



Condition & Valuation Survey Report

River Yarder II - Pod Tug



Report Prepared By:

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Report Prepared For:

Hendry Swinton McKenzie Insurance Services Inc.
&
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Letter of Transmittal

May 29, 2023

Canadian Heli Harvester Inc.
PO Box 191
Duncan, BC
V9L 3X3

Attention: Mr. Closson

Dear Gord:

Re: Revised Survey of River Yarder II

In accordance with your request and authorization and as per the terms of our Agreement, I surveyed the tug, *River Yarder II* and then prepared this report in accordance with the Uniform Standards of Professional Appraisal Practice to express an opinion of condition and estimate of Fair Market Value (FMV) and Replacement Cost (RC) for insurance purposes.

As per your request, I have reviewed the FMV and revised the Survey Report dated May 19, 2023 in accordance with the Uniform Standards of Professional Appraisal Practice to revise the Fair Marked Value and effective date of valuation. All other information has remained the same as the original report.

I confirm that I personally viewed the vessel while in the water on April 14, 2023. I then investigated into the market conditions for this type of vessel to prepare this impartial report. This survey did not include a sea trial, mechanical or electrical inspection and only represents those conditions that were externally visible above the water line. No determination of naval architecture or engineering, stability, structural strength or bollard pull has been made and no opinion is expressed.

This report must be viewed in its entirety to understand its content and context. The results stated in this Letter of Transmittal cannot be fully understood without the accompanying report and this letter should not be separated from the report. The opinions are based upon the analysis, facts and conditions presented in the accompanying report.

If you have any questions regarding this report, or if I may be of further assistance, please do not hesitate to call me for any clarification you may require.

Many thanks,

A handwritten signature in blue ink, appearing to read "Allen E. Waugh".

Accurate Appraisals & Marine Surveys Ltd.
Allen E. Waugh, IIMS



Nomenclature

Damage and wear is described by the following:

- Light: Refers to nonstructural, minor wear and tear and deterioration.
- Moderate: Refers to damage, wear or deterioration that affects structure but not as to require repair.
- Moderate to Heavy: Refers to damage, wear or deterioration that should be closely examined at the next dry-docking, refit or overhaul.
- Heavy: Refers to damage, wear or deterioration that has affected the structural integrity or is in the process of failure such that it will affect structural integrity. Repairs are recommended at the next regular maintenance, dry-docking, refit or overhaul.
- Severe: Refers to damage, wear or deterioration that jeopardized the safety, structural integrity or watertight integrity of the vessel and should be repaired before the next voyage.
- Set in/down/up: Refers to deflection of a structure member away from its constructed position with the web of the member remaining in its original plane.
- Set over: Refers to deflection of a structural member that has taken the web of the member out of its original plane.

Definitions of Condition

- Condition: “A characteristic that can be determined only through observation.”
- New: “A condition rating assigned to assets that have not been previously used.”
- Excellent: “A condition rating assigned to assets that are in near-new condition and have had very little usage.”
- Very Good: “A condition rating assigned to assets capable of being used to their fully specified utilization for their designed purpose without being modified and without requiring any repairs or abnormal maintenance at the time of inspection or within the foreseeable future.”
- Good: “A condition rating assigned to assets that are capable of being used at or near their full designed and specified utilization and may or may not have been modified or repaired.”
- Fair: “A condition rating assigned to assets that are being used at some point below their full designed and specified utilization because of condition and the effects of age and/or application and which may require general repairs and some replacement of minor elements in the foreseeable future to raise them to be capable of being used at or near the original specifications.”
- Poor: “A condition rating assigned to assets that can be used only at some point well below their full designed and specified utilization and for which it is not possible to realize full capacity in their current condition without extensive repairs and/or the replacement of major elements in the near future.”
- Salvage: “A condition rating assigned to assets whose value remains in the whole property or a component of the whole property that has been retired from service.”
- Scrap: “A condition rating assigned to assets that are no longer serviceable and which cannot be used to any practical degree regardless of the extent of the repairs or modifications to which they may be subjected. This condition applies to assets that have been used for 100 percent of their useful life or that are 100 percent technologically, functionally, or economically obsolete, no longer serviceable, and have no value other than for their material content.”*(Source of definitions: American Society of Appraisers *Valuing Machinery and Equipment: The Fundamentals of Appraising Machinery and Technical Assets – Fourth Edition 2020*)

Deficiencies & Recommendations		
Safety Deficiencies: (requiring immediate attention)		<ul style="list-style-type: none"> ➤ Life ring needs to be installed on board. ➤ Starboard navigation light needs to be repaired or replaced. ➤ Compass needs to be installed on board.
Maintenance:		<ul style="list-style-type: none"> ➤ Expansion tank for engine coolant needs to be secured within 30 days. ➤ Leak on packing gland needs to be repaired within 60 days. ➤ Fuel tank vent needs a check valve installed within 60 days. ➤ Batteries need to be installed in properly fitted vented battery boxes or secured with hold-downs, have covered post protectors and acid-proof spill trays installed within 60 days.
Recommendations		<ul style="list-style-type: none"> ➤ Review Transport Canada's <i>Small Commercial Vessel Safety Guide</i> to ensure compliance. ➤ Next out of water survey recommended in 2028 or timeline to be determined by Insurers. ➤ All below waterline and those through hulls close to the waterline should have a properly sized plug attached to function as an emergency plugging device. ➤ Anodes should be monitored on a regular basis and replaced as necessary. ➤ Bilge should be kept clean and dry. ➤ Engine hoses and belts should be monitored frequently for cracking, degradation, damage or chafing. ➤ Monitor fuel filter condition frequently and service as needed. ➤ Monitor condition of wiring at all key friction points for electrical systems where wires/cables and hoses transit the vessel against sharp edges. ➤ When adding new electrical equipment, verify that the AC/DC systems have properly sized and rated overcurrent circuit protection and conductor sizes. ➤ Monitor condition of electrical wiring connections that may be exposed to moisture.
Surveyor's Notes		
<ul style="list-style-type: none"> • It is the responsibility of the owner and / or the authorized representative of the vessel to ensure that they always comply with Transport Canada, Coast Guard, WorkSafe BC and all other applicable rules and safety regulations. • Deficiencies and recommendations should be completed as indicated above. • Complete compliance with, identification of, and reporting on all standards, codes and regulations is not guaranteed and is beyond the scope of the survey. • No reference or information should be construed to indicate evaluation of the internal condition of the engine, transmission, drive, or the propulsion system's operating capacities. • Some electrical equipment may have been tested for basic and/or limited function only. • An electrical inspection was not performed, but the wiring was observed where accessible. Not all wiring could be observed due to transit areas which would require dismantling and removal to view. • Vessel tankage was visually observed where accessible. • Naval architecture and engineering analysis, stability, structural strength and bollard pull were not part of this survey. • In my opinion, the <i>River Yarder II</i> was in good condition at the time it was viewed. 		
Valuation - Effective Date: May 26, 2023		
It is my opinion that the value of the specified vessel is reasonably stated in the region of:		
	Estimated FMV CAD	Estimated RC CAD
Vessel:	\$ 200,000	\$ 350,000
<u>Machinery:</u>	<u>\$ 100,000</u>	<u>\$ 200,000</u>
Total:	\$ 300,000	\$ 550,000

Vessel Description

- Official No.: 330457
- Vessel Name: *River Yarder II*
- Former Vessel Name: Q1
- Year Built: 1968 / Rebuilt 2020
- Builder Name: Van's Steel Fabricator Ltd.
- Port of Registry: Vancouver
- Registry Date: 1969-06-03
- Certificate Expires: 2023-11-30
- Vessel Type: Tug
- Gross Tonnage: 6.79
- Net Tonnage: 4.62
- Construction Type: Carvel / Flush
- Construction Material: Steel
- Vessel Length: 7.28 m / 23.88 ft.
- Vessel Breadth: 3.41 m / 11.19 ft.
- Vessel Depth: 1.19 m / 3.90 ft.

Construction	Material	Size	Notes
Side Shell - Vertical Frames	Steel	1/4" x 2" x 3"	Angle
Side Shell – Longitudinal Frames	Steel	1/4" x 2" x 3"	Angle
Side Shell - Longitudinal Stiffener	Steel	3/8"	Plate
Side Shell – Plate	Steel	3/8" and 5/16"	Plate
Side Shell - Guard	Steel	1/4" x 3" x 3"	Angle
Bottom - Transverse Frames	Steel	1/4" x 2" x 3"	Angle
Bottom - Longitudinal Stiffener	Steel	3/8"	Plate
Bottom - Longitudinal Girders	Steel	1/4" x 2" x 3"	Angle
Bottom	Steel	5/8"	Plate
Deck – Transverse Frames	Steel	1/4" x 2" x 5"	Angle
Deck – Longitudinal Frames	Steel	1/4" x 2" x 4"	Angle
Deck – Longitudinal Stiffeners	Steel	3/8"	Angle
Deck – Longitudinal Girders	Steel	1/4" x 2" x 3"	Angle
Deck – Bracket	Steel	1/4"	Plate
Deck - Plate	Steel	1/4"	Plate
Bracket – Transom	Steel	3/8"	Plate
Bracket – Bilge	Steel	3/8"	Plate
Stern Frames - Vertical	Steel	1/4" x 2" x 4"	Angle
External Corners – Vertical	Steel	Formed	
Bulkheads			
Transverse	Lazarette / engine compartment		

Description (cont.)	
Hull	
Type	Pod style
Seams	Welded
Stem	Steel with log dogs on bow
Through Hulls	Above water: Starboard: 1" steel with ball valve for bilge pump
Bilge	One 12-volt bilge pump 3,500 gph
Ballast	Steel and lead
Transom	Rounded
Bottom Paint	New 2022
Topside Paint	New 2022
Guards	½" round pipe cut Angle iron on hull
Anodes	New 2022
Bilge	Small sheen of oil
Decks	
Material	Steel, rubber mat and welded tabs
Toe Rails	3"
Hull-to-Deck Joints	Welded
Grab Rails	1" rails
Hatches	20" x 14" flush water-tight in lazarette
Forward Deck	Steel
Side Decks	Steel
Aft Deck	Steel
Drainage	Open
Hatches	14" x 21" water-tight flush aluminum hatch with 2 dogs in lazarette 22" x 22" flush wood hatch inside cabin
Deck Equipment	
Bollards / Tow Cleats	Tow posts at bow and stern
Cleats	Port: One steel midship Starboard: One steel midship
Doors	
Man-Door(s)	24" x 60" x 2" aluminum with 6" coaming located aft - not water-tight
House Exterior	
Construction	Aluminum
Window	Rubber inserts
Mast	Steel
Safety	
Fire Extinguishers	One 10-lb. ABC - certified
First Aid Kit	Yes
Life Ring	***Not sighted

Description (cont.)	
Engine	
Make / Model	GM 8V71
Year	Rebuilt in 2020
Size	8-cylinder
HP	318
Hours	No hour meter
Alarms	High water temperature and low oil pressure
Emergency Shut-down	Yes
Fuel Type	Diesel
Cooling System	Keel cooled
Drive Belts	V-belts - in good condition
Stuffing Box	Cord packing
Engine Bearers	Steel
Ventilation	Natural
Exhaust	Wrapped dry exhaust
Notes	**Expansion tank for engine coolant is loose on mount
Transmission	
Drive System Type	Hydraulic
Model	Allison
Gear Ratio	Unknown
Gear Controls	Morris cable
Gear Coolers	Heat exchanger
Propulsion	
Steering System Type	Hydraulic T-ram
Steering Manufacturer	Wagner; serial no. 2249
No. Stations	One
Steering Hoses/Lines	Copper and hose
Propeller Shaft	3" steel
Propeller Shaft Seals	Cored packing with double flange
Rudder	Steel
Rudder Post	2" stainless steel
Rudder Log Seals	Cored packing with double flange; **packing gland leaking – gland has bottomed out
Fuel System	
Fuel Type	Diesel
Fuel Tanks	Steel tank
Fuel Lines to Engine	Steel line and hose in good condition
Fuel Filler Lines to Tanks	Steel fill line good condition
Fuel Tank Ventilation	Back deck: **no check valve
Fuel Shut-offs	Ball valve
Fuel Fill Marking	Yes
Primary Fuel Filters	Racor 2040 water separator; good condition Monitor frequently and service as needed
Secondary Fuel Filters	Engine mounting

Description (cont.)	
Electrical	
Batteries,	Two new 12-volt 4D batteries; **not secured
Master Switches	Engine compartment
DC System	12-volt
DC System Monitor	Helm gauge
Main DC Breakers	Engine compartment at batteries
DC Panel Breakers	Push-in fuses in cabin
Alternator	Large body Delco 12-volt / 100-amp
Electronics & Wheelhouse Equipment	
Engine Controls	Micro control
Navigation Lights	***Starboard light shorting out
Compass	***None sighted
Radios	ICOMM VHF Kenwood VHS camp radio
Plotter	Garmin plotter and radar
Antennas	Roof mount Shakespeare
Wipers	One 12-volt
Spotlight	Remote light on mast

Vessel Photos



Vessel Photos (cont.)



Certification

I certify that, to the best of my knowledge and belief:

- The statements of facts contained in this report are true and correct. Unless otherwise noted, extraordinary assumptions and / or hypothetical conditions have not been used to develop the opinion of condition or value;
- The reported analysis, opinions and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial and unbiased professional analysis, 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 with respect to the parties involved;
- I have not performed services regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment;
- My engagement in this assignment was not contingent upon developing or reporting predetermined results;
- My compensation is not contingent upon the development or reporting of a predetermined value or direction in value that favours the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this report;
- My analysis, opinions and conclusions were developed, and this report has been prepared in conformity with the Uniform Standards of Professional Appraisal Practice;
- I have personally viewed the property that is the subject of this report;
- No one provided significant assistance to the person signing this certification;



Accurate Appraisals & Marine Surveys Ltd.
Allen E. Waugh, IIIMS



Assumptions & Limiting Conditions

- No investigation has been made of, and no responsibility is assumed for the legal description or for legal matters including title or encumbrances. Unless otherwise noted in this report, title to the property is assumed to be good and marketable. The property is valued as if it is free and clear of liens and other encumbrances unless otherwise stated.
- Information and data furnished by others, upon which all or portions of this report are based, is believed to be accurate and reliable and no further responsibility is assumed for its accuracy. No warranty is given and no liability is assumed as to the accuracy of such information.
- All opinions stated in this report are based upon the facts and data available to the surveyor at the time of this report. Should information not previously available, become available, the surveyor reserves the right to review the conclusions reached and make any adjustments should it become necessary.
- A mechanical inspection was not performed. Unless otherwise specified in the report, it is assumed that all the equipment is in normal operation condition. Testing all equipment was beyond the scope of the survey.
- The subject vessel was viewed as noted in the body of the report and represents only those conditions that were externally visible unless otherwise noted. It is assumed that there are no hidden or nonapparent conditions of the property that would affect the value or condition of the subject asset. When the date the asset was viewed differs from the effective date, it has been assumed there is no material change in the condition of the property.
- No liability or responsibility is assumed for changes in condition, obsolescence, advancements in technology, changes in the marketplace or economy and other factors beyond the control of the surveyor.
- Hazardous materials could, if present, adversely affect the value of the property. Unless otherwise noted, the possibility of the existence of these substances was not considered in the development of this report.
- Acceptance and use of this report indicates the intended users understand that it contains statements of opinion only and agree it will not be considered as representation, warranties or guarantees.
- No consideration has been given in this report to raw materials, work in process, finished goods, or intellectual assets.
- Acceptance and use of this report indicates the intended users understand that no determination of naval architecture or engineering, stability or structural strength or bollard pull has been made and no opinion is expressed.
- Acceptance and use of the survey report by the intended users indicates their agreement to indemnify and hold harmless Accurate Appraisals & Marine Surveys Ltd. and its employees from any and all losses, claims, actions, damages, expenses and liabilities, or legal proceedings, including attorney's fees to which we may become subject in connection with this engagement.
- The delivery of this report constitutes the fulfillment of any agreement and any further request for additional work, deposition, testimony and related will be subject to additional fee
- Use of this report acknowledges agreement by the intended users that Accurate Appraisals & Marine Surveys Ltd. and its employees are not responsible for consequential or indirect damages related to or out of this engagement, nor are they responsible for damage or deterioration not found while viewing the vessel, nor for consequential damage, deterioration or loss due to any error or omission.

Assignment Elements

Intended Use: This survey report consists of information regarding a specific tug, *River Yarder II*. It has been prepared in accordance with the Uniform Standards of Professional Appraisal Practice to express an opinion of Fair Market Value and Replacement Cost for the intended use to ensure proper insurance coverage.

The value or values presented in this report are based upon the premises outlined and are valid only for the intended use stated.

Intended Users: The surveyor has provided a report for the exclusive intended use by Canadian Heli Harvester Inc. and Hendry Swinton McKenzie Insurance Services Inc.

This survey is performed for the direct benefit of the intended users and no person other than those specified are entitled to rely on the opinions, statements or conclusions contained in this report without prior express written permission. Possession of this report, or a copy thereof, does not carry with it the right of publication.

Types & Definitions of Value:

The following definitions of value have been used in the valuation of the property which is the subject of this report:

Fair Market Value:

“An opinion expressed in terms of money, at which the property would change hands between a willing buyer and a willing seller, neither being under any compulsion to buy or to sell and both having reasonable knowledge of relevant facts, as of a specific date.”

Replacement Cost:

“The current cost of a similar new property having the nearest equivalent utility to the property being appraised, as of a specific date.”

(Source of definitions: American Society of Appraisers *Valuing Machinery and Equipment: The Fundamentals of Appraising Machinery and Technical Assets – Fourth Edition 2020*)

Effective Date of Valuation: The revised effective date of valuation for this report is May 26, 2023. The surveyor has used his best professional judgment to accurately value the subject vessel according to the above definitions, and the values reported in this document represent the opinion of the surveyor as of the effective date of the report, and for a limited time thereafter.

Scope of Work Summary

Field Work: Mr. Closson of Canadian Heli Harvesting Inc. requested a survey of the *River Yarder II*. The tug was personally viewed while in the water on April 14, 2023 in Frederic Bay in Seymour Inlet.

This survey did not include a sea trial, mechanical or electrical inspection and represents those conditions that were externally visible above the water line. The information was obtained without drilling, diving, ultrasonic testing, cleaning or opening to expose parts or conditions ordinarily concealed. There was no removal, withdrawal, or disassembly of any of the following: shafts, joiner work, paneling, void spaces, tankage, decking, hull structure, engines, machinery, electrical or plumbing. No fixed partitions, fastened panels, fittings, headliners or wall liners, spare parts or gear, or miscellaneous items on deck, in bilges, cabinets, lockers or storage spaces were moved.

Some electrical equipment may have been switch tested for basic function only. Wiring was observed where accessible but not all wiring could be observed due to transit areas which would require dismantling and removal for viewing. Vessel tankage was visually observed where accessible.

There were no tests for tightness or soundness conducted other than the conditions noted visually.

Research: To develop the opinion of values, the following were contacted or reviewed to help determine relationships between new and used prices and overall trends of marketability: original equipment manufacturers, used dealers and vendors, weekly and monthly trade magazines and websites.

Development & Methodology: In valuing machinery and equipment, there are three recognized approaches to value: the Sales Comparison (Market) Approach, the Cost Approach and the Income Approach. All three were considered for this report. Due to the adequate availability of market sales information, the Sales Comparison Approach has been used. The Cost Approach was used to help determine an estimate of Replacement Cost. The Income Approach was not used as it is difficult to isolate income attributable to individual assets.

The analysis and opinion of value for this assignment is based on the data that was available at the time research was conducted. No claim is made regarding the increase or decrease in value of the subject property at any future date.

In developing the opinion of values of the asset, the surveyor has taken into consideration several factors, which include the following:

- The condition of the vessel as of the date the vessel was viewed;
- The age of the vessel; normal anticipated useful life;
- The present demand for these types of vessels;
- Recent comparable sales of similar vessels;
- The location of the vessel; and
- United States Exchange Rate.

Approaches to Value

Sales Comparison Approach: “This is one of the three recognized approaches used in appraisal analysis to lead to an indication of the most probable selling price of a property (also known as the Market Approach). This approach involves the comparison of comparable recent sales (or offerings) of similar assets to the subject. If the comparable sales are not exactly like the subject, adjustments must be made to the price of the comparable sales (or offerings) to make the comparables reflect the subject property. The adjustments may be either up or down in order to estimate what the comparable would have sold for if it had the same characteristics as the subject.”

Cost Approach: “One of the three recognized approaches used in appraisal analysis. The appraiser starts with the current replacement cost new of the property being appraised and then deducts for the loss in value caused by physical deterioration, functional obsolescence, and economic obsolescence. The logic behind this approach is the principle of substitution; a prudent buyer will not pay more for a property than the cost of acquiring a substitute property of equivalent utility.”

Income Approach: “One of the three recognized approaches used in appraisal analysis. (this approach considers value in relation to the present worth of future benefits derived from ownership and is usually measured through the capitalization of a specific level of income.) The appraiser determines the present value of the future economic benefits of owning a property.”

Factors Affecting Value

Depreciation: “...The actual loss in value or worth of a property from all causes including those resulting from physical deterioration, functional obsolescence, and economic obsolescence. Depreciation may be curable or incurable. The estimated loss in value of an asset.”

Physical Deterioration: “A form of depreciation where the loss in value or usefulness of a property is due to the using up or expiration of its useful life caused by wear and tear, deterioration, exposure to various elements, physical stresses and similar factors...”

Functional Obsolescence: “A form of depreciation in which the loss in value or usefulness of a property is caused by inefficiencies or inadequacies inherent in the property itself, when compared to a more efficient or less costly replacement property that new technology and changes in design, materials, or process that result in inadequacy, overcapacity, excess construction, lack of functional utility, excess operating costs, etc. has developed.”

Economic Obsolescence: “A form of depreciation or loss in value or usefulness of a property is caused by factors external to the property. These may include such things as the economics of the industry; availability of financing; loss of material and/or labour sources; passage of new legislation; changes in ordinances; increased cost of raw materials, labour or utilities; increased cost of raw materials, labour or utilities (without an offsetting increase in product price); reduced demand for the product; increased competition; inflation or high interest rates, or similar factors.”

(Source of definitions: American Society of Appraisers *Valuing Machinery and Equipment: The Fundamentals of Appraising Machinery and Technical Assets – Third Edition 2011 – Pg. 502 - 567*)

Curriculum Vitae
Of
Allen E. Waugh
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Work Experience:

2009 – Present President / Owner Accurate Appraisals & Marine Surveys Ltd.
Personal Property Appraiser
Marine Surveyor

1997 – 2009 Hayes Forest Services Limited
Director, Equipment & Facilities
12 years appraising, buying & selling logging & marine equipment

1989 – 1997 Hayes Forest Services Limited
Heavy Duty Mechanic - Charge-hand

1981 – 1989 Pat Carson Bulldozing Limited
Heavy Duty Mechanic - Charge-hand

Professional Memberships:

Accredited Senior Appraiser (ASA), American Society of Appraisers
Machinery & Technical Specialties / Machinery & Equipment (MTS)
International Institute of Marine Surveying Canada (IIMS Canada)
Canadian Personal Property Appraiser (CPPA), Canadian Personal Property Appraisers Group
Candidate Member, Equipment Appraisers of North America (EANA)

Association Memberships:

Committee Member, IIMS - Canada
Committee Member, Heavy Duty Industry Advisory Council, Vancouver Island University

Education:

American Society of Appraisers – Machinery and Equipment Appraisal Report Writing
ME212 (Webinar Series)

American Society of Appraisers – Machine & Equipment Valuation
ME204 (Bethesda, MD)

American Society of Appraisers – Machinery & Equipment Valuation
ME203 (Chicago, IL)

American Society of Appraisers – Machinery & Equipment Valuation
ME202 (Manhattan Beach, CA)

American Society of Appraisers - Machinery & Equipment Valuation
ME201 (Manhattan Beach, CA)

American Society of Appraisers - Marine Survey Course
ME208 (San Francisco, CA)

Uniform Standards Professional Appraisal Practice (USPAP) Course 2022 - 2023
SE100 (Webinar)

Canadian Personal Property Appraisal Group Course (Edmonton, AB)

Sauder School of Business - Fundamentals of Finance & Accounting
Malaspina College
Graduate from Heavy Duty Mechanic Program
Red Seal K-06-00974

International Institute of Marine Surveying – Report Writing: October 24, 2019
International Institute of Marine Surveying – Biological Attack on Iron and Steel: October 30, 2019