

INVITATION TO BID

'M/V JACKPOT'

Fishing Vessel, Seward Military Resort



**ALL BIDS MUST BE RECEIVED NO LATER
THAN 11:59 PM, 17 MARCH 2024**




How to Bid

USAG Alaska is accepting bids for the sale of Seward Military Resort (SMR) fishing vessel. Please see below for information on the fishing vessel and how to submit a bid.

Bid will be accepted from 1 March 2024 thru 17 March 2024. All bids will be submitted electronically thru email and must be received no later than 17 MARCH 2024 by 11:59pm.

- Fishing vessel is currently located in Seward, Alaska.
- Fishing vessel will be sold out of Seward, Alaska. **Any costs to move or relocate the asset will be up to the buyer.**
- Bids will only be accepted online using the attached STANDARD Form 114 thru email. The email address is Usarmy.wainwright.id-pacific.mbx.naf-asset-sale@army.mil
- **Please see attached 'Confidential Survey of condition and Value,' dated 25 April 2023 prior to bidding.**
- **Minimum bid for this asset is \$165,000.00.** Bids not meeting the minimum bid amount will be disregarded.
- **A non-refundable deposit of 5% that WILL be due within 5 days** of the close of the auction once winning bidder has been notified.
- Winning bidder will have **30 days to complete the purchase**, or they will forfeit the deposit and we will move to the next bidder.
- USAG ALASKA FMWR Financial Management Office will coordinate the receipt of payment from winning bidder.
- Seward Military Resort staff is not involved with the sale of this asset. Please direct any questions or concerns to 907-353-4483 or thru this email address Usarmy.wainwright.id-pacific.mbx.naf-asset-sale@army.mil.
- **Fishing vessel us used and will be sold 'As Is and without warranty. BIDDER IS HIGHLEY ERNCOURAGED TO REVIEW THE VESSEL PRIOR TO BIDDING.**

SALE OF GOVERNMENT PROPERTY- BID AND AWARD (See SF 114C for Privacy Act Statement)				INVITATION FOR BIDS NO. JACKPOT BOAT (SMR)		PAGE NO. 1	
ISSUED BY USAG ALASKA FORT WAINWRIGHT				ADDRESS YOUR BID TO: AGENCY'S NAME USAG ALASKA FMWR BUREAU/SERVICE/OFFICE Financial Management Office			
FOR INFORMATION CONTACT: NAME FMWR Warehouse and Logistics				STREET ADDRESS N/A			
TELEPHONE 907 353-4483				CITY FORT WAINWRIGHT		STATE AK	ZIP CODE 99703
AREA CODE 907	NUMBER 353-4483	EXTENSION N/A			PLACE EMAIL ONLY		
E-MAIL ADDRESS Usarmy.wainwright.id-pacific.mbx.naf-asset-sale@army.mil					DATE 03/01/2024		TIME 1200

SEALED BIDS

Sealed bids for purchasing any or all items listed on the accompanying schedule, will be received at the place designated above until the date and time specified above and at that time publicly opened. (Copies of the below mentioned forms, if not attached, are on file at the issuing office and are available upon request). Bidder is required to pay for any or all of the items listed on the Item Bid page(s) as part of this Bid, at the price sent opposite each.	NO. OF COPIES
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SUBJECT TO


SF 114C, General Sale Terms and Conditions		Incorporated by reference: Sales By Reference		
<input checked="" type="checkbox"/> Other Special Terms and Conditions Attached				
BID DEPOSIT REQUIRED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	IF "YES", PERCENTAGE OF TOTAL BID: 5% of Total Winning Bid, Due Within 5 Days of Notification of Winning Bid	DEPOSIT MADE PAYABLE TO USAG ALASKA FMWR FMO	PAYMENT DUE (Calendar Days) 30 - In Full	REMOVAL OF PROPERTY (Calendar Days) To Be Determined

BID (Completed by Bidder)

In compliance with the above, the undersigned offers and agrees, if this Bid is accepted (60 calendar days if no period is specified by the Government or the Bidder, but not less than 10 calendar days in any case) after date of Bid opening, to pay for and remove the property.

BID ACCEPTANCE (Calendar Days)	TOTAL AMOUNT	DEPOSIT ATTACHED <input type="checkbox"/> YES <input type="checkbox"/> NO	DEPOSIT FORM(S) N/A	AMOUNT OF DEPOSIT
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BIDDER REPRESENTS THAT: (Check appropriate boxes)			BIDDER REPRESENTS THAT: (Check appropriate boxes) (Complete if the total amount of the bid(s) exceeds \$25,000.)		
ACTION	YES	NO	ACTION	YES	NO
Property was inspected			Bidder paid or agreed to pay any company or person (other than a full-time, bona fide employee working solely for the Bidder) any fee, commission, percentage or brokerage fee, contingent upon or resulting from the award of this contract.		
Bidder is an individual					
Bidder is a small business. (See CFR, title 13, Chapter 1, Part 121, Sec. 121.3-9, for the definition of small business.)			Bidder agreed to furnish information relating to use of a company or person in securing or soliciting contract as requested by the Contracting Officer.		
Bidder employed or retained any company or person (other than a full-time, bona fide employee working solely for the Bidder) to solicit or secure this contract.					

BIDDER'S INFORMATION	NAME			BIDDER ID NUMBER N/A		BIDDER'S TIN/SOCIAL SECURITY NO. N/A	
	STREET			SIGNATURE OF PERSON AUTHORIZED TO SIGN THIS BID		DATE OF BID	
	CITY	STATE	ZIP CODE				
	TELEPHONE 	AREA CODE	PHONE	EXTENSION	NAME OF SIGNER (Type or print) N/A	JOB TITLE OF SIGNER (Type or print) N/A	

ACCEPTANCE BY THE GOVERNMENT (This section for Government Use Only)

ACCEPTED AS TO ITEM(S) NUMBERED	AMOUNT(\$) N/A	CONTRACT NUMBER(S) N/A
BY - USAG ALASKA FT WAINWRIGHT, AK - WITNESS	NAME OF FINANCIAL MANAGMENT OFFICER (Type or print)	
DATE OF ACCEPTANCE	JOB TITLE OF FINANCIAL MANAGMENT OFFICER (Type or print)	



Confidential Survey of Condition and Value, M/V JACKPOT

25 April 2023

File # 12223



Survey was held at the request of the owners at Seward, Alaska on the 11th and 12th of April, 2023 in order to determine the condition and value of the vessel. Attending were the undersigned surveyor and fleet manager J. Bunch for the owners.

GENERAL INFORMATION

OWNER: U.S. Army Directorate of Morale, Welfare and Recreation/Seward Resort
PO Box 329
Seward, AK 99664

CERTIFICATE OF DOCUMENTATION/OFFICIAL NUMBER: 574589

TONNAGE: 27 U.S. Gross, 18 U.S. Net PORT: Seward, Alaska

DOCUMENT ENDORSEMENTS: Coastwise, with no restrictions and no other entitlements.

STABILITY LETTER: Issued January 2012, for 27 total persons on exposed routes, in compliance with the 185# per passenger weight ratio method Final Rule effective December 1, 2011.

CERTIFICATE OF INSPECTION: Issued 04/27/17 and current through 04/27/22 subject to annual re-inspection and with drydock and internal structures inspection due 03/31/21, for 1 Master plus 1 deckhand plus 20 passengers totaling 22 maximum persons allowed, on Lakes, Bays and Sounds plus Limited Coastwise routes, Gulf of Alaska, not more than twenty miles from a harbor of safe refuge, between Cape Elizabeth and Cape Hinchinbrook.

INTENDED SERVICE: Inspected Passenger Vessel, passengers for hire, per 46 CFR Subchapter T.

EXAMINED: While lying at haulout, with all interior and belowdeck spaces open for inspection; machinery not operated as part of survey.

BUILT: Hull 1976 by Delta Marine Industries, at Seattle, WA; hull #C75-4327.

LAST DRYDOCKED: Reported March 2019, Coast Guard inspection and routine maintenance.

HULL

LENGTH (Register) 41.5' BREADTH: 14.2' DEPTH: 6.3'

CONSTRUCTION: Molded FRP laminate hull, FRP over core construction deck, molded FRP over wood framing and plywood cabin, fiberglass over plywood bulkheads laminated to the hull and deck, and timber shelf and four main longitudinal stiffeners laminated to the hull.

DESCRIPTION & ARRANGEMENT

M/V *JACKPOT* is a single flush deck, raised pilothouse passenger vessel with raked stem, flared bow, mild sheer, and transom stern with a swimstep. Four transverse bulkheads subdivide the vessel into five belowdeck compartments, from forward: forepeak void, quarters, dry void, machinery and tank space, and lazarette.

Pipe rails 36" height bolted to the deck and bulwarks surround the exterior deck, with a boarding gate in the bulwark and rail to starboard and in the rail only to port. The aft deck is open, and has chocks for mounting a fish tote, flush access hatches forward to the machinery space beneath, tank fills, emergency fuel shut-offs, fire hose/deck wash outlet, and a flush watertight hatch aft to the lazarette and steering gear. The deck extends alongside the cabin sides to the foredeck and ground tackle, with the anchor roller inset in a bowsprit bolted to the deck. Shipped water is cleared through freeing ports in the bulwarks.

The cabin is entered from the aft deck; immediately to starboard is bench seating, port is seating and a dinette table, all with storage beneath. Forward in the cabin to port is an enclosed water closet with electric flush marine toilet, basin and deck drain; starboard is the galley. A split companionway leads down and forward from the cabin to a berthing area with upper and lower berths port and starboard, an overhead emergency exit hatch to the foredeck, a bolted bulkhead hatch to the forepeak, overhead panels accessing the dash console, and storage; or up and forward to the pilothouse with steering and engine controls, seating, electronics and electric panels, chart table, and storage. Sliding doors port and starboard lead from the pilothouse to the side decks. A sole hatch in the cabin sole accesses the dry void beneath, and a sole hatch in the berthing area accesses the bilge.

The fuel oil wing tanks are port and starboard in the machinery space and the potable water tank is aft in the machinery space. The dry void has the waste holding tank and system, potable water heater and system, and storage.

Exterior finish is LP-epoxy paint and non-skid, in very good condition. Interior finish is vinyl upholstery, Marlite type overhead, laminate sole, synthetic and wood paneling and trim, and carpeted sides and overhead in the berthing area, in good condition.

PROPULSION MACHINERY

Port is a Caterpillar model 3126 six-cylinder diesel, serial #3GS02109, and starboard is a similar Caterpillar Model C-7, serial # CSX00532. Both are rated 315 horsepower, are turbocharged, electric start, fresh water and heat exchanger cooled and with seawater-cooled exhausts, and drive Twin-Disc model MG-507 hydraulic reverse and reduction gears at 2.05:1 ratio, to one piece 2" stainless alloy propeller shafts through conventional type packing glands at the stern tubes. There are 9,727 total service hours indicated port and 9,730. Ducting to the atmosphere provides adequate ventilation and air supply. The machinery is a replacement from original and appears in good repair.

DECK MACHINERY

None

STEERING GEAR

A helm driven hydraulic pump directly controls a single Sea Star hydraulic ram connected to the 1-3/4" stainless steel rudder stocks' tiller arms, which are in turn linked by a stainless steel crossbar; the stocks are through conventional type packing glands atop riser tubes to the hull bottom. Twin screws serve as emergency steering. The steering gear appears in good order.

ELECTRICAL SYSTEM

Wiring is of approved marine type thermoplastic coated multi-strand copper. Original circuits are adequately choked and added circuits are also in general good order. Circuit protection is through a DC breaker panel in the pilothouse and main DC fuses in the machinery space; the panel is protected in an enclosed cabinet. There are (4) Group 8-D 12-volt wet-cell batteries in (2) 12-volt banks in covered acid resistant boxes supplying engine start and house current, maintained by engine driven alternators, and are routed through disconnect switches. There are no AC circuits. The electrical system appears in good order.

BONDING SYSTEM: Copper cable good condition as visible.

TANKS

FUEL TANKS: (2), aluminum

FUEL CAPACITY: 450 gallons total

DRAINS/VENTS OVERBOARD: Yes

FUEL PIPES FLUSH W/DECK: Yes

SHUT OFF VALVES: Approved type, accessible at tanks and machinery space.

FUEL LINES: Approved type flex hose, adequately choked and protected.

POTABLE WATER TANKS: (1) aluminum, 75 gallons

WASTE TANKS: (1) polyethylene, 35 gallon capacity, with valves and piping for shoreside or overboard discharge, with Sea-Land 12-volt discharge pump; Type III Marine Sanitation Device.

The tanks listed as visible for examination and the associated fittings, piping, and valves appear in good repair.

ALARM SYSTEMS

Audible and visible alarms are fitted for engine low oil pressure or high cooling water temperature, high bilge water in the machinery space, dry void, or lazarette, and smoke/fire alarms in the accommodation spaces.

FIRE AND SAFETY

FIRE EXTINGUISHERS: (4) TYPE/SIZE : (3) B-II, (1) B-I

DATE LAST INSPECTED: 04/23 LOCATION: Throughout

FIXED CO₂/HALON SYSTEM: Clean agent halocarbon auto-discharge, machinery space, service scheduled

PERSONAL FLOTATION DEVICES: (22) Adult Type-I and (3) Child's Type-I, equipped for near coastal routes.

EXPOSURE SUITS: (1) Adult

SELF-LAUNCHING RAFT: Viking SOLAS-B Pack, 25-Person capacity, mfg. 12/15. Inspected 04/23 and new hydrostatic release.

EPIRB: ACR with internal GPS, battery and hydrostatic release beyond expiration, NOAA/SARSAT registration unknown.

RING BUOYS: (2) 24" approved type # WITH LIGHTS: (1)

PAINTER LENGTH: ~60'

FIRST AID KIT: Basic

FLARES: Approved for type, beyond expiration

BILGE/FIRE PUMPS: (1) Jabsco 1" engine driven elec. clutch bilge pump and manifold, and fire pump
(3) 12-volt automatic submersible: lazarette, machinery space, storage void
(1) Par-Max 12-volt deck wash/fire pump

DOCK AND GROUND TACKLE

ANCHOR(S): (1) 20kg Claw galvanized plow anchor, with unknown lengths of 3/8" chain, 3/4" three-strand Nylon and 3/8" plaited composite fiber rode, all in good condition.

WINDLASS: Kolstrand hydraulic powered drum type 16"x16", with locking pawl, good condition.

MOORING: Combination closed chock/cleats inset in bulwarks forward, amidships and aft both sides. Various Nylon and Polypro mooring lines, fenders, good condition.

MASTS AND RIGGING

A free standing aluminum mast is stepped atop the pilothouse and serves as a light standard. There is no standing or running rigging.

BELOW THE WATERLINE

PROPELLER(S): (1) each right and left hand 26"x26" three-blade bronze alloy, reconditioned.

SHAFT(S): (2) 2" one-piece stainless alloy, good condition

RUDDER(S): (2) semi-balanced design cast bronze on 1-3/4" stainless alloy stocks, through hull-mounted packing glands and riser tubes with upper and lower bushings, good condition.

THROUGH HULL FITTINGS: Bronze, approved type, each fitted with operable marine valves, in good order.

RUNNING GEAR: The shafts are through Cutless bearings mounted in forward and aft I-struts, with a bolted skeg below, struts, light bearing wear with runout <1/16", in good order.

KEEL COOLERS: N/A; engine mounted heat exchangers.

HULL: Sound as examined, with no evidence of osmotic blistering, delamination, hard grounding, other damage or previous major repair. The anti-fouling paint is in good condition. The zinc anodes are removed in preparation for replacement.

GALLEY EQUIPMENT

- Stainless steel sink
- Jabsco 12-volt fresh water pump and pressure switch
- Kuuma engine exchange 6-gallon water heater

NAVIGATION/ELECTRONIC EQUIPMENT

- Ritchie 4" magnetic nav. compass
- Uniden model UM360 VHF/DSC transceiver
- ICOM model IC-M324 VHF/DSC transceiver
- Furuno model GP-1650W GPS chart plotter
- Garmin model GPS-Map 1040xs multifunction display with radar, GPS receiver, video chart plotter and video depth sounder
- Anchor bell
- Portable air horn
- Appropriate navigation lights for vessel class
- Required navigation publications

OTHER EQUIPMENT

- Morse single lever shift/throttle controls
- Heater Craft engine exchange defroster and 12-volt fan
- (3) 12-volt windshield wipers
- Self-contained Vickers hydraulic pump with electric clutch driven from port engine, deck service
- Jabsco Water Puppy 12-volt sea water toilet flush pump

REMARKS/RECOMMENDATIONS

This vessel has been in layup status due to the Covid outbreak. The Certificate of Inspection is no longer valid but can be renewed with a Coast Guard reinspection. Systems have been preserved and vulnerable equipment warehoused. Similarly most date dependent equipment (flares, water light batteries, EPIRB battery, dated medical supplies etc.) will need to be brought current, though the life raft and fire extinguishers have just been serviced. A complete set of maintenance records is kept for this vessel, as well as engine oil analysis history.

The vessel is constructed of apparent good and adequate scantlings and to accepted standards and practices. The vessel shows wear consistent with age and use, and appears well maintained. Service history over the past ten years includes new tanks, engines, and auxiliary, and rebuilding the exterior decks and cabin top. Exterior protective coatings are intact, and bilges are free of water or oily residue. Required placards, notices and station bills are posted, and equipment manuals and operations logs are aboard. Upon completion of the following (7) recommendation, the M/V *JACKPOT* will in the opinion of the undersigned be considered suitable for her intended service and in compliance with applicable U.S. Coast Guard requirements and with those American Boat and Yacht Council and National Fire Protection recommended practices incorporated therein by reference.

- 1) The forepeak bulkhead hatch in the berthing area has had the screw fasteners replaced with latches that do not appear watertight; the hatch should be secured with screws or otherwise made watertight.
- 2) Wingnuts securing large battery cables to the terminals should be replaced with hex nuts. (ABYC E-10.8.3)
- 3) The bulwark caprail at the boarding gate has cracked FRP; recommend grind out to sound material and rebuild to match remainder.
- 4) The pilothouse top aft corners both sides have cracked FRP indicative of freeze/thaw damage from a leak at a fastener atop the pilothouse; recommend grind out to sound material and rebuild to match remainder and ensure any leaks are cured.
- 5) The lazarette hatch should be serviced and adjusted to make watertight.
- 6) The port side deck inboard grab rail has the aft mount loose at the deckhouse; repair and seal from leaks into the cabin core material.
- 7) The lower hull side rubrails have missing bungs at the aft end, some with rusting or missing fasteners; recommend replacing those and resealing all.



Starboard bow



Port quarter



Starboard quarter



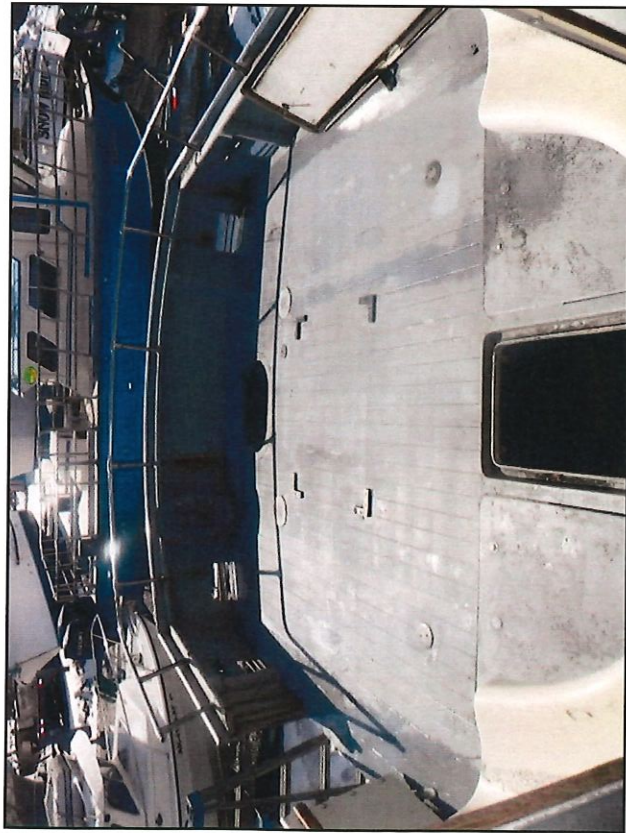
Running gear

M/V JACKPOT

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Aft deck



Port side deck



Foredeck

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Starboard side deck



Cabin from aft



Cabin from forward



Berthing

M/V JACKPOT

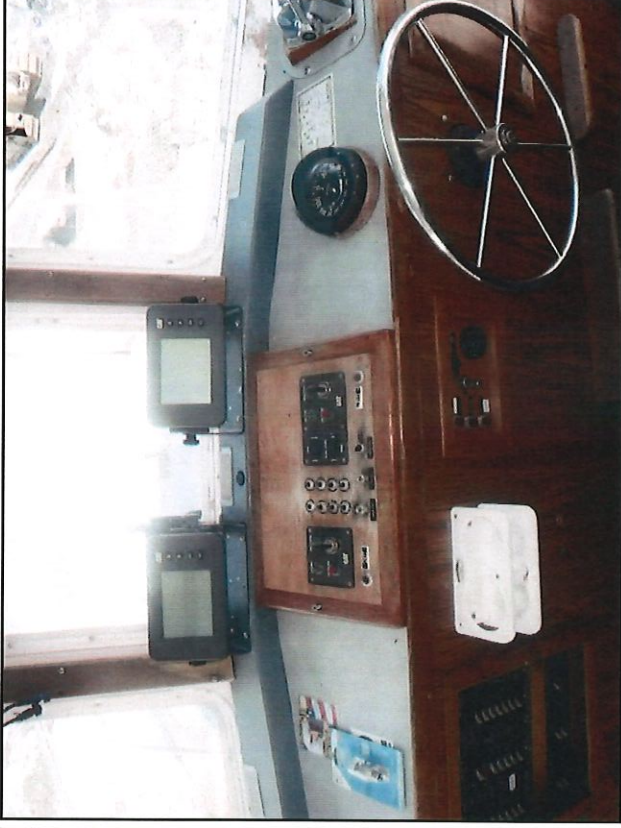
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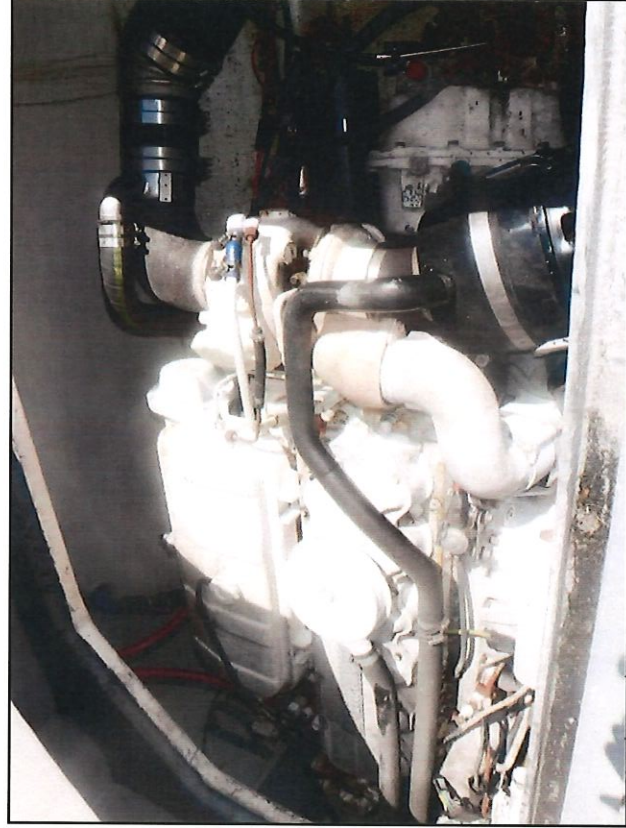
Pilothouse



Helm



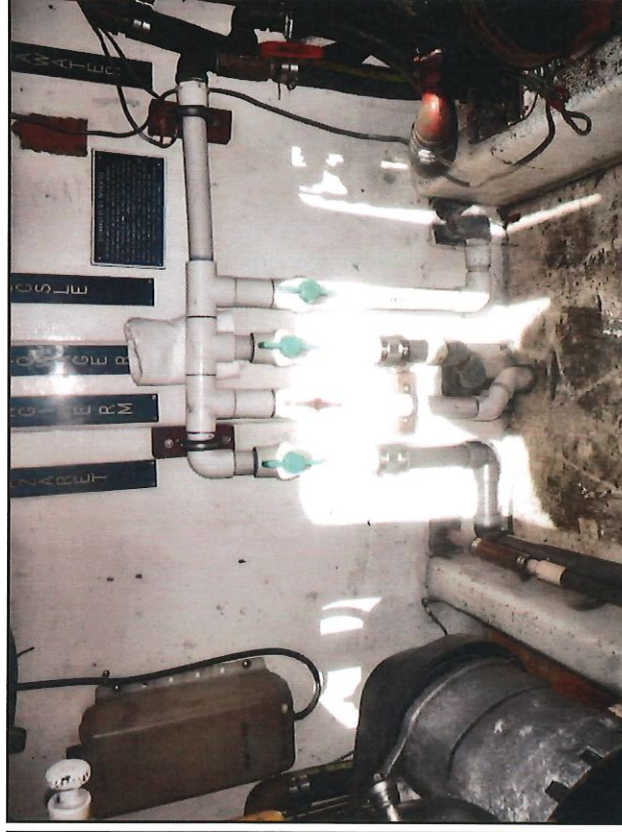
Port engine



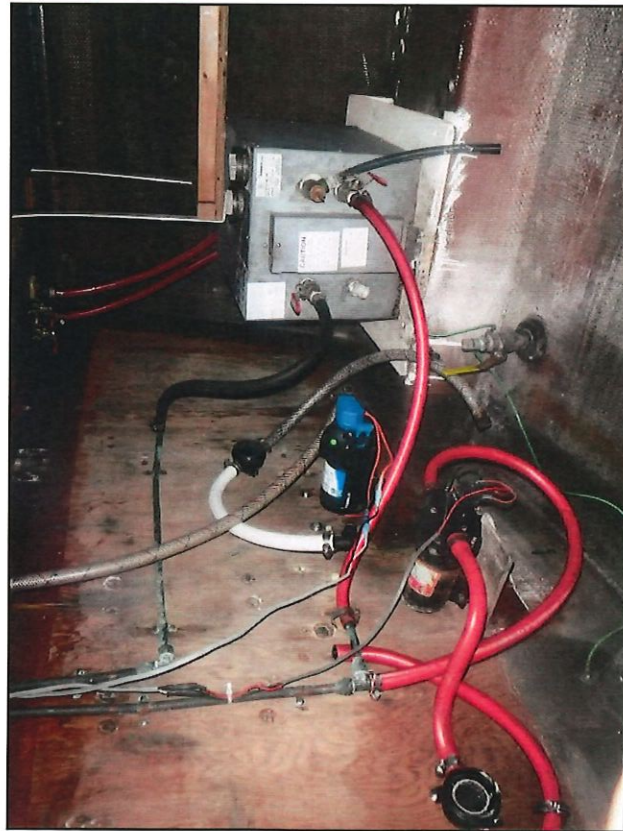
Starboard engine



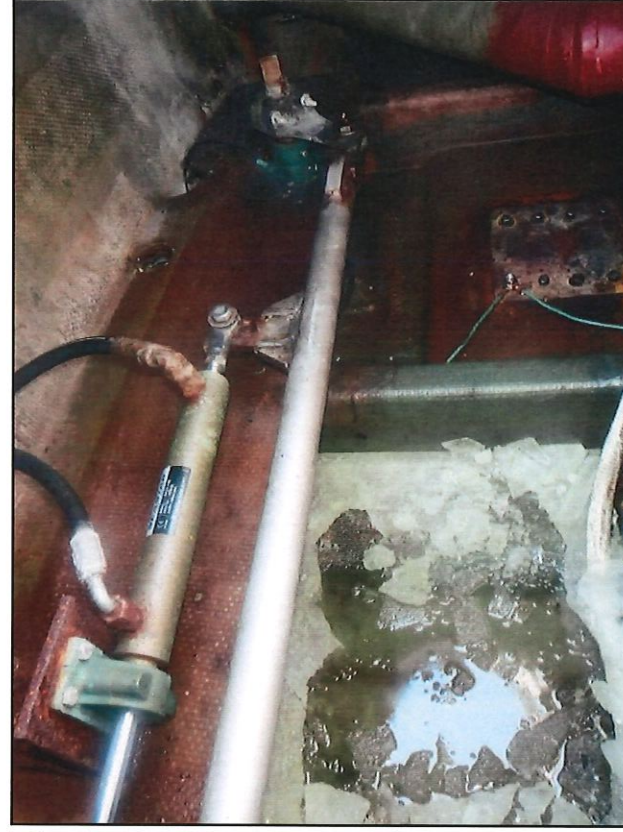
Batteries, tanks



Bilge manifold



Stowage space, water and deck wash systems



Lazarette, steering gear

VALUES

Estimated Present Value \$165,000
Estimated Replacement Value \$825,000

These are considered to be fair market values, or the estimated amount expressed in terms of money, that may reasonably be expected for the property in an exchange between a willing buyer and seller with equity to both, neither under any compulsion to buy or sell, with both parties fully aware of all relevant facts as of a certain date, and each acting in their own interest.

The values were determined using the market approach, where comparable sales and consultation with various pricing guides, subscription services and broker listings adjusted for local markets and time, and the property's condition and equipment are considered. The cost approach, determined by the current replacement value less appropriate physical and technical depreciation, was used as a method to validate the values determined by the market approach. The income approach was not used.

This survey sets forth the apparent condition of the vessel to the best of the surveyor's ability without borings, removal of bulkheads, panelings, ceilings or other portions of her structure; without climbing masts of inspection of spars above that normally visible from deck and without the operation or opening of her machinery, auxiliaries or electronics; nor was any evaluation made of the vessel's stability. It represents the surveyor's honest and unbiased opinion, but in accepting this survey it is understood by all parties that this is not to be considered a guarantee to its accuracy, nor does it create any liability on the part of the surveyor arising out of reliance on information in the survey. Submitted without prejudice.

I certify that, to the best of my belief,

- the statements of fact in this report are true and correct;*
- the reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions;*
- I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest or bias with respect to the parties involved;*
- my compensation is not contingent on any action or event resulting from the analyses, opinions, or conclusions in, or the use of, this report;*
- I have made a personal inspection of the subject property;*
- no other person has provided significant professional assistance in the preparation of this report.*



Ronald E. Long, Surveyor