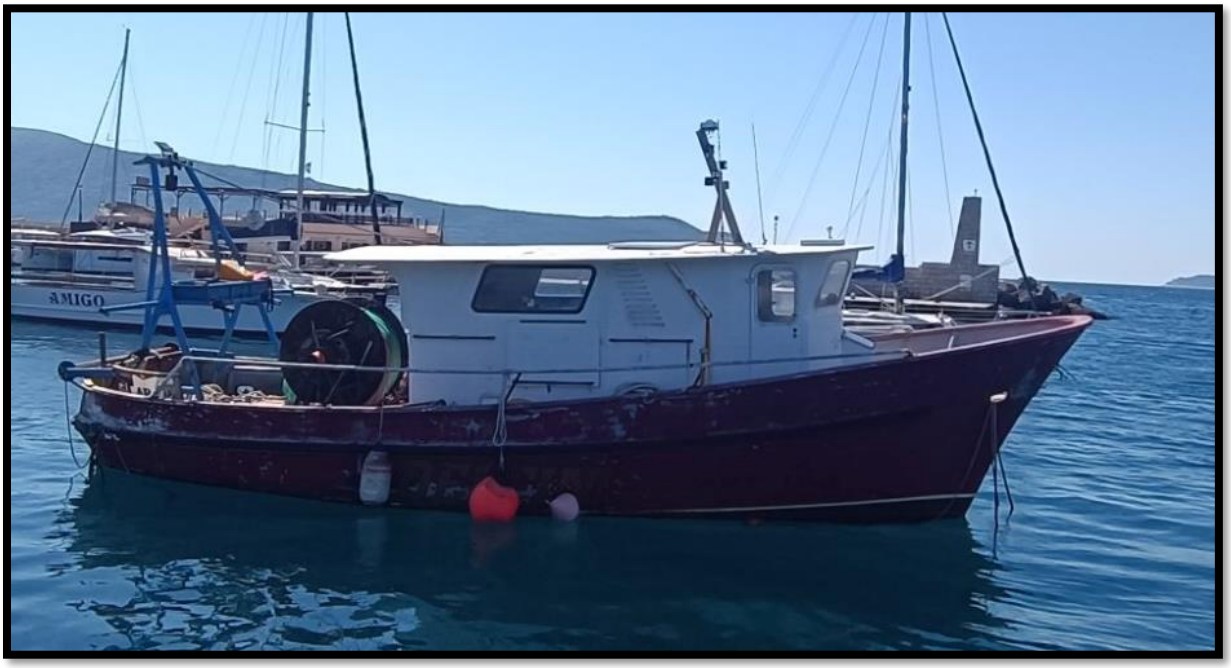
OVERVIEW OF THE NECESSARY INVESTMENTS IN THE VESSEL

Type of investment	Price (Eur)
Automatic fire extinguishing ampoule	1.000
Cooling system of the Fish hold	7.000
Ice machine on board, up to 1 ton of ice per 24 hours	8.000
Complete equipment for trawling	20.000
Means for navigation and communication	18.000
Other vessel equipment necessary for registration (FF system etc...)	30.000
TOTAL	**84.000**

CONCLUSION

The overall condition of this fishing vessel is satisfactory.
Significant funds are still needed to make the vessel functional for trawling.
The vessel is currently not registered.
Some investments are listed in the previous table.
In addition to the afore mentioned investments (to bring the vessel into a state where a certificate for sailing can be issued), additional financial resources are needed.
First of all, there are investments in the fire-fighting system, rescue equipment for 12 people, interior equipment, sanitary facilities.
A rough estimate of those investments would be around 30,000 euros.

3. F/B ĆALE 2



CONTENT

1. DATA ON VESSEL AND VESSEL OWNER

NAME OF VESSEL	ĆALE 2			
REGISTRATION NUMBER REGISTRATION EFFECTIVE DATE	79 HN 19.09.2023, EXPIRED			
FLAG *PORT OF ENTRY*	Montenegro ZELENIKA			
HIN	N/A			
MANUFACTURER, YEAR OF CONSTRUCTION *YEAR OF FIRST ENROLLMENT*	ITALY, 1979 1997			
TYPE AND MODEL	FISHING VESSEL - trawler			
CONSTRUCTION MATERIAL	GRP			
MAIN DIMENSIONS, GROSS TONNAGE	The length 12,44 m.	The breadth 4,00 m.	The height 1,50 m.	GT 14,25
PROPULSION *TOTAL POWER, ENGINE YEAR*	MWM , One engine 162 KW, 2006			
DATE AND PLACE OF EXAMINATION	30.04.2024, H.NOVI , PORT „ŠKVER''			
WEATHER CONDITIONS	Good			

- **The vessel information has not been verified. Data about the vessel were entered according to the presented documents and information obtained from the current owner.**

1.1 Client's data

Vessel's owner name and surname	Vukotić Boško
Telephone number	069 226 223
E mail :	N/A

2. INTRODUCTION

The vessel was inspected afloat in H. Novi, in the port of „Škver", on April 30, 2024.

The vessel was tied at sea (on a buoy) with a bow rope, around which it can freely rotate around the bow.

The details of the vessel are listed on next pages of this report and have not been verified, but have been taken from the current owner.

View restrictions

There are none.

Available documentation:

1. Vessel license

3. DETAILED REPORT ON THE CONDITION OF THE HULL, DECK, SUPERSTRUCTURE AND INTERIOR OF THE VESSEL

Part of the vessel	Condition	Additional comment
Hull	F	Described in more detail in point 6. Final comment on the condition of the vessel
Steering gear system	P	The rudder blade is driven by hydraulics (needs to be replaced with a new one), and the cables are the engine controls (throttle and clutch reversal).
Wooden interior and exterior	F	Good
Bulwark rail	F	Good
Coaming and/or handrail	P	Replacement required
Deck equipment	F	The hydraulic winch for pulling nets is functional and functional.
Anchor and chain	P	The anchor is small, not enough for anchoring. It is manually thrown into the sea and pulled out of the sea.

Anchor windlass	N	not installed
Open/Windows	F	Good
Stoppers, winches	P	A bow electric mooring winch is installed but not Functional
The keel	F	It is functional
Lighting	F	Functional
Upholstery	N	Not existent
Toilet	N	Not installed
Cabin	P	A higher level of maintenance is required
Black water system	N	Not installed
The kitchen	P	A higher level of maintenance is required
Salon	P	A higher level of maintenance is required
Equipment in the salon	P	A higher level of maintenance is required
Equipment in the kitchen	P	A higher level of maintenance is required. The stove is gas-powered. The gas bottle is on the bow, next to the superstructure, on the outside, outside the kitchen.
Cooling equipment	F	There is a fish hold, with a volume of approx. 2 m3. It does not have its own cooling, but ice can be added.
Entrance to the salon	F	For the size of the vessel, appropriate
Entrance to the cabin area	F	For the size of the vessel, appropriate
Battery charger	F	Alternator, driven with the main engine. Voltage 12 V
Hot water	N	Not installed

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

4. ELECTRICAL INSTALLATIONS AND MECHANICAL ASSEMBLY

Part of the vessel	Condition	Additional comment
DC voltage	F	The voltage of the main consumers is 12 V
Lighting	F	Functional
Navigation lights	F	Functional
Electrical shore connection for 220 V	N	Not installed
VHF	F	Not mounted on vessel, Garmin model.
Speedometer	F	Within GPS
Depth gauge	F	Within GPS
GPS	F	Model Lovrance GM 319
Echo sounder	F	Within GPS
Wind indicator	N	Not installed
Compass	F	It has and is functional
Autopilot	N	Not installed
Plotter	N	Not installed
Electronic board	F	The engine parameters work
Bow thruster controls	N	Not installed
External appearance of the engine	P	Needs maintenance, in bad condition
Engine hours	N	Not installed
Engine mounts	F	Functional (rigid connection engine - engine foundations)

Vibration dampers	N	Not installed (rigid connection of main engine and engine mount)
Transmission	F	Hydraulic clutch, transmission 3:1
Cooling system	F	Indirect (seawater, heat exchanger)
Exhaust system	F	Asbestos free
Fuel tanks	F	Functional, chrome tanks, 2 x 350 lit.
Accumulators	F	2 x 140 Ah and special batteries for AIS.
Propeller	N	No data
Pumps for the bottom of the vessel	F	One, functional, of unknown capacity, for washing fish, driven with the main engine
Bilge pumps	F	Two, each with a capacity of 1500 GPH, driven with the main engine
Machine room	P	Greater cleanliness is required
Entrance to the machine room	F	Sufficient dimensions for going down into the engine room.
Rudder blade	N	Could not verify.
Water tank	N	Not installed
VMS Blue Box	F	Functional
AIS class A	F	Functional
ERS	P	The vessel has not been functional for the last two years, the last catch was reported on March 2, 2022.

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

5. VESSEL FISHING EQUIPMENT

Current condition:

• Equipment and devices for fishing

Hydraulic winch, functional

Ropes, functional

Two trawl nets, functional

Steel cables, 10 mm thick, functional

• Fish hold

Present, in the middle part of the vessel, inserted on the starboard side in the part of the superstructure. The hold door is on the outside. Volume approx. 2 m3. The temperature is maintained by adding of ice. The Fish hold is separated by watertight bulkhead from other areas (engine room, salon, etc.), so there is no possibility of contamination of the catch in the hold.

• Ice maker

The owner has an ice machine for producing ice at home, with a capacity of 250 kg. per the day using potable water. He brings ice on board when required.

• Necessary additional fishing equipment – purchase

Currently, there is not plan to purchase fishing equipment.

• Investment: none

6. FINAL COMMENT ON THE CONDITION OF THE VESSEL

Conclusion on the condition of vessel, fishing equipment and areas that need to be improved.

The vessel is intended for day fishing, so there are no rooms and equipment for multi-day fishing.

Hygienic conditions

It is necessary to improve the hygienic conditions on board. The living room, which also includes the kitchen, should be cleaner and tidier. Given that the vessel has not been used for a long time, the lack of maintenance is understandable.

Functional conditions of the crew

It is necessary to acquire and use raincoats (when it rains), gloves, work coats used for fishing (waterproof).

General condition of the hull

The hull, deck and superstructure are made of GRP.

The condition of the hull is good, there are no signs of water leaking into the hull.

The condition of the deck is similar to the condition of the hull plating.

The conclusion is that there will be some work on the hull plating and deck plating, but it is not a huge investment. Regular maintenance is required, and when on dry lend, check the underwater part of the hull for osmosis blistering before applying anti-fouling paint.

Currently, the superstructure is of satisfactory quality and no major works are needed.

Hull equipment (rudder, anchoring equipment, mooring equipment, openings on the hull and means of closure,)

The steering gear is hydraulic and currently is not functional. It needs to be replaced with a new one. The price is 2,500 euros.

Anchoring consists of an anchor and a chain, which is manually drop and raise from the sea. The anchor is of insufficient weight to hold the vessel at anchor.

The mooring equipment is functional and in the appropriate place.

The hatches on the hull are functional. The openings on the deck are of sufficient dimensions for the water to flow off.

The covers on the deck plating (for the refrigerator and the descent to the engine room) are functional and functional.

It is necessary to replace the existing hand rail and install a new one made of chrome, the price would be around 2,500 euros.

Engine room condition (main and auxiliary engines, engine cooling, exhaust gases, fuel lines)

The engine room is tidy but could use a higher level of maintenance. The main drive engine is functional. The hydraulic clutch is functional. The cooling of the engine and the hydraulic clutch is indirect and functional. The exhaust pipes of the main propulsion engine are asbestos free.

Alternator and pumps are functional. Fuel tanks and fuel lines are functional.

Although the engine is functional, its age and difficulty in finding replacement parts make it necessary to replace with a modern engine of similar power. An inboard heavy duty diesel marine engine of similar power (about 230 hp), with a hydraulic clutch, shaft line, stuffing box and propeller would cost about 40,000 euros.

Fire-fighting system

The fire-fighting system consists of portable (5 units) powder apparatus. They all have expired.

It would be necessary to install a fire (smoke) detector in the engine room and a self-activating fire extinguishing ampoule. The price of this installation is approx. 1,000 euros.

Electrical installations

Main switchboard is functional. The rest of the installation is functional.

Bilge and sanitary system

There is no sanitary system. The bilge system functional. There are two suitable bilge pumps in the engine room, with a capacity of 1,500 GPH. There is also a pump driven with main engine, for washing the catch.

LSA

Life saving appliance consist of lifebelts (5 units) and one lifebuoy.

Load handling devices

The nets are pulled by a hydraulic winch.

There are pulleys in certain positions that serve the purpose of trawling, but other weights can be lifted, in those positions, if necessary.

The entire system is functional

OVERVIEW OF THE NECESSARY INVESTMENTS IN THE VESSEL

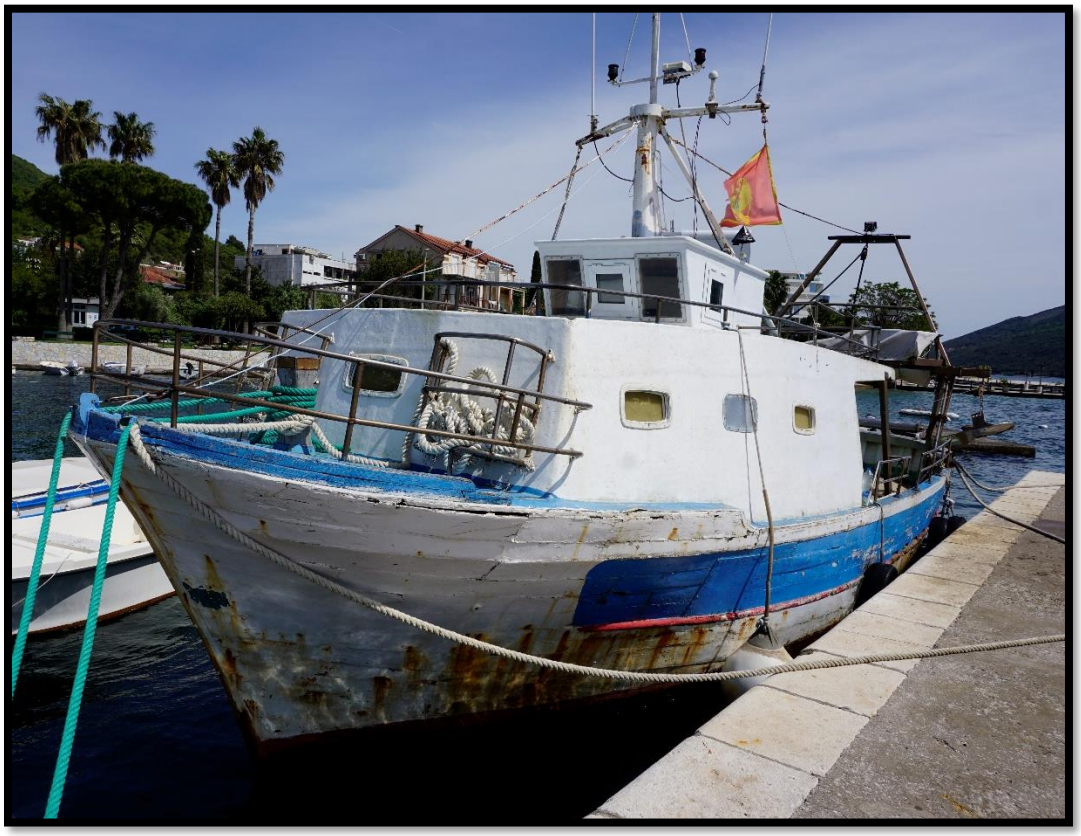
Type of investment	Price (Eur)
Installation of the engine, hydraulic clutch, shaft line, stuffing box and propeller	40.000
Fire-fighting automatic ampoule	1.000
Cooling system of the fish hold	7.000
Ice maker on board, up to 1 ton of ice per 24 hours	8.000
Hydraulic steering	2.500
Stainless steel fence	2.500
TOTAL	**61.000**

CONCLUSION

The overall condition of this fishing vessel is satisfactory. It does not take a lot of money to make the vessel safe for fishing, except for the investment in a new inboard engine.

Currently the vessel is in the phase of preparation for certificate renewal at Montenegro Administration for Maritime Safety and Port Management (Flag state certification).

4. F/B CATERINA



CONTENT

1. DATA ON VESSEL AND VESSEL OWNER

NAME OF VESSEL	CATERINA			
REGISTRATION NUMBER REGISTRATION EFFECTIVE DATE	7 HN 29.09.2023, EXPIRED			
FLAG *PORT OF ENTRY*	Montenegro ZELENIKA			
HIN	N/A			
MANUFACTURER, YEAR OF CONSTRUCTION *YEAR OF FIRST ENROLLMENT*	ITALY, 1960 N/A			
TYPE AND MODEL	FISHING VESSEL - trawler			
CONSTRUCTION MATERIAL	WOOD			
MAIN DIMENSIONS, GROSS TONNAGE	The length 13,15 m.	The breadth 3,51 m.	The height 1,25 m.	GT 8,51
PROPULSION *TOTAL POWER, ENGINE YEAR*	AIFO IVECO , One engine 132 KW			
DATE AND PLACE OF EXAMINATION	22.04.2024 , KUMBOR			
WEATHER CONDITIONS	Good			

- **The vessel information has not been verified. Data about the vessel were entered according to the presented documents and information obtained from the current owner.**

1.1 Client's data

Vessel's owner name and surname	Marko Kise
Telephone number	068 331 028
E mail :	kisec@t-com.me

2. INTRODUCTION

The vessel was inspected afloat in Kumbor, on April 22, 2024.

The vessel was tied on its SB to the shore. The vessel is not currently seaworthy.

The details of the vessel are listed on next pages of this report and have not been verified, but have been taken from the current owner.

View restrictions

There are none.

Available documentation:

1. Vessel license

3. DETAILED REPORT ON THE CONDITION OF THE HULL, DECK, SUPERSTRUCTURE AND INTERIOR OF THE VESSEL

Part of the vessel	Condition	Additional comment
Hull	P	Described in more detail in point 6. Final comment on the condition of the vessel
Steering gear system	F	The rudder blade is driven by hydraulics, and the cables are the engine controls (throttle and clutch reversal).
Wooden interior and exterior	P	Bed condition
Bulwark rail	P	Replacement required
Coaming and/or handrail	P	Partial replacement required
Deck equipment	P	Needs overhaul
Anchor and chain	P	The anchor is small, not enough for anchoring. It is manually thrown into the sea and pulled out of the sea.
Anchor windlass	N	Not installed

Open/Windows	F	They need to be serviced, but Currently they still have their function.
Stoppers, winches	N	Not installed
The keel	F	It is functional
Lighting	F	Functional
Upholstery	N	Not installed
Toilet	N	Not installed
Cabin	P	A higher level of maintenance is required
Black water system	N	It does not exist
The kitchen	P	Gas is used. A higher level of maintenance is required
Salon	P	The living room is part of the kitchen. It needs a higher level of maintenance
Equipment in the salon	P	A higher level of maintenance is required.
Equipment in the kitchen	P	A higher level of maintenance is required. The stove is gas-powered. The gas cylinder is by the mast, outside the room.
Cooling equipment	N	There is a Fish hold for storing the catch, with a volume of approx. 5 m3.
Entrance to the salon	F	For the size of the vessel, appropriate
Entrance to the cabin area	F	For the size of the vessel, appropriate
Battery charger	F	Driven with the main engine. 55Ah alternator. Voltage 24 V
Hot water	N	Not installed

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel
• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

4. ELECTRICAL INSTALLATIONS AND MECHANICAL ASSEMBLY

Part of the vessel	Condition	Additional comment
DC voltage	F	The voltage of the main consumers is 24 V and 12 V for individual instruments.
Lighting	F	Functional
Navigation lights	F	Functional
Electrical shore connection for 220 V	N	Not installed
VHF	F	Functional, model DEBEG 6310
Speedometer	N	Not installed
Depth gauge	N	Not installed
GPS	F	Manufacturer SIMRAD, functional
Echo sounder	N	Not installed
Wind indicator	N	Not installed
Compass	F	It has and is functional
Autopilot	N	Not installed
Plotter	N	Not installed
Electronic board	F	Functional, engine parameters work
Bow thruster controls	N	Not installed
External appearance of the engine	F	Needs maintenance, functional
Engine hours	N	Not installed
Engine mounts	F	Functional (rigid connection engine - engine foundations)
Vibration dampers	N	Not installed (rigid connection of main engine and engine mount)
Transmission	F	Hydraulic clutch, transmission 4.5:1

Cooling system	F	Indirect (seawater, heat exchanger)
Exhaust system	F	Asbestos free
Fuel tanks	P	In poor condition, 4 x 500 lit.
Accumulators	F	2 x 180 Ah, connected in series and provide a current of 24 V. and two spare accumulators of the same type.
Propeller	F	Three blades, Diameter 1150 mm
Pumps for the bottom of the vessel	F	One, functional, of unknown capacity
Bilge pumps	F	One, functional, of unknown capacity, driven with the main engine
Machine room	P	Greater cleanliness is required
Entrance to the machine room	F	Sufficient dimensions for going down into the engine room.
Rudder blade	N	Could not verify.
Water tank	N	Not installed
VMS Blue Box	F	Functional
AIS class A	F	Functional
ERS	F	Keep an electronic log of catches regularly.

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

5. VESSEL FISHING EQUIPMENT

Current condition:

• Equipment and devices for fishing

Hydraulic winch, service required

Ropes functional

Trawling net, one functional, and two in reserve, functional

Steel cables, 10 mm thick, functional

• Fish hold

Present, in the middle part of the vessel, towards the bow...with a volume of approx. 5 m3. The temperature interval it maintains is from 2^{O} - 4^{O} C. The Fish hold is separated by watertight partitions from other areas (engine room, salon, etc.), so there is no possibility of contamination of the catch in the Fish hold.

• Ice maker

The owner has an ice machine for producing ice at home, with a capacity of 500 kg. per the day using potable water. He brings ice on board when required.

• Necessary additional fishing equipment – purchase

Currently, there is not plan to purchase fishing equipment.

• Investment: none

6. FINAL COMMENT ON THE CONDITION OF THE VESSEL

Conclusion on the condition of vessel, fishing equipment and areas that need to be improved.

The vessel is intended for one day fishing, so there are no rooms and equipment for multi-day fishing.

Hygienic conditions

It is necessary to improve hygienic conditions. The living room, which also includes the kitchen, should be cleaner and tidier. Oil and grease deposits on heating elements can contribute to the occurrence of fires.

Functional conditions of the crew

It is necessary to acquire and use raincoats (when it rains), gloves, work coats used for fishing (waterproof).

General condition of the hull

The hull, deck and superstructure are made of wood.

The hull planks is made of oak (above water part) and pine (underwater part) with a thickness of approx. 40 mm, the frames are made of oak.

The deck is made of pine, approx. 35 mm thick. Superstructure: oak construction, and the superstructure paneling is made of plywood.

The condition of the hull is not good, there are clear indications of water leakage into the hull, but a detailed inspection of the condition of the hull is required when the vessel is landed.

There are indications of loosening of some parts of the hull, where corrosion of the rivets (nails) is visible.

Those positions should be inspected separately, nailed with new galvanized nails, if the frames on the inside are good, and if they are not, replace the bad frames, and only then nail the planks.

Surely there will be such positions during the detailed inspection of the condition of the hull, and this is currently the most important item in the maintenance of this vessel.

The condition of the deck is similar to the condition of the hull plating.

The conclusion is that there will be serious work on the hull and deck plating and the owner intends to replace 70 percent of the hull plating, frames and almost the entire deck. That repairing can be worth about 60,000 euros.

Currently, the superstructure is of satisfactory quality and no major reparation are needed.

It would be good to protect the superstructure from the outside with epoxy paints and that would be an investment of approx. 2,500 euros (approx. 25 m2).

Hull equipment (rudder, anchoring equipment, mooring equipment, openings on the hull and means of closure,)

The steering gear is hydraulic and is functional. No indication of hydraulic oil leakage.

Anchoring consists of an anchor and a chain, which is manually drop and raise from the sea. The anchor is of insufficient weight to hold the vessel when anchoring.

The mooring equipment is functional and in the appropriate place.

The hatches on the hull are functional. The openings on the deck are of sufficient dimensions so that the water can flow off.

The covers on the deck plating (for the refrigerator and the descent to the engine room) are functional.

Engine room condition (main and auxiliary engines, engine cooling, exhaust gases, fuel lines)

The engine room is tidy and could use a higher level of maintenance. The main drive engine is in functional, but it should be overhauled, which amounts to about 3,500 Euros. The hydraulic clutch is not in proper condition, it is currently being overhauled, and the repair costs about 3,000 Euros. The cooling of the engine and the hydraulic clutch is indirect and in functional condition. The exhaust pipes of the main propulsion engine are asbestos free.

Alternator and pumps are functional.

The fuel tanks are in bad condition, corroded and their replacement with new stainless steel tanks of the same volume is around 8,000 euros. The fuel line is functional. Since the main engine is very old, it would be necessary to install a suitable new marine diesel engine (Heavy Duty Diesel Inboard Engine) of suitable power, such as the existing one (about 130 KW).

Along with the engine replacement comes a new hydraulic clutch, shaft line, stuffing box and propeller. The estimated value of such an investment would be around 35,000 euros.

Fire-fighting system

The fire protection system consists of portable (2 units) CO_2 apparatus, weighing 16 kg each, expired.

It would be necessary to install a fire detector in the engine room and a self-activating fire extinguishing ampoule. The price of this installation is approx. 1,000 euros.

It would also be good if there were portable devices based on powder.

Electrical installations

Main switchboard is functional. The rest of the installation is functional.

Bilge and sanitary system

Sanitary system is not installed. The bilge system functional. There is one bilge pump driven with the main propulsion engine in the engine room.

LSA

The rescue equipment consist of life belts (3 units), 3 life rings and a life raft for 4 people.

Load handling devices

The nets are pulled with a hydraulic winch.

There are pulleys in certain positions that serve the purpose of trawling, but other weights can be lifted, in those positions, if necessary.

The entire system is functional.

OVERVIEW OF THE NECESSARY INVESTMENTS IN THE VESSEL

Type of investment	Price (Eur)
Installation of the engine, hydraulic clutch, shaft line, stuffing box and propeller	35.000
Wooden hull and deck reconstruction	60.000
Protection of the superstructure with polyurethane paint	2.500
Fire-fighting automatic ampoule	1.000
Installation of new stainless steel fuel tanks	8.000
Cooling system of the Fish hold	7.000
Ice maker on board, up to 1 ton of ice per 24 hours	8.000
TOTAL	**121.500**

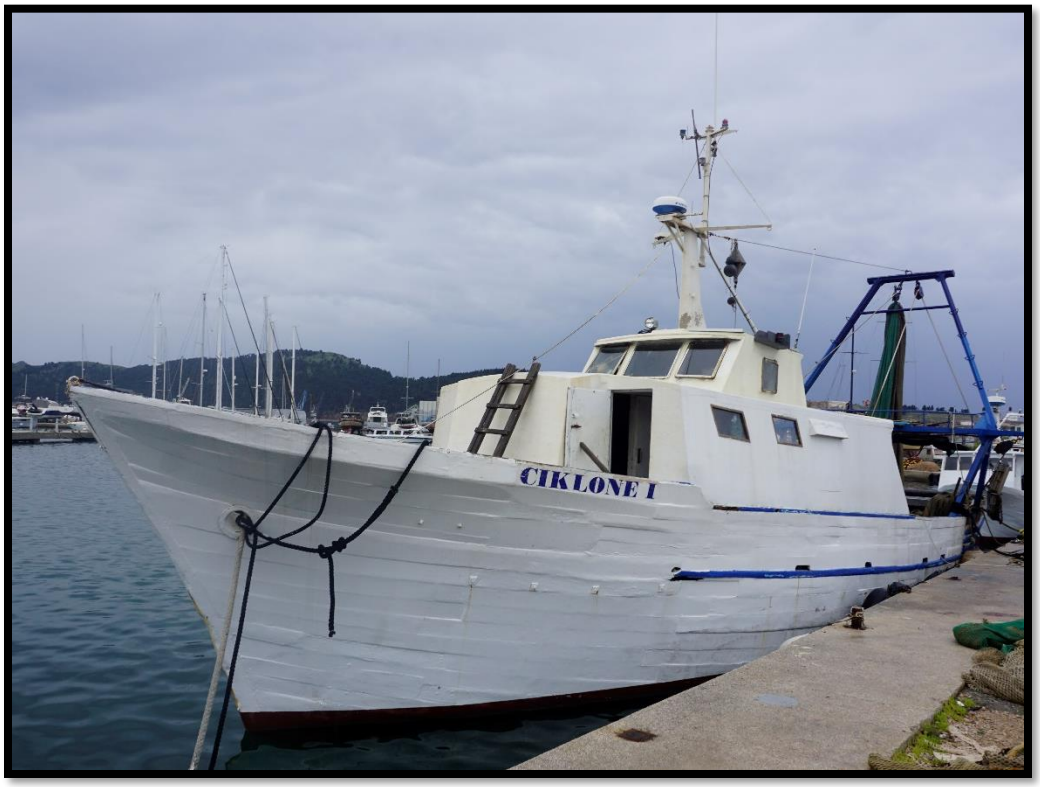
CONCLUSION

The overall condition of this fishing vessel is not satisfactory. Significant funding is required to make the vessel safe for fishing, but present it is the only option.

It cannot be sold in this condition, and investing in the hull and part of the equipment would make the vessel functional and significantly extend its useful life.

Currently the vessel is in the phase of preparation for certificate renewal at Montenegro Administration for Maritime Safety and Port Management (Flag state certification).

5. F/V CIKLONE I



CONTENT

1. DATA ON VESSEL AND VESSEL OWNER

NAME OF VESSEL	CIKOLNE I			
REGISTRATION NUMBER REGISTRATION EFFECTIVE DATE	N/A 10.05.2024, EXPIRED			
FLAG *PORT OF ENTRY*	Montenegro BAR			
HIN	N/A			
MANUFACTURER, YEAR OF CONSTRUCTION *YEAR OF FIRST ENROLLMENT*	N/A, 1958 N/A			
TYPE AND MODEL	FISHING VESSEL - trawler			
CONSTRUCTION MATERIAL	WOOD			
MAIN DIMENSIONS, GROSS TONNAGE	The length 16,60 m.	The breadth m.	The height m.	GT 32
PROPULSION *TOTAL POWER, ENGINE YEAR*	Scania DSC 11, single engine, marinated truck diesel engine 254 KW, 2004			
DATE AND PLACE OF EXAMINATION	14.05.2024, Port of Bar , Bar			
WEATHER CONDITIONS	Good			

- **The vessel information has not been verified. Data about the vessel were entered according to the presented documents and information obtained from the current owner.**

1.1 Client's data

Vessel's owner name and surname	Boško Ivanović
Telephone number	068 021 837
E mail :	stafansusanj@t-com.me

2. INTRODUCTION

The vessel was inspected afloat, in Bar, Port of Bar, on May 14, 2024.

The vessel was tied to the shore by the port side, bow and stern lines.

The details of the vessel are listed on next pages of this report and have not been verified, but have been taken from the current owner.

View restrictions

There are none.

Available documentation:

1. Certificate of seaworthiness of the vessel

3. DETAILED REPORT ON THE CONDITION OF THE HULL, DECK, SUPERSTRUCTURE AND INTERIOR OF THE VESSEL

Part of the vessel	Condition	Additional comment
Hull	F	Described in more detail in point 6. Final comment on the condition of the vessel
Steering gear system	F	The rudder blade is driven by hydraulics, and the cables are for the engine controls, one-hand controls (throttle and clutch reversal).
Wooden interior and exterior	F	Good
Bulwark rail	P	Maintenance required
Coaming and/or handrail	P	Maintenance required
Deck equipment	F	It has one winch. Mechanical for pulling cables. It is functional and functional. He pulls the nets over the side track that is mounted on that winch.
Anchor and chain	P	The anchor is light in weight, not enough for anchoring. It is manually thrown into the sea and pulled out of the sea.

Anchor windlass	N	Not installed
Open/Windows	F	Good
Stoppers, winches	N	Not installed
The keel	P	It needs to be strengthened and serviced
Lighting	F	Functional
Upholstery	N	Not installed
Toilet	P	Not functional
Cabin	P	A higher level of maintenance is required
Black water system	N	Not installed
The kitchen	P	A higher level of maintenance is required
Salon	P	The living room is part of the kitchen. It needs a higher level of maintenance
Equipment in the salon	P	A higher level of maintenance is required.
Equipment in the kitchen	P	A higher level of maintenance is required. The stove is on gas. The gas bottle is in the living room.
Cooling equipment	F	There is a Fish hold for storing catches, with a volume of approx. 10 m3, under the wheelhouse, to the left of the entrance to the saloon with own cooling system (from 0 to 4^{O}C). Owner makes ice at home with potable water. The capacity of the ice machine is 200 kg/day.
Entrance to the salon	F	For the size of the vessel, appropriate
Entrance to the cabin area	F	For the size of the vessel, appropriate
Battery charger	F	Alternator, driven with the main engine. Voltage 24 V

Hot water	N	Not installed

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

4. ELECTRICAL INSTALLATIONS AND MECHANICAL ASSEMBLY

Part of the vessel	Condition	Additional comment
DC voltage	F	The voltage of the main consumers is 24 V
Lighting	F	Functional
Navigation lights	F	Functional
Electrical shore connection for 220 V	F	Installed
VHF	F	Lowrance model.
Speedometer	F	As part of GPS
Depth gauge	P	Included in the GPS, but not functional
GPS	F	There are two. Model Lowrance and Furuno radar
Echo sounder	P	Included in the GPS, but not functional
Wind indicator	N	Not installed
Compass	F	Functional
Autopilot	N	Not installed
Plotter	N	Not installed
Electronic board	F	Functional
Bow thruster controls	N	Not installed
External appearance of the engine	F	Well maintained

Engine hours	N	Not installed
Engine mounts	F	Functional (rigid connection engine - engine foundations)
Vibration dampers	N	Not installed (rigid connection of main engine and engine mount)
Transmission	F	Hydraulic clutch, transmission 5:1
Cooling system	F	Indirect (seawater, heat exchanger)
Exhaust system	F	Asbestos free
Fuel tanks	F	Functional, iron tank, 2 units, 2,000 liters each, 4,000 liters in total.
Accumulators	F	2 x 180 Ah, 24 V, two for starting the engine, 2 x 180 Ah service accumulators and 2 x 200 Ah for AIS Class A, plus solar panels for charging AIS accumulators
Propeller	F	D 1300 mm, 3 blades
Pumps for the bottom of the vessel	F	Three pumps, functional, of unknown capacity, one for washing fish, one for cooling the engine and one for cooling the catch Fish hold, suspended from the main drive engine
Bilge pumps	F	Two, with a capacity of 3000 GPH and 2000 GPH, electric
Machine room	P	Greater maintenance of the cleanliness of the space is required
Entrance to the machine room	F	Sufficient dimensions for going down into the engine room.
Rudder blade	N	Could not be verify.
Water tank	N	Not installed
VMS Blue Box	P	Functional.
AIS class A	P	Plugged in but not functional.

ERS	F	Input data on time. Last entry 04/28/2024.

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

5. VESSEL FISHING EQUIPMENT

Current condition:

• Equipment and devices for fishing

One mechanical winch, for cables, functional and drags the nets with the drum on that winch.

Ropes, functional

One trawl net, functional

Steel cables, 12 mm thick, functional

The otter boards are functional

• Fish hold

Fish hold for storing catches, with a volume of approx. 10 m^3, is under the wheelhouse, to the left of the entrance to the saloon with own cooling (from 0 to 4^{O}C). Owner makes ice at home with potable water. The capacity of the ice machine is 200 kg/day.

• Ice maker

The owner has an ice machine for producing ice at home, with a capacity of 200 kg. per the day using potable water. He brings ice on board when required.

• Necessary additional fishing equipment – purchase

A classic winch for pulling nets (salparet), which costs around 15,000 euros.

2 original nets (factory), a total of 10,000 euros

• **Investment:** 25.000 euros

6. FINAL COMMENT ON THE CONDITION OF THE VESSEL

Conclusion on the condition of vessel, fishing equipment and areas that need to be improved.

The vessel is intended for one day fishing, so there are no rooms and equipment for multi-day fishing.

Hygienic conditions

It is necessary to improve hygienic conditions. The living room, which also includes the kitchen, should be cleaner and tidier.

Functional conditions of the crew

It is necessary to acquire and use raincoats (when it rains), gloves, work coats used for fishing (waterproof).

General condition of the hull

The hull, deck and superstructure are wooden and in average condition.

The superstructure is made of plywood, plasticized with polyester resin.

The hull is made of oak. The thickness of the planks are 70, 60 and 50 mm in the underwater part, the top part and the above-water part, respectively. The webs are made of oak (2 x 80 mm). The deck is made of oak, 50 mm thick.

The condition of the hull is not so bad, there are no signs of water leaking into the hull.

The condition of the deck is similar to the condition of the hull plating.

The conclusion is that there are investments in hull and deck planks. The estimated value of those work would be around 30,000 euros. (7.5 m3 of oak and its installation).

Currently, the superstructure is of satisfactory quality and no major functional are needed.

Hull equipment (rudder, anchoring equipment, mooring equipment, openings on the hull and means of closure,)

The steering system is hydraulic and functional.

Anchoring consists of an anchor and a chain, which is manually drop and raise from the sea. The anchor is of insufficient weight to hold the vessel at anchor.

The mooring equipment is functional and in the appropriate place.

The hatches on the hull are functional. The openings on the deck are of sufficient dimensions for the water to flow off.

The covers on the deck plating (for the refrigerator and the descent to the engine room) are functional.

Engine room condition (main and auxiliary engines, engine cooling, exhaust gases, fuel lines)

The engine room would need a higher level of maintenance. Main engine is functional. The existing hydraulic clutch is functional. The cooling of the engine and the clip is indirect. Alternator and pumps are functional. The fuel tank and fuel line are functional.

Since the main engine is truck engine and is not intended for heavy duty conditions, such as trawling, it would be necessary to install a suitable marine diesel engine (Heavy Duty Diesel Inboard Engine) of suitable power, such as the existing one (about 260 KW).

Along with the engine replacement comes a new hydraulic clutch, shaft line, stuffing box and propeller. The estimated value of such an investment would be around 50,000 euros.

Fire-fighting system

The fire-fighting system consists of a portable (3 units) powder apparatus.

It would be necessary to install a fire detector in the engine room and a self-activating fire extinguishing ampoule. The price of this installation is approx. 1,000 euros.

Electrical installations

Main switchboard is functional. The rest of the installation is functional. It is necessary to check and change part of the installation, the estimated value of the this work would be around 3,000 euros.

Bilge and sanitary system

Sanitary system is not installed. The bilge system functional. There are two electric bilge pumps in the engine room, with a capacity of 3,000 GPH and 2,000 GPH. There is also a pump driven with the main engine, for washing the catch, and in case of emergency it can be used as a bilge pump.

LSA

Lifesaving equipment consist of life belts (4 units), 2 x lifebuoys and an inflatable raft for 4 people.

Load handling devices

The nets are pulled with a hydraulic winch.

There are pulleys in certain positions that serve the purpose of trawling, but other weights can be lifted, in those positions, if necessary.

The entire system is functional.

OVERVIEW OF THE NECESSARY INVESTMENTS IN THE VESSEL

Type of investment	Price (Eur)
Installation of the engine, hydraulic clutch, shaft line, stuffing box and propeller	50.000
Wooden hull and deck reconstruction	30.000
Fire-fighting automatic ampoule	1.000
Electrical installation service	3.000
Winch for pulling trawl nets	15.000
GPS module for autopilot	3.000
Ice maker on board, up to 1 ton of ice per 24 hours	8.000
Procurement of two trawl nets	10.000
TOTAL	**120.000**

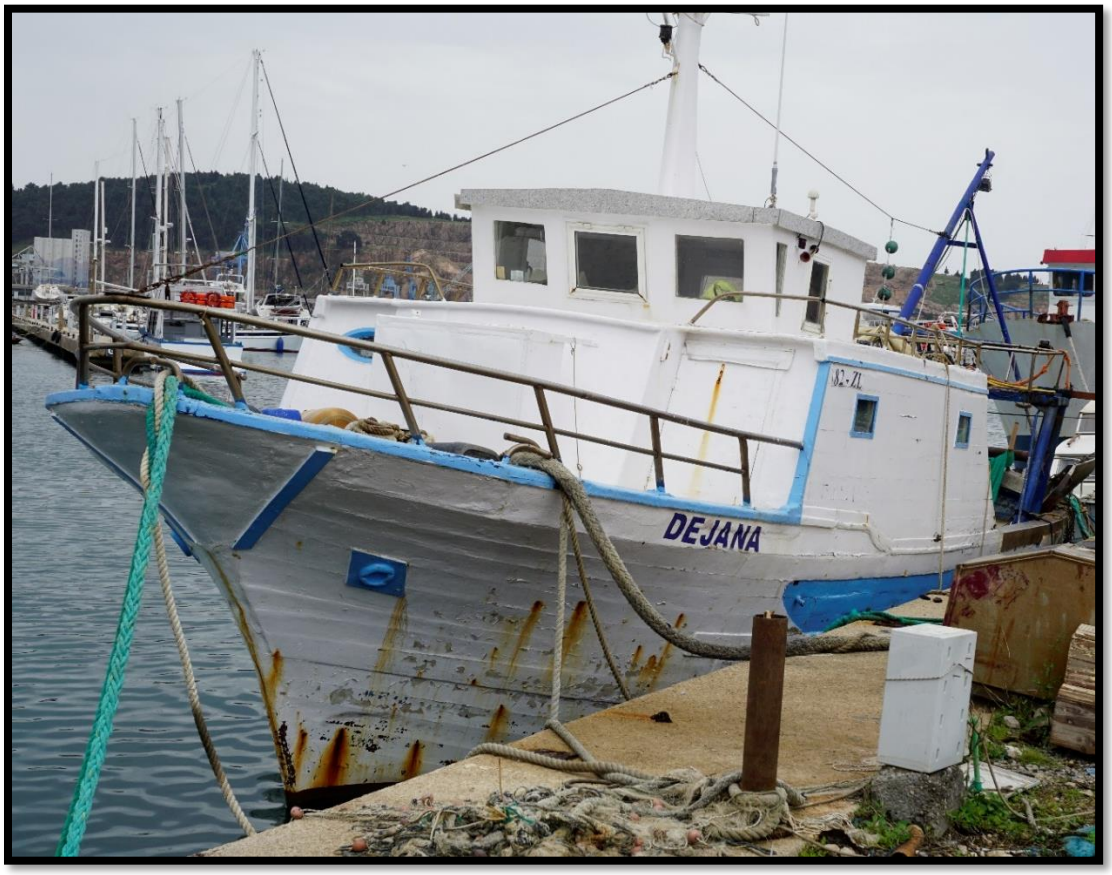
CONCLUSION

The overall condition of this fishing vessel is satisfactory. More funds are needed to repair the hull and deck and make the vessel safe for fishing,

The vessel is registered (registration expired a few days ago, and is currently in the process of renewing the registration), relatively well maintained and fishing constantly.

Among other investments, owner will install a GPS module for the autopilot. The price of this investment would be around 3,000 euros.

6. F/B DEJANA



CONTENT

1. DATA ON VESSEL AND VESSEL OWNER

NAME OF VESSEL	DEJANA			
REGISTRATION NUMBER REGISTRATION EFFECTIVE DATE	82 ZL 07.06.2024			
FLAG *PORT OF ENTRY*	Montenegro ZELENIKA			
HIN	N/A			
MANUFACTURER, YEAR OF CONSTRUCTION *YEAR OF FIRST ENROLLMENT*	ITALY, 1961 N/A			
TYPE AND MODEL	FISHING VESSEL - trawler			
CONSTRUCTION MATERIAL	WOOD			
MAIN DIMENSIONS, GROSS TONNAGE	The length 11,66 m.	The breadth 3,30m.	The height 1,52 m.	GT 11,66
PROPULSION *TOTAL POWER, ENGINE YEAR*	Scania , single engine, truck diesel engine 360 KW, 2004			
DATE AND PLACE OF EXAMINATION	17.05.2024, Port of Bar , Bar			
WEATHER CONDITIONS	Cloudy, with rain			

- **The vessel information has not been verified. Data about the vessel were entered according to the presented documents and information obtained from the current owner.**

1.1 Client's data

Vessel's owner name and surname	DRAGOMIR RADOMIROVIĆ
Telephone number	068 012 957
E mail :	radomirovic.d98@gmail.com

2. INTRODUCTION

The vessel was inspected afloat, in Bar, Port of Bar, on May 17, 2024.

The vessel was tied to the shore by the port side, bow and stern lines.

The details of the vessel are listed on next pages of this report and have not been verified, but have been taken from the current owner.

View restrictions

There are none.

Available documentation:

1. Vessel certificate

3. DETAILED REPORT ON THE CONDITION OF THE HULL, DECK, SUPERSTRUCTURE AND INTERIOR OF THE VESSEL

Part of the vessel	Condition	Additional comment
Hull	F	Described in more detail in point 6. Final comment on the condition of the vessel
Steering gear system	F	The rudder blade is driven by hydraulics, and the cables are for the engine controls, one-hand controls (throttle and clutch reversal).
Wooden interior and exterior	F	Good
Bulwark rail	F	Good
Coaming and/or handrail	F	Good
Deck equipment	P	It has one winch. Mechanical for pulling nets and cables. It is in functional condition, but it needs an service.

Anchor and chain	P	The anchor is light in weight, not enough for anchoring. It is manually thrown into the sea and pulled out of the sea.
Anchor windlass	N	Not installed
Open/Windows	F	Good
Stoppers, winches	N	Not installed
The keel	F	Functional.
Lighting	F	Functional
Upholstery	N	Not installed
Toilet	N	Not installed
Cabin	P	A higher level of maintenance is required
Black water system	N	Not installed
The kitchen	P	A higher level of maintenance is required
Salon	P	The living room is part of the kitchen. It needs a higher level of maintenance
Equipment in the salon	P	A higher level of maintenance is required.
Equipment in the kitchen	P	A higher level of maintenance is required. The stove is gas. The gas bottle is in the room.
Cooling equipment	F	There is a Fish hold for maintaining the catch, with a volume of approx. 5 m3, but it is not in operation.
Entrance to the salon	F	For the size of the vessel, appropriate
Entrance to the cabin area	F	For the size of the vessel, appropriate
Battery charger	F	Alternator, driven with the main engine. Voltage 24 V
Hot water	N	Not installed

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

4. ELECTRICAL INSTALLATIONS AND MECHANICAL ASSEMBLY

Part of the vessel	Condition	Additional comment
DC voltage	F	The voltage of the main consumers is 24 V
Lighting	F	Functional
Navigation lights	F	Functional
Electrical shore connection for 220 V	N	Not installed
VHF	F	Installed. Hurricane model.
Speedometer	F	As part of GPS
Depth gauge	F	Installed
GPS	F	Installed. Model Garmin
Echo sounder	F	Installed
Wind indicator	N	Not installed
Compass	F	Installed
Autopilot	N	Not installed
Plotter	N	Not installed
Electronic board	F	Functional, engine parameters work
Bow thruster controls	N	Not installed
External appearance of the engine	F	In functional condition
Engine hours	N	Not installed
Engine mounts	F	Functional (rigid connection engine - engine foundations)

Vibration dampers	N	Not installed (rigid connection of main engine and engine mount)
Transmission	F	Hydraulic clutch, transmission 3.8 :1
Cooling system	F	Indirect (seawater, heat exchanger)
Exhaust system	F	Asbestos free
Fuel tanks	F	Functional, iron, 3 units, 2 x 250 liters, and 1 x 600 liters.
Accumulators	F	2 x 150 Ah, 24 V, two for starting the engine
Propeller	N	N/A
Pumps for the bottom of the vessel	F	Two, functional, of unknown capacity, one for washing fish and one for cooling the engine, driven with the main engine
Bilge pumps	F	One, 1500 GPH capacity, electric
Machine room	P	Greater maintenance of the cleanliness of the space is required
Entrance to the machine room	F	Sufficient dimensions for going down into the engine room.
Rudder blade	N	Could not be verify.
Water tank	N	Not installed
VMS Blue Box	P	Installed. Not functional
AIS class A	P	Functional
ERS	F	Input data on time. Last entry 04/27/2024.

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

5. VESSEL FISHING EQUIPMENT

Current condition:

• Equipment and devices for fishing

One mechanical winch, Functional.

Ropes (Lebanon), functional

Three trawl nets, functional

Steel cables, 8 mm thick, functional

The otter boards are functional

• Fish hold

Installed a Fish hold for storing the catch, with a volume of approx. 5 m^3, but not functional.Cooling system is not installed.

• Ice maker

Vessel is not equipped with icemaker.

• Necessary additional fishing equipment – purchase

Renovation of winches for pulling nets, about 3,000 euros.

Fish hold cooling system...about 7,000 euros.

Two new trawl nets... 6,000 euros

Ice machine, capacity up to 1 ton per day...8,000 euros

• Investment: 24.000 euros

6. FINAL COMMENT ON THE CONDITION OF THE VESSEL

Conclusion on the condition of vessel, fishing equipment and areas that need to be improved.

The vessel is intended for one day fishing, so there are no rooms and equipment for multi-day fishing.

Hygienic conditions

It is necessary to improve hygienic conditions. The living room, which also includes the kitchen, should be cleaner and tidier.

Functional conditions of the crew

It is necessary to acquire and use raincoats (when it rains), gloves, work coats used for fishing (waterproof).

General condition of the hull

The hull, deck and superstructure are wooden and in average condition.

The superstructure is made of plywood, plasticized with polyester resin.

The hull is made of pine, mulberry and oak. The thickness of the planks is 50 mm in the underwater part, and 40 mm in the above-water part. The webs are made of oak. (2 x 80 mm). The deck is made of pine and mulberry, 50 mm thick.

The condition of the hull is average, there are indications of water leaking into the hull aft, and this should be repaired.

The condition of the deck is similar to the condition of the hull plating.

The conclusion is that there are investments in hull and deck planks. The estimated value of those work would be around 25,000 euros. (5 m3 of oak and its installation).

Currently, the superstructure is of satisfactory quality.

Hull equipment (rudder, anchoring equipment, mooring equipment, openings on the hull and means of closure,)

The steering system is hydraulic and functional.

Anchoring consists of an anchor and a chain, which is manually drop and raise from the sea. The anchor is of insufficient weight to hold the vessel at anchor.

The mooring equipment is functional and in the appropriate place.

The hatches on the hull are functional. The openings on the deck are of sufficient dimensions for the water to flow off.

The covers on the deck plating (for the refrigerator and the descent to the engine room) are functional and functional.

Engine room condition (main and auxiliary engines, engine cooling, exhaust gases, fuel lines)

The engine room would need a higher level of maintenance. The main engine is functional. The existing hydraulic clutch is functional. The cooling of the engine and the hydraulic clutch is indirect. Alternator and pumps are functional. The fuel tank and fuel line are functional.

Since the main engine is truck engine and is not intended for heavy duty conditions, such as trawling, it would be necessary to install a suitable marine diesel engine (Heavy Duty Diesel Inboard Engine) of suitable power, such as the existing one (about 360 KW).

Along with the engine replacement comes a new hydraulic clutch, shaft line, stuffing box and propeller. The estimated value of such an investment would be around 70,000 euros.

Fire-fighting system

The fire protection system consists of a portable (2 units) powder apparatus.
It would be necessary to install a fire detector in the engine room and a self-activating fire extinguishing ampoule. The price of this installation is approx. 1,000 euros.

Electrical installations

Main switchboard is functional. The rest of the installation should be replaced. The price is around 3,500 euros.

Bilge and sanitary system

Sanitary system is not installed. The bilge system is functional. One electric bilge pump is installed in the engine room, with a capacity of 1,500 GPH. Also a pump driven with main engine is installed, for washing the catch, and in case of emergency, it can be used as a bilge pump.

LSA

Lifesaving equipment consist of life belts (3 units), 1 x lifebuoy and an inflatable raft for 6 people.

Load handling devices

The nets are pulled with a hydraulic winch.
There are pulleys in certain positions that serve the purpose of trawling, but other weights can be lifted, in those positions, if necessary.
The entire system is functional.

OVERVIEW OF THE NECESSARY INVESTMENTS IN THE VESSEL

Type of investment	Price (Eur)
Installation of the engine, hydraulic clutch, shaft line, stuffing box and propeller	73.500
Wooden hull and deck reconstruction	25.000
Fire-fighting automatic ampoule	1.000
Electrical installation service	3.500
Life raft service	600
Trawling winch service	3.000
Cooling system of the Fish hold	7.000
Ice machine on board, up to 1 ton of ice per 24 hours	8.000
two trawl nets	6.000
TOTAL	**127.600**

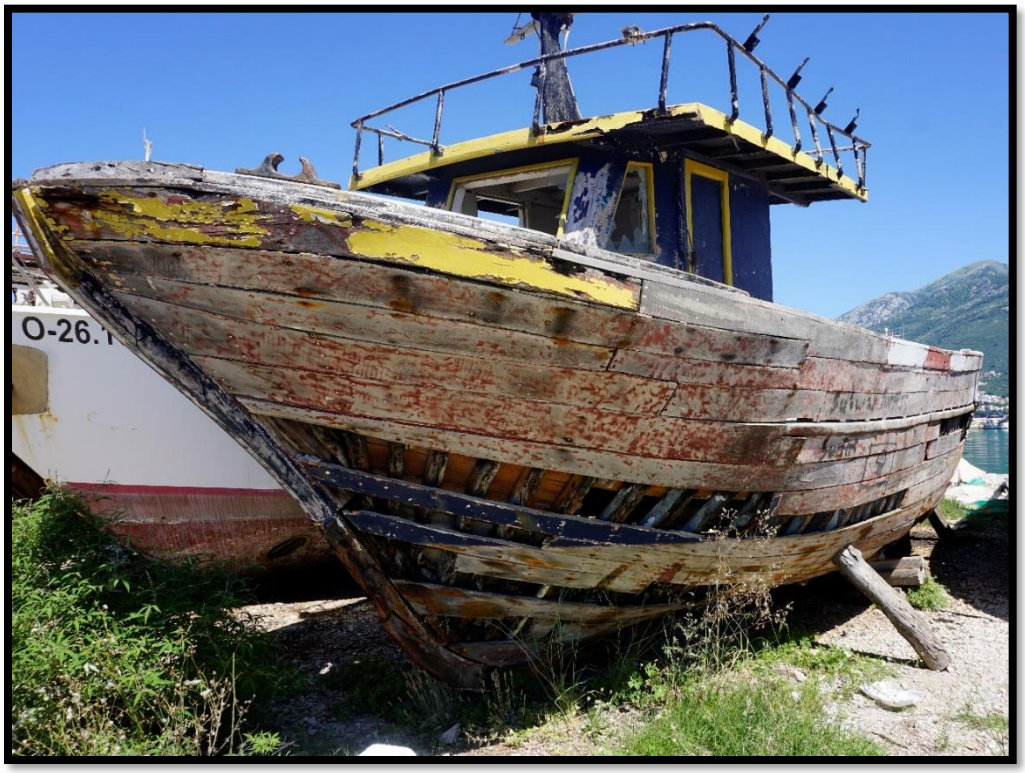
CONCLUSION

The overall condition of this fishing vessel is average. More funds are needed to rebuild the hull and deck and make the vessel safe for fishing. There should be investment in fishing equipment (mentioned earlier) and electrical installations.

The vessel is registered, relatively well maintained and fishing constantly.

The service of the life raft is also needed, about 600 euros.

1. F/B DONATELA



CONTENT

DATA ON VESSEL AND VESSEL OWNER

NAME OF VESSEL	DONATELA			
REGISTRATION NUMBER REGISTRATION EFFECTIVE DATE	239 BR 30.05.2013, registration expired			
FLAG *PORT OF ENTRY*	Montenegro BAR			
HIN	N/A			
MANUFACTURER, YEAR OF CONSTRUCTION *YEAR OF FIRST ENROLLMENT*	N/A N/A			
TYPE AND MODEL	FISHING VESSEL - purse seiners			
CONSTRUCTION MATERIAL	WOOD			
MAIN DIMENSIONS, GROSS TONNAGE	The length 13,37 m.	The breadth 3,24 m.	The height 1,68 m.	GT 12
PROPULSION *TOTAL POWER, ENGINE YEAR*	Missing N/A			
DATE AND PLACE OF EXAMINATION	23.05.2024, Port of Bar , Bar			
WEATHER CONDITIONS	Good			

- **The vessel information has not been verified. Data about the vessel were entered according to the presented documents and information obtained from the current owner.**

1.1 Client's data

Vessel's owner name and surname	DANILO LAKIĆ
Telephone number	068 623 782
E mail :	

2. INTRODUCTION

The vessel was inspected on land, in Bar, Port of Bar, on May 23, 2024.

The vessel is dry landed.

The details of the vessel are listed on next pages of this report and have not been verified, but have been taken from the current owner.

View restrictions

There are none.

Available documentation:

1. Vessel certificate

3. DETAILED REPORT ON THE CONDITION OF THE HULL, DECK, SUPERSTRUCTURE AND INTERIOR OF THE VESSEL

Part of the vessel	Condition	Additional comment
Hull	P	The hull is in bad condition, made of wood.
Steering gear system		
Wooden interior and exterior		
Bulwark rail		
Coaming and/or handrail		
Deck equipment		
Anchor and chain		
Anchor windlass		
Open/Windows		
Stoppers, winches		
The keel		

Lighting		
Upholstery		
Toilet		
Cabin		
Black water system		
The kitchen		
Salon		
Equipment in the salon		
Equipment in the kitchen		
Cooling equipment		
Entrance to the salon		
Entrance to the cabin area		
Battery charger		
Hot water		

- **Additional expert comments:** N/A
- **Investment:** N/A

4. ELECTRICAL INSTALLATIONS AND MECHANICAL ASSEMBLY

Part of the vessel	Condition	Additional comment
DC voltage		
Lighting		
Navigation lights		
Electrical shore connection for 220 V		
VHF		

Speedometer		
Depth gauge		
GPS		
Echo sounder		
Wind indicator		
Compass		
Autopilot		
Plotter		
Electronic board		
Bow thruster controls		
External appearance of the engine		
Engine hours		
Engine mounts		
Vibration dampers		
Transmission		
Cooling system		
Exhaust system		
Fuel tanks		
Accumulators		
Propeller		
Pumps for the bottom of the vessel		
Bilge pumps		
Machine room		
Entrance to the machine room		

Rudder blade		
Water tank		
VMS Blue Box		
AIS class A		
ERS		

• **Additional expert comments:** N/A

• **Investment:** N/A

5. VESSEL FISHING EQUIPMENT

Current condition:

• **Equipment and devices for fishing** N/A

• **Fish hold** N/A

• **Ice maker** N/A

• **Necessary additional fishing equipment – purchase** N/A

• **Investment:** N/A

6. FINAL COMMENT ON THE CONDITION OF THE VESSEL

The overall condition of this fishing vessel is very poor.

This vessel can only be used as a model to make an identical vessel, because the complete plating of the hull, deck and all the webs are in very bad condition and cannot be used for the possible reconstruction of the vessel.

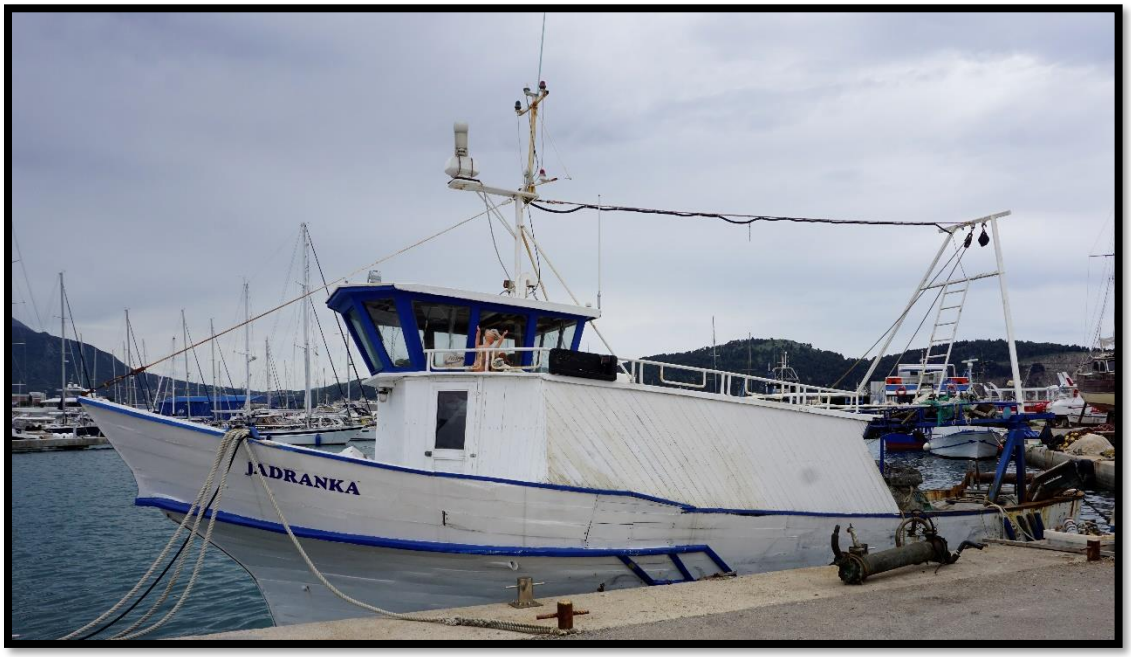
The vessel is not registered.

The vessel has been in landed for several years and is falling into completely destroyed.

It is very difficult to estimate what amount of money would be needed to build a new vessel, and if the sample was this existing vessel.

Very experienced shipyard can do an offer and build similar vessel.

8. F/B JADRANKA



CONTENT

1. DATA ON VESSEL AND VESSEL OWNER

NAME OF VESSEL	JADRANKA			
REGISTRATION NUMBER REGISTRATION EFFECTIVE DATE	N/A 14.06.2024			
FLAG *PORT OF ENTRY*	Montenegro BAR			
HIN	N/A			
MANUFACTURER, YEAR OF CONSTRUCTION *YEAR OF FIRST ENROLLMENT*	BOKOVAC , BAR, MONTENEGRO, 2002 2002			
TYPE AND MODEL	FISHING VESSEL - trawler			
CONSTRUCTION MATERIAL	WOOD			
MAIN DIMENSIONS, GROSS TONNAGE	The length 15,25 m.	The breadth m.	The height m.	GT 32
PROPULSION *TOTAL POWER, ENGINE YEAR*	Scania single engine, truck diesel engine 260 HP			
DATE AND PLACE OF EXAMINATION	10.05.2024, Port of Bar , Bar			
WEATHER CONDITIONS	Good			

- **The vessel information has not been verified. Data about the vessel were entered according to the presented documents and information obtained from the current owner.**

1.1 Client's data

Vessel's owner name and surname	Boško Ivanović
Telephone number	068 021 837
E mail :	stafansusanj@t-com.me

2. INTRODUCTION

The vessel was inspected afloat, in Bar, Port of Bar, on May 10, 2024.

The vessel was tied to the shore by the port side, bow and stern lines.

The details of the vessel are listed on next pages of this report and have not been verified, but have been taken from the current owner.

View restrictions

There are none.

Available documentation:

1. Certificate of seaworthiness of the vessel

Note:

In this report, abbreviations have the following meaning:

3. DETAILED REPORT ON THE CONDITION OF THE HULL, DECK, SUPERSTRUCTURE AND INTERIOR OF THE VESSEL

Part of the vessel	Condition	Additional comment
Hull	F	Described in more detail in point 6. Final comment on the condition of the vessel
Steering gear system	F	The rudder blade is driven by hydraulics, and the cables are for the engine controls, one-hand controls (throttle and clutch reversal).
Wooden interior and exterior	F	Good
Bulwark rail	P	Service required
Coaming and/or handrail	P	Service required
Deck equipment	F	One mechanical winch is installed for pulling cables and it is functional. Winch

		pulls the nets over the side track that is mounted on.
Anchor and chain	P	The anchor is light in weight, not enough for anchoring. It is manually drop in and raise out of the sea.
Anchor windlass	N	Not installed
Open/Windows	F	Good
Stoppers, winches	N	Not installed
The keel	P	It needs to be strengthened and rebuild
Lighting	F	Functional
Upholstery	N	Not installed
Toilet	N	Not installed
Cabin	P	A higher level of maintenance is required
Black water system	N	Not installed
The kitchen	P	A higher level of maintenance is required
Salon	P	The living room is part of the kitchen. It needs a higher level of maintenance
Equipment in the salon	P	A higher level of maintenance is required.
Equipment in the kitchen	P	A higher level of maintenance is required. The stove is gas. The gas cylinder is in the room.
Cooling equipment	F	Fish hold for storing catches is installed, with a volume of approx. 3.5 m^3, under the wheelhouse, to the left of the entrance to the salon with own cooling system (from 0 to 4^OC). Owner makes ice at home with potable water. The capacity of the ice machine is 200 kg/day.

Entrance to the salon	F	For the size of the vessel, appropriate
Entrance to the cabin area	F	For the size of the vessel, appropriate
Battery charger	F	Alternator, suspended on the main engine. Voltage 24 V
Hot water	N	Not installed

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

4. ELECTRICAL INSTALLATIONS AND MECHANICAL ASSEMBLY

Part of the vessel	Condition	Additional comment
DC voltage	F	The voltage of the main consumers is 24 V
Lighting	F	Functional
Navigation lights	F	Functional
Electrical shore connection for 220 V	N	Not installed
VHF	F	Installed. Cobra Marine model.
Speedometer	F	As part of GPS
Depth gauge	N	Not installed
GPS	F	There are two. Model Lowrance and Geonav
Echo sounder	N	Not installed
Wind indicator	N	Not installed
Compass	F	Installed
Autopilot	N	Not installed
Plotter	N	Not installed

Electronic board	F	Functional
Bow thruster controls	N	Not installed
External appearance of the engine	N	The engine is being changed
Engine hours	N	Not installed
Engine mounts	F	Functional (rigid connection engine - engine foundations)
Vibration dampers	N	Not installed (rigid connection of main engine and engine mount)
Transmission	F	Hydraulic clutch, transmission 3:1
Cooling system	F	Indirect (seawater, heat exchanger)
Exhaust system	F	Asbestos free
Fuel tanks	F	Functional, stainless steel tank, 2 units, 1,000 liters each, 2,000 liters in total.
Accumulators	F	4 x 180 Ah, 24 V, two for starting the engine and two service accumulators
Propeller	F	D 850 mm, 3 arms
Pumps for the bottom of the vessel	F	Two, functional, of unknown capacity, one for washing fish and one for cooling the engine, driven with the main engine.
Bilge pumps	F	Two, each with a capacity of 2000 GPH, electric
Machine room	P	Greater the cleanliness of the space is required
Entrance to the machine room	F	Sufficient dimensions for going down into the engine room.
Rudder blade	N	Could not be verify.
Water tank	N	Not installed
VMS Blue Box	P	Functional

AIS class A	P	Functional, but there are no vessel identification marks.
ERS	F	Input data on time. Last entry 04/15/2024

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

5. VESSEL FISHING EQUIPMENT

Current condition:

• Equipment and devices for fishing

One mechanical winch, for cables, functional. Winch drags the nets with a drum on that winch.

Ropes, functional

One trawl net, functional

Steel cables, 10 mm thick, functional T

The otter boards are functional

• Fish hold

Installed a Fish hold for storing catches, with a volume of approx. 3.5 m^3, under the wheelhouse, to the left of the entrance to the salon with own cooling (from 0 to 4^OC). If necessary, owner makes ice at home with potable water. The capacity of the ice machine is 200 kg/day.

• Ice maker

The owner has an ice machine for producing ice at home, with a capacity of 200 kg. per the day using potable water. He brings ice on board when required.

• Necessary additional fishing equipment – purchase

A classic winch for pulling nets (salparet), which costs about 10,000 euros.

• **Investment:** 10.000 euros

6. FINAL COMMENT ON THE CONDITION OF THE VESSEL

Conclusion on the condition of vessel, fishing equipment and areas that need to be improved.

The vessel is intended for one day fishing, so there are no rooms and equipment for multi-day fishing.

Hygienic conditions

It is necessary to improve hygienic conditions. The living room, which also includes the kitchen, should be cleaner and tidier.

Functional conditions of the crew

It is necessary to acquire and use raincoats (when it rains), gloves, work coats used for fishing (waterproof).

General condition of the hull

The hull, deck and superstructure are wooden and in average condition.

The superstructure is made of plywood, plasticized with polyester resin.

The hull is made of oak. The thickness of the planks is 50 mm in the underwater part, and 40 mm in the above water part. The webs are made of oak. (2 x 80 mm). The deck is made of pine, 50 mm thick.

The condition of the hull is not so bed, there are no signs of water leaking into the hull.

The condition of the deck is similar to the condition of the hull plating.

The conclusion is that there are investments in hull and deck. The estimated value of those work would be around 17,000 euros. (5 m^3 of oak and its installation).

Currently, the superstructure is of satisfactory quality and no major work are needed.

Hull equipment (rudder, anchoring equipment, mooring equipment, openings on the hull and means of closure,)

The steering system is hydraulic and functional.

Anchoring consists of an anchor and a chain, which is manually drop and raise from the sea. The anchor is of insufficient weight to hold the vessel at anchor.

The mooring equipment is functional and in the appropriate place.

The hatches on the hull are functional. The openings on the deck are of sufficient dimensions for the water to flow off it.

The covers on the deck plating (for the refrigerator and the descent to the engine room) are functional.

Engine room condition (main and auxiliary engines, engine cooling, exhaust gases, fuel lines)

The engine room would need a higher level of maintenance. The main engine is changed, and marinated Scania engine of 260 hp is installed. The existing hydraulic clutch is functional. The cooling of the engine and hydraulic clutch is indirect and will be replaced with a new one adapted for the Scania engine. Alternator and pumps are functional.

The fuel tank and fuel pipeline are functional. The price of buying and installing a used Scania engine, with associated equipment, with a power of 260 HP is about 10,000 euros. Since the main engine is truck and is not intended for heavy duty conditions, such as trawling, it would be necessary to install a suitable marine diesel engine (Heavy Duty Diesel Inboard Engine) of suitable power, such as the existing one (about 260 HP).

Along with the engine replacement comes a new hydraulic clutch, shaft line, stuffing box and propeller. The estimated value of such an investment would be around 40,000 euros.

Fire-fighting system

The fire-fighting system consists of a portable (3 units) powder apparatus.

It would be necessary to install a fire detector in the engine room and a self-activating fire extinguishing ampoule. The price of this installation is approx. 1,000 euros.

Electrical installations

Main switchboard is functional. The rest of the installation is functional.

Bilge and sanitary system

Sanitary system is not installed. The bilge system is functional. Two electric bilge pump are installed in the engine room, with a capacity of 2.000 GPH. Also a pump driven with main engine is installed, for washing the catch, and in case of emergency, it can be used as a bilge pump.

LSA

Lifesaving equipment consist of life belts (4 units), 2 x lifebuoys and an inflatable raft for 4 people.

Load handling devices

The nets are pulled with a hydraulic winch.

There are pulleys in certain positions that serve the purpose of trawling, but other weights can be lifted, in those positions, if necessary.

The entire system is functional.

OVERVIEW OF THE NECESSARY INVESTMENTS IN THE VESSEL

Type of investment	Price (Eur)
Installation of the engine, hydraulic clutch, shaft line, stuffing box and propeller	40.000
Wooden hull and deck rebuilding	17.000
Fire-fighting automatic ampoule	1.000
Trawling winch	10.000
Ice machine on board, up to 1 ton of ice per 24 hours	8.000
Radar	5.000
TOTAL	**81.000**

CONCLUSION

The overall condition of this fishing vessel is satisfactory. More funds are needed to repair the hull and deck and make the vessel safe for fishing,

The vessel is registered and relatively well maintained and fishing constantly. It is currently in the phase of significant reconstruction of the main engine.

Among other investments, it is necessary to install a radar. The price of this investment would be around 5,000 euros.

9. F/B JOVANA

CONTENT

1. DATA ON VESSEL AND VESSEL OWNER

NAME OF VESSEL	JOVANA			
REGISTRATION NUMBER REGISTRATION EFFECTIVE DATE	67 KT 05.08.2022, EXPIRED			
FLAG *PORT OF ENTRY*	Montenegro Kotor			
HIN	N/A			
MANUFACTURER, YEAR OF CONSTRUCTION *YEAR OF FIRST ENROLLMENT*	Novi Bečej, Serbia , 1989 N/A			
TYPE AND MODEL	FISHING VESSEL - trawler			
CONSTRUCTION MATERIAL	STEEL			
MAIN DIMENSIONS, GROSS TONNAGE	The length 14,65 m.	The breadth 4,25 m.	The height 1,40 m.	GT 12
PROPULSION *TOTAL POWER, ENGINE YEAR*	FAMOS, truck diesel engine 160 KW			
DATE AND PLACE OF EXAMINATION	14.06.2024, Risan			
WEATHER CONDITIONS	Good			

- **The vessel information has not been verified. Data about the vessel were entered according to the presented documents and information obtained from the current owner.**

1.1 Client's data

Vessel's owner name and surname	MARIJA JOVANOVIĆ
Telephone number	068 867 010
E mail :	jmarijaposao@gmail.com

2. INTRODUCTION

The vessel was inspected afloat, at a shellfish farm, about 1.5 km from Risan towards Lipci, on June 14, 2024.

The vessel was tied with its starboard side to the shore.

The details of the vessel are listed on next pages of this report and have not been verified, but have been taken from the current owner.

View restrictions

There are none.

Available documentation:

1. Vessel certificate

3. DETAILED REPORT ON THE CONDITION OF THE HULL, DECK, SUPERSTRUCTURE AND INTERIOR OF THE VESSEL

Part of the vessel	Condition	Additional comment
Hull	P	Described in more detail in point 6. Final comment on the condition of the vessel
Steering gear system		
Wooden interior and exterior		
Bulwark rail		
Coaming and/or handrail		
Deck equipment	P	One hydraulic winch for chain and ropes and one hydraulic winch for hauling nets both need to be overhauled
Anchor and chain		
Anchor windlass		
Open/Windows		

Stoppers, winches		
The keel		
Lighting		
Upholstery		
Toilet		
Cabin		
Black water system		
The kitchen		
Salon		
Equipment in the salon		
Equipment in the kitchen		
Cooling equipment	P	A fish hold is installed of volume about 8 m^3 without cooling system and insulation.
Entrance to the salon		
Entrance to the cabin area		
Battery charger		
Hot water		

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

4. ELECTRICAL INSTALLATIONS AND MECHANICAL ASSEMBLY

Part of the vessel	Condition	Additional comment
DC voltage		
Lighting		
Navigation lights		
Electrical shore connection for 220 V		
VHF		
Speedometer		
Depth gauge		
GPS		
Echo sounder		
Wind indicator		
Compass		
Autopilot		
Plotter		
Electronic board		
Bow thruster controls		
External appearance of the engine		
Engine hours		
Engine mounts		
Vibration dampers		
Transmission		
Cooling system		
Exhaust system		

Fuel tanks	F	Two structural tanks of 1,500 liters each
Accumulators		
Propeller		
Pumps for the bottom of the vessel		
Bilge pumps		
Machine room		
Entrance to the machine room		
Rudder blade		
Water tank		
VMS Blue Box		
AIS class A		
ERS		

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

5. VESSEL FISHING EQUIPMENT

Current condition:

• Equipment and devices for fishing

One hydraulic winch for chain and ropes and one hydraulic winch for nets. They need to be overhauled. Two trawl nets, functional

• Fish hold

Fish hold is installed, in the stern part of the vessel. The entrance to the hold is from the deck. Volume approx. 8m3. A cooling system needs to be installed.

• **Ice maker**

Not installed

• **Necessary additional fishing equipment – purchase** N/A

• **Investment:** N/A

6. FINAL COMMENT ON THE CONDITION OF THE VESSEL

Conclusion on the condition of vessel, fishing equipment and areas that need to be improved.

The vessel is intended for one day fishing, so there are no rooms and equipment for multi-day fishing.

Hygienic conditions N/A

Functional conditions of the crew N/A

General condition of the hull

The hull, deck and superstructure are made of steel.

The condition of the hull is not so bad, there are no signs of water leaking into the hull.

The condition of the deck is similar to the condition of the hull plating.

The conclusion is that there will be some work on the hull and deck plating.

Regular maintenance is required, and when lending, check the underwater part of the hull.

Hull equipment (rudder, anchoring equipment, mooring equipment, openings on the hull and means of closure,)

The steering gear is hydraulic and is currently not functional.

Anchoring consists of an anchor and a chain, which is manually drop and raise from the sea. The mooring equipment is functional and in the appropriate place.

The hatches on the hull are functional. The openings on the deck are of sufficient dimensions for the water to flow off it unhindered.

The covers on the deck plating (for the refrigerator and the descent to the engine room) are functional.

Engine room condition (main and auxiliary engines, engine cooling, exhaust gases, fuel lines)

The engine room is tidy and could use a higher level of maintenance. The main propulsion engine is not functional and is currently being overhauled. The hydraulic clutch is functional. Fuel tanks and fuel lines are functional.

Since the main engine is truck engine and is not intended for heavy functional conditions, such as trawling, it would be necessary to install a suitable marine diesel engine (Heavy Duty Diesel Inboard Engine) of suitable power, such as the existing one (about 160 KW).

Along with the engine replacement comes a new clip, shaft line and propeller. The estimated value of such an investment would be around 30,000 euros.

Fire-fighting system N/A

Electrical installations N/A

Bilge and sanitary system N/A

LSA N/A

Load handling devices N/A

OVERVIEW OF THE NECESSARY INVESTMENTS IN THE VESSEL

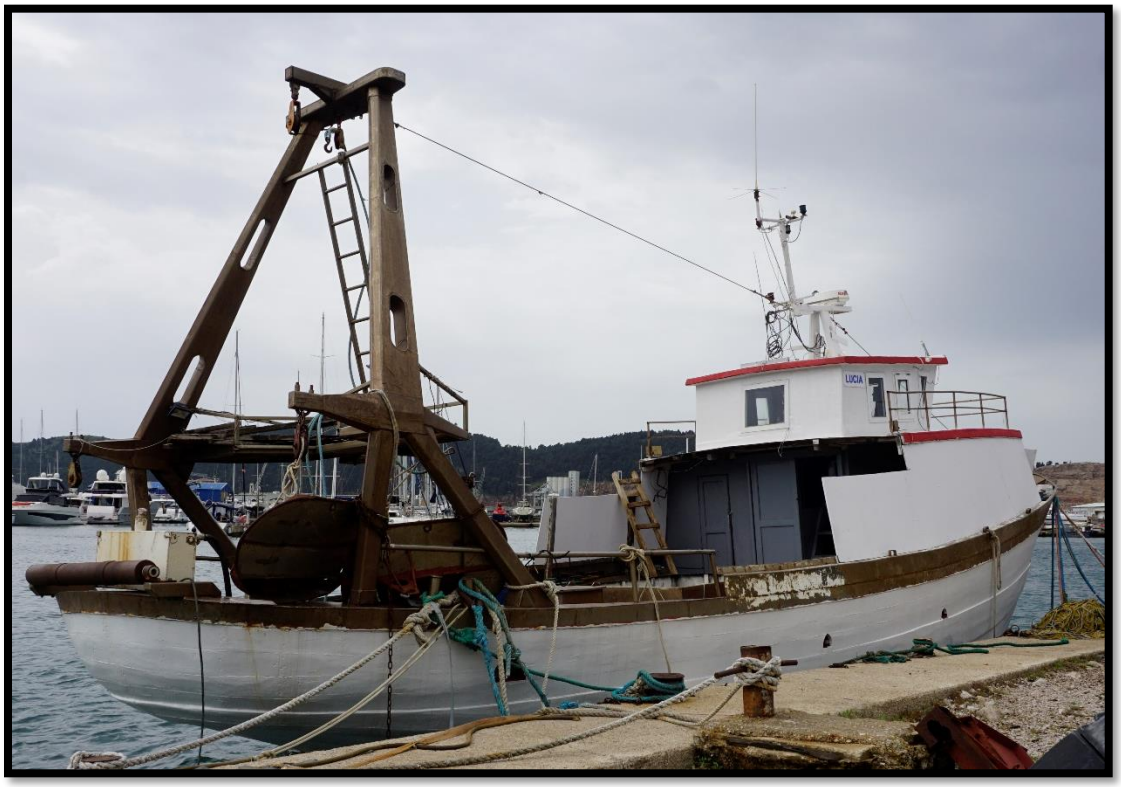
Type of investment	Price (Eur)
Installation of the engine, hydraulic clutch, shaft line, stuffing box and propeller	35.000
Hull and deck reconstruction	15.000
Fire-fighting automatic ampoule	1.000
Installation of electrical installations	5.000
Trawling winch service	3.000
Cooling system of the Fish hold	7.000
Ice machine on board, up to 1 ton of ice per 24 hours	8.000
Two trawl nets	6.000

Rest equipment and installation	25.000
UKUPNO	**105.000**

CONCLUSION

The overall condition of this fishing vessel is poor at this time.
In November 2023, the vessel sank at this port due to a severe storm.
Currently it is in the phase of general reconstruction and adaptation.
Virtually none of the vessel's systems are currently installed and operational, so a long and big job ahead.

10. F/B LUCIA



CONTENT

1. DATA ON VESSEL AND VESSEL OWNER

NAME OF VESSEL	LUCIA			
REGISTRATION NUMBER REGISTRATION EFFECTIVE DATE	N/A 25.09.2017, EXPIRED			
FLAG *PORT OF ENTRY*	Montenegro BAR			
HIN	N/A			
MANUFACTURER, YEAR OF CONSTRUCTION *YEAR OF FIRST ENROLLMENT*	ITALY , 1979 18.09.2015			
TYPE AND MODEL	FISHING VESSEL - trawler			
CONSTRUCTION MATERIAL	WOOD			
MAIN DIMENSIONS, GROSS TONNAGE	The length 16,00 m.	The breadth 4,00 m.	The height 2,04 m.	GT 23
PROPULSION *TOTAL POWER, ENGINE YEAR*	Not installed yet N/A			
DATE AND PLACE OF EXAMINATION	16.05.2024, Port of Bar, bar			
WEATHER CONDITIONS	Cloudy, with rain			

- **The vessel information has not been verified. Data about the vessel were entered according to the presented documents and information obtained from the current owner.**

1.1 Client's data

Vessel's owner name and surname	Čabarkapa Petar
Telephone number	069 022 020
E mail :	N/A

2. INTRODUCTION

The vessel was inspected afloat, in Bar, Port of Bar, on May 16, 2024.

The vessel was tied to the shore by the starboard, bow and stern lines.

The details of the vessel are listed on next pages of this report and have not been verified, but have been taken from the current owner.

View restrictions

There are none.

Available documentation:

1. Certificate of seaworthiness of the vessel
2. Vessel's register

3. DETAILED REPORT ON THE CONDITION OF THE HULL, DECK, SUPERSTRUCTURE AND INTERIOR OF THE VESSEL

Part of the vessel	Condition	Additional comment
Hull	F	Described in more detail in point 6. Final comment on the condition of the vessel
Steering gear system	F	The rudder blade is driven by hydraulics, and the cables are for the engine controls, the two-hand controls (throttle and clutch override), but are Currently out of order.
Wooden interior and exterior	F	Good
Bulwark rail	F	Good
Coaming and/or handrail	F	Good
Deck equipment	N	Not installed
Anchor and chain	F	Installed an anchor and an anchor windlass, but it has not yet been installed

Anchor windlass	F	Not installed
Open/Windows	F	Good
Stoppers, winches	N	Not installed
The keel	F	Good
Lighting	P	Not installed
Upholstery	N	Not installed
Toilet	P	Installed, but not functional
Cabin	P	It is necessary to equip the cabin
Black water system	N	Not installed
The kitchen	P	It is necessary to equip the kitchen
Salon	P	The living room is part of the kitchen. It needs to be furnished
Equipment in the salon	P	It is necessary to equip the salon
Equipment in the kitchen	P	It is necessary to equip the kitchen
Cooling equipment	P	A Fish hold is installed for storing the catch, with a volume of approx. 8 m^3, under the wheelhouse, to the right of the entrance to the saloon. The cooling system is not installed.
Entrance to the salon	F	For the size of the vessel, appropriate
Entrance to the cabin area	F	For the size of the vessel, appropriate
Battery charger	N	Not installed
Hot water	N	Not installed

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

4. ELECTRICAL INSTALLATIONS AND MECHANICAL ASSEMBLY

Part of the vessel	Condition	Additional comment
DC voltage	P	Not functional
Lighting	P	Not functional
Navigation lights	P	Not functional
Electrical shore connection for 220 V	N	Not installed
VHF	P	Installed. Cobra Marine model. Currently out of service
Speedometer	N	Not installed
Depth gauge	N	Not installed
GPS	N	Not installed
Echo sounder	N	Not installed
Wind indicator	N	Not installed
Compass	F	Installed
Autopilot	N	Not installed
Plotter	N	It has a radar, Raytheon brand
Electronic board	N	Not installed
Bow thruster controls	N	Not installed
External appearance of the engine	N	Not installed
Engine hours	N	Not installed
Engine mounts	F	Functional (rigid connection engine - engine foundations)
Vibration dampers	N	Not installed (rigid connection of main engine and engine mount)
Transmission	N	Not installed

Cooling system	N	Not installed
Exhaust system	N	Not installed
Fuel tanks	F	Functional, iron tank, 2 units, 1,500 liters each, 3,000 liters in total.
Accumulators	N	Not installed
Propeller	N	N/A
Pumps for the bottom of the vessel	N	Not installed
Bilge pumps	F	Installed two pumps, electric driven
Machine room	P	The engine room is being reconstructed
Entrance to the machine room	F	Sufficient dimensions for going down into the engine room.
Rudder blade	N	Could not be verify.
Water tank	N	Not installed
VMS Blue Box	P	Installed, not functional.
AIS class A	P	Installed, not functional.
ERS	P	Input data on time

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

5. VESSEL FISHING EQUIPMENT

Current condition:

• Equipment and devices for fishing

The only trawling equipment is the otter boards.

• Fish hold

Installed a Fish hold for storing the catch, with a volume of approx. 8 m^3 , under the wheelhouse, to the right of the entrance to the saloon. Cooling system is not installed.

• Ice maker

Not installed

• Necessary additional fishing equipment – purchase

Invest in a winch for trawling, which costs about 25,000 euros.

Invest in 3 original nets (factory made), with brackets and cables, a total of 15,000 euros

Install a cooling system for the Fish hold and a seawater ice maker....a total of 15,000 euros

• Investment: 55.000 euros

6. FINAL COMMENT ON THE CONDITION OF THE VESSEL

Conclusion on the condition of vessel, fishing equipment and areas that need to be improved.

The vessel is intended for one day fishing, so there are no rooms and equipment for multi-day fishing.

Hygienic conditions

N/A

Functional conditions of the crew

N/A

General condition of the hull

The hull, deck and superstructure are made of wood and in excellent condition.

The superstructure is made of plywood, plasticized with polyester resin.

The hull is made of oak. The thickness of the planks is 50 and 35 mm in the underwater part, the top and the above-water part, respectively. The webs are made of mulberry. The deck is made of oak, 50 mm thick.

The condition of the hull is excellent, because the owner of the vessel has done a complete reconstruction of the wooden part of the hull and the vessel's deck in the last two years. Installed no indication of water leaking into the hull.

The condition of the deck is similar to the condition of the hull plating, in excellent condition.

Currently, the superstructure is of satisfactory quality and no major functional are needed.

Hull equipment (rudder, anchoring equipment, mooring equipment, openings on the hull and means of closure,)

The steering system is hydraulic and functional.

Anchoring consists of an anchor and chain, but is not currently mounted on the vessel.

The mooring equipment is functional and in the appropriate place.

The hatches on the hull are functional. The openings on the deck are of sufficient dimensions so that the water can flow off.

The covers on the deck plating (for the refrigerator and the descent to the engine room) are functional.

Engine room condition (main and auxiliary engines, engine cooling, exhaust gases, fuel lines)

The engine room needs a complete reconstruction. The main engine should be installed, with all connections. A suitable hydraulic clutch should be installed. Engine cooling and hydraulic clutch should be installed. Alternator and pumps should be installed.

The fuel line and exhaust manifold should be installed.

The price of this reconstruction is: Main engine with all connections (about 450 hp) and a hydraulic clutch is about 70,000 euros

Fire-fighting system

The fire protection system is currently inoperative.

It would be necessary to install a fire detector in the engine room and a self-activating fire extinguishing ampoule. The price of this installation is approx. 1,000 euros.

Electrical installations

Main switchboard is functional. The rest of the installation should be installed. The estimated value of materials and functional would be around 5,000 euros.

Bilge and sanitary system

Sanitary system is not installed. The bilge system is functional. Two electric bilge pumps are installed in the engine room, with a unknown capacity.

LSA

Lifesaving equipment is not on board.

Load handling devices N/A

OVERVIEW OF THE NECESSARY INVESTMENTS IN THE VESSEL

Type of investment	Price (Eur)
Installation of the engine, hydraulic clutch, shaft line, stuffing box and propeller	70.000
Fire-fighting automatic ampoule	1.000
Installation of electrical installations	5.000
Trawling winch	25.000
Cooling system of the Fish hold	7.000
Ice machine on board, up to 1 ton of ice per 24 hours	8.000
3 trawl nets	15.000
GPS purchase and installation	5.000
Rest equipment and installation	20.000
UKUPNO	**156.000**

CONCLUSION

This fishing vessel is in the phase of complete reconstruction, which has been unused for several years.

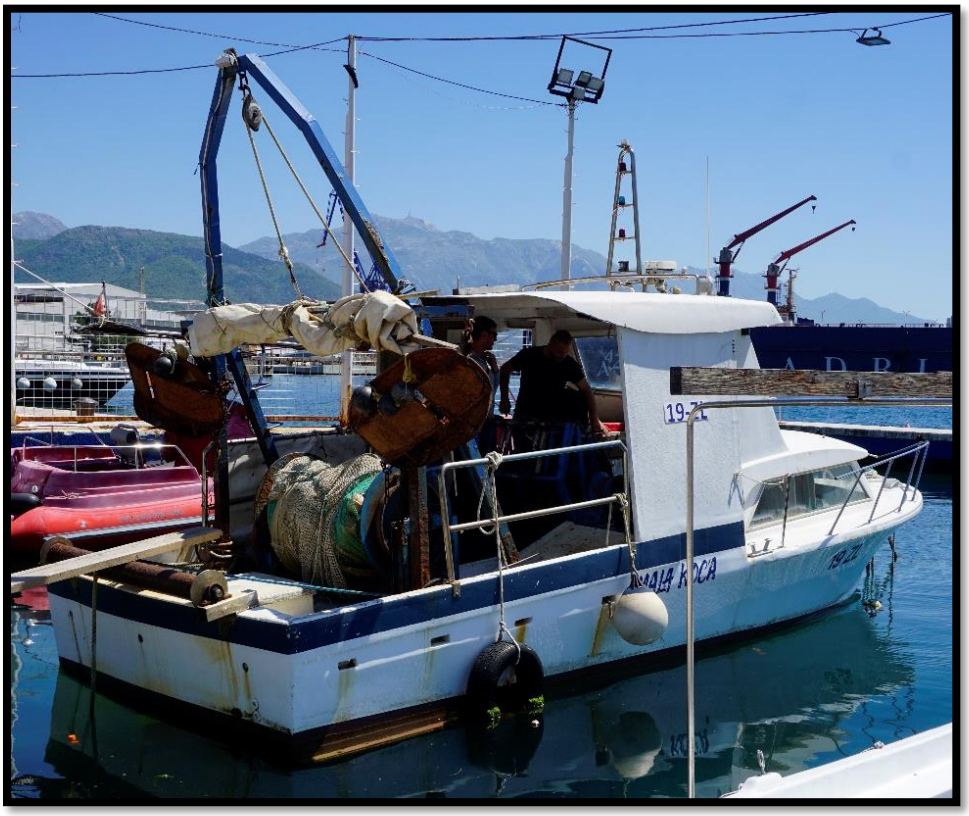
The owner was completely rebuild the hull and deck plating and webs, so the hardest part of the job is done.

Larger funds are required to install the main propulsion engine, fishing equipment and electrical installations.

The vessel has not been registered since September 25, 2017.

Among other investments, he would install GPS. The price of this investment would be around 5,000 euros.

11. F/B MALA KOČA



CONTENT

1. DATA ON VESSEL AND VESSEL OWNER

NAME OF VESSEL	MALA KOČA			
REGISTRATION NUMBER REGISTRATION EFFECTIVE DATE	19 HN 20.02.2024, EXPIRED			
FLAG *PORT OF ENTRY*	Montenegro ZELENIKA			
HIN	N/A			
MANUFACTURER, YEAR OF CONSTRUCTION *YEAR OF FIRST ENROLLMENT*	N/A N/A			
TYPE AND MODEL	FISHING VESSEL - trawler			
CONSTRUCTION MATERIAL	GRP			
MAIN DIMENSIONS, GROSS TONNAGE	The length 9,50 m.	The breadth 2,90 m.	The height 1,60 m.	GT 6,20
PROPULSION *TOTAL POWER, ENGINE YEAR*	FIAT IVECO , ONE ENGINE 77 KW, 1983			
DATE AND PLACE OF EXAMINATION	30.04.2024 god.,BIJELA, PUBLIC SWIMMING POOL			
WEATHER CONDITIONS	GOOD			

- **The vessel information has not been verified. Data about the vessel were entered according to the presented documents and information obtained from the current owner.**

1.1 Client's data

Vessel's owner name and surname	ĐAKOVIĆ MILAN
Telephone number	067 826 438
E mail :	djakovicsinisasimo@gmail.com

2. INTRODUCTION

The vessel was inspected afloat, in Bijela, in the public swimming pool, on April 30, 2024.

The vessel was tied up at sea with bow and stern lines.

The details of the vessel are listed on next pages of this report and have not been verified, but have been taken from the current owner.

View restrictions

There are none.

Available documentation:

1. Vessel certificate

3. DETAILED REPORT ON THE CONDITION OF THE HULL, DECK, SUPERSTRUCTURE AND INTERIOR OF THE VESSEL

Part of the vessel	Condition	Additional comment
Hull	F	Described in more detail in point 6. Final comment on the condition of the vessel
Steering gear system	F	The rudder blade is driven by hydraulics, and the cables are for the engine controls, a two-handed lever (throttle and clutch reversal).
Wooden interior and exterior	F	Good
Bulwark rail	F	Good
Coaming and/or handrail	F	Good
Deck equipment	F	It has 2 hydraulic winches for pulling nets and cables, separately. Both are functional.

Anchor and chain	P	The anchor is small, not enough for anchoring. It is manually drop in and raise out of the sea.
Anchor windlass	N	Not installed
Open/Windows	F	Good
Stoppers, winches	N	Not installed
The keel	F	Functional
Lighting	F	Functional
Upholstery	N	Not installed
Toilet	F	Functional.
Cabin	P	A higher level of maintenance is required
Black water system	N	Not installed
The kitchen	P	A higher level of maintenance is required
Salon	P	The living room is part of the kitchen. It needs a higher level of maintenance
Equipment in the salon	P	A higher level of maintenance is required.
Equipment in the kitchen	P	A higher level of maintenance is required. The stove is gas-powered. The gas bottle is in the room.
Cooling equipment	F	A Fish hold is installed at the stern for storing the catch, with a volume of approx. 2 m^3 and has own ice production on board (sea water) and owner makes ice at home with potable water, too. The capacity of produced ice is more than enough.
Entrance to the salon	F	For the size of the vessel, appropriate
Entrance to the cabin area	F	For the size of the vessel, appropriate

Battery charger	F	Driben from the main engine. Voltage 12 V
Hot water	N	Not installed

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

4. ELECTRICAL INSTALLATIONS AND MECHANICAL ASSEMBLY

Part of the vessel	Condition	Additional comment
DC voltage	F	The voltage of the main consumers is 24 V
Lighting	F	Functional
Navigation lights	F	Functional
Electrical shore connection for 220 V	N	Not installed
VHF	F	Not mounted on vessel, model NAVMAN.
Speedometer	F	Within GPS
Depth gauge	F	Within GPS
GPS	F	Installed. Model GARMIN
Echo sounder	F	Within GPS
Wind indicator	N	Not installed
Compass	N	Not installed
Autopilot	N	Not installed
Plotter	N	Not installed
Electronic board	F	Functional
Bow thruster controls	N	Not installed

External appearance of the engine	F	Needs maintenance, functional
Engine hours	N	Not installed
Engine mounts	F	Functional (rigid connection engine - engine foundations)
Vibration dampers	N	Not installed (rigid connection of main engine and engine mount)
Transmission	F	Hydraulic clutch, transmission 3:1
Cooling system	F	Indirect (seawater, heat exchanger)
Exhaust system	F	Asbestos free.
Fuel tanks	F	Functional, stainless steel tank, 1 x 400 lit.
Accumulators	F	2 x 185 Ah
Propeller	F	4 arms
Pumps for the bottom of the vessel	F	One, functional, of unknown capacity, for washing fish, driven with the main engine
Bilge pumps	F	One, with a capacity of 1500 GPH, electric
Machine room	P	Greater cleanliness is required
Entrance to the machine room	F	Sufficient dimensions for going down into the engine room.
Rudder blade	N	Could not be verify.
Water tank	N	Not installed
VMS Blue Box	N	In the procurement phase
AIS class A	N	In the procurement phase
ERS	P	The vessel has not been functional for the last three years, the last catch was reported on April 9, 2021.

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

5. VESSEL FISHING EQUIPMENT

Current condition:

• Equipment and devices for fishing

Two hydraulic winches, especially for nets, especially for cables, functional

Rope (Lebanon), functional

One trawl net, functional, on the winch drum

Steel cables, 8 mm thick, functional

The otter boards, functional

• Fish hold

Installed, in the stern part of the vessel. Volume approx. 2 m^3. The temperature is maintained with ice maker in hold. The hold is separated by watertight bulkhead from other areas (engine room, salon, etc.), so no possibility of contamination of the fish in the hold.

• Ice maker

The owner has an ice machine for producing ice at home, with a capacity of 200 kg. per the day using potable water. He brings ice on board when required.

• Necessary additional fishing equipment – purchase

No plan to invest in that kind of equipment

• Investment: N/A

6. FINAL COMMENT ON THE CONDITION OF THE VESSEL

Conclusion on the condition of vessel, fishing equipment and areas that need to be improved.

The vessel is intended for one day fishing, so there are no rooms and equipment for multi-day fishing.

Hygienic conditions

It is necessary to improve hygienic conditions. The living room, which also includes the kitchen, should be cleaner and tidier. Given that the vessel has not been used for a long time, the lack of maintenance is understandable.

Functional conditions of the crew

It is necessary to acquire and use raincoats (when it rains), gloves, work coats used for fishing (waterproof).

General condition of the hull

The hull, deck and superstructure are made of GRP

The condition of the hull is good, there are no signs of water leaking into the hull.

The condition of the deck is similar to the condition of the hull plating.

The conclusion is that there will be some work on the hull plating and deck plating, but it is not a huge investment. Regular maintenance is required, and when lending, check the underwater part of the hull and apply anti-fouling paint. Also, needs to let vessel dry and check underwater part of hull for osmosis blistering.

Currently, the superstructure is of satisfactory quality.

Hull equipment (rudder, anchoring equipment, mooring equipment, openings on the hull and means of closure,)

The steering system is hydraulic and functional.
Anchoring consists of an anchor and a chain, which is manually drop and raise from the sea. The anchor is of insufficient weight to hold the vessel when anchoring.
The mooring equipment is functional and in the appropriate place.
The hatches on the hull are functional. The openings on the deck are of sufficient dimensions so that the water can flow off.
The covers on the deck plating (for the refrigerator and the descent to the engine room) are functional.
It is necessary to repair the existing stainless steel fence, the cost of the repair would be around 1,000 euros.

Engine room condition (main and auxiliary engines, engine cooling, exhaust gases, fuel lines)

The engine room would need a higher level of maintenance. The main engine is functional. The hydraulic clutch is functional. The cooling of the engine and the clutch is indirect and functional. The exhaust pipes of the main propulsion engine are asbestos free.

Alternator and pumps are functional. The fuel tank and fuel line are functional.

Since the main engine is very old and truck engine and is not intended for heavy duty conditions, such as trawling, it would be necessary to install a suitable marine diesel engine (Heavy Duty Diesel Inboard Engine) of suitable power, such as the existing one (about 80 KW).

Along with the engine replacement comes a new hydraulic clutch, shaft line, stuffing box and propeller. The estimated value of such an investment would be around 20,000 euros.

Fire-fighting system

The fire-fighting system consists of a portable (1 piece) powder apparatus, all expired.

It would be necessary to install a fire detector in the engine room and a self-activating fire extinguishing ampoule. The price of this installation is approx. 1,000 euros.

Electrical installations

Main switchboard is functional. The rest of the installation functional.

Bilge and sanitary system

Sanitary system is not installed. The bilge system is functional. One electric bilge pump is installed in the engine room, with a capacity of 1,500 GPH. Also a pump driven with main engine is installed, for washing the catch, and in case of emergency, it can be used as a bilge pump.

LSA

Lifesaving equipment consist of life belts (3 units), one lifebuoy and an inflatable vessel (RIB) for 4 people.

Load handling devices

The nets are pulled with a hydraulic winch.

There are pulleys in certain positions that serve the purpose of trawling, but other weights can be lifted, in those positions, if necessary.

The entire system is functional.

OVERVIEW OF THE NECESSARY INVESTMENTS IN THE VESSEL

Type of investment	Price (Eur)
Installation of the engine, hydraulic clutch, shaft line, stuffing box and propeller	20.000
Fire-fighting automatic ampoule	1.000
Cooling system of the Fish hold	7.000
Stainless steel fence	1.000
VMS Blue Box i AIS class A	5.000
UKUPNO	**34.000**

CONCLUSION

The overall condition of this fishing vessel is satisfactory. It does not take a lot of money to make a vessel safe for fishing,

Currently the vessel is in a state of preparation for certificate renewal at UPSUL. (Flag state certification).

12. F/B MARIA CRISTINA

CONTENT

1. DATA ON VESSEL AND VESSEL OWNER

NAME OF VESSEL	MARIA CRISTINA			
REGISTRATION NUMBER REGISTRATION EFFECTIVE DATE	34 HN 14.02.2026			
FLAG *PORT OF ENTRY*	Montenegro ZELENIKA			
HIN	N/A			
MANUFACTURER, YEAR OF CONSTRUCTION *YEAR OF FIRST ENROLLMENT*	ITALIY, 1971 1997			
TYPE AND MODEL	FISHING VESSEL - trawler			
CONSTRUCTION MATERIAL	GRP			
MAIN DIMENSIONS, GROSS TONNAGE	The length 13,74 m.	The breadth 3,84 m.	The height 1,80 m.	GT 12,80
PROPULSION *TOTAL POWER, ENGINE YEAR*	FIAT IVECO , ONE ENGINE 118 KW, 1983			
DATE AND PLACE OF EXAMINATION	22.04.2024 , ZELENIKA			
WEATHER CONDITIONS	GOOD			

- **The vessel information has not been verified. Data about the vessel were entered according to the presented documents and information obtained from the current owner.**

1.1 Client's data

Vessel's owner name and surname	Đuro Kise
Telephone number	067 643 578
E mail :	toni3105@t-com.me

2. INTRODUCTION

The vessel was inspected afloat, in Zelenika, on April 22, 2024.

The vessel was tied at sea (on a buoy) with a bow rope, around which it can freely rotate around the bow.

The vessel reached the inspection site under its own power. The vessel was tied with its starboard side to the shore.

The details of the vessel are listed on next pages of this report and have not been verified, but have been taken from the current owner.

View restrictions

There are none.

Available documentation:

1. Vessel certificate

3. DETAILED REPORT ON THE CONDITION OF THE HULL, DECK, SUPERSTRUCTURE AND INTERIOR OF THE VESSEL

Part of the vessel	Condition	Additional comment
Hull	F	Described in more detail in point 6. Final comment on the condition of the vessel
Steering gear system	F	The rudder blade is driven by hydraulics, and the cables are the engine controls (throttle and clutch reversal).
Wooden interior and exterior	P	Worn out
Bulwark rail	F	Good
Coaming and/or handrail	F	Good
Deck equipment	F	The hydraulic winch for pulling nets is functional.

Anchor and chain	P	The anchor is small, not enough for anchoring. It is manually drop in and raise out of the sea.
Anchor windlass	N	Not installed
Open/Windows	F	Need to be serviced, but currently functional
Stoppers, winches	N	Not installed
The keel	F	Functional
Lighting	F	Functional, voltage 24 V
Upholstery	N	Not installed
Toilet	N	Not installed
Cabin	P	A higher level of maintenance is required
Black water system	N	Not installed
The kitchen	P	A higher level of maintenance is required
Salon	P	The living room is part of the kitchen. It needs a higher level of maintenance
Equipment in the salon	P	A higher level of maintenance is required.
Equipment in the kitchen	P	A higher level of maintenance is required. The stove is gas-powered. The gas cylinder is by the mast, outside the room.
Cooling equipment	P	A Fish hold is installed for storing the catch, with a volume of approx. 5 m^3.
Entrance to the salon	F	For the size of the vessel, appropriate
Entrance to the cabin area	F	For the size of the vessel, appropriate
Battery charger	F	Driven with the main engine. Voltage 24 V

Hot water	N	Not installed

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

4. ELECTRICAL INSTALLATIONS AND MECHANICAL ASSEMBLY

Part of the vessel	Condition	Additional comment
DC voltage	F	The voltage of the main consumers is 24 V
Lighting	F	Functional
Navigation lights	F	Functional
Electrical shore connection for 220 V	N	Not installed
VHF	F	Functional, model DEBEG 6310
Speedometer	F	As part of FURUNO RADAR
Depth gauge	N	Not installed
GPS	F	Functional, as part of FURUNO RADAR
Echo sounder	P	Not functional
Wind indicator	N	Not installed
Compass	F	Functional
Autopilot	N	Not installed
Plotter	F	Installed, but not functional
Electronic board	F	Functional
Bow thruster controls	N	Not installed
External appearance of the engine	F	Needs maintenance, functional
Engine hours	N	Not installed

Engine mounts	F	Functional (rigid connection engine - engine foundations)
Vibration dampers	N	Not installed (rigid connection of main engine and engine mount)
Transmission	F	Hydraulic clutch, transmission 5:1
Cooling system	F	Indirect (seawater, heat exchanger)
Exhaust system	F	Asbestos free
Fuel tanks	F	Functional, 4 iron tanks, 2 x 1000 lit. and 2 x 900 lit.
Accumulators	F	2 x 200 Ah, connected in series and provide 24 V current.
Propeller	F	Three arms, D = 1100 mm
Pumps for the bottom of the vessel	F	One, functional, of unknown capacity
Bilge pumps	F	One, functional, of unknown capacity
Machine room	P	Greater cleanliness is required
Entrance to the machine room	F	Sufficient dimensions for going down into the engine room.
Rudder blade	N	Could not be verify.
Water tank	N	Not installed
VMS Blue Box	P	Not functional
AIS class A	F	Functional
ERS	F	Input data on time

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

5. VESSEL FISHING EQUIPMENT

Current condition:

• Equipment and devices for fishing

Hydraulic winch, functional

Rope functional

Fishing net, functional

Steel cables, 10 mm thick, functional

The otter boards, functional.

• Fish hold

Fish hold is in the middle part of the vessel, towards the bow, with a volume of approx. 5 m^3. The temperature it maintains is around 2^O C. The Fish hold is separated by watertight bulkhead from other areas (engine room, salon, etc.), so no possibility of contamination of the catch in the Fish hold.

• Ice maker

The owner has an ice machine for producing ice at home, with a capacity of 200 kg. per the day using potable water. He brings ice on board when required.

• Necessary additional fishing equipment – purchase

No plan to invest in that kind of equipment

• Investment: N/A

6. FINAL COMMENT ON THE CONDITION OF THE VESSEL

Conclusion on the condition of vessel, fishing equipment and areas that need to be improved.

The vessel is intended for one day fishing, so there are no rooms and equipment for multi-day fishing.

Hygienic conditions

It is necessary to improve hygienic conditions. The living room, which also includes the kitchen, should be cleaner and tidier. Oil and grease deposits on heating elements can contribute to the occurrence of fires.

Functional conditions of the crew

It is necessary to acquire and use raincoats (when it rains), gloves, work coats used for fishing (waterproof).

General condition of the hull

The hull, deck and superstructure are made of wood.

The hull planks is made of oak (approx. 45 mm thick), the webs are made of oak.

The deck is made of pine, approx. 35 mm thick. Superstructure: oak construction, and the superstructure is made of plywood.

All the general condition of the hull is good, there are no signs of water leaking into the hull, but a detailed inspection of the condition of the hull is required when the vessel is landed.

There are indications of loosening of some parts of the hull, where corrosion of the rivets (nails) is visible.

Those positions should be inspected separately, nailed with new galvanized nails, if the webs on the inside are good, and if they are not, replace the bad webs, and only then nail the planks.

Surely there will be such positions during the detailed inspection of the condition of the hull, and this is currently the most important item in the maintenance of this vessel.

The condition of the deck is similar to the condition of the hull plating, there are places that need to be replaced.

The conclusion is that there will be some work on the hull and deck plating.

For currently, the superstructure is of satisfactory quality and no major work are needed.

It would be good to protect the superstructure from the outside with epoxy paints and that would be an investment of approx. 2,500 euros (approx. 25 m2). The estimated investment in the hull and deck would be around 7,500 euros.

Hull equipment (rudder, anchoring equipment, mooring equipment, openings on the hull and means of closure,)

The steering assembly is hydraulic and is currently functional. There are no signs of hydraulic oil draining.

Anchoring consists of an anchor and a chain, which is manually drop and raise from the sea. The anchor is of insufficient weight to hold the vessel at anchor.

The mooring equipment is functional and in the appropriate place.

The hatches on the hull are functional. The openings on the deck are of sufficient dimensions for the water to flow off it.

The covers on the deck plating (for the refrigerator and the descent to the engine room) are functional.

Engine room condition (main and auxiliary engines, engine cooling, exhaust gases, fuel lines)

The engine room is tidy and could use a higher level of maintenance. The main engine is functional. The clutch is functional. The cooling of the engine and the clutch is indirect and functional. The exhaust pipes of the main propulsion engine are asbestos free.

Alternator and pumps are functional. Fuel tanks and fuel lines are functional.

Since the main engine is truck engine and is not intended for heavy duty conditions, such as trawling, it would be necessary to install a suitable marine diesel engine (Heavy Duty Diesel Inboard Engine) of suitable power, such as the existing one (about 120 KW).

Along with the engine replacement comes a new clutch, shaft line, stuffing box and propeller. The estimated value of such an investment would be around 30,000 euros.

Fire-fighting system

The fire protection system consists of portable (2 units) CO2 apparatus, weighing 16 kg each, all expired.

It would be necessary to install a fire detector in the engine room and a self-activating fire extinguishing ampoule. The price of this installation is approx. 1,000 euros.

It would also be good if there were portable devices based on powder.

Electrical installations

Main switchboard is functional. The rest of the installation is functional.

Bilge and sanitary system

Sanitary system is not installed. The bilge system is functional. Two electric bilge pumps is installed in the engine room with unknown capacity.

LSA

Lifesaving equipment consist of life belts 3 units, 1 x lifebuoy and an inflatable raft for 4 people.

Load handling devices

The nets are pulled with a hydraulic winch. There are pulleys in certain positions that serve the purpose of trawling, but other weights can be lifted, in those positions, if necessary. The entire system is functional.

OVERVIEW OF THE NECESSARY INVESTMENTS IN THE VESSEL

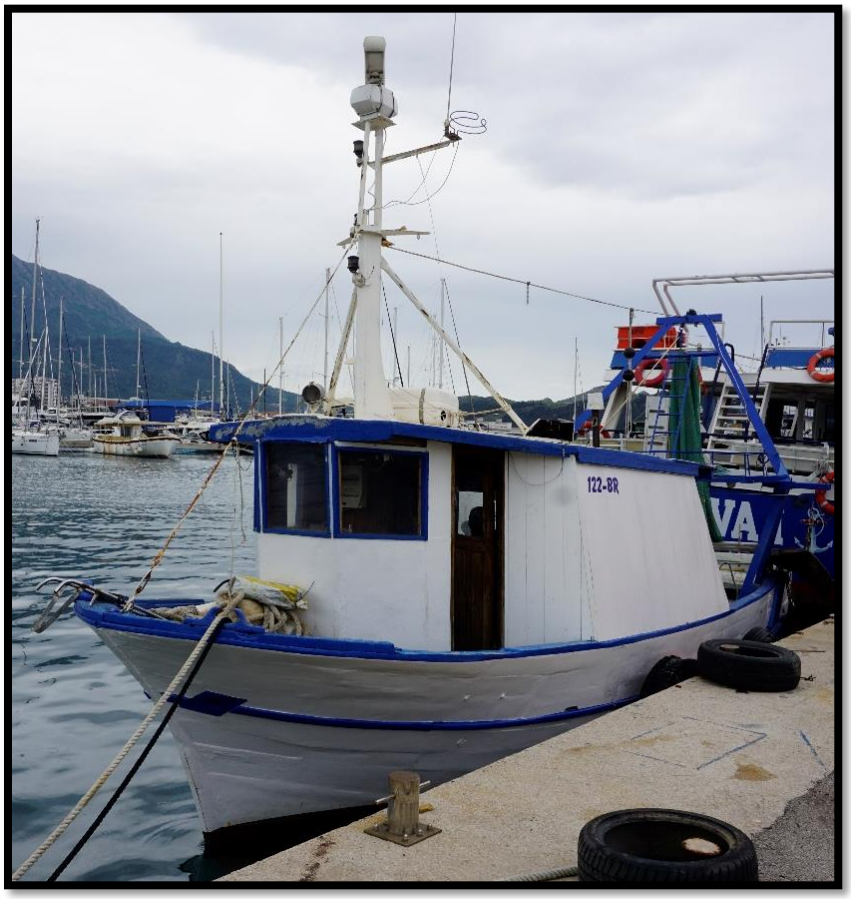
Type of investment	Price (Eur)
Installation of the engine, hydraulic clutch, shaft line, stuffing box and propeller	30.000
Hull reconstruction	10.000
Fire-fighting automatic ampoule	1.000
Cooling system of the Fish hold	7.000
Ice maker on board	8.000
UKUPNO	**56.000**

CONCLUSION

The overall condition of this fishing vessel is satisfactory. It does not take a lot of money to make a vessel safe for fishing

Investing in the hull and deck (wood) and part of the equipment would make the vessel very good and significantly extend its useful life.

13. F/B MILICA



CONTENT

1. DATA ON VESSEL AND VESSEL OWNER

NAME OF VESSEL	MILICA			
REGISTRATION NUMBER REGISTRATION EFFECTIVE DATE	122 BR 22.09.2024			
FLAG *PORT OF ENTRY*	Montenegro BAR			
HIN	N/A			
MANUFACTURER, YEAR OF CONSTRUCTION *YEAR OF FIRST ENROLLMENT*	ITALIY, N/A N/A			
TYPE AND MODEL	FISHING VESSEL - trawler			
CONSTRUCTION MATERIAL	WOOD			
MAIN DIMENSIONS, GROSS TONNAGE	The length 12,90 m.	The breadth 3,62 m.	The height 1,35 m.	GT 9,95
PROPULSION *TOTAL POWER, ENGINE YEAR*	Scania dsc 9 , one truck engine 164 KW, 2002			
DATE AND PLACE OF EXAMINATION	09.05.2024 god., Port of Bar , Bar			
WEATHER CONDITIONS	GOOD			

- **The vessel information has not been verified. Data about the vessel were entered according to the presented documents and information obtained from the current owner.**

1.1 Client's data

Vessel's owner name and surname	Boško Ivanović
Telephone number	068 021 837
E mail :	stafansusanj@t-com.me

2. INTRODUCTION

The vessel was inspected afloat, in Bar, Port of Bar, on May 9, 2024.

The vessel was tied to the shore by the port side, bow and stern lines.

The details of the vessel are listed on next pages of this report and have not been verified, but have been taken from the current owner.

View restrictions

There are none.

Available documentation:

1. Vessel certificate

3. DETAILED REPORT ON THE CONDITION OF THE HULL, DECK, SUPERSTRUCTURE AND INTERIOR OF THE VESSEL

Part of the vessel	Condition	Additional comment
Hull	F	Described in more detail in point 6. Final comment on the condition of the vessel
Steering gear system	F	The rudder is driven by hydraulics, and the cables are for the engine controls, double controls (throttle and clutch reversal).
Wooden interior and exterior	F	Good
Bulwark rail	P	Rebuilding required
Coaming and/or handrail	P	Rebuilding required
Deck equipment	F	One mechanical winch for pulling cables is installed and functional. Winch pulls the nets over the side track that is mounted on the winch.

Anchor and chain	P	The anchor is light weight, not enough for anchoring. It is manually drop and raise of the sea.
Anchor windlass	N	Not installed
Open/Windows	F	Good
Stoppers, winches	N	Not installed
The keel	P	It needs to be strengthened and rebuilding
Lighting	F	Functional
Upholstery	N	Not installed
Toilet	N	Not installed
Cabin	P	A higher level of maintenance is required
Black water system	N	Not installed
The kitchen	P	A higher level of maintenance is required
Salon	P	The living room is part of the kitchen. It needs a higher level of maintenance
Equipment in the salon	P	A higher level of maintenance is required.
Equipment in the kitchen	P	A higher level of maintenance is required. The stove is gas. The gas cylinder is in the room.
Cooling equipment	F	A Fish hold is installed for storing a catches, with a volume of approx. 3.5 m^3, under the wheelhouse, to the left of the entrance to the salon and has cooling system (temperature from 0 to 4^{O}C). Owner makes ice at home with potable water. The capacity of the ice machine is 200 kg/day.
Entrance to the salon	F	For the size of the vessel, appropriate

Entrance to the cabin area	F	For the size of the vessel, appropriate
Battery charger	F	Alternator, suspended on the main engine. Voltage 24 V
Hot water	N	Not installed

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

4. ELECTRICAL INSTALLATIONS AND MECHANICAL ASSEMBLY

Part of the vessel	Condition	Additional comment
DC voltage	F	The voltage of the main consumers is 24 V
Lighting	F	Functional
Navigation lights	F	Functional
Electrical shore connection for 220 V	N	Not installed
VHF	F	Installed. model GEONAV.
Speedometer	F	As part of GPS
Depth gauge	N	Not installed
GPS	F	Installed. Lowrance model
Echo sounder	N	Not installed
Wind indicator	N	Not installed
Compass	N	Not installed

Autopilot	N	Not installed
Plotter	N	Not installed
Electronic board	F	Functional, engine parameters work
Bow thruster controls	N	Not installed
External appearance of the engine	F	Needs maintenance, functional
Engine hours	N	Not installed
Engine mounts	F	Functional (rigid connection engine - engine foundations)
Vibration dampers	N	Not installed (rigid connection of main engine and engine mount)
Transmission	F	Hydraulic clutch, transmission 3:1
Cooling system	F	Indirect (seawater, heat exchanger)
Exhaust system	F	Asbestos free.
Fuel tanks	F	Functional, stainless steel tank, 2 units, 1,000 liters each, 2,000 liters in total.
Accumulators	F	4 x 180 Ah, 24 V, two for starting the engine and two service accumulators
Propeller	F	D 1000 mm, 4 blades
Pumps for the bottom of the vessel	F	Two, functional, of unknown capacity, one for washing fish and one for cooling the engine, driven with the main engine
Bilge pumps	F	Two, each with a capacity of 2000 GPH, electric
Machine room	P	Greater maintenance of the cleanliness of the space is required
Entrance to the machine room	F	Sufficient dimensions for going down into the engine room.
Rudder blade	N	Could not be verify.

Water tank	N	Not installed
VMS Blue Box	P	Not functional. Power on
AIS class A	P	Not functional. Power on
ERS	F	Input data on time. Last entry 04/30/2024

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

5. VESSEL FISHING EQUIPMENT

Current condition:

• Equipment and devices for fishing

One mechanical winch, for cables, functional. Winch drags the nets with a drum on that winch.

Rope, functional

One trawl net, functional

Steel cables, 8 mm thick, functional.

The otter boards, functional.

• Fish hold

A Fish hold is installed for storing catches, with a volume of approx. 3.5 m^3, under the wheelhouse, to the left of the entrance to the salon with cooling system (temperature from 0 to 4^OC).

• Ice maker

The owner has an ice machine for producing ice at home, with a capacity of 200 kg. per the day using potable water. He brings ice on board when required.

• Necessary additional fishing equipment – purchase

Owner plans to bay a classic winch for pulling nets (salparet), which costs about 10,000 euros.

• **Investment: 1**0,000 euros

6. FINAL COMMENT ON THE CONDITION OF THE VESSEL

Conclusion on the condition of vessel, fishing equipment and areas that need to be improved.

The vessel is intended for one day fishing, so there are no rooms and equipment for multi-day fishing.

Hygienic conditions

It is necessary to improve hygienic conditions. The living room, which also includes the kitchen, should be cleaner and tidier. Oil and grease deposits on heating elements can contribute to the occurrence of fires.

Functional conditions of the crew

It is necessary to acquire and use raincoats (when it rains), gloves, work coats used for fishing (waterproof).

General condition of the hull

The hull, deck and superstructure are wooden and in average condition.

The superstructure is made of plywood, plasticized with polyester resin.

The hull is made of oak. The thickness of the planks is 50 mm in the underwater part, and 40 mm in the above-water part. The webs are made of oak. (2 x 80 mm). The deck is made of oak, 50 mm thick.

The condition of the hull is not so bad, there are no signs of water leaking into the hull.

The condition of the deck is similar to the condition of the hull plating.

The conclusion is that there are investments in hull formwork and deck formwork. The estimated value of those work would be around 27,000 euros. (7 m^3 of oak and its installation).

Currently, the superstructure is of satisfactory quality and no major work are needed.

Hull equipment (rudder, anchoring equipment, mooring equipment, openings on the hull and means of closure,)

The steering system is hydraulic and functional.

Anchoring consists of an anchor and a chain, which is manually drop and raise from the sea. The anchor is of insufficient weight to hold the vessel at anchor.

The mooring equipment is functional and in the appropriate place.

The hatches on the hull are functional. The openings on the deck are of sufficient dimensions for the water to flow off.

The covers on the deck plating (for the refrigerator and the descent to the engine room) are functional.

Engine room condition (main and auxiliary engines, engine cooling, exhaust gases, fuel lines)

The engine room would need a higher level of maintenance. The main engine is functional. The clutch is functional. The cooling of the engine and the clutch is indirect and functional. The exhaust pipes of the main propulsion engine are asbestos free.

Alternator and pumps are functional. The fuel tank and fuel line are functional.

Since the main engine is truck engine and is not intended for heavy functional conditions, such as trawling, it would be necessary to install a suitable marine diesel engine (Heavy Duty Diesel Inboard Engine) of suitable power, such as the existing one (about 160 KW).

Along with the engine replacement comes a new clutch, shaft line, stuffing box and propeller. The estimated value of such an investment would be around 40,000 euros.

Fire-fighting system

The fire-fighting system consists of a portable (3 units) powder apparatus.

It would be necessary to install a fire detector in the engine room and a self-activating fire extinguishing ampoule. The price of this installation is approx. 1,000 euros.

Electrical installations

Main switchboard is functional. The rest of the installation functional.

Bilge and sanitary system

Sanitary system is not installed. The bilge system is functional. Two electric bilge pump is installed in the engine room, with a capacity of 2,000 GPH. Also a pump driven with main engine is installed, for washing the catch, and in case of emergency, it can be used as a bilge pump.

LSA

Lifesaving equipment consist of life belts (3 units), 1 x lifebuoy and an inflatable raft for 4 people.

Load handling devices

The nets are pulled with a hydraulic winch.

There are pulleys in certain positions that serve the purpose of trawling, but other weights can be lifted, in those positions, if necessary. The entire system is functional.

OVERVIEW OF THE NECESSARY INVESTMENTS IN THE VESSEL

Type of investment	Price (Eur)
Installation of the engine, hydraulic clutch, shaft line, stuffing box and propeller	40.000
Hull reconstruction	27.000
Fire-fighting automatic ampoule	1.000
Trawling winch	10.000
Cooling system of the Fish hold	7.000
Ice maker	8.000
Radar	5.000
UKUPNO	**98.000**

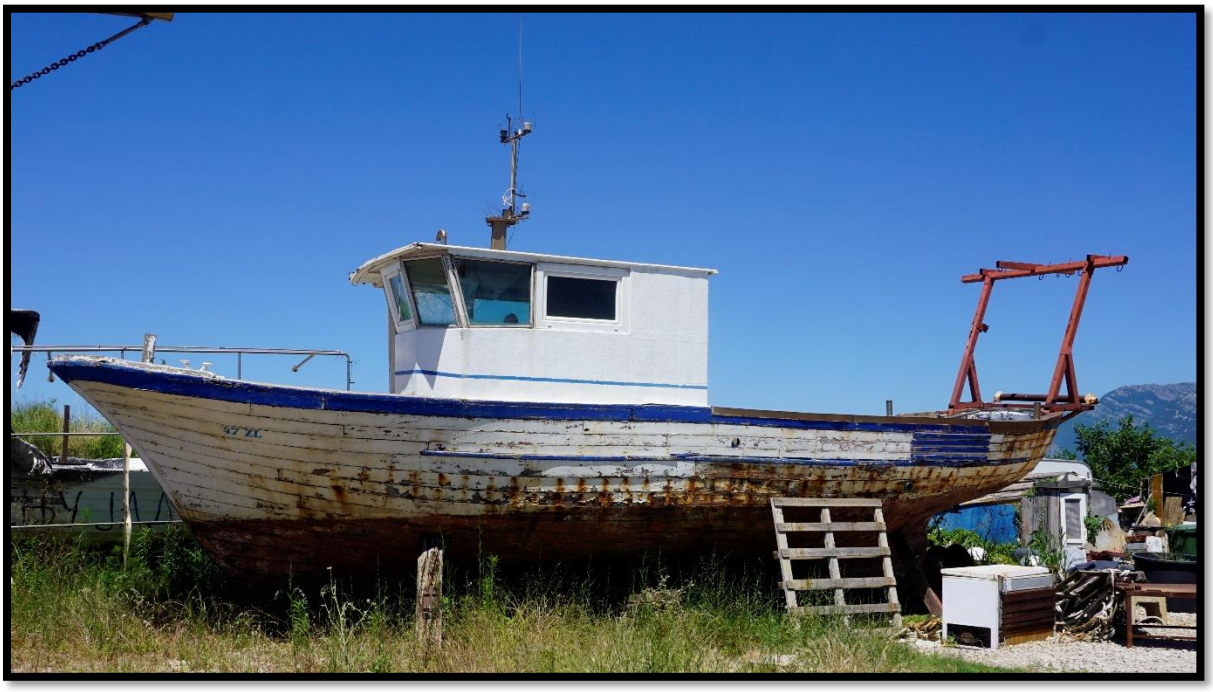
CONCLUSION

The overall condition of this fishing vessel is satisfactory. More funds are needed to repair the hull and deck and make the vessel safe for fishing,

The vessel is registered and relatively well maintained and fishing constantly.

Among other investments, it is necessary to install a radar. The price of this investment would be around 5,000 euros.

14. F/B ORKA



CONTENT

1. DATA ON VESSEL AND VESSEL OWNER

NAME OF VESSEL	ORKA			
REGISTRATION NUMBER REGISTRATION EFFECTIVE DATE	47 ZL 19.09.2020, EXPIRED			
FLAG *PORT OF ENTRY*	Montenegro ZELENIKA			
HIN	N/A			
MANUFACTURER, YEAR OF CONSTRUCTION *YEAR OF FIRST ENROLLMENT*	N/A, 1964 N/A			
TYPE AND MODEL	FISHING VESSEL - trawler			
CONSTRUCTION MATERIAL	WOOD			
MAIN DIMENSIONS, GROSS TONNAGE	The length 13,58 m.	The breadth 2,90 m.	The height 1,18 m.	GT 9,96
PROPULSION *TOTAL POWER, ENGINE YEAR*	MISSING N/A			
DATE AND PLACE OF EXAMINATION	20.05.2024 god., Port of Bar , Bar			
WEATHER CONDITIONS	GOOD			

- **The vessel information has not been verified. Data about the vessel were entered according to the presented documents and information obtained from the current owner.**

1.1 Client's data

Vessel's owner name and surname	Dragoljub Bajković
Telephone number	069 024 565
E mail :	N/A

2. INTRODUCTION

The vessel was inspected on land, in Bar, Port of Bar, on 20.05.2024.

The vessel is dry lended.

The details of the vessel are listed on next pages of this report and have not been verified, but have been taken from the current owner.

View restrictions

There are none.

Available documentation:

1. Vessel certificate

3. DETAILED REPORT ON THE CONDITION OF THE HULL, DECK, SUPERSTRUCTURE AND INTERIOR OF THE VESSEL

Part of the vessel	Condition	Additional comment
Hull	P	The hull is in bad condition, made of wood.
Steering gear system		
Wooden interior and exterior		
Bulwark rail		
Coaming and/or handrail		
Deck equipment		
Anchor and chain		
Anchor windlass		
Open/Windows		
Stoppers, winches		
The keel		

Lighting		
Upholstery		
Toilet		
Cabin		
Black water system		
The kitchen		
Salon		
Equipment in the salon		
Equipment in the kitchen		
Cooling equipment		
Entrance to the salon		
Entrance to the cabin area		
Battery charger		
Hot water		

- **Additional expert comments:** N/A
- **Investment:** N/A

4. ELECTRICAL INSTALLATIONS AND MECHANICAL ASSEMBLY

Part of the vessel	Condition	Additional comment
DC voltage		
Lighting		
Navigation lights		
Electrical shore connection for 220 V		

VHF		
Speedometer		
Depth gauge		
GPS		
Echo sounder		
Wind indicator		
Compass		
Autopilot		
Plotter		
Electronic board		
Bow thruster controls		
External appearance of the engine		
Engine hours		
Engine mounts		
Vibration dampers		
Transmission		
Cooling system		
Exhaust system		
Fuel tanks		
Accumulators		
Propeller		
Pumps for the bottom of the vessel		
Bilge pumps		
Machine room		

Entrance to the machine room		
Rudder blade		
Water tank		
VMS Blue Box		
AIS class A		
ERS		

• **Additional expert comments:** N/A

• **Investment:** N/A

5. VESSEL FISHING EQUIPMENT

Current condition:

• **Equipment and devices for fishing** N/A

• **Fish hold** N/A

• **Ice maker** N/A

• **Necessary additional fishing equipment – purchase** N/A

• **Investment:** N/A

6. FINAL COMMENT ON THE CONDITION OF THE VESSEL

Conclusion on the condition of vessel, fishing equipment and areas that need to be improved.

Hygienic conditions

Functional conditions of the crew

General condition of the hull

Hull equipment (rudder, anchoring equipment, mooring equipment, openings on the hull and means of closure,)

Engine room condition (main and auxiliary engines, engine cooling, exhaust gases, fuel lines)

Fire-fighting system

Electrical installations

Bilge and sanitary system

LSA

Load handling devices

OVERVIEW OF THE NECESSARY INVESTMENTS IN THE VESSEL

Type of investment	Price (Eur)
UKUPNO	**N/A**

CONCLUSION

The overall condition of this fishing vessel is poor.

Considerable resources would be required to make the vessel functional and safe for fishing.

The vessel is currently not registered.

The vessel has been on dry land for several years and is falling into disrepair.

It is very difficult to estimate what amount of money would be required to bring this vessel into operational condition.

15. F/B SRDELA

CONTENT

1. DATA ON VESSEL AND VESSEL OWNER

NAME OF VESSEL	SRDELA			
REGISTRATION NUMBER REGISTRATION EFFECTIVE DATE	573 BD 22.09.2023, EXPIRED			
FLAG *PORT OF ENTRY*	Montenegro BUDVA			
HIN	N/A			
MANUFACTURER, YEAR OF CONSTRUCTION *YEAR OF FIRST ENROLLMENT*	NOVALJA,CROATIA, 1981 2019			
TYPE AND MODEL	FISHING VESSEL - purse seiner			
CONSTRUCTION MATERIAL	WOOD			
MAIN DIMENSIONS, GROSS TONNAGE	The length 12,92 m.	The breadth 3,52 m.	The height 1,44 m.	GT 10,31
PROPULSION *TOTAL POWER, ENGINE YEAR*	FAMOS , one truck engine 195,55 KW			
DATE AND PLACE OF EXAMINATION	29.05.2024 god., Port of Budva, Budva			
WEATHER CONDITIONS	GOOD			

- **The vessel information has not been verified. Data about the vessel were entered according to the presented documents and information obtained from the current owner.**

1.1 Client's data

Vessel's owner name and surname	Vuksanović Goran
Telephone number	069 845 225
E mail :	goco.aquarius@gmail.com

2. INTRODUCTION

The vessel was inspected afloat, in Budva, Port of Budva, on May 29, 2024.

The vessel was tied to the shore, with the stern mooring to the shore, and the bow mooring to the water.

The details of the vessel are listed on next pages of this report and have not been verified, but have been taken from the current owner.

View restrictions

There are none.

Available documentation:

1. Vessel certificate

3. DETAILED REPORT ON THE CONDITION OF THE HULL, DECK, SUPERSTRUCTURE AND INTERIOR OF THE VESSEL

Part of the vessel	Condition	Additional comment
Hull	F	Described in more detail in point 6. Final comment on the condition of the vessel
Steering gear system	F	The rudder blade is driven by hydraulics on a mechanical drive, and the cables are for the engine controls, one-hand controls (throttle and clutch reversal).
Wooden interior and exterior	P	Not maintained
Bulwark rail	P	Rebuilding required
Coaming and/or handrail	P	Rebuilding required
Deck equipment	F	A one hydraulic winch is installed, for pulling cables and tensioning ropes. It is functional.

Anchor and chain	P	The anchor is manually drop and raise from the sea, weighing 30 kg.
Anchor windlass	N	Not installed
Open/Windows	F	Good
Stoppers, winches	N	Not installed
The keel	P	It needs to be strengthened and rebuilding
Lighting	P	Not functional
Upholstery	N	Not installed
Toilet	N	Not installed
Cabin	P	A higher level of maintenance is required
Black water system	N	Not installed
The kitchen	N	Not installed
Salon	P	N/A
Equipment in the salon	N	Not installed
Equipment in the kitchen	N	Not installed
Cooling equipment	F	A Fish hold is installed for storing the catch, but it has a pool of about 1.5 m^3, in which the sea water is stored, and later the ice. The pool is placed on the aft deck. Owner make a ice at home with potable water. The capacity of the ice machine is 300 kg/day.
Entrance to the salon	F	For the size of the vessel, appropriate
Entrance to the cabin area	F	For the size of the vessel, appropriate
Battery charger	F	Alternator, suspended on the main engine. Voltage 24 V
Hot water	N	Not installed

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

4. ELECTRICAL INSTALLATIONS AND MECHANICAL ASSEMBLY

Part of the vessel	Condition	Additional comment
DC voltage	F	The voltage of the main consumers is 24 V, but vessel has invertor for 220 V and 12 V.
Lighting	F	Functional
Navigation lights	F	Functional
Electrical shore connection for 220 V	N	Not installed
VHF	F	Installed. model ICOM, VHF marine IC m-59 euro
Speedometer	F	As part of GPS
Depth gauge	F	As part of GPS
GPS	F	Installed. Lowrance model
Echo sounder	N	Installed. Model KODEN
Wind indicator	N	Not installed
Compass	N	Not installed
Autopilot	N	Not installed
Plotter	F	As part of GPS
Electronic board	F	Functional
Bow thruster controls	N	Not installed
External appearance of the engine	F	Needs maintenance, functional

Engine hours	N	Not installed
Engine mounts	F	Functional (rigid connection engine - engine foundations)
Vibration dampers	N	Not installed (rigid connection of main engine and engine mount)
Transmission	F	Hydraulic clutch, transmission 3:1
Cooling system	F	Indirect (seawater, heat exchanger)
Exhaust system	P	It has asbestos insulation. Needs to replace.
Fuel tanks	F	Functional, one iron tank, of 360 liters.
Accumulators	F	2 x 180 Ah
Propeller	N	Could not be verify.
Pumps for the bottom of the vessel	F	One, functional, of unknown capacity, for washing fish.
Bilge pumps	F	One, with a capacity of 2000 GPH, electric
Machine room	P	Greater maintenance of the cleanliness of the space is required
Entrance to the machine room	F	Sufficient dimensions for going down into the engine room.
Rudder blade	N	Could not be verify.
Water tank	N	Not installed
VMS Blue Box	N	Not installed
AIS class A	N	Not installed
ERS	N	Do not input, because vessel do not fish since the middle of 2022.

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

5. VESSEL FISHING EQUIPMENT

Current condition:

• Equipment and devices for fishing

One hydraulic winch, for cables, functional.

Ropes, 300 m, functional

One seine net, functional

Steel cables, 12 mm thick, functional

Led reflectors for collecting fish, functional

• Fish hold

A Fish hold is not installed for storing the catch, but owner has a plastic pool of about 1.5 m^3, in which fill in a sea water and later ice. The plastic pool is placed on the aft deck.

• Ice maker

The owner has an ice machine for producing ice at home, with a capacity of 300 kg. per the day using potable water. He brings ice on board when required.

• Necessary additional fishing equipment – purchase

An auxiliary vessel, with a small feral and generator and new ropes, fi 26 mm, 300 meters

• Investment: Vessel 8,000 euros and rope 1,000 euros

6. FINAL COMMENT ON THE CONDITION OF THE VESSEL

Conclusion on the condition of vessel, fishing equipment and areas that need to be improved.

The vessel is intended for one day fishing, so there are no rooms and equipment for multi-day fishing.

Hygienic conditions

It is necessary to improve hygienic conditions. But the vessel has not been in operation for almost 2 years, so this condition is expected.

Functional conditions of the crew

6 people are on fishing. The vessel has been out of service for almost 2 years.

General condition of the hull

The hull, deck and superstructure are wooden and in average condition.

The superstructure is made of plywood, plasticized with polyester resin.

The hull is made of oak. The thickness of the planks is 40 mm. The webs are made of oak (80 mm thick). The deck is made of oak, 50 mm thick.

The condition of the hull is not so bad, there are signs of water leaking into the hull, at the stern, which is the result of the stern hitting the shore a year ago, while the vessel was moored.

The condition of the deck is similar to the condition of the hull plating.

The conclusion is that there are investments in hull formwork and deck formwork. The estimated value of those work would be around 20,000 euros. (4 m^3 of oak and its installation).

Currently, the superstructure is of satisfactory quality and no major work are needed.

Hull equipment (rudder, anchoring equipment, mooring equipment, openings on the hull and means of closure,)

The steering system is hydraulic and functional.

Anchoring consists of an anchor and a chain, which is manually drop and raise from the sea.

The mooring equipment is functional and in the appropriate place.

The hatches on the hull are functional. The openings on the deck are of sufficient dimensions for the water to flow off.

The cover on the deck (descent into the engine room) is currently removed, as the vessel is pumped out with a submersible pump and serves to visually monitor the water level in the hull.

Engine room condition (main and auxiliary engines, engine cooling, exhaust gases, fuel lines)

The engine room would need a higher level of maintenance. The main engine is functional. The clutch is functional. The cooling of the engine and the clutch is indirect and functional. The exhaust pipes of the main propulsion engine are insulated with asbestos cloth and need to be replaced with proper insulation. Alternator and pumps are functional. The fuel tank and fuel line are functional.

Since the main engine is truck engine and is not intended for heavy functional conditions, such as trawling, it would be necessary to install a suitable marine diesel engine (Heavy Duty Diesel Inboard Engine) of suitable power, such as the existing one (about 100 KW).

Along with the engine replacement comes a new clutch, shaft line, stuffing box and propeller. The estimated value of such an investment would be around 30,000 euros.

Fire-fighting system

The fire protection system consists of a portable (2 units) powder apparatus.

It would be necessary to install a fire detector in the engine room and a self-activating fire extinguishing ampoule. The price of this installation is approx. 1,000 euros.

Electrical installations

Main switchboard is functional. The rest of the installation is functional. But since the installation has worn out, it needs to be replaced with a new one. The price of these work would be around 3,000 euros.

Bilge and sanitary system

Sanitary system is not installed. The bilge system is functional. One electric bilge pump is installed in the engine room, with a capacity of 2,000 GPH. Also a pump driven with main engine is installed, for washing the catch, and in case of emergency, it can be used as a bilge pump.

LSA

The means of rescue consist of lifebelts (6 units), 1 x lifebuoy and a raft (buoy) for 6 people.

Load handling devices

The nets are pulled with a hydraulic winch.

There are pulleys in certain positions that serve the purpose of trawling, but other weights can be lifted, in those positions, if necessary.

The entire system is functional.

OVERVIEW OF THE NECESSARY INVESTMENTS IN THE VESSEL

Type of investment	Price (Eur)
Installation of the engine, hydraulic clutch, shaft line, stuffing box and propeller	30.000
Hull reconstruction	20.000
Service Electrical equipment	3.000
Fire-fighting automatic ampoule	1.000
Sonar	3.000
Auxiliary vessel with equipment	10.000
Fish hold for fish with cooling system	13.000
Ice maker on board	8.000
Generator 7 KW (marine)	10.000
UKUPNO	**98.000**

CONCLUSION

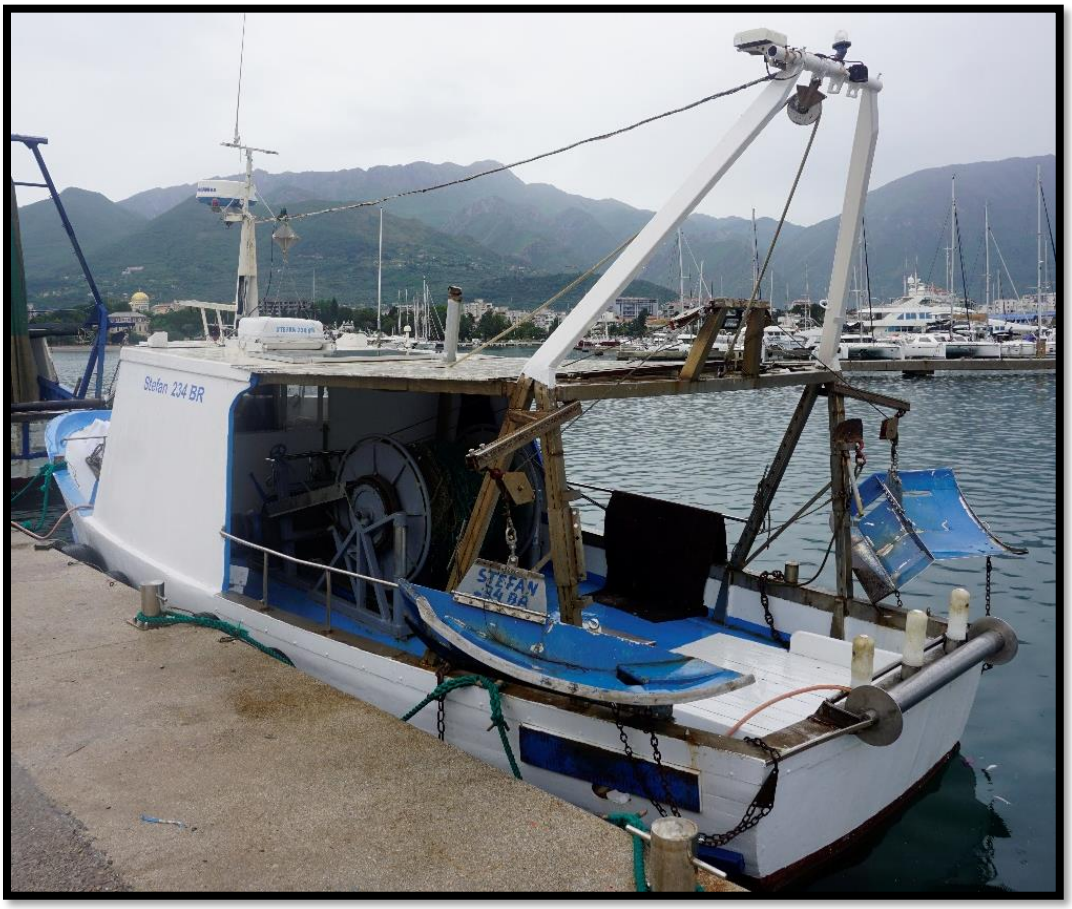
The overall condition of this fishing vessel is not satisfactory. More funds are needed to repair the hull and deck and make the vessel safe for fishing.

The vessel is not registered.

Among other investments, it is necessary to install a new sonar. The price of this investment would be around 3,000 Euros.

It is also to invest in a generator (marine quality) for LED reflectors, which are necessary during fishing, with a power of about 7 KW. The price of such generator is around 10,000 euros.

16. F/B STEFAN



CONTENT

1. DATA ON VESSEL AND VESSEL OWNER

NAME OF VESSEL	STEFAN			
REGISTRATION NUMBER REGISTRATION EFFECTIVE DATE	234 BR 30.08.2024			
FLAG *PORT OF ENTRY*	Montenegro BAR			
HIN	N/A			
MANUFACTURER, YEAR OF CONSTRUCTION *YEAR OF FIRST ENROLLMENT*	ITALY, 1971 N/A			
TYPE AND MODEL	FISHING VESSEL - trawler			
CONSTRUCTION MATERIAL	WOOD			
MAIN DIMENSIONS, GROSS TONNAGE	The length 11,10 m.	The breadth 3,27 m.	The height 1,50 m.	GT 17,59
PROPULSION *TOTAL POWER, ENGINE YEAR*	FIAT IVECO , one truck engine 162 KW			
DATE AND PLACE OF EXAMINATION	15.05.2024 god., Port of Budva, Budva			
WEATHER CONDITIONS	Cloudy, with rain			

- **The vessel information has not been verified. Data about the vessel were entered according to the presented documents and information obtained from the current owner.**

1.1 Client's data

Vessel's owner name and surname	Zufo Bajramović
Telephone number	068 021 837
E mail :	

2. INTRODUCTION

The vessel was inspected afloat, in Bar, Port of Bar, on May 15, 2024.

The vessel was tied to the shore by the port side, bow and stern lines.

The details of the vessel are listed on next pages of this report and have not been verified, but have been taken from the current owner.

View restrictions

There are none.

Available documentation:

1. Vessel certificate

3. DETAILED REPORT ON THE CONDITION OF THE HULL, DECK, SUPERSTRUCTURE AND INTERIOR OF THE VESSEL

Part of the vessel	Condition	Additional comment
Hull	F	Described in more detail in point 6. Final comment on the condition of the vessel
Steering gear system	F	The rudder blade is driven by hydraulics, and the cables are for the engine controls, double controls (throttle and clutch reversal).
Wooden interior and exterior	F	Good
Bulwark rail	P	Rebuilding required
Coaming and/or handrail	P	Rebuilding required
Deck equipment	F	A two mechanical winches are installed. Both driven from the main engine. One is for pulling the cables and the other is for pulling the net. Both are functional.

Anchor and chain	P	The anchor is light weight, not enough for anchoring. It is manually drop and raise out of the sea.
Anchor windlass	N	Not installed
Open/Windows	F	Good
Stoppers, winches	N	Not installed
The keel	F	Good
Lighting	F	In functional condition
Upholstery	N	Not installed
Toilet	N	Not installed
Cabin	P	A higher level of maintenance is required
Black water system	N	Not installed
The kitchen	P	A higher level of maintenance is required
Salon	P	The living room is part of the kitchen. It needs a higher level of maintenance
Equipment in the salon	P	A higher level of maintenance is required.
Equipment in the kitchen	P	A higher level of maintenance is required. The stove is gas. The gas bottle is in the room.
Cooling equipment	F	A Fish hold is installed for storing the catch, volume approx. 4 m^3, under the wheelhouse, entrance from the bow with cooling system (temperature from 0 to 6^OC). Ice machine is not installed.
Entrance to the salon	F	For the size of the vessel, appropriate
Entrance to the cabin area	F	For the size of the vessel, appropriate

Battery charger	F	Alternator, suspended on the main engine. Voltage 24 V
Hot water	N	Not installed

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

4. ELECTRICAL INSTALLATIONS AND MECHANICAL ASSEMBLY

Part of the vessel	Condition	Additional comment
DC voltage	F	The voltage of the main consumers is 24 V
Lighting	F	Functional
Navigation lights	F	Functional
Electrical shore connection for 220 V	F	Installed
VHF	F	Installed. model Midland VHF
Speedometer	F	As part of Garmin GPS
Depth gauge	F	Installed. As part of Garmin GPS
GPS	F	Installed. Model Lawrence and Garmin
Echo sounder	F	Installed. As part of GPS Lawrence
Wind indicator	N	Not installed
Compass	N	Not installed
Autopilot	N	Not installed
Plotter	F	Yes, the Furuno radar.
Electronic board	F	Functional
Bow thruster controls	N	Not installed

External appearance of the engine	F	Needs maintenance, functional
Engine hours	N	Not installed
Engine mounts	F	Functional (rigid connection engine - engine foundations)
Vibration dampers	N	Not installed (rigid connection of main engine and engine mount)
Transmission	F	Hydraulic clutch, transmission 5:1
Cooling system	F	Indirect (seawater, heat exchanger)
Exhaust system	F	Asbestos free
Fuel tanks	F	Functional, stainless steel tank, 2 units, 750 liters each.
Accumulators	F	2 x 145 Ah, 24 V and 2 x 250 Ah for AIS class A
Propeller	F	D 1000 mm, 3 blades
Pumps for the bottom of the vessel	F	Three, functional, of unknown capacity, one for washing fish, one for cooling the engine and one for cooling the Fish hold, driven with the main engine
Bilge pumps	F	Two, with a capacity of 1500 GPH each, electric
Machine room	P	Greater maintenance of the cleanliness of the space is required
Entrance to the machine room	F	Sufficient dimensions for going down into the engine room.
Rudder blade	N	Could not be verify.
Water tank	N	Not installed
VMS Blue Box	P	Functional.
AIS class A	P	Functional.

ERS	F	Input data on time. Last entry 04/30/2024.

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

5. VESSEL FISHING EQUIPMENT

Current condition:

• Equipment and devices for fishing

Two mechanical winches, for the cables and for the net separately, functional.

Ropes, functional.

One trawl net with spreaders, functional

Steel cables, 500 m, 8 mm thick, functional

The otter boards, functional.

• Fish hold

Installed a Fish hold for storing the catch, with a volume of approx. 4 m^3, under the wheelhouse, the entrance is from the bow. Cooling system is installed (temperature from 0 to 6^{O}C). .

• Ice maker

Not installed.

• Necessary additional fishing equipment – purchase

Ice machine (8,000 euros) and plasticize the Fish hold for storing the fish (4,000 euros).

• **Investment:** 12.000 euros

6. FINAL COMMENT ON THE CONDITION OF THE VESSEL

Conclusion on the condition of vessel, fishing equipment and areas that need to be improved.

The vessel is intended for one day fishing, so there are no rooms and equipment for multi-day fishing.

Hygienic conditions

It is necessary to improve hygienic conditions. The living room, which also includes the kitchen, should be cleaner and tidier.

Functional conditions of the crew

It is necessary to acquire and use raincoats (when it rains), gloves, work coats used for fishing (waterproof).

General condition of the hull

The hull, deck and superstructure are wooden and in average condition. The owner of the vessel was repairing part of the hull plating and part of the deck this year.

The superstructure is made of plywood, plasticized with polyester resin.

The hull is made of mahogany and oak (up to the waterline), and pine from the waterline. The thickness of the planks are 30 mm underwater part. The webs are made of oak and mulberry. The deck is made of mahogany and pine , 30 mm thick.

The condition of the hull is average; there are no signs of water leaking into the hull.

The condition of the deck is similar to the condition of the hull plating.

The conclusion is that there are investments in hull plating (bow), deck plating (bow). The estimated value of those work would be around 10,000 euros. (2.0 m^3 of oak and its installation).

Currently, the superstructure is of satisfactory quality and no major work are needed.

Hull equipment (rudder, anchoring equipment, mooring equipment, openings on the hull and means of closure,)

The steering system is hydraulic and functional.

Anchoring consists of an anchor and a chain, which is manually drop and raise from the sea. The anchor is of insufficient weight to hold the vessel when anchoring.

The mooring equipment is functional and in the appropriate place.

The hatches on the hull are functional. The openings on the deck are of sufficient dimensions so that the water can flow off .

The covers on the deck plating (for the refrigerator and the descent to the engine room) are functional.

Engine room condition (main and auxiliary engines, engine cooling, exhaust gases, fuel lines)

The engine room would need a higher level of maintenance. The main engine is functional. The clutch is functional. The cooling of the engine and the clutch is indirect and functional. The exhaust pipes of the main propulsion engine are asbestos free.

Alternator and pumps are functional. The fuel tank and fuel line are functional.

Since the main engine is truck engine and is not intended for heavy functional conditions, such as trawling, it would be necessary to install a suitable marine diesel engine (Heavy Duty Diesel Inboard Engine) of suitable power, such as the existing one (about 160 KW).

Along with the engine replacement comes a new clutch, shaft line, stuffing box and propeller. The estimated value of such an investment would be around 40,000 euros.

Fire-fighting system

The fire protection system consists of a portable (2 units) powder apparatus.

It would be necessary to install a fire detector in the engine room and a self-activating fire extinguishing ampoule. The price of this installation is approx. 1,000 euros.

Electrical installations

Main switchboard is functional. The rest of the installation is functional.

Bilge and sanitary system

Sanitary system is not installed. The bilge system is functional. Two electric bilge pump are installed in the engine room, with a capacity of 1,500 GPH each. Also a pump driven with main engine is installed, for washing the catch, and in case of emergency, it can be used as a bilge pump.

LSA

Lifesaving equipment consist of life belts (3 units), 2 x lifebuoys and an inflatable raft for 4 people.

Load handling devices

The nets are pulled with a hydraulic winch.

There are pulleys in certain positions that serve the purpose of trawling, but other weights can be lifted, in those positions, if necessary. The entire system is functional.

OVERVIEW OF THE NECESSARY INVESTMENTS IN THE VESSEL

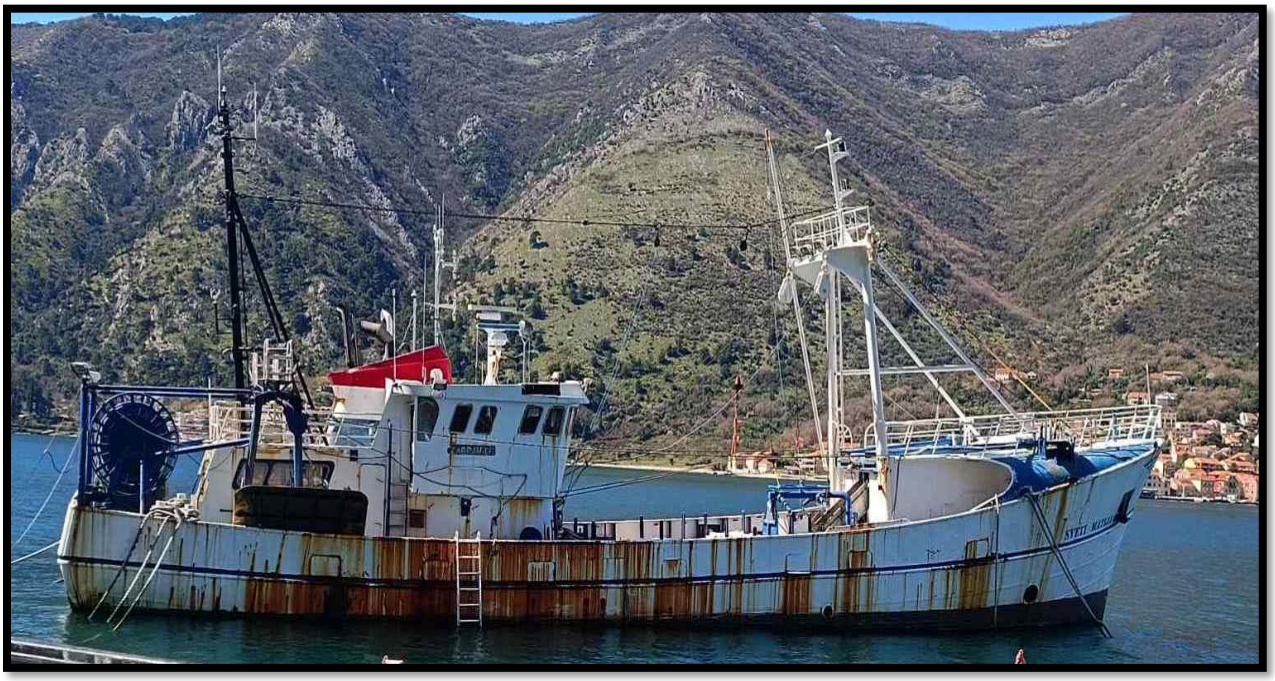
Type of investment	Price (Eur)
Installation of the engine, hydraulic clutch, shaft line, stuffing box and propeller	40.000
Hull reconstruction	10.000
Fire-fighting automatic ampoule	1.000
Fish hold cooling system	7.000
Ice maker	8.000
Plasticized fish hold	4.000
UKUPNO	**70.000**

CONCLUSION

The overall condition of this fishing vessel is satisfactory. Small funds are needed to repair the hull and deck and make the vessel safe for fishing,

The vessel is registered, well maintained and fishing constantly.

17. F/V SVETI MATIJA



CONTENT

1. DATA ON VESSEL AND VESSEL OWNER

NAME OF VESSEL	SVETI MATIJA			
REGISTRATION NUMBER REGISTRATION EFFECTIVE DATE	N/A N/A			
FLAG *PORT OF ENTRY*	Montenegro KOTOR			
HIN	N/A			
MANUFACTURER, YEAR OF CONSTRUCTION *YEAR OF FIRST ENROLLMENT*	THE NETHERLANDS, 1987 26.05.2011			
TYPE AND MODEL	FISHING VESSEL - trawler			
CONSTRUCTION MATERIAL	Steel			
MAIN DIMENSIONS, GROSS TONNAGE	The length 32,51 m.	The breadth 7,00 m.	The height N/A m.	GT 203
PROPULSION *TOTAL POWER, ENGINE YEAR*	N/A 885 KW			
DATE AND PLACE OF EXAMINATION	26.05.2024 , Dobrota, Kotor			
WEATHER CONDITIONS	Good			

- **The vessel information has not been verified. Data about the vessel were entered according to the presented documents and information obtained from the current owner.**

1.2 Client's data

Vessel's owner name and surname	Dragan Pavlićević
Telephone number	069 424 913, 063 488 063, 068 404 373 **Note: all three numbers are not available**
E mail :	N/A

2. INTRODUCTION

The vessel could not be inspected, because the owner was not available on three mobile phone numbers, which I can find from other people who had some contact with the owner.

The vessel was tied at sea (on a buoy), with a bow and stern line,

The data on the vessel are listed on next pages of this report and they were not verified, but were taken from the Montenegro fisheries inspector, Ivan Knežević.

View restrictions N/A

Available documentation N/A

3. DETAILED REPORT ON THE CONDITION OF THE HULL, DECK, SUPERSTRUCTURE AND INTERIOR OF THE VESSEL

Part of the vessel	Condition	Additional comment
Hull		
Steering gear system		
Wooden interior and exterior		
Bulwark rail		
Coaming and/or handrail		
Deck equipment		
Anchor and chain		
Anchor windlass		
Open/Windows		
Stoppers, winches		
The keel		
Lighting		
Upholstery		
Toilet		
Cabin		
Black water system		
The kitchen		
Salon		
Equipment in the salon		
Equipment in the kitchen		
Cooling equipment		

Entrance to the salon		
Entrance to the cabin area		
Battery charger		
Hot water		

- **Additional expert comments: N/A**

- **Investment: N/A**

5. ELECTRICAL INSTALLATIONS AND MECHANICAL ASSEMBLY

Part of the vessel	Condition	Additional comment
DC voltage		
Lighting		
Navigation lights		
Electrical shore connection for 220 V		
VHF		
Speedometer		
Depth gauge		
GPS		
Echo sounder		
Wind indicator		
Compass		
Autopilot		
Plotter		
Electronic board		
Bow thruster controls		
External appearance of the engine		
Engine hours		
Engine mounts		
Vibration dampers		
Transmission		
Cooling system		
Exhaust system		
Fuel tanks		
Accumulators		
Propeller		
Pumps for the bottom of the vessel		
Bilge pumps		

Machine room		
Entrance to the machine room		
Rudder blade		
Water tank		
VMS Blue Box		
AIS class A		
ERS		

- **Additional expert comments: N/A**
- **Investment: N/A**

5. VESSEL FISHING EQUIPMENT

Current condition:

- Equipment and devices for fishing N/A
- Fish hold N/A
- Ice maker N/A
- Necessary additional fishing equipment – purchase N/A
- Investment: N/A

6. FINAL COMMENT ON THE CONDITION OF THE VESSEL (CONCLUSION)

The inspection was not possible, for the reason mentioned earlier.

What is obvious is that the vessel is in a bad condition, and as of May 26, 2016. does not have a fishing license (it expired then).

It was not possible to verify the vessel's seaworthiness certificate, but it must have expired a long time ago.

The vessel has not fishing for many years and it is certain that very large funds are needed to invest in the vessel.

It is not known what the owner of the vessel plans with this vessel.

18. F/B SVETI MARKO

CONTENT

1. DATA ON VESSEL AND VESSEL OWNER

NAME OF VESSEL	SVETI MARKO			
REGISTRATION NUMBER REGISTRATION EFFECTIVE DATE	38 TV 04.07.2025			
FLAG *PORT OF ENTRY*	Montenegro KOTOR			
HIN	N/A			
MANUFACTURER, YEAR OF CONSTRUCTION *YEAR OF FIRST ENROLLMENT*	MOLFETA, ITALY, 1975 N/A			
TYPE AND MODEL	FISHING VESSEL - trawler			
CONSTRUCTION MATERIAL	WOOD			
MAIN DIMENSIONS, GROSS TONNAGE	The length 12,26 m.	The breadth 3,00 m.	The height 1,40 m.	GT 9,78
PROPULSION *TOTAL POWER, ENGINE YEAR*	MAN , One truck engine 110 KW, 1989			
DATE AND PLACE OF EXAMINATION	07.05.2024 , Tivat , Obala Bogišići, Zukovac 22			
WEATHER CONDITIONS	Good			

- **The vessel information has not been verified. Data about the vessel were entered according to the presented documents and information obtained from the current owner.**

1.1 Client's data

Vessel's owner name and surname	Srećko Andričić
Telephone number	069 519 278
E mail :	

2. INTRODUCTION

The vessel was inspected afloat, in Tivat, Obala Bogdašića, on May 8, 2024.

The vessel was tied at sea with bow and stern lines.

The details of the vessel are listed on next pages of this report and have not been verified, but have been taken from the current owner.

View restrictions

There are none.

Available documentation:

1. Vessel license

3. DETAILED REPORT ON THE CONDITION OF THE HULL, DECK, SUPERSTRUCTURE AND INTERIOR OF THE VESSEL

Part of the vessel	Condition	Additional comment
Hull	F	Described in more detail in point 6. Final comment on the condition of the vessel
Steering gear system	F	The rudder blade is driven by hydraulics, and the cables are for the engine controls, double controls (throttle and clutch reversal).
Wooden interior and exterior	F	Good
Bulwark rail	F	Good
Coaming and/or handrail	F	Good
Deck equipment	F	Two winches are installed, one hydraulic for pulling nets and second mechanical for cables. Both are functional.

Anchor and chain	P	The anchor is small, weighing 15 kg, not enough for anchoring and manually drop and raise of the sea.
Anchor windlass	N	Not installed
Open/Windows	F	Good
Stoppers, winches	N	Not installed
The keel	F	Functional
Lighting	F	Functional
Upholstery	N	Not installed
Toilet	N	Not installed
Cabin	P	A higher level of maintenance is required
Black water system	N	Not installed
The kitchen	P	A higher level of maintenance is required
Salon	P	The living room is part of the kitchen. It needs a higher level of maintenance
Equipment in the salon	P	A higher level of maintenance is required.
Equipment in the kitchen	P	A higher level of maintenance is required. The stove is gas-powered. The gas bottle is in the room.
Cooling equipment	F	A Fish hold is installed for storing catches, with a volume of approx. 2 m^3, under the wheelhouse, at the very entrance to the saloon and with cooling system, but it is currently not functional. Owner makes ice at home with potable water. The capacity of the ice machine is 200 kg/day.
Entrance to the salon	F	For the size of the vessel, appropriate

Entrance to the cabin area	F	For the size of the vessel, appropriate
Battery charger	F	Alternator, driven with the main engine. Voltage 24 V
Hot water	N	Not installed

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

4. ELECTRICAL INSTALLATIONS AND MECHANICAL ASSEMBLY

Part of the vessel	Condition	Additional comment
DC voltage	F	The voltage of the main consumers is 24 V
Lighting	F	Functional
Navigation lights	F	Functional
Electrical shore connection for 220 V	N	Not installed
VHF	F	Installed. model ICOM.
Speedometer	N	Not installed
Depth gauge	N	Not installed
GPS	F	Installed. Model FURUNO
Echo sounder	N	Not installed
Wind indicator	N	Not installed
Compass	N	Not installed
Autopilot	N	Not installed
Plotter	N	Not installed
Electronic board	F	Functional

Bow thruster controls	N	Not installed
External appearance of the engine	F	Needs maintenance, functional
Engine hours	N	Not installed
Engine mounts	F	Functional (rigid connection engine - engine foundations)
Vibration dampers	N	Not installed (rigid connection of main engine and engine mount)
Transmission	F	Hydraulic clutch, transmission 4.5:1
Cooling system	F	Indirect (seawater, heat exchanger)
Exhaust system	F	Asbestos free.
Fuel tanks	F	Functional, stainless steel tank, 4 units, 1,500 liters in total.
Accumulators	F	2 x 100 Ah
Propeller	F	D 1080 mm, 3 blades, right
Pumps for the bottom of the vessel	F	One, functional, of unknown capacity, for washing fish, driven with the main engine
Bilge pumps	F	One, with a capacity of 1500 GPH, electric
Machine room	P	Greater maintenance of cleanliness is required
Entrance to the machine room	F	Sufficient dimensions for going down into the engine room.
Rudder blade	N	Could not be verify.
Water tank	N	Not installed
VMS Blue Box	F	Functional. It has separate batteries and a solar panel for charging the batteries
AIS class A	F	Functional. It has 2 batteries of 220 Ah each
ERS	F	Input data on time. Last entry 04/11/2024.

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

5. VESSEL FISHING EQUIPMENT

Current condition:

• Equipment and devices for fishing

Two hydraulic winches, especially for nets, especially for cables, functional

Ropes, functional

One trawl net, functional, on the winch drum

Steel cables, 8 mm thick, functional

The otter boards, functional.

• Fish hold

Installed a Fish hold for storing the catch, with a volume of approx. 2 m^3, under the wheelhouse, near entrance to the salon. Cooling system is installed, but not functional.

• Ice maker

The owner has an ice machine for producing ice at home, with a capacity of 200 kg. per the day using potable water. He brings ice on board when required.

• Necessary additional fishing equipment – purchase

A new trawler fishing net.

• **Investment:** 4.000 euros

6. FINAL COMMENT ON THE CONDITION OF THE VESSEL

Conclusion on the condition of vessel, fishing equipment and areas that need to be improved.

The vessel is intended for one day fishing, so there are no rooms and equipment for multi-day fishing.

Hygienic conditions

It is necessary to improve hygienic conditions. The living room, which also includes the kitchen, should be cleaner and tidier. Oil and grease deposits on heating elements can contribute to the occurrence of fires.

Functional conditions of the crew

It is necessary to acquire and use raincoats (when it rains), gloves, work coats used for fishing (waterproof).

General condition of the hull

The hull, deck and superstructure are wooden and functional.

The superstructure is made of plywood, plasticized with polyester resin.

The hull is made of oak and pine. The thickness of the plank is 40 mm. The webs are made of oak. (2 x 80 mm). The deck is made of pine, plasticized with polyester resin.

The condition of the hull is good, there are no signs of water leaking into the hull.

The condition of the deck is similar to the condition of the hull plating.

The conclusion is that there will be no major work on the hull and deck. Regular maintenance is required, and when lending, check the underwater part of the hull and apply anti-fouling paint. Estimated investment 3,000 euros.

Currently, the superstructure is of satisfactory quality.

Hull equipment (rudder, anchoring equipment, mooring equipment, openings on the hull and means of closure,)

The steering system is hydraulic and functional.

Anchoring consists of an anchor and a chain, which is manually drop and raise from the sea. The anchor is of insufficient weight to hold the vessel when anchoring.

The mooring equipment is functional and in the appropriate place.

The hatches on the hull are functional. The openings on the deck are of sufficient dimensions so that the water can flow off.

The covers on the deck plating (for the refrigerator and the descent to the engine room) are functional.

Engine room condition (main and auxiliary engines, engine cooling, exhaust gases, fuel lines)

The engine room would need a higher level of maintenance. The main engine is functional. The clutch is functional but is old and should be replaced.

Since the main engine is truck engine and is not intended for heavy duty conditions, such as trawling, it would be necessary to install a suitable marine diesel engine (Heavy Duty Diesel Inboard Engine) of suitable power, such as the existing one (about 110 KW).

Along with the engine replacement comes a new clutch, shaft line, stuffing box and propeller. The estimated value of such an investment would be around 25,000 euros.

The cooling of the engine and the clutch is indirect and functional. The exhaust pipes of the main propulsion engine are asbestos free. Alternator and pumps are functional. The fuel tank and fuel line are functional.

Fire-fighting system

The fire-fighting system consists of a portable (2 units) powder apparatus.

It would be necessary to install a fire detector in the engine room and a self-activating fire extinguishing ampoule. The price of this installation is approx. 1,000 euros.

Electrical installations

Main switchboard is functional. The rest of the installation is functional.

Bilge and sanitary system

Sanitary system is not installed. The bilge system is functional. One electric bilge pump is installed in the engine room, with a capacity of 1,800 GPH. Also a pump driven with main engine is installed, for washing the catch, and in case of emergency, it can be used as a bilge pump.

LSA

Lifesaving equipment consist of life belts (4 units), 2 x lifebuoys and buoys for 4 people.

Load handling devices

The nets are pulled with a hydraulic winch.

There are pulleys in certain positions that serve the purpose of trawling, but other weights can be lifted, in those positions, if necessary. The entire system is functional.

OVERVIEW OF THE NECESSARY INVESTMENTS IN THE VESSEL

Type of investment	Price (Eur)
Installation of the engine, hydraulic clutch, shaft line, stuffing box and propeller	25.000
Wooden hull and deck rebuilding	3.000
Fire-fighting automatic ampoule	1.000
One trawler net	4.000
Cooling system of the Fish hold	7.000
Ice maker on board, up to 1 ton of ice per 24 hours	8.000
Echo sounder and GPS	6.000
TOTAL	**54.000**

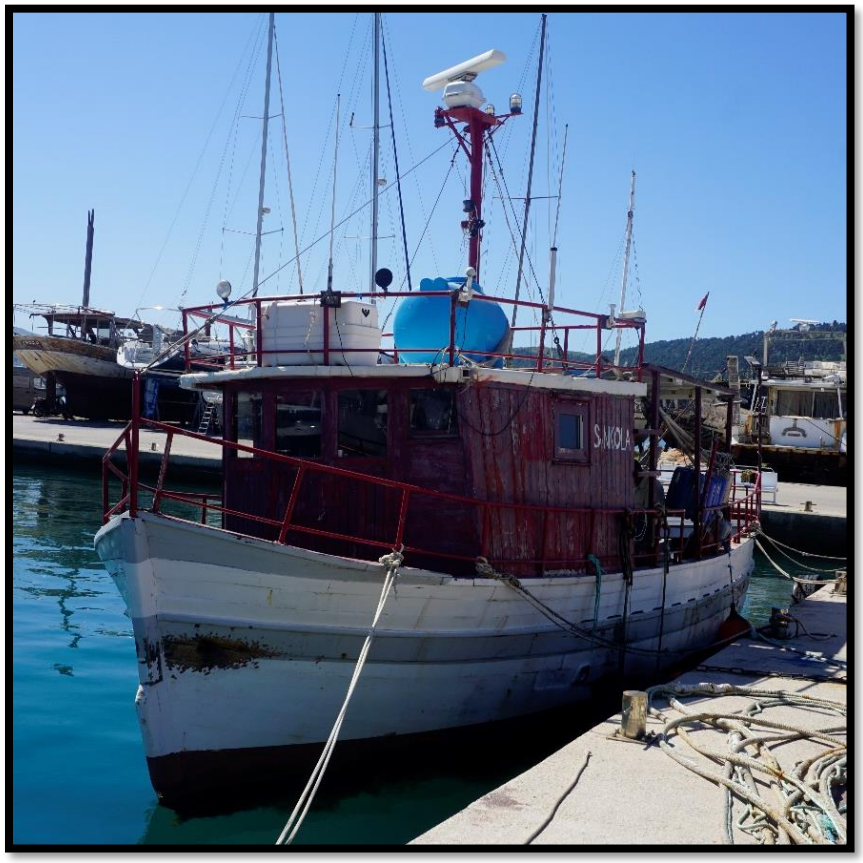
CONCLUSION

The overall condition of this fishing vessel is satisfactory. It does not take a lot of money to make a vessel safe for fishing,

The vessel is registered, well maintained and fishing constantly.

It is necessary to install an echo sounder and a GPS with a larger screen (12 inch screen). The price of this investment would be around 6,000 euros.

19. F/B SVETI NIKOLA



CONTENT

1. DATA ON VESSEL AND VESSEL OWNER

NAME OF VESSEL	SVETI NIKOLA			
REGISTRATION NUMBER REGISTRATION EFFECTIVE DATE	242 BR 05.06.2020, EXPIRED			
FLAG *PORT OF ENTRY*	Montenegro BAR			
HIN	N/A			
MANUFACTURER, YEAR OF CONSTRUCTION *YEAR OF FIRST ENROLLMENT*	SUMATRIN , CROATIA , 1982 N/A			
TYPE AND MODEL	FISHING VESSEL - pelagic longlining			
CONSTRUCTION MATERIAL	WOOD			
MAIN DIMENSIONS, GROSS TONNAGE	The length 12,02 m.	The breadth 3,45 m.	The height 1,75 m.	GT 11
PROPULSION *TOTAL POWER, ENGINE YEAR*	PERKINS , One engine 66,24 KW			
DATE AND PLACE OF EXAMINATION	06.06.2024 god., Port of Bar, Bar			
WEATHER CONDITIONS	Good			

- **The vessel information has not been verified. Data about the vessel were entered according to the presented documents and information obtained from the current owner.**

1.1 Client's data

Vessel's owner name and surname	Ljubo Đokaj
Telephone number	069 542 358
E mail :	

2. INTRODUCTION

The vessel was inspected afloat, in Bar, Port of Bar, on June 6, 2024.

The vessel was moored on the left side, along the shore.

The details of the vessel are listed on next pages of this report and have not been verified, but have been taken from the current owner.

View restrictions

There are none.

Available documentation:

1. Vessel license

3. DETAILED REPORT ON THE CONDITION OF THE HULL, DECK, SUPERSTRUCTURE AND INTERIOR OF THE VESSEL

Part of the vessel	Condition	Additional comment
Hull	F	Described in more detail in point 6. Final comment on the condition of the vessel
Steering gear system	F	The rudder is driven by hydraulics, and the cables are for the engine controls, double controls (throttle and clutch reversal).
Wooden interior and exterior	F	Good
Bulwark rail	F	Good
Coaming and/or handrail	F	Good
Deck equipment	F	It has a hydraulic line puller, functional.
Anchor and chain	P	The anchor is manually drop and raise of the sea.
Anchor windlass	N	Not fitted, but can use a longline winch to raise the anchor.

Open/Windows	F	Good
Stoppers, winches	N	Not installed
The keel	F	Functional
Lighting	F	Functional
Upholstery	N	Not installed
Toilet	N	Not installed
Cabin	P	A higher level of maintenance is required
Black water system	N	Not installed
The kitchen	N	Not installed
Salon	P	A higher level of maintenance is required
Equipment in the salon	P	A higher level of maintenance is required
Equipment in the kitchen	N	Not installed
Cooling equipment	F	A Fish hold is installed for storing the catch, with a volume of approx. 4 m^3, under the wheelhouse with no cooling system. Owner makes ice at home with potable water. The capacity of the ice machine is 500 kg/day.
Entrance to the salon	F	For the size of the vessel, appropriate
Entrance to the cabin area	F	For the size of the vessel, appropriate
Battery charger	F	Alternator, suspended on the main engine. Voltage 12 V
Hot water	N	Not installed

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

4. ELECTRICAL INSTALLATIONS AND MECHANICAL ASSEMBLY

Part of the vessel	Condition	Additional comment
DC voltage	F	The voltage of the main consumers is 12 V
Lighting	F	Functional
Navigation lights	F	Functional
Electrical shore connection for 220 V	N	Not installed
VHF	F	Installed. model ICOM ICM 323
Speedometer	F	On GPS
Depth gauge	F	Installed, Suzuki sonar
GPS	F	Installed. Model FURUNO Navigator
Echo sounder	F	Installed, Suzuki sonar
Wind indicator	N	Not installed
Compass	F	Functional
Autopilot	N	Not installed
Plotter	N	Not installed
Electronic board	F	Functional
Bow thruster controls	N	Not installed
External appearance of the engine	F	Functional.
Engine hours	N	Not installed
Engine mounts	F	Functional (rigid connection engine - engine foundations)
Vibration dampers	N	Not installed (rigid connection of main engine and engine mount)
Transmission	P	Hydraulic clutch, worn, transmission 2:1
Cooling system	F	Indirect (seawater, heat exchanger)

Exhaust system	F	Asbestos free. Dry exhaust system.
Fuel tanks	F	Functional, one stainless steel tank, 500 liters.
Accumulators	F	4 x 150 Ah
Propeller	P	Overgrown with seaweed and shells
Pumps for the bottom of the vessel	F	One, functional, of unknown capacity, for cooling the engine, driven with main engine
Bilge pumps	F	One, 2000 GPH capacity, electric
Machine room	F	Functional.
Entrance to the machine room	F	Sufficient dimensions for going down into the engine room.
Rudder blade	P	Overgrown with seaweed and shells
Water tank	N	Not installed
VMS Blue Box	P	Installed, but the vessel is not functional for a while.
AIS class A	P	Installed, but the vessel is not functional for a while.
ERS	P	The vessel has been out of action for some time.

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

5. VESSEL FISHING EQUIPMENT

Current condition:

• Equipment and devices for fishing

Hydraulic pelagic longlining winch, functional

Pelagic longlining, 4 sets., functional.

• Fish hold

Installed a Fish hold for storing the catch, with a volume of approx. 4 m^3, under the wheelhouse. Cooling system is not installed.

• Ice maker

The owner has an ice machine for producing ice at home, with a capacity of 500 kg. per the day using potable water. He brings ice on board when required.

• Necessary additional fishing equipment – purchase N/A

• Investment: N/A

6. FINAL COMMENT ON THE CONDITION OF THE VESSEL

Conclusion on the condition of vessel, fishing equipment and areas that need to be improved.

The vessel is intended for one day fishing, so there are no rooms and equipment for multi-day fishing.

Hygienic conditions

It is necessary to improve hygienic conditions. The salon should be cleaner and tidier..

Functional conditions of the crew

It is necessary to acquire and use raincoats (when it rains), gloves, work coats used for fishing (waterproof).

General condition of the hull

The hull, deck and superstructure are wooden and functional.
The superstructure is made of wood (pine), the paint needs restoration.
The hull is made of oak. The thickness of the plank is 40 mm. The webs are made of oak. The deck is made of oak, 40 mm thick.
The condition of the hull is good, there are no signs of water leaking into the hull, although it is very overgrown due to the long mooring and it is necessary to land the vessel and clean the accumulated seaweed and shells, and then apply anti-fouling paint to the hull.
The condition of the deck is similar to the condition of the hull plating.
The conclusion is that there will be no major work on the hull and deck. Regular maintenance is required, and when lending, check the underwater and above-water part of the hull.
Above the waterline, there are signs of worn out of the hull plating, and estimation is that it would be necessary to invest around 10,000 euros for that repair.

Hull equipment (rudder, anchoring equipment, mooring equipment, openings on the hull and means of closure,)

The steering system is hydraulic and functional.

Anchoring consists of an anchor and a chain, which is manually drop and raise from the sea. The anchor is of insufficient weight to hold the vessel when anchoring.

The mooring equipment is functional and in the appropriate place.

The hatches on the hull are functional. The openings on the deck are of sufficient dimensions so that the water can flow off

The covers on the deck plating (for the refrigerator and the descent to the engine room) are functional and functional.

Engine room condition (main and auxiliary engines, engine cooling, exhaust gases, fuel lines)

The main drive engine is functional. The clutch is functional but old and should be replaced. That investment would be around 3,000 euros. The cooling of the engine and the clutch is indirect and functional. The exhaust pipes of the main propulsion engine are asbestos free.

Alternator and pumps are functional. The fuel tank and fuel line are functional.

Since the main engine is very old, it would be necessary to install a new suitable marine diesel engine (Heavy Duty Diesel Inboard Engine) of suitable power, such as the existing one (about 70 KW).

Along with the engine replacement comes a new clutch, shaft line, stuffing box and propeller. The estimated value of such an investment would be around 20,000 euros.

Fire-fighting system

The fire protection system consists of a portable (2 units) powder apparatus.

It would be necessary to install a fire detector in the engine room and a self-activating fire extinguishing ampoule. The price of this installation is approx. 1,000 euros.

Electrical installations

Main switchboard is functional. The rest of the installation functional.

Bilge and sanitary system

Sanitary system is not installed. The bilge system is functional. One electric bilge pump is installed in the engine room, with a capacity of 2,000 GPH.

LSA

The means of rescue consist of life belts (4 units), 2 x lifebuoys and a SOLAS A raft for 6 people.

Load handling devices

Pelagic longlining are pulled with a hydraulic winch, but other weights can be lifted, in those positions, if needed. The entire system is Functional.

OVERVIEW OF THE NECESSARY INVESTMENTS IN THE VESSEL

Type of investment	Price (Eur)
Installation of the engine, hydraulic clutch, shaft line, stuffing box and propeller	20.000
Wooden hull and deck reconstruction	10.000
Fire-fighting automatic ampoule	1.000
Cooling system of the Fish hold	7.000
Ice maker on board, up to 1 ton of ice per 24 hours	8.000
TOTAL	**46.000**

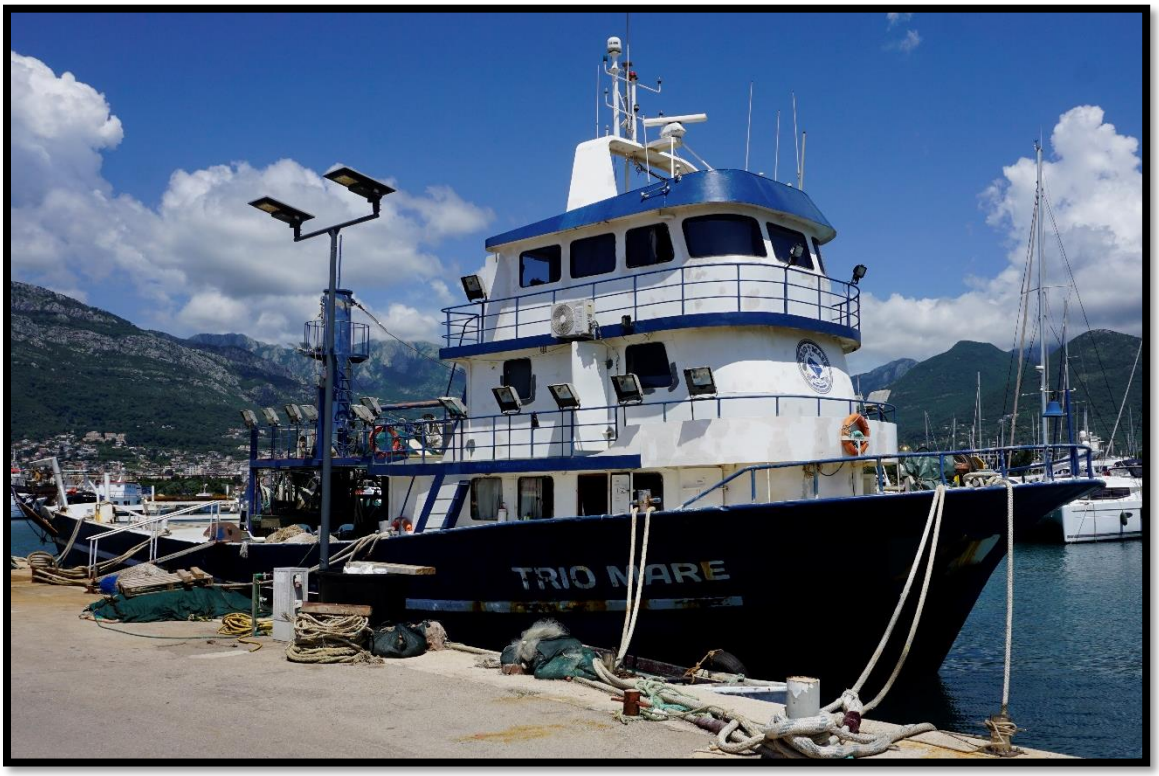
CONCLUSION

The overall condition of this fishing vessel is satisfactory. It does not take a lot of money to make a vessel safe for fishing. Since it has not sailed for a long time, it is necessary to lend the vessel, in order to check the condition of the hull, clean the hull of overgrown organisms and apply paint against fouling of the hull (antifouling).

It is also necessary to renew the paint on the superstructure.

The vessel is not currently registered.

20. F/V TRIO MARE



CONTENT

1. DATA ON VESSEL AND VESSEL OWNER

NAME OF VESSEL	TRIO MARE			
REGISTRATION NUMBER REGISTRATION EFFECTIVE DATE	N/A 02.04.2028			
FLAG *PORT OF ENTRY*	Montenegro BAR			
HIN	N/A			
MANUFACTURER, YEAR OF CONSTRUCTION *YEAR OF FIRST ENROLLMENT*	ALPER OSMAN CAN, TURKY, 2005 2010			
TYPE AND MODEL	FISHING VESSEL - trawler			
CONSTRUCTION MATERIAL	STEEL			
MAIN DIMENSIONS, GROSS TONNAGE	The length 29,00 m.	The breadth 8,50 m.	The height 2,50 m.	GT 142,40
PROPULSION *TOTAL POWER, ENGINE YEAR*	VOLVO PENTA TAMD 165 405 KW, 2005 god.			
DATE AND PLACE OF EXAMINATION	27.05.2024 god., Port of Bar, Bar			
WEATHER CONDITIONS	Good			

- **The vessel information has not been verified. Data about the vessel were entered according to the presented documents and information obtained from the current owner.**

1.1 Client's data

Vessel's owner name and surname	MILUN ANĐIĆ
Telephone number	068 562 007
E mail :	triomare1@gmail.com

2. INTRODUCTION

The vessel was inspected afloat, in Bar, Marina Bar, on May 27, 2024.

The vessel was tied to the shore, on the right side.

The details of the vessel are listed on next pages of this report and have not been verified, but have been taken from the current owner.

View restrictions

There are none.

Available documentation:

1. Vessel's register,
2. Certificate of seaworthiness of the vessel,
3. Vessel particulars.

3. DETAILED REPORT ON THE CONDITION OF THE HULL, DECK, SUPERSTRUCTURE AND INTERIOR OF THE VESSEL

Part of the vessel	Condition	Additional comment
Hull	F	Described in more detail in point 6. Final comment on the condition of the vessel
Steering gear system	F	The rudder blade is driven by hydraulics. There are two separate hydraulic systems. One is mechanical by the wheel of the rudder and the other by a hydraulic pump driven with the main engine, and is operated by means of a joystick. The cables are for the engine controls, two controls (throttle and clutch release).
Wooden interior and exterior	F	Good
Bulwark rail	F	Good
Coaming and/or handrail	F	Good

Deck equipment	F	Hydraulic winch for pulling nets. Hydraulic winch for pulling cables. Power Block (for bluefish). Hydraulic crane, crane with a capacity of SWL 4 tons. Two auxiliary smaller hydraulic winches. Everything is in operation.
Anchor and chain	F	The anchor has a sufficient weight for this vessel, approx. 350 kg. with 120 meters of chain.
Anchor windlass	F	The anchor winch is electric, and another hydraulic one with a cable pulley is installed.
Open/Windows	F	Good
Stoppers, winches	F	Good
The keel	F	Functional
Lighting	F	Functional
Upholstery	F	Good
Toilet	F	Functional
Cabin	F	Functional
Black water system	F	A tank of approx. 1 m^3 is installed. The pipeline is functional.
The kitchen	F	Functional
Salon	F	Functional
Equipment in the salon	F	Functional
Equipment in the kitchen	F	Functional
Cooling equipment	F	A Fish hold for storing the catch is installed, with a volume of approx. 7 m^3 (temperature of 0° C) and a freezing Fish hold of 40 m^3 (temperature up to -20° C). Produce ice on board. The capacity of two ice machines is 2000 kg/day. Possibility to cool seawater to 2^O C, and has a tank for that cooled seawater of 2 tons.

Entrance to the salon	F	For the size of the vessel, appropriate
Entrance to the cabin area	F	For the size of the vessel, appropriate
Battery charger	F	Alternator, suspended on the main engine. Voltage 24 V
Hot water	F	Classic boilers (220 V) is installed. Vessel has a potable water tank of 50 m^3, 2 tanks of 15 m^3 and 2 tanks of 10 m^3.

• **Additional expert comments:** Described in more detail in point 6. Final comment on the condition of the vessel

• **Investment:** Described in more detail in point 6. Final comment on the condition of the vessel

4. ELECTRICAL INSTALLATIONS AND MECHANICAL ASSEMBLY

Part of the vessel	Condition	Additional comment
DC voltage	F	The voltage of the main consumers is 24 V, there are also 12 V, 400 V and 220 V /50 HZ
Lighting	F	Functional
Navigation lights	F	Functional
Electrical shore connection for 220 V	F	It has two Perkins generators, 220V/400V, with a total power of 132 KW.
VHF	F	ICOM Model IC M 421, GARMIN Model VHF 2001, Portable VHF 4 x Brondi fx dynamic
Speedometer	F	Yes, within GPS
Depth gauge	F	Yes, within GPS
GPS	F	JMC SuperPlot MK1
Echo sounder	F	Furuno FCV 295 and Furuno CH 300 sonar
Wind indicator	F	Installed

Compass	F	JRC JMA 2144
Autopilot	F	NAVITRON NT921 MK II
Plotter	F	JMC SuperPlot MK1
Electronic board	F	Functional
Bow thruster controls	N	Not installed
External appearance of the engine	F	Functional
Engine hours	F	Installed, 15.514 hours of operation has the main engine.
Engine mounts	F	Functional (rigid connection engine - engine foundations)
Vibration dampers	N	Not installed (rigid connection of main engine and engine mount)
Transmission	F	Hydraulic clip
Cooling system	F	Indirect (seawater, heat exchanger)
Exhaust system	F	Asbestos free, wet exhaust system
Fuel tanks	F	Functional, structural tanks, 2 units of 15 m^3 and 2 units of 10 m^3.
Accumulators	F	2 sets of 2 batteries of 225 Ah each, and emergency batteries 2 x 200 Ah (in the wheelhouse, for navigation)
Propeller	F	Functional
Pumps for the bottom of the vessel	F	Electric general pump 55 m^3/h and portable electric general pump 32 m^3/h
Bilge pumps	F	Three units, electric
Machine room	F	Functional
Entrance to the machine room	F	Sufficient dimensions for going down into the engine room.

Rudder blade	N	Could not be verify.
Water tank	F	2 x 15 m^3 and 2 x 10 m^3.
VMS Blue Box	P	Installed, but did not give a vessel position.
AIS class A	F	Functional
ERS	F	Input data on time

• **Additional expert comments:** Purchase a modern radar. The price is around 15,000 euros

• **Investment:** 15.000 euros

5. VESSEL FISHING EQUIPMENT

Current condition:

• Equipment and devices for fishing

Hydraulic winch for pulling nets. Hydraulic winch for pulling cables. Power Block (for bluefish). Two auxiliary smaller hydraulic winches. Five trawl nets, one seine net (600 x 200 m), 14 mm cables (two drums of 1000 m each), 2 x 30 m baskets and two otter boards.

• Fish hold

A Fish hold is installed for storing the catch, with a volume of approx. 7 m^3 (temperature of 0° C) and a freezing Fish hold of 40 m3 (temperature up to -20° C).

• Ice maker

Make a ice on board. The capacity of two ice machines is 2000 kg/day.

Possibility to cool seawater to 2^{O} C and has a tank for that cooled seawater of 2 tons.

• Necessary additional fishing equipment – purchase

A trawl system with radio buoys to control the net

• **Investment:** 40,000 euros

6. FINAL COMMENT ON THE CONDITION OF THE VESSEL

Conclusion on the condition of vessel, fishing equipment and areas that need to be improved.

The vessel is primarily intended for one day fishing, but vessel has the possibility (rooms and equipment for the crew) for multi-day fishing.

The vessel is in excellent condition, operational and well maintained.

Hygienic conditions

Excellent

Functional conditions of the crew

Excellent

General condition of the hull

The hull, deck and superstructure are steel and functional.

The condition of the hull plating is good.

The condition of the deck is similar to the condition of the hull plating.

The conclusion is that there will be no major work on the hull and deck. Regular maintenance is required, and when lending, check the underwater part of the hull and apply anti-fouling paint.

Currently, the superstructure is of satisfactory quality.

Hull equipment (rudder, anchoring equipment, mooring equipment, openings on the hull and means of closure,)

The steering system is hydraulic and functional.

Anchoring consists of an anchor and a chain, which is drop and raise from the sea with an electric winch.

The mooring equipment is functional and in the appropriate place.

The hatches on the hull are functional. The openings on the deck are of sufficient dimensions so that the water can flow off it.

The covers on the deck plating (for the refrigerator and the descent to the engine room) are functional and functional.

Engine room condition (main and auxiliary engines, engine cooling, exhaust gases, fuel lines)

The engine room is tidy. The main propulsion engine is functional, although it has over 15,500 hours of operation. The clutch is functional. The cooling of the engine and the clutch is indirect and functional. The exhaust pipes of the main propulsion engine are properly insulated. Alternator and pumps are functional. The fuel tank and fuel line are functional.

There are also two functional generators of 220 V/340 V. Installed also a separate engine for the hydraulic pump, which is functional.

Fire-fighting system

The fire protection system is functional.

Electrical installations

Main switchboard is functional. The rest of the installation is functional.

Bilge and sanitary system

The sanitary system is functional. The bilge system is functional. An electric bilge pump is installed in the engine room. Also a pump for washing the fish is installed, and in case of emergency it can be used as a bilge pump.

LSA

It consist of Life raft for 16 persons, three life rings, 25 life jackets, EPIRB, SART, Line thrower.

Load handling devices

There is deck hydraulic crane, SWL 4 tons.

Along with the vessel, there are two vessels that serve as auxiliary vessel when fishing with seine nets.

OVERVIEW OF THE NECESSARY INVESTMENTS IN THE VESSEL

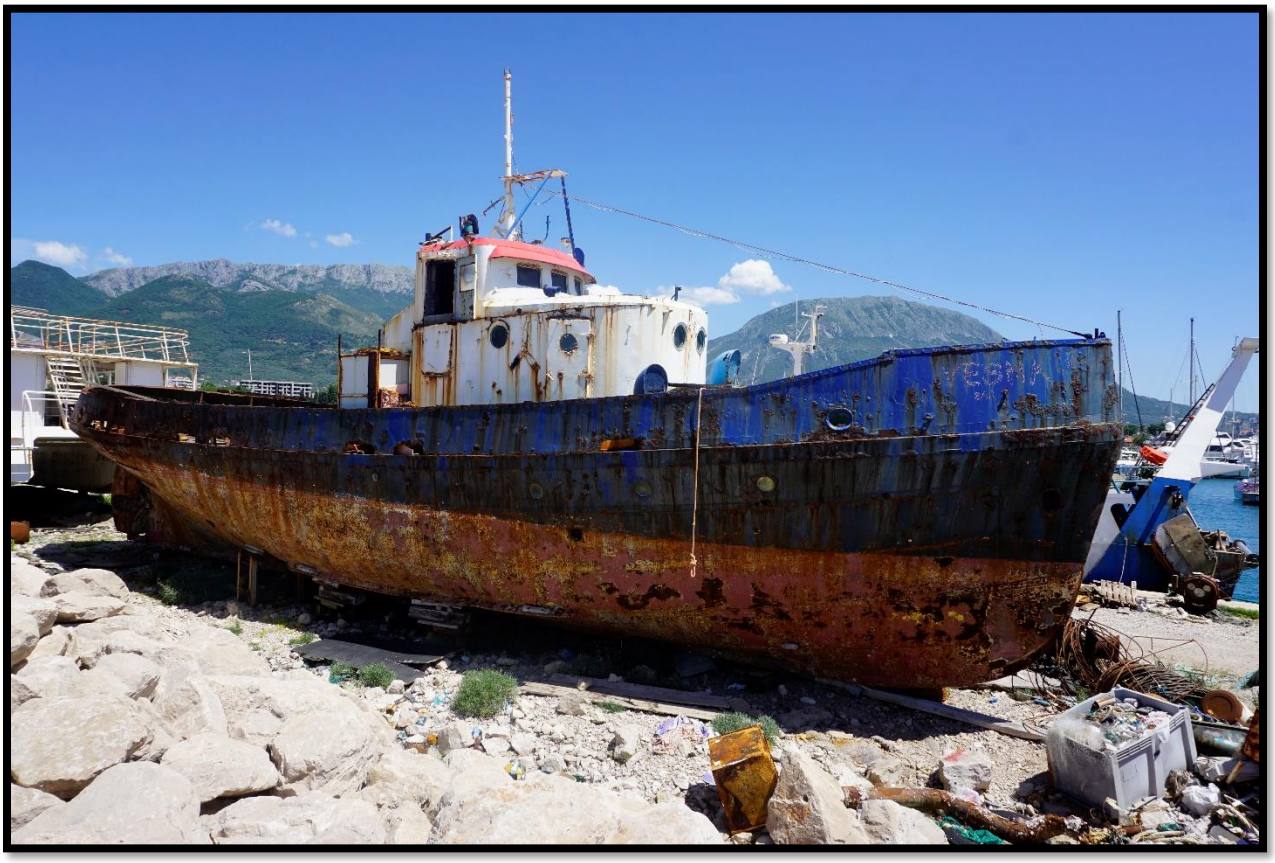
Type of investment	Price (Eur)
A trawl system with radio buoys to control the net	40.000
Radar	15.000
TOTAL	**55.000**

CONCLUSION

The overall condition of this fishing vessel is excellent. A high degree of maintenance is noticeable. The hull is in excellent condition, considering the age (19 years old) and there is a report on the condition of the hull from 2023, where the thickness of the plating sheets was checked and it was found that no or very little worn out of the plating sheets.

All the vessel's systems work and are in excellent condition. So, this vessel is excellently managed, with all maintenance procedures, which are regularly analyzed and applied.

21. F/V VESNA IV



CONTENT

1. DATA ON VESSEL AND VESSEL OWNER

NAME OF VESSEL	VESNA IV			
REGISTRATION NUMBER REGISTRATION EFFECTIVE DATE	N/A 27.06.2017, EXPARIED			
FLAG *PORT OF ENTRY*	Montenegro BAR			
HIN	N/A			
MANUFACTURER, YEAR OF CONSTRUCTION *YEAR OF FIRST ENROLLMENT*	RIJEKA, CROATIA, 1964 31.04.2004			
TYPE AND MODEL	FISHING VESSEL - trawler			
CONSTRUCTION MATERIAL	STEEL			
MAIN DIMENSIONS, GROSS TONNAGE	The length 21,39 m.	The breadth 4,92 m.	The height 2,58 m.	GT 49
PROPULSION *TOTAL POWER, ENGINE YEAR*	NOT INSTALLED N/A.			
DATE AND PLACE OF EXAMINATION	05.06.2024 god., Port of Bar, Bar			
WEATHER CONDITIONS	Good			

- **The vessel information has not been verified. Data about the vessel were entered according to the presented documents and information obtained from the current owner.**

1.1 Client's data

Vessel's owner name and surname	Vujičić Branko
Telephone number	069 254 417
E mail :	mjbt@t-com.me

2. INTRODUCTION

The vessel was inspected on lend, in Bar, Port of Bar, on 06/05/2024.

The vessel is landed.

The details of the vessel are listed on next pages of this report and have not been verified, but have been taken from the current owner.

View restrictions

There are none.

Available documentation:

1. Certificate of seaworthiness of the vessel.

3. DETAILED REPORT ON THE CONDITION OF THE HULL, DECK, SUPERSTRUCTURE AND INTERIOR OF THE VESSEL

Part of the vessel	Condition	Additional comment
Hull	P	The steel hull is in poor condition
Steering gear system		
Wooden interior and exterior		
Bulwark rail		
Coaming and/or handrail		
Deck equipment		
Anchor and chain		
Anchor windlass		
Open/Windows		
Stoppers, winches		
The keel		

Lighting		
Upholstery		
Toilet		
Cabin		
Black water system		
The kitchen		
Salon		
Equipment in the salon		
Equipment in the kitchen		
Cooling equipment		
Entrance to the salon		
Entrance to the cabin area		
Battery charger		
Hot water		

• **Additional expert comments:** N/A

• **Investment:** N/A

4. ELECTRICAL INSTALLATIONS AND MECHANICAL ASSEMBLY

Part of the vessel	Condition	Additional comment
DC voltage		
Lighting		
Navigation lights		
Electrical shore connection for 220 V		
VHF		
Speedometer		

Depth gauge		
GPS		
Echo sounder		
Wind indicator		
Compass		
Autopilot		
Plotter		
Electronic board		
Bow thruster controls		
External appearance of the engine		
Engine hours		
Engine mounts		
Vibration dampers		
Transmission		
Cooling system		
Exhaust system		
Fuel tanks		
Accumulators		
Propeller		
Pumps for the bottom of the vessel		
Bilge pumps		
Machine room		
Entrance to the machine room		
Rudder blade		

Water tank		
VMS Blue Box		
AIS class A		
ERS		

• **Additional expert comments:** N/A

• **Investment:** N/A

5. VESSEL FISHING EQUIPMENT

Current condition:

• Equipment and devices for fishing

• Fish hold

• Ice maker

• Necessary additional fishing equipment – purchase

• Investment

6. FINAL COMMENT ON THE CONDITION OF THE VESSEL

Conclusion on the condition of vessel, fishing equipment and areas that need to be improved.

Hygienic conditions

Functional conditions of the crew

General condition of the hull

Hull equipment (rudder, anchoring equipment, mooring equipment, openings on the hull and means of closure,)

Engine room condition (main and auxiliary engines, engine cooling, exhaust gases, fuel lines)

Fire-fighting system

Electrical installations

Bilge and sanitary system

LSA

Load handling devices

OVERVIEW OF THE NECESSARY INVESTMENTS IN THE VESSEL

Type of investment	Price (Eur)
TOTAL	**0**

CONCLUSION

The overall condition of this fishing vessel is poor.

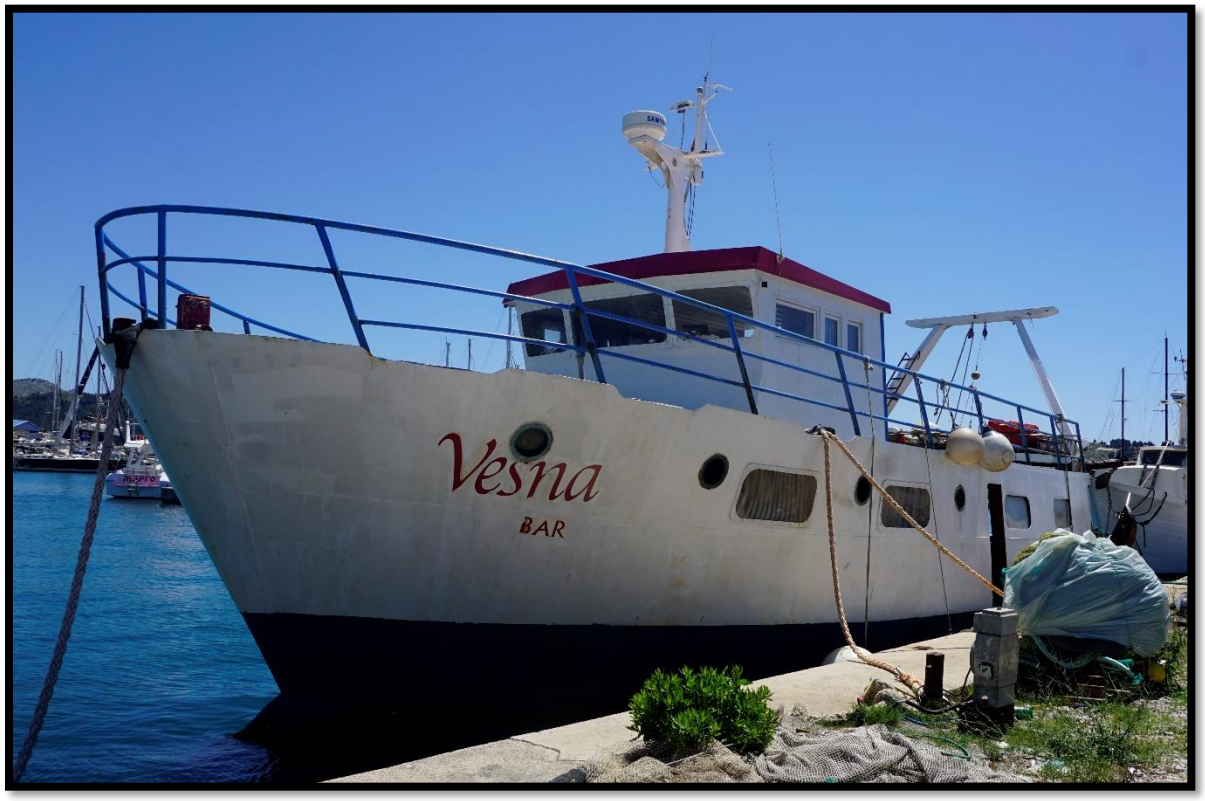
Considerable resources would be required to make the vessel functional and safe for fishing.

The vessel is currently not registered.

The vessel has been landed for several years and is falling into disrepair.

It is very difficult to estimate what amount of money would be required to bring this vessel into operational condition.

22. F/V VESNA X



CONTENT

1. DATA ON VESSEL AND VESSEL OWNER

NAME OF VESSEL	VESNA X			
REGISTRATION NUMBER REGISTRATION EFFECTIVE DATE	N/A 27.11.2023, EXPARIED			
FLAG *PORT OF ENTRY*	Montenegro BAR			
HIN	N/A			
MANUFACTURER, YEAR OF CONSTRUCTION *YEAR OF FIRST ENROLLMENT*	BOMEX ZRENJANIN, SERBIA, 2014 09.11.2015			
TYPE AND MODEL	FISHING VESSEL - trawler			
CONSTRUCTION MATERIAL	STEEL			
MAIN DIMENSIONS, GROSS TONNAGE	The length 19,80 m.	The breadth 6,80 m.	The height 3,10 m.	GT 76
PROPULSION *TOTAL POWER, ENGINE YEAR*	VOLVO F16, one engine 357 KW.			
DATE AND PLACE OF EXAMINATION	04.06.2024 god., Port of Bar, Bar			
WEATHER CONDITIONS	Good			

- **The vessel information has not been verified. Data about the vessel were entered according to the presented documents and information obtained from the current owner.**

1.1 Client's data

Vessel's owner name and surname	Vujičić Branko
Telephone number	069 254 417
E mail :	mjbt@t-com.me

2. INTRODUCTION

The vessel was inspected afloat, in Bar, Port of Bar, on June 4, 2024.

The vessel was tied on its left side to the shore.

The details of the vessel are listed on next pages of this report and have not been verified, but have been taken from the current owner.

View restrictions

There are none.

Available documentation:

1. Certificate of seaworthiness of the vessel.

3. DETAILED REPORT ON THE CONDITION OF THE HULL, DECK, SUPERSTRUCTURE AND INTERIOR OF THE VESSEL

Part of the vessel	Condition	Additional comment
Hull	F	Described in more detail in point 6. Final comment on the condition of the vessel
Steering gear system	F	The rudder blade is driven by hydraulics, and the two-hand cables are for the engine controls (throttle and clutch reversal).
Wooden interior and exterior	F	Good
Bulwark rail	F	Good
Coaming and/or handrail	F	Good
Deck equipment	F	Two hydraulic winches is installed. One hydraulic winch for pulling nets and one hydraulic winch for cables and ropes. Both are functional
Anchor and chain	N	N/A

Anchor windlass	P	A mechanical winch is installed on the foredeck, but not functional
Open/Windows	F	Functional
Stoppers, winches	N	Not installed
The keel	F	Functional
Lighting	F	Functional
Upholstery	N	Not installed
Toilet	F	Functional
Cabin	P	A higher level of maintenance is required
Black water system	N	Not installed
The kitchen	P	A higher degree of maintenance is required
Salon	P	A higher degree of maintenance is required
Equipment in the salon	P	A higher degree of maintenance is required
Equipment in the kitchen	P	A higher degree of maintenance is required
Cooling equipment	F	A Fish hold for storing the catch is installed, with a volume of approx. 8 m^3, which does not have cooling system. Owner plans to cooling system (temperature up to 4^OC). Owner makes ice at home with potable water. The capacity of ice machine is 150 kg/day. Owner also makes ice on the vessel, but only when it is near the shore (then it is connected to city electricity and water), because generator on the vessel is not installed. The capacity of that ice machine is 250 kg/day.
Entrance to the salon	F	For the size of the vessel, appropriate
Entrance to the cabin area	F	For the size of the vessel, appropriate
Battery charger	F	Alternator, driven withe main engine.Voltage 24 V.

Hot water	F	Functional when the vessel is tied to the shore Vessel has a technical water tank of 4 m^3.

• **Additional expert comments:** It is necessary to install a hydraulic anchor winch

• **Investment:** 10.000 euros

4. ELECTRICAL INSTALLATIONS AND MECHANICAL ASSEMBLY

Part of the vessel	Condition	Additional comment
DC voltage	F	The voltage of the main consumers is 24 V
Lighting	F	Functional
Navigation lights	F	Functional
Electrical shore connection for 220 V	F	It has a small portable generator 220V/340V, power 3 KW.
VHF	F	Installed. Lowrance model
Speedometer	F	With GPS
Depth gauge	F	With GPS
GPS	F	Two GPS is installed. Both are Samyung model
Echo sounder	N	Not installed
Wind indicator	N	Not installed
Compass	F	Installed
Autopilot	N	Not installed
Plotter	N	Not installed
Electronic board	F	Functional
Bow thruster controls	N	Not installed
External appearance of the engine	F	Functional

Engine hours	N	Not installed
Engine mounts	F	Functional (rigid connection engine - engine foundations)
Vibration dampers	N	Not installed (rigid connection of main engine and engine mount)
Transmission	F	Hydraulic clutch, transmission 5:1
Cooling system	F	Indirect (seawater, heat exchanger)
Exhaust system	F	Asbestos insulation is installed.
Fuel tanks	F	Functional, structural tanks, two of 3,000 liters.
Accumulators	F	2 x 150 Ah
Propeller	F	D 1600 mm, 4 blades
Pumps for the bottom of the vessel	F	One driven with the main engine for washing a fish.
Bilge pumps	F	One electric, 2200 GPH capacity.
Machine room	F	Functional
Entrance to the machine room	F	Sufficient dimensions for going down into the engine room.
Rudder blade	N	Could not be verify.
Water tank	F	Technical water tank of 4,000 liters.
VMS Blue Box	F	Functional.
AIS class A	N	Installed, but not functional
ERS	F	Input data on time

• **Additional expert comments:** It is necessary to install a new main engine and clutch. It is necessary to install a vessel's generator, three-phase, approx. 12 KW

• **Investment:** New engine 600 HP (Scania) and clutch (Twin Disc) 1:6, with installation...approx. 100,000 euros, Vessel's generator, three-phase, power 12 KW...15,000 euros.

5. VESSEL FISHING EQUIPMENT

Current condition:

• Equipment and devices for fishing

One hydraulic winch for cables and ropes, functional

One hydraulic net winch, functional

Three nets, cables (2 x 750 m), ropes (200 m, on one side), functional

Two otter boards, functional.

• Fish hold

A Fish hold for storing the catch is installed, with a volume of approx. 8 m^3, without cooling system. Owner plans to install cooling system up to 4^OC. An outdoor refrigerator is installed with a capacity of 0.6 m^3.

• Ice maker

The owner has an ice machine for producing ice at home, with a capacity of 150 kg. per the day using potable water. He brings ice on board when required.

It also makes ice on the vessel, but only when is near the shore (needs connection to city electricity and water), because generator is not installed on board. The capacity of that device is 250 kg/day.

• Necessary additional fishing equipment – purchase

Install the fish hold cooling system.

• **Investment:** 7.000 euros

6. FINAL COMMENT ON THE CONDITION OF THE VESSEL

Conclusion on the condition of vessel, fishing equipment and areas that need to be improved.

The vessel is primarily intended for one day fishing, but vessel has the possibility (rooms and equipment for the crew) for multi-day fishing.

Hygienic conditions

Currently the vessel is in the phase of engine room reconstruction (clutch replacement) and preparation for registration renewal. A greater degree of hygienic maintenance is required.

Functional conditions of the crew

Currently the vessel is in the stage of reconstruction and preparation for registration renewal. A higher level of vessel maintenance is required.

General condition of the hull

The hull, deck and superstructure are steel and functional.
The condition of the hull plating is good.
The condition of the deck is similar to the condition of the hull plating.
The conclusion is that there will be no major work on the hull and deck plating. Regular maintenance is required, and when lending, check the underwater part of the hull and apply anti-fouling paint.
Currently, the superstructure is of satisfactory quality and no major functional are needed.

Hull equipment (rudder, anchoring equipment, mooring equipment, openings on the hull and means of closure)

The steering system is hydraulic and functional.
Anchoring consists of an anchor and a chain, which is drop and raise from the sea with a mechanical winch. Currently there was no anchor on board.
The mooring equipment is not functional (missing anchor).
The hatches on the hull are functional. The openings on the deck are of sufficient dimensions so that the water can flow off.
The covers on the deck plating (for the refrigerator and the descent to the engine room) are functional.

Engine room condition (main and auxiliary engines, engine cooling, exhaust gases, fuel lines)

The engine room can be said to be untidy. The main engine is functional. The clutch is not functional and is in the process of being replaced. The cooling of the engine and the clutch is indirect and in functional condition. The exhaust pipes of the main propulsion engine are insulated with asbestos, which must be replaced with another acceptable insulating material.

Alternator and pump are functional. The fuel tank and fuel line are functional.

Since the main engine is old and truck engine and is not intended for heavy duty conditions, such as trawling, it would be necessary to install a suitable marine diesel engine (Heavy Duty Diesel Inboard Engine) of suitable power, about 600 HP.

Along with the engine replacement comes a new hydraulic clutch, shaft line, stuffing box and propeller. The estimated value of such an investment would be around 100,000 euros.

Fire-fighting system

The fire fighting system consists of 8 portable fire extinguishers (CO_2 and powder) and the possibility of using a pump for washing fish for the purpose of extinguishing fires. An automatic fire extinguisher should also be installed. The price is around 1,000 euros.

Electrical installations

Main switchboard is functional. The rest of the installation is functional.

Bilge and sanitary system

The sanitary system is functional. The bilge system is functional. one suitable electric bilge pump is installed in the engine room, with a capacity of 2200 GPH. Also a pump driven with the main engine is installed, for washing the fish, and in case of emergency it can be bilge and fire fighting pump.

LSA

Consist of Raft for 12 people, one float raft and 10 life belts.

Load handling devices

The nets are pulled with a hydraulic winch.

There are pulleys in certain positions that serve the purpose of trawling, but other weights can be lifted, in those positions, if necessary. The entire system is functional.

OVERVIEW OF THE NECESSARY INVESTMENTS IN THE VESSEL

Type of investment	Price (Eur)
Installation of the engine, hydraulic clutch, shaft line, stuffing box and propeller	100.000
Fire-fighting automatic ampoule	1.000
Cooling system of the Fish hold	7.000
Hydraulic anchor windlass	10.000
Generator 12 KW	15.000
TOTAL	**133.000**

CONCLUSION

The overall condition of this fishing vessel is satisfactory.

Significant funds are still needed to make the vessel functional and safe for fishing.

The vessel is currently not registered. Some investments are listed in the previous table.

In addition to the mentioned investments (to bring the vessel into a state where a certificate for sailing can be issued), additional financial resources are needed.

First of all, it is an investment for the main propulsion system, 12 KW three-phase marine generator and hydraulic anchor windlass.

A rough estimate of all listed investments would be around 133,000 Euros.