



**JACK L. McFARLAND**  
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**F/V SAGA**  
**"Out of Water" Bottom Condition Survey MS0846**  
**October 26, 2009**

Acting at the request of Todd Hiner, owner representative of the F/V Saga, the undersigned marine surveyor did, on October 6, 2009 attend the F/V *Saga*, dry-docked in Kodiak, Alaska. The purpose of attending was to perform an "Out of Water" bottom condition inspection.

**Attending**

Todd Hiner – Owner Representative  
Jack L. McFarland – Marine Surveyor, Alaska Marine Surveyors, Inc.

**Vessel Particulars**

Name of Vessel:	<b>SAGA</b>
Official No.:	606800
IMO or Other No.:	7933579
Hull I.D. No.:	755
Hailing Port:	Juneau, Alaska
Owners:	Epic Corporation P.O. Box 671 Kodiak, AK 99615
Year Built:	1979
Where Built:	Mobile, Alabama
Builder:	Bender Shipbuilding Company
Length Overall:	107.0 ft.
Registered Length:	94.3 ft.
Width:	30.0 ft.
Depth:	11.1 ft.
Gross Tons:	198
Net Tons:	134
Type:	Uninspected commercial fishing vessel
Service:	catcher/tender
Load Line:	none - not required
Registry:	United States of America
Classed:	none
Material:	welded steel

**Vessel Description**

The *Saga* is an all steel Twin Diesel powered scow style uninspected commercial fishing vessel with raked bow stem, V-entry hard chine bottom, straight sides and square stern. The vessel is configured with house/pilothouse aft, main deck/fish holds center and enclosed forecastle and anchor deck forward. The vessel is utilized in Alaska for longline, pot and tender service.

**Bottom Inspection**

The undersigned observed the following:

Hull Plate:	Sound, with no apparent new damage. Existing damage is described as wear and tear dents primarily in the bow forefoot and starboard side channel coolers as older dents. There were no areas of stretched plate or apparent internal frame disturbance. Dents were coated over the years as pre-existing.
Bulbous:	None.
Chine:	Hard, straight.
Roll Chocks:	None.
Keel Coolers:	Channel box type relatively straight except where dented starboard side from previous incident. Owner reports channels are not utilized except to strengthen and protect the hull.
Transducers:	Undamaged. Fairings have been cut down with jagged edges from previous damage. Sounders are reported in good working order.
Thru-hulls:	Clear and screened.
Tail shaft:	No damage apparent at tapered end. Not visible due to propeller and line cutter installed and line strands removed.
Cutlass bearing:	Appeared in good condition.
Propeller:	66" x 53" 5-blade stainless steel, appeared in good condition with minor wear and tear.
Nozzle:	None.
Rudder:	Steel, in good condition. Starboard stub shafts true and upper flange connects intact/bolts appeared tight. Lower pindle bearings in good condition.
Rudder Shoe:	Steel, in good condition. Starboard shoe with slight rise not affecting rudder by throw or swing duration.
Bottom Paint:	New.
Zincs:	New.

**Recommendation**

1. Owner should consider extending the two (2) starboard side transducer fairing protective steel housings at the next dry-docking.

**Surveyor's Comments**

1. Based on the undersigned's inspection of the vessel hull bottom plate and attachments they appear to be in good sound condition for intended use of the vessel on oceans as a commercial fishing vessel.

**This "Out of Water" Bottom Condition Survey MS0846 was made without prejudice.**

Date: *October 26, 2009*



Jack L. McFarland  
President/Marine Surveyor

Attached: Dry Dock Photos