



2000 60' Bertram Yachts Convertible Sport Fisherman
"Confidential"



Kevin Nicholson, Professional Marine Surveyor

Report of Marine Survey

Of the Vessel

"Confidential"

2000 60' Bertram Yachts Convertible Sport Fisherman

CONDUCTED BY

Kevin Nicholson, Marine Surveyor, M.S., USPAP

SEAWORTHY

PREPARED FOR

Confidential

October 9, 2021 at 7:15 A.M. EST (Limited trial run) & October 10, 2021 at 10:00 A.M. EST (In water)

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INTRODUCTION

PURPOSE & SCOPE

The scope of work for this survey is defined by the complexity of this appraisal assignment and the information indicated below:

1) The attending Surveyor inspected the 2000 Bertram Yachts Convertible Sport Fisherman "Confidential", at the request of Confidential, beginning October 9, 2021 at 7:15 A.M. EST (Limited trial run) & October 10, 2021 at 10:00 A.M. EST (In water). The Survey was requested to determine the physical condition and value of the vessel.

2) No reference or information should be construed to indicate an evaluation of the internal condition of engines, transmissions, drives or generators, nor the propulsion systems' or the auxiliary power systems' operating capacities. The inspection of engines, generators, machinery and related mechanical systems is not within the scope of this survey. Only a brief cursory inspection and testing of the machinery was conducted, and no expert opinion of their overall condition or performance was formed. If the client seeks additional information about the subject's machinery they should retain the services of a qualified mechanic, engine surveyor, or other expert to inspect said engines, generators, machinery, and related mechanical systems.

3) The surveyor's visual inspection of the hull included percussion testing using phenolic sounding, and a moisture meter may be used to augment testing when sounding and/or visual abnormalities arise, or if specifically requested by the client. Exterior hardware was visually examined for damage and drive components were tested by sight only.

4) Electrical and electronic equipment was powered up and some electrical equipment may have been tested for basic and/or limited function only. The wiring was inspected where accessible and is considered to be in serviceable condition, unless otherwise noted. A significant amount of wiring could not be observed due to the wiring looms and conduits that transit areas which would require dismantling and/or removals for their inspection. If a detailed report as to the condition and capacities of the wiring and electrical components is desired, it is recommended that a qualified ABYC Certified Marine Electrical Engineer be engaged.

5) Vessel tankage was visually inspected where accessible. No obvious leakage was observed, unless otherwise noted; however, the tanks were not confirmed to be full at the time of inspection. If a more thorough assessment is desired, the tanks should be filled and checked under full tank status or pressure tested to attest to their condition.

6) The vessel was Surveyed without the removal of any parts, including fixed partitions, fastened panels, fittings, headliners, wall-liners, heavy furniture, tacked carpeting or other fixed flooring material, appliances, electrical equipment or electronics, instruments, anchors, line & chain, spare parts, personal gear, clothing, miscellaneous items in the bilges, cabinets, lockers or other storage spaces, or other fixed or semi-fixed items. Only installed items were inspected, including but not limited to enclosures, covers and tops, unless otherwise indicated. Locked compartments, or otherwise inaccessible areas, also preclude inspection. Survey requester and/or client was advised beforehand to open up, unlock, and/or remove any/all personal property inhibiting access to any areas of the vessel for inspection. A visual inspection was conducted only on accessible and readily observable structures and components, and non-destructive testing was performed.

7) Naval architecture and engineering analysis were not a part of this Survey. Furthermore, no determination of stability characteristics or inherent structural integrity has been made, and no opinion is expressed with respect thereto, unless otherwise indicated herein.

8) Complete compliance with, identification of, and reporting on all standards, codes, and regulations is not guaranteed.

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9) This signed report represents the findings of the Survey and supersedes any and all conversations, statements, and representations, whether verbal or in writing.

10) This Survey Report represents the condition of the vessel on the above date, or dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory, warranty or guarantee, either specified or implied.

11) The Survey Report is for the exclusive use of the client and those lenders and underwriters that will finance and/or insure the vessel for this client only, and is not intended for, or assignable to, any other parties for any purpose.

12) The surveyor's certification in this report is subject to the following assumptions and limiting conditions:

A. The Surveyor will not be responsible for matters of a legal nature that affect either the vessel being surveyed or the title to it, except for information that they became aware of during the research involved in performing this survey. The surveyor assumes that the title is good and marketable and will not render any opinions about the title.

B. The Surveyor determined the subject vessel's size based on official documentation, manufacturer/builder information, or a reliable source indicated herein, and no physical measurements were taken by the Surveyor.

C. The Surveyor will not give testimony or appear in court because they made a survey of the vessel in question, unless specific arrangements to do so have been made beforehand, or as otherwise required by law.

D. The Surveyor has noted in this survey report any adverse conditions (such as needed repairs, deterioration, the presence of hazardous wastes, toxic substances, etc.) observed during the inspection of the subject vessel or that they became aware of during the research involved in performing this survey. Unless otherwise stated in this appraisal report, the Surveyor has no knowledge of any hidden or unapparent physical deficiencies or adverse conditions of the vessel (such as, but not limited to, needed repairs, deterioration, the presence of hazardous wastes, toxic substances, etc.) that would make the vessel less valuable, and has assumed that there are no such conditions and makes no guarantees or warranties, express or implied. The surveyor will not be responsible for any such conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because the Surveyor is not an expert in the field of Naval engineering/marine construction, marine electrical, nor marine mechanics, this survey report must be considered a general assessment of the overall vessel.

E. The Surveyor has based their survey report and valuation conclusion for an appraisal that is subject to satisfactory completion, repairs, or alterations on the assumption that the completion, repairs, or alterations of the subject vessel will be performed in a professional and workmanlike manner.

CONDUCT OF SURVEY

The mandatory standards promulgated by the United States Coast Guard (USCG), under the authority of title 46 United States Code (USC); Title 33 and Title 46 Code of Federal Regulations (CFR), and the voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC), the National Fire Protection Association (NFPA), and the Uniform Standards for Professional Appraisal Practice (USPAP) have been used as guidelines in the conduct of this marine survey.

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DEFINITION OF TERMS

The terms and words used in this report have the following meanings as used in this Report of Survey:

ABYC: The American Boat and Yacht Council creates the Standards within the boating industry that have become the authoritative reference for evaluating issues of design, construction, maintenance, safety, and product performance.

ACCESSIBLE: Capable of being reached for inspection without removal of permanent boat structures.

APPEARED: Indicates that a very close inspection of the related item was not possible due to constraints imposed upon the Surveyor (e.g. no power available, inability to remove panels or requirements not to conduct destructive testing, etc.).

CFR: Code of Federal Regulations is a codification of the general and permanent rules that were published in the Federal Register by the Executive departments and agencies of the Federal Government. It is divided into 50 titles that represent broad areas subject to Federal regulation.

DELAMINATION: Separation into constituent layers.

FRP: Fiber Reinforced Plastic or Fiberglass-reinforced Polymer

HIN: Hull Identification Number

NFPA: National Fire Protection Association is a global self-funded nonprofit organization, established in 1896, devoted to eliminating death, injury, property and economic loss due to fire, electrical and related hazards.

NOAA: National Oceanic and Atmospheric Administration is an official information provider on United State Coast Guard officially documented vessels.

NOT TESTED: Indicates that a comprehensive inspection of the particular system, component, or item was attempted, but was not possible due to constraints imposed upon the surveyor (e.g. no power available, inability to remove panels, requirements not to conduct destructive tests, or limitations on the inspection time that were outside of the Surveyor's control)

POWERED UP: System or component turned on or showed positive intended movement when power was applied. This does not extend to the programmable operation of the system or component, unless specifically indicated.

PROPERLY SECURED: Stowed and/or fastened in an acceptable or suitable way free from risk of loss or physical damage.

READILY ACCESSIBLE: Capable of being reached quickly and safely for effective use under emergency conditions without the use of tools.

SERVICEABLE: Sufficient for a specific requirement. Or; Fulfilling its function adequately (usable at the time of Survey). Or; Provides service as intended by manufacturer.

SUBJECT: The object of the survey being discussed, described, or dealt with; the vessel being surveyed herein. Or; Dependent or conditional upon.

SUITABLE FOR INTENDED USE: The vessel, or its individual specified component(s), can be utilized for the purpose indicated by the manufacturer/builder or end user (present or prospective owner or operator).

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USCG: United States Coast Guard - The United States Coast Guard (USCG) is the maritime security, search and rescue, and law enforcement service branch of the United States Armed Forces, and one of the country's eight uniformed services. The Coast Guard is a maritime, military, multi-mission service unique among the U.S. military branches for having a maritime law enforcement mission with jurisdiction in both domestic and international waters and a federal regulatory agency mission as part of its duties.

USE OF "A", "B" or "C": Use of the letters "A", "B" or "C" in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" Section pertaining to the lettered item. PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS, AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.

Unless specifically noted otherwise, there were no measurements or calculations performed during the Survey. The specifications listed within the report are believed to be correct and supplied by reliable sources (e.g. USCG Documentation, Power Boat Guide, Builder/Manufacturer, etc.); however, accuracy is not guaranteed. Recommend obtaining accurate measurements and performing calculations as desired, or verifying all vessel specifications and capacities with the vessel's builder.

SURVEYOR NOTES

TRIAL RUN COMMENTS

A limited trial run was performed during as part of the Survey inspection and process.

OUT OF WATER INSPECTION COMMENTS

The vessel was not short-hauled or dry-docked during the Survey. An inspection of the hull below the sheer-line and waterline and the hull's exterior components and running gear was not performed. (See the Summary section of this report for Extraordinary Assumption comments made hereto)

ELECTRICAL INSPECTION COMMENTS

AC and DC power was used to power up the electrical systems specified in this report only, unless otherwise noted.

HIN (HULL IDENTIFICATION NUMBER) VERIFICATION COMMENTS

The vessel's Hull Identification Number (HIN) was verified during the survey inspection.

VESSEL DISCLOSURE COMMENTS

It was indicated by the listing agent that \$10,000 in concessions were to be paid to the buyer for new bottom paint and minor repair items. No other disclosures were made to the Surveyor regarding any special financing or wharfage rights that were part of, or assigned to, the sale of the subject vessel.

ENGINE/MECHANICAL SURVEY

There was no Mechanical/Engine Surveyor onboard during the Survey. It is recommended that all propulsion & auxiliary power systems (engines, transmissions, gears, drives, generators) be inspected by their respective Manufacturer's Certified Technician to determine their condition.

MARINE SPECIALISTS SURVEY

It is recommended that the vessel have an Electrical/Mechanical Survey, a Corrosion Survey, an Electronics/AV Equipment Survey, and a HVAC & Refrigeration Survey performed.

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GENERAL RECOMMENDATIONS

- 1) Recommend implementing and maintaining vessel trip and machinery maintenance log books.
- 2) It is recommended that the buyer spend an adequate amount of time aboard with the vessel's owner or captain, in order to learn important details specific to the vessel, and also be educated about any unconventional or complicated system installations or complex electronics/electrical configurations & operations. Special consideration should be given to details regarding periodic maintenance schedules, basic & complex systems operation, vessel maneuverability, and any safety concerns.
- 3) It is recommended if the buyer is not already educated on vessel operation and damage control, a boater's safety course can prove invaluable, including familiarity with proper vessel handling in all conditions, handling of onboard fires, man overboard procedures and administering emergency first aid.

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GENERAL VESSEL INFORMATION

TYPE OF SURVEY REQUESTED: Pre-Purchase for Buyer

DATE AND TIME OF SURVEY: October 9, 2021 at 7:15 A.M. EST (limited trial run) & October 11, 2021 at 10:00 A.M. EST (in water)

DATE OF REPORT: October 19, 2021

FILE NUMBER: SW-Survey-BER60-Confidential-100921

VESSEL TYPE: Convertible Sport Fisherman

VESSEL BUILDER: Bertram Yacht Inc.

HIN (HULL IDENTIFICATION NUMBER): US BER *****D000 (see Photo Appendix for image)

MODEL YEAR: 2000 (As per HIN)

YEAR BUILT: 2000 (As per HIN)

HULL NUMBER: 71 (As per HIN)

VESSEL CLASSIFICATION/STANDARD: Recreation (As per NOAA)

DOCUMENTED HAILING PORT: Coral Gables, FL (As per NOAA)

HAILING PORT DISPLAYED: Coral Gables, FL

HOME PORT: Coral Gables, FL (As per the Agent/Broker)

U.S.C.G. DOCUMENTATION NUMBER: 1151579 (As per NOAA)

U.S.C.G. DOCUMENTED FOR: Recreational (As per NOAA)

U.S.C.G. DOCUMENTATION REGISTERED VESSEL OWNER: "Confidential" (As per the Agent/Broker)

STATE REGISTRATION NUMBER: None sighted.

VESSEL MATERIAL: FRP (Fiberglass)
(As per NOAA)

LENGTH OVERALL (LOA): 60' (As per manufacturer)

REGISTERED LENGTH: 60' (As per NOAA)

BEAM: 16'11" (As per Power Boat Guide)

REGISTERED BREADTH: 16' (As per NOAA)

DRAFT: 5'6" (As per Power Boat Guide)

DEADRISE: 17 degrees (As per Power Boat Guide)

OVERHEAD CLEARANCE: No overhead clearance information was provided to the Surveyor.

DISPLACEMENT: 93,500 lbs. (As per Power Boat Guide)

DEPTH: 9' (As per NOAA)

GROSS TONNAGE: 57 Gross Register Tonnage (As per NOAA)

NET TONNAGE: 46 Net Register Tonnage (As per NOAA)

LOCATION OF SURVEY INSPECTION: Glass Tech Corporation Boat Yard
3103 NW 20th St, Miami, FL 33142

LOCATION OF BOTTOM INSPECTION: No haul out or inspection of the subject vessel's wetted surfaces was performed. (See Summary section for Extraordinary Assumption comments)

VESSEL OWNER: Confidential

PERSONS IN ATTENDANCE DURING SURVEY: Captain Ronald Woodruff

WEATHER CONDITIONS PRESENT: Sunny, partly cloudy, 82% humidity, 77-88 degrees Fahrenheit, with intermittent rain showers. (Over

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an eight hour period from 7:15 A.M. to 3:15 P.M.)

RATING & VALUATION

VESSEL OVERALL RATING: **AVERAGE**
ESTIMATED MARKET VALUE: **\$630,000**
ESTIMATED REPLACEMENT COST: **\$2,582,500**

VESSEL DOCUMENTATION

HIN (HULL IDENTIFICATION NUMBER) COMPLIANCE (33 CFR 181)

The subject vessel's HIN (Hull Identification Number) was properly displayed on the starboard transom, but it was unable to be matched with the USCG's HIN documentation information supplied by NOAA. (Note: The subject's USCG Certificate of Documentation was not provided to the Surveyor for information verification) The Surveyor was able to search the NOAA information using the vessel's current name to verify other information about the subject, but was unable to verify its HIN.

FINDING A-1

DOCUMENTATION COMPLIANCE (46 CFR 67)

The subject vessel's USCG Documentation Number was not displayed onboard. Additionally, the subject's USCG Certificate of Documentation was not sighted nor provided to the Surveyor for review. Information normally contained within the official USCG Certificate of Documentation was obtained through the NOAA, but no official USCG Certificate of Documentation, or its facsimile, was provided to the Surveyor.

FINDING A-2

STATE REGISTRATION COMPLIANCE (33 CFR 173)

The Surveyor did not sight a state registration number, state registration decals, nor any state registration documentation. Recommend verifying that the vessel will be a USCG documented vessel, and if not, have it state registered.

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VESSEL CONSTRUCTION HULL ARRANGEMENT

VESSEL DESCRIPTION AND LAYOUT

The Bertram 60 Convertible was marketed as a blend of modern styling, strong performance, and functional accommodations. Beneath its large foredeck supporting a 1,500 pound davit and space for a well appointed dinghy, are the accommodations that consist of a main stateroom located port, a V-berth located forward, and a bunk stateroom located starboard, with each stateroom having their own en suite head. The main cabin consists a U-shaped galley, starboard amidships is a dinette with U-booth seating for approximately four to five adults, and an open salon with a wet bar, entertainment center, and approximately 140 square feet of space is aft the galley and dining area. The vessel's cockpit came standard with a tackle center, livewells, a transom door and gate, a substantial in-deck fish/storage box, and engine room and lazarette access. The flybridge features a wraparound helm console with lounge seating forward for approximately eight adults, and located aft is access to the tuna tower helm above.

HULL DESIGN TYPE

Modified-V, planing type, with rising sheer-line, slightly flared bow, lifting strakes, and hard chines.

HULL MATERIAL

It was indicated through an interview with the manufacturer that the hull is constructed with solid FRP laminate below the water line. Based on an interior inspection of the hull it appeared serviceable and showed signs of usage requisite to the vessel's age and intended use. However, due to the limited scope of this survey, the Surveyor was unable to inspect and sound the exterior of the hull because there was no haul-out inspection of the wetted surfaces. (See the Summary section for Extraordinary Assumption comments)

EXTERIOR FINISH

As indicated by the Surveyor's exterior inspection, the subject's topsides and superstructure were white gelcoat with dark blue boot stripes, and a striped blue painted superstructure and flying bridge brow mask were well kept and are serviceable. According to the listing Agent/Broker exterior finish has been professionally maintained.

GENERAL EXTERIOR CONDITION

The exterior of the vessel appeared to be generally well kept and professionally maintained, with some slight blemishes indicative of similar aged boats.

TRANSOM

It was indicated through an interview with the manufacturer that the transom is constructed with FRP laminate sandwiched by Divinycell PVC (polyvinyl chloride) structural foam coring. The transom has a starboard door to the stern. The transom appeared serviceable and showed signs of usage requisite to the vessel's age and intended use.

BOARDING SWIM LADDER

None sighted.

FINDING A-3

BULKHEADS

Athwartships reinforcement enhanced by bulkheads, with FRP laminate construction sandwiched by Divinycell PVC (polyvinyl chloride) structural foam coring. The bulkheads were bonded/tabbed to the hull with FRP. The bulkheads appeared serviceable and showed signs of usage requisite to the vessel's age and intended use.

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STRINGERS/TRANSVERSALS

It was indicated by the manufacturer that the subject's hull stiffness was provided by Divinycell PVC (polyvinyl chloride) cored FRP laminated longitudinal stringers and athwartships transversals, as well as Divinycell PVC (polyvinyl chloride) cored FRP laminated bulkheads. The stringers and transversals appeared serviceable and showed signs of usage requisite to the vessel's age and intended use.

STEM

Raked and slightly flared stem with FRP laminate construction sandwiched by Divinycell PVC (polyvinyl chloride) structural foam coring. The stem is serviceable and showed no visible signs of abnormal wear, tear, construction defects, or collisions.

BILGES

A gelcoated and painted surface was used in the bilges. The bilges were generally clean and clear of debris, with the exception of some freshwater (tested with a refractometer for salinity) accumulated in the forward bulkhead area. Recommend keeping all limber holes and bilges clean, clear, and dry.

CHAIN LOCKER & DRAINAGE

The chain locker was located in the stem and its access forward the v-berth. The locker drained to the bilge. The locker was generally clean and serviceable with signs of usage requisite the vessel's age and being professionally maintained.

BILGE LIMBER HOLES

The limber holes appeared to be appropriately sized and clear, where sighted. Some forward located limber holes were not sighted due to inaccessibility of the bilge area throughout that area. It is recommended to keep all limber holes and bilges clean and clear of any obstructions.

MOISTURE COMMENTS

There did not appear to be any moisture intrusions around the hull penetrations when sighted from the interior. However, due to the limited scope of this survey, the Surveyor was unable to inspect and sound the exterior of the hull because there was no haul-out inspection of the wetted surfaces. (See the Summary section for Extraordinary Assumption comments)

DECK ARRANGEMENT

DECK MATERIAL

It was indicated through an interview with the manufacturer that the decks are constructed with FRP laminate sandwiched by Divinycell PVC (polyvinyl chloride) structural foam coring with white gelcoat and a textured non-skid overlay. The decks showed no signs of abnormal wear, tear, or construction defects, and were suitable for their intended use.

BULWARKS

It was indicated through an interview with the manufacturer that the cockpit bulwarks are constructed with FRP laminate sandwiched by Divinycell PVC (polyvinyl chloride) structural foam coring. The cockpit bulwarks showed no signs of abnormal wear, tear, or construction defects, and were serviceable.

TOE-RAILS

Molded FRP laminate toe-rails (part of the deck's layup). The toe-rails were in good condition throughout, serviceable, and showed signs of usage requisite to the vessel's age and intended use.

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RUB-RAILS

White plastic composite compression rail with stainless steel striker strip. The rub-rails were in generally good condition and serviceable with signs of usage requisite to the vessel's age and intended use.

FINDING C-1

HULL-TO-DECK JOINT TYPE

Where sighted the subject vessel's hull-to-deck joint is an overlap "shoe box" type joint. The hull-to-deck joint appears serviceable and shows signs of usage requisite the vessel's age and intended use.

FASTENERS, REINFORCEMENT, & BEDDING

Where sighted the subject vessel's hull-to-deck joint fasteners are metallic screws, washers, and bolts, reinforcement was a chemical bond, and the bedding was Elastomeric Polyurethane-type compound. (As per the manufacturer) The hull-to-deck joint fastening system appears serviceable and shows signs of usage requisite the vessel's age and intended use.

DECK ARRANGEMENT

Elevated conductivity readings (possible moisture intrusion or other conductive material) were sounded with a phenolic hammer and electronically detected with an FM Wave type Moisture Meter (Tramex Skipper 5) around some of the vessel's deck FRP laminate construction.

FINDING B-2

SUPERSTRUCTURE ARRANGEMENT

SUPERSTRUCTURE MATERIAL

It was indicated through an interview with the manufacturer that the superstructure is constructed with FRP laminate sandwiched by Divinycell PVC (polyvinyl chloride) structural foam coring. The superstructure appeared serviceable and showed signs of usage requisite to the vessel's age and intended use.

SUPERSTRUCTURE-TO-DECK JOINT TYPE

The deck house and deck were fastened and glassed seamlessly with a joint only visible from the cockpit area. The flying bridge appears to have been fastened and glassed, with a visible joint filled with caulking around its perimeter. The superstructure's joining to the deck and flying bridge appears professionally maintained, serviceable, and shows signs of usage requisite to a vessel of its age and intended use.

MOISTURE COMMENTS

Elevated conductivity readings (possible moisture intrusion or other conductive material) were sounded with a phenolic hammer and electronically detected with an FM Wave type Moisture Meter (Tramex Skipper 5) around some of the vessel's superstructure FRP laminate construction.

FINDING B-3

BRIDGE ARRANGEMENT

BRIDGE TYPE

The flybridge provided a centrally located helm station, a crew/guest seating area for approximately 8 located forward, and a molded aft cockpit overhang.

BRIDGE MATERIAL

It was indicated through an interview with the manufacturer that the flying bridge is constructed with FRP laminate sandwiched by Divinycell PVC (polyvinyl chloride) structural foam coring. The flying bridge appeared professionally maintained, serviceable, and showed signs of usage requisite to the vessel's age and intended use.

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BRIDGE TOP

The flybridge enclosure contained an FRP laminate hardtop with polished aluminum support piping and window enclosure curtains located forward, port, and starboard. The retractable window enclosure curtains and venting were demonstrated. The bridge top area appeared professionally maintained, serviceable, and showed signs of usage requisite to the vessel's age and intended use, and the window enclosure curtains showed signs of usage requisite to having been replaced within recent years.

COCKPIT SHADE

It was indicated to the Surveyor by the listing Agent/Broker that the subject vessel's cockpit has a Sunbrella-type sunshade that will convey with the sale, but that was not present for the survey.

FINDING C-2

COMMENTS

See the Fishing Equipment section for comments on the subject vessel's Tuna Tower that is integrated with the bridge.

EXTERIOR EQUIPMENT

COCKPIT/AFT DECK EQUIPMENT

The cockpit included a plumbed Dometic ice maker, a Sea Frost bait freezer, a livewell tank, a transom fishbox, an in-deck fishbox, an insulated in-deck box with plumbed ice chipper, a BlueWater rocket launcher, a BlueWater fighting chair, a freshwater wash down, a transom door, built-in tackle and storage drawers, and a preparation station/wet-bar sink with faucets for hot, fresh, and sea water. The cockpit and its equipment were serviceable and showed signs of usage requisite to the vessel's age, intended use, and being professionally maintained.

EXTERIOR SEATING

Two (2) helm chairs and bridge bench seating with vinyl cushions for approximately eight (8) crew/guests, vinyl cushions covering the cockpit bait tanks and sink area for additional seating, and one (1) cockpit BlueWater Teak fighting chair (See Fishing Equipment section for more comments). The seating appears to be professionally maintained and its usage requisite to the subject vessel's age and intended use.

GENERAL EXTERIOR SOFT-GOODS CONDITION

The subject vessel's exterior vinyl fabric cushions had general weathering and wear requisite to similarly professionally maintained vessels.

GENERAL HARDWARE CONDITION

No significant corrosion was observed on the vessel's hardware. Brushed aluminum railings ran from amidships around the forward perimeter of the vessel. (Bow railings were integrated into deck railings). Additional hardware consisted of the following stainless steel items located to the port and starboard sides: two (2) cleats on the deck near the bow, two (2) cleats forward the superstructure, two (2) cleats amidships, two (2) chocks located near the bow pulpit, two (2) cleats located in the aft cockpit's bulwarks, and two (2) line hawse pipe fittings located on the transom. All external hardware appeared professionally maintained, serviceable, and showed signs of usage requisite to the vessel's age and intended use.

EXTERIOR LIGHTING

Three Quartz (3) tower spreader fishing lights (two facing aft and one forward), two (2) LED tower upper helm overhead lights, four (4) LED mid-tower overhead lights, six (6) LED bridge hard-top overhead lights, two (2) cockpit overhang lights, four (4) LED transom underwater lights, two (2) LED bottom underwater lights, and two (2) LED side underwater lights. All the aforementioned LED lighting is capable of having their color changed at their switches, all the lighting illuminated when tested, and the lighting is suitable for its intended use. It was indicated by the listing Agent/Broker that all the underwater lighting was added in early 2021.

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EXTERIOR WASHDOWNS

Freshwater washdowns were located in the starboard cockpit, on the starboard flybridge, and on the port bow. One salt water washdown was located in the port cockpit. All of the washdowns powered up, were demonstrated, and serviceable. The bow washdown functioned despite its knob being broken.

FINDING C-3

CABIN VENTILATION

Provided by three (3) foredeck hatches and a main companionway door from the salon to the cockpit. All these areas of ventilation were serviceable and showed signs of usage requisite to the vessel's age, intended use, and being professionally maintained.

DECK HATCHES

The opening deck hatch located on the bow area of the foredeck is designed to be an emergency egress, it was tested, deemed serviceable, and showed signs of usage requisite to the vessel's age and intended use. The remaining two abaft foredeck hatches are too small to be egress hatches, as they are designed to provide light and ventilation to below. These two hatches were serviceable and showed signs of usage requisite to the vessel's age and intended use. (The hatch located to the starboard side showed signs from the interior of slight water intrusion)

FINDING C-4

EXTERIOR DOORS

The hinged, white powder coated, aluminum companionway door with a tempered glass window was serviceable and showed signs of usage requisite to the vessel's age and intended use.

WINDOWS

Fixed and tempered glass windows surround the main cabin area. It was indicated by the listing Agent/Broker that the subject vessel recently underwent work to the port and starboard side windows to repair and remedy leaks/water intrusion. The windows appeared serviceable and showed signs of usage requisite to the vessel's age and intended use.

FINDING C-5

HAND RAILS/GRAB RAILS

Six (6) powder coated aluminum grab rails of varying lengths were located at convenient locations on the sides of the superstructure, cockpit, and around the flybridge helm. The aft section of the flybridge has polished aluminum handrails supported by stanchions. All of the hand and grab rails appeared professionally maintained, serviceable, and showed signs of usage requisite to the vessel's age and intended use, with some signs of delaminated powder coating.

FINDING C-6

DAVIT/CRANE

The MarQuipt 1,500 lb. capacity electro-hydraulic davit located on the port foredeck powered up and was demonstrated using two remote controls (main and backup controls). The davit appeared professionally maintained, serviceable, and showed signs of usage requisite to the vessel's age and intended use, with some signs of delaminated powder coating.

FINDING C-7

DECK DRAINAGE

Self bailing deck drains and deck freeing ports located at the port & starboard aft cockpit corners. All of the drains and ports appeared serviceable and showed signs of usage requisite to the vessel's age, intended use, and being professionally maintained.

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LINE HAWSE PIPES

Line hawse pipes were installed port and starboard at the transom. The hawse pipes were serviceable and showed signs of usage requisite to the vessel's age and intended use.

ANCHOR PLATFORM

The subject's anchor platform consisted of a molded fiberglass bow pulpit and stainless steel fairlead anchor roller chute. The anchor platform appeared professionally maintained, serviceable, and showed signs of usage requisite to the vessel's age and intended use. The anchor platform showed signs of elevated conductivity readings (possible moisture intrusion or other conductive material) around the windlass.

FINDING B-4

EXTERIOR STORAGE

Exterior storage spaces consisted of a cabinet with drawers located in the tackle center, a small area located under one of the cockpit steps, and larger storage areas located in the forward section of the flybridge and under the flybridge bench seating. All the storage spaces had proper drainage, were serviceable, and showed signs of usage requisite to the vessel's age and intended use.

EXTERIOR DECK ACCESS HATCHES

The four (4) fiberglass deck hatches located in the cockpit sole were serviceable and showed signs of usage requisite to the vessel's age and intended use.

ROD HOLDERS

Four (4) rod holders were factory installed in the cockpit gunwales. The rod holders were serviceable and showed signs of usage requisite to the vessel's age and intended use. (See the Fishing Equipment section for information on additional rod holders not factory installed)

WATER MISTING SYSTEM

The subject's cockpit overhang was fitted with a Mistert's Unlimited water misting system consisting of four (4) misting ports. The water misting system did not power up or could be demonstrated.

FINDING C-8

EXTERIOR COVERS

The subject vessel had one (1) vinyl flybridge table cover, two (2) vinyl helm chair covers, one (1) vinyl rocket launcher cover, and one (1) cover made of a nylon-like material for the fighting chair. All the covers were serviceable and showed signs of usage requisite to having been replaced in recent years.

FENDERS

One (1) fender was observed onboard and will reportedly convey with the sale of the vessel. The fender was partially collapsed, did not appear serviceable, and appears no longer suitable for its intended use.

FINDING C-9

MOORING LINES

Eight (8) mooring lines were observed onboard. All the lines appeared newer, serviceable, showed signs of usage requisite to being recently replaced, and according to the listing Agent/Broker will convey with the sale of the vessel.

TENDER / AUXILIARY WATERCRAFT

TENDER/WATERCRAFT

It was indicated to the Surveyor by the Agent/Broker that no tender is conveyed with the sale of the vessel.

Report of Marine Survey

FISHING EQUIPMENT

TOWER

A pipe-welded and polished aluminum tuna tower with fiberglass hard-tops above the flybridge and buggy top. The tuna tower and its components were serviceable and showed signs of usage requisite to the vessel's age, intended use, and being professionally maintained.

OUTRIGGERS

Two (2) Rupp Marine, triple spreader, anodized/polished aluminum outriggers with center riggers. The outriggers appear professionally maintained, were demonstrated, serviceable, and showed signs of usage requisite to the vessel's age and intended use. Recommend periodically servicing/tuning the spreader cable rigging and adjusting the extension arm hardware for periodically or as necessary.

FIGHTING CHAIR

A BlueWater pedestal mounted teak fight chair with six (6) rocket launchers and a foot rest. The fighting chair appears professionally maintained, is serviceable, and showed signs of usage requisite to the vessel's age and intended use.

ROCKET LAUNCHER

A pedestal mounted, varnished teak, ten (10) rocket launcher with drawer, rigging tray, and cup holders was observed laying on the salon floor. It was indicated by the listing Agent/Broker the rocket launcher will convey with the sale of the subject vessel. The rocket launcher system is serviceable and showed signs of usage requisite to being newer and/or professionally maintained compared to the vessel's age and intended use.

ROD HOLDERS

A total of twenty one (21) rod holders were installed in or on the subject's gunwales (6), tower (7), fight chair (6), and upper tower (2). The rod holders appeared professionally maintained, were serviceable, and showed signs of usage requisite to the vessel's age and intended use.

LIVE BAIT-WELLS

An integrated raised live bait-well was located in the centerline transom, an in-deck live bait-well was located in the cockpit tackle center adjacent the companionway door, and on-deck live bait-well plumbing was installed under the port cockpit gunwale (no portable live bait-wells were sighted onboard). The live bait-wells powered up, were demonstrated, serviceable, appeared to be professionally maintained, and showed signs of usage requisite to the vessel's age and intended use.

FISH BOXES

A single fish box with a discharge pump was located under the centerline cockpit aft deck with both port and starboard hatches accessing the single box. The box pump was powered up, demonstrated, serviceable, appeared professionally maintained, and showed signs of usage requisite to the vessel's age and intended use.

FISHING EQUIPMENT

The Sea Frost BF2 freezer is located in the cockpit tackle center to the port. The freezer was powered up, demonstrated, serviceable, appeared professionally maintained, and showed signs of usage requisite to the vessel's age and intended use.

CHIPPED ICE MACHINE

The Dometic/Eskimo Ice model 540 chipped ice machine is located in the aft starboard engine space and is plumbed to provide ice to the cockpit in-deck port ice box. The chipped ice machine was powered up, demonstrated, serviceable, and showed signs of usage requisite to the vessel's age, intended use, and being professionally maintained.

Report of Marine Survey

WASH DOWNS

Freshwater & raw water washdowns were located in the port & starboard cockpit. Both of the cockpit washdowns were powered up, demonstrated, serviceable, and showed signs of usage requisite to the vessel's age and intended use.

TEASER REELS

Two (2) Miya Epoch US-9HD, 24 volt electric teaser reels were located in the tuna tower hardtop above the helm. The teaser reels were powered up, demonstrated, serviceable, appeared professionally maintained, and showed signs of usage requisite to the vessel's age and intended use.

ELECTRIC REEL OUTLETS

Two (2) 24 volt Electric Reel Outlets were located under the cockpit's port and starboard gunwales. The outlets were powered up, demonstrated, proven GFCI protected, serviceable, and showed signs of usage requisite to the vessel's age and intended use.

CABIN APPOINTMENTS

INTERIOR

INTERIOR ARRANGEMENT

The subject's interior arrangement consists of a full beam open aft salon with a custom sectional sofa and teak table to port, and to starboard is a wet bar with an ice maker, and an entertainment center with cabinet storage, a 32" T.V., and the main AC/DC power center. The U-shaped galley is located amidships port, and consists of custom cabinetry, six (6) Sub-Zero refrigerator/freezer drawers, a dishwasher, trash compactor, stove top, and microwave oven. Amidships starboard is a U-shaped dining area with a custom teak table. The accommodations are located below and accessed through a centerline companionway leading to a port side main stateroom with custom built-in cabinetry/entertainment center, a 55" flat screen T.V., a cedar lined closet to port, and an en suite head; a V-berthed bunk stateroom with en suite head, built-in cabinetry, a 19" T.V., and a cedar lined closet is located forward; and a bunk stateroom with built-in cabinetry, a 19" T.V., a cedar lined closet and an adjacent head are to starboard.

HEAD ARRANGEMENT

The subject's three (3) heads are each fitted with Raritan Atlantes 24 volt toilets/heads. The heads, powered up, were demonstrated as serviceable, and showed signs of usage requisite to the vessel's age and being professionally maintained.

SHOWER ARRANGEMENT

The subject's three (3) heads were each fitted with individual custom built-in showers that drain to the main greywater sump tank. The showers, powered up, were demonstrated as serviceable, and showed signs of usage requisite to the vessel's age and being professionally maintained.

INTERIOR CABINETRY & TRIM

The subject is fitted with finished high gloss light oak wood veneer cabinetry and trim throughout the vessel. The cabinetry and trim were in average to good condition, serviceable, and showed signs of usage requisite to the vessel's age and being professionally maintained.

INTERIOR DOORS

The subject is fitted with finished high gloss light oak wood veneer cabin doors and a metal door with tempered glass leading to the aft cockpit. The doors were in average to good condition, serviceable, and showed signs of usage requisite to the vessel's age and being professionally maintained.

Report of Marine Survey

INTERIOR STORAGE

The subject is fitted with finished high gloss light oak wood veneer storage cabinets (and cabinet doors) that are located within the custom entertainment centers / built-in cabinetry throughout. The interior storage spaces were in average to good condition, serviceable, appear adequate for the vessel's intended use, and showed signs of usage requisite to the vessel's age and being professionally maintained.

CEILING HEADLINERS

The subject is fitted with vinyl headliners throughout, and the headliners were generally in average condition, serviceable, and showed signs of usage requisite to the vessel's age and being professionally maintained. The headliner in the main salon appeared to be discolored, especially near the air conditioning vents. The headliner in the V-berth appears to have become slightly unfastened.

FINDING C-10

WALL-LINERS

The subject is fitted with white vinyl laminate and high gloss light oak wood veneer throughout. The wall-liners were generally in average condition, serviceable, and showed signs of usage requisite to the vessel's age and being professionally maintained. Based on the Surveyor's physical inspection and information supplied by the listing Agent/Broker, the subject's port and starboard salon windows previously suffered from water intrusion resulting in discolored wood veneer below said windows. It was further indicated that the window leaks have been recently repaired by Glass Tech Marine in Miami, FL.

FINDING C-11

WINDOW TREATMENTS

The subject was fitted with horizontal wood blinds and custom fabric valances throughout the main cabin. The window treatments were in average to good condition, serviceable, and showed signs of usage requisite to the vessel being professionally maintained.

CABIN SOLE FOUNDATION

Due to inaccessibility, the subject's cabin sole foundation could only be determined through the below deck companionway. Based on this limited information, the subject's cabin sole (where sighted) was laminated plywood, and was serviceable and showed signs of usage requisite to the vessel's age and intended use.

COUNTER TOPS

The subject was fitted with custom molded Corian counter tops throughout the main cabin bar, galley, and heads. The counter tops were in average to good condition, serviceable, and showed signs of usage requisite to the vessel's age and being professionally maintained.

INTERIOR MIRRORS

The subject was fitted with three (3) interior mirrors located in each of the heads. The mirrors were in average condition, serviceable, and showed signs of usage requisite to the vessel's age and being professionally maintained.

GENERAL INTERIOR & SOFTGOODS CONDITION

The general maintenance of the vessel's interior was serviceable and indicative of being professionally maintained, and only minor general wear and tear was observed on some of the interior woodwork, flooring, soft-goods, and surfaces, unless otherwise indicated herein.

GENERAL INTERIOR FURNISHINGS & SOFT-GOODS CONDITION

The general maintenance of the vessel's interior furnishings are serviceable and indicative of being professionally maintained and/or updated from the vessel's original furnishings.

Report of Marine Survey

INTERIOR JOINER WORK COMMENTS

The subject's interior joiner work is good, serviceable, and indicative of being professionally fabricated/constructed and maintained.

INTERIOR BULKHEADS

The subject is fitted with vinyl laminate and high gloss light oak wood veneer covered bulkheads throughout. Where sighted, the interior bulkheads did not appear to demonstrate signs of stress or unfastening. The bulkheads were generally in average condition, serviceable, and showed signs of usage requisite to the vessel's age, intended use, and being professionally maintained.

WATER INTRUSION COMMENTS

As indicated earlier, based on the Surveyor's physical inspection of the subject and information supplied by the listing Agent/Broker, the subject's port and starboard salon windows previously suffered from water intrusion resulting in discolored wood veneer below said windows. It was further indicated that the window leaks have been recently repaired by Glass Tech Marine in Miami, FL. (See Wall-Liner Findings and Recommendation section for further comments)

INTERIOR SYSTEMS & EQUIPMENT

LIGHTING

The subject is fitted with 24 Volt DC lighting fixtures throughout. (Most fixtures contained LED bulbs). All lights illuminated and were in average to good condition, serviceable, and showed signs of usage requisite to the vessel being professionally maintained.

HVAC/AIR CONDITIONING SYSTEM

The subject is fitted with one (1) Dometic SMX-II 30,000 BTU raw water cooled reverse cycle unit servicing the main salon area, and three (3) Dometic SMX-II 7,000 BTU raw water cooled reverse cycle units servicing the three staterooms/cabins. All of air conditioning/heating units powered up, demonstrated producing cold and hot air, and are suited for their intended use. The surveyor recommends cleaning the air filters, vents, air handler spaces, and plenums regularly.

HEAD EXHAUST VENTILATION FANS

Each of the subject's heads were fitted with electrically operated exhaust fans. All the fans were powered up, were demonstrated, serviceable, and showed signs of usage requisite to the vessel being professionally maintained.

LAUNDRY SYSTEMS

The subject was fitted with a Bosch Axxis clothing washer and dryer. The washer and dryer powered up, were demonstrated, were serviceable, and showed signs of usage requisite to the vessel being newer upgrades.

VACUUM SYSTEM

The subject was fitted with a WalVac built-in vacuum cleaning system. The system did not power up and could not be demonstrated or considered serviceable.

FINDING C-12

AUDIO/VISUAL EQUIPMENT

Report of Marine Survey

TELEVISION SYSTEM

The subject is fitted with four (4) televisions throughout the following vessel locations: a 32" flat screen in the main salon, a 55" flat screen in the main accommodation/cabin, a 19" flat screen in the V-berth cabin, and a 19" flat screen in the starboard cabin. All of the televisions powered up, were demonstrated as serviceable, but did not receive signals/reception. The televisions are capable of linking to the subject's KVH satellite television system, but could not be proven. The system powered up, but did not function. (See Satellite Television section for Findings and Recommendation comments)

STEREO SYSTEM

The subject is fitted with a Fusion MS-AV700i Stereo/CD/DVD/Sirius satellite radio player in the salon and each of its cabins. The flybridge, cockpit, and tuna tower are fitted with Fusion MS-NRX200i remote control units. The subject is fitted with the following accompanying audio speaker system: five (5) Bose speakers in the salon; two (2) Kenwood speakers in each cabin (six total), ten (10) JL Audio speakers on the flybridge, and six (6) JL Audio speakers in the cockpit. The entire stereo system powered up, was demonstrated, deemed serviceable, and showed signs of usage requisite to the vessel being newer vessel upgrades.

SATELLITE TELEVISION SYSTEM

The subject is fitted with a KVH digital satellite television antenna system. The system powered up, but did not function. The Surveyor could not determine if there was no subscription service at the time of the survey.

FINDING C-13

GALLEY EQUIPMENT

REFRIGERATION

The subject was fitted with two (2) Sub-Zero 700BR refrigerators and one (1) Sub-Zero 700BF freezer totaling six (6) drawers. The two refrigeration units (4 drawers) did not power up nor could be demonstrated or considered serviceable. The Sub-Zero freezer unit located outboard port powered up, was demonstrated, deemed serviceable, and is requisite to the vessel's usage and age.

FINDING B-5

ICE MAKER

The subject was fitted with an Edge Star ice maker located in the wet bar cabinetry. The ice maker powered up, was demonstrated, deemed serviceable, and showed signs of usage requisite to the vessel being a newer vessel upgrade.

STOVE

The subject was fitted with a Kenyon four (4) burner stove with touch control and a ceramic glass cooktop. The microwave powered up, was demonstrated, deemed serviceable, and showed signs of usage requisite to being a newer vessel upgrade.

MICROWAVE OVEN

The subject was fitted with a General Electric microwave oven. The microwave powered up, was demonstrated, deemed serviceable, and showed signs of usage requisite to the vessel being newer vessel upgrade.

DISHWASHER

The subject was fitted with a General Electric Potscrubber dishwasher. The dishwasher powered up, was demonstrated, deemed serviceable, and showed signs of usage requisite to the vessel's age and being professionally maintained.

Report of Marine Survey

TRASH COMPACTOR

The subject was fitted with a General Electric Compactall trash compactor. The compactor did not power up, and could be demonstrated or considered serviceable.

FINDING C-14

GALLEY SINK

The subject was fitted with a double galley sink with white Corian molded into the counter top. The sink was serviceable and showed signs of usage requisite to the vessel's age and being professionally maintained.

PROPULSION & MACHINERY SPACE *PROPULSION SYSTEM*

ENGINE MODEL

The subject's engines were twin Caterpillar Marine Power 3412E, turbocharged, after cooled, and with airseps.

Note: All engine information within this survey report was verified through the engines' labels and tags, the manufacturer, and various market research sources (e.g. Power Boat Guide, MLS, etc.) and included the listing Agent/Broker.

MANUFACTURE DATE

The manufactured dates on both the port and starboard engines' serial number stamped tags could not be read due to being covered in paint and worn. The manufacture dates of both engines are unknown.

ENGINE HORSEPOWER

1,400 horsepower each @ 2,300 RPM.

NUMBER OF CYLINDERS

Twelve (12) in a V configuration.

ENGINE STARTER VOLTAGE RATING

24 Volt.

ENGINE HOURS

2,494: Port

2,496: Starboard

Observed on the Caterpillar display's digital hour meters.

ENGINE SERIAL NUMBERS

9KS00549: Port

9KS00551: Starboard

Report of Marine Survey



ENGINE LABELS & NOTICES

The engines have been painted and worn, and as a result portions of the engines' labels/tags were illegible.

ENGINE INSTRUMENTATION

Main engine instrument gauges were installed at the flybridge helm, and additional main engine instrument gauges were installed adjacent each engine in the engine room companionway. All the engine displays powered up, were demonstrated, and appeared serviceable.

ENGINE ALARM SYSTEM

Caterpillar Marine Power (MPD) includes audible and visual electronic systems monitoring. The engine alarm systems powered up, were demonstrated, and appear serviceable.

ENGINE EXHAUST SYSTEM

Raw water cooled with stainless steel exhaust mixing risers, and flexible hoses to fiberglass surge pipes and mufflers, exiting through transom mounted discharges. The engine exhaust system's hoses were double clamped at each connection/termination and the system was powered up, demonstrated, serviceable, and showed signs of usage requisite to the vessel's age and use.

ENGINE COOLING SYSTEM TYPE

The subject's engine cooling system was a closed reservoir-type with raw water cooled exhaust. The engine cooling system was powered up, demonstrated, serviceable, and showed signs of usage requisite to the vessel's age and use.

ENGINE DRIVE BELTS

The subject vessel's engines both had covered serpentine drive belt assemblies. The drive belts were powered up, demonstrated, and serviceable. No spare belts were sighted by the Surveyor. Recommend having spare engine drive belts on board.

THROTTLE & SHIFT CONTROLS

ZF Marine ClearCommand electronic throttle and shift/gear controls (part number 92110). The throttle and shift/gear controls were powered up, demonstrated, and serviceable.

ENGINE SYNCHRONIZER

Synchronization was provided by a ZF ClearCommand Auto-Sync Throttle Control. The engine synchronizer was powered up, demonstrated, and serviceable.

Report of Marine Survey

EMERGENCY ENGINE SHUT-DOWN

Emergency engine shut-down buttons were located at the helms and mounted on each engine adjacent the engine room companionway. The emergency engine shut-down system was powered up, but not demonstrated, and assumed serviceable.

ENGINE BED MOTOR MOUNTS

The engines are fastened and secured with adjustable alloy motor mounts on longitudinal engine bed stringers having alloy stringer caps. The motor mounts were demonstrated, serviceable, appeared professionally maintained, and showed signs of usage requisite to the vessel's age and use. (See Limited Trial Run section for any additional information regarding motor mounts and a back down test)

ENGINE BED SUMPS

The engines had integrated drip sumps under the engines. The drip sumps appeared professionally maintained, serviceable, showed no signs of leaking, and their usage appeared requisite to the vessel's age and use.

MAIN ENGINE OIL LEVEL

Normal engine oil levels were observed on both the engines' sump dipsticks. The engines' oil appeared to be of normal color and viscosity, serviceable, and showed signs of usage requisite to the vessel having been professionally maintained. Note: The engine oil filters indicated the oil was last changed at 2,350 hours port and 2,352 hours starboard.

MAIN ENGINE COOLANT LEVEL

Normal levels were observed in the engines' heat exchanger header tanks. The engines' coolant appeared to be of normal color, serviceable, and showed signs of usage requisite to the vessel having been professionally maintained.

ENGINE BLOCK HEATERS

The engine block heaters powered up when tested. The engine block heaters were powered up and demonstrated, and appeared serviceable.

LIMITED TRIAL RUN INFORMATION

ENGINE STARTUP

The engines started without excessive cranking or exhaust smoke. The port and starboard engines each started with an initial puff of white smoke that immediately cleared. The engines' startup process was demonstrated and was serviceable.

VIBRATION COMMENTS

No significant hull or running gear vibrations were observed while underway throughout the entire limited trial run. The subject vessel's propulsion and machinery appear suitable for their intended uses / serviceable.

ENGINE BACKDOWN TEST

The engine motor mounts were observed while the engines were placed in forward and reverse gear several times under load without exception. The subject's engine mounts and stringer construction appear suitable for their intended use, and their condition and quality are requisite for the vessel's usage and age.

ENGINE CONTROL STATION OPERATION

Engine controls were operated at both helm stations without exception. Based on this information, both of the subject vessel's engine control station operations appear suitable for their intended use and are serviceable.

Report of Marine Survey

STEERING TEST

The steering components were observed while the steering wheel was turned hard over both port and starboard several times without exception. Based on this information, both of the subject vessel's steering systems/helms appear suitable for their intended use and were serviceable.

ENGINE PERFORMANCE

Recorded Engine Performance and Average Speed:

7.00 knots @ 550 RPM

10.50 knots @ 1,200 RPM

22.20 knots @ 1,600 RPM

28.80 knots @ 1,900 RPM

30.20 knots @ 2,338 RPM Wide Open Throttle (WOT)

Note: As per the manufacturer, the engines' WOT is 2,300 RPM

VESSEL LOADS

As indicated by the fuel and water gages the tank loads were filled to approximately 50% of the forward fuel tank, 45% of aft fuel tank, and 0% of the water tank load. The gear load was low with no tender and two people onboard.

TRIAL RUN CONDITIONS

A coastal limited trial run was performed in 2-3 foot sea conditions with temperatures ranging from 77-88 degrees Fahrenheit, partly cloudy, and intermittent rain showers.

ENGINE SPACE COMBUSTION AIR VOLUME

The engines appeared to have adequate combustion air during the trial run, with no excessive negative air pressure observed when the engine space accesses were closed off. (See Engine Space Ventilation in the Machinery & Bilge Space section for additional information)

MACHINERY & BILGE SPACE EQUIPMENT

ENGINE SPACE VENTILATION

Natural air flow ventilation was provided by port and starboard topside/hull vents with salt mist filters. Additionally, four (4) ventilator fans were located athwartship in the forward and aft outboard sections of the engine room. The engine space ventilator fans were powered up and demonstrated, and all but the forward port located fan were serviceable.

FINDING B-6

SEACOCKS/SEA-VALVES

The machinery space raw water seacocks were all bronze alloy ball-valve type throughout. The port engine raw water cooling seacock was stiff and difficult to operate. The seacock located just port and forward the aforementioned port engine raw water cooling seacock is not being used and should be eliminated and capped off/glassed in. The port head discharge seacock located in the forward bilge and beneath the port head was too difficult to access and could not be demonstrated. The remaining eleven (11) seacocks were all readily accessible, were exercised/demonstrated, and were serviceable. It is recommended that all below the waterline and near the waterline thru-hulls/seacocks have a proper sized wooden plug attached to function as an emergency plugging device, as well as performing maintenance on all seacocks and sea-strainers annually (inspect, clean and lubricate).

FINDING A-4

Report of Marine Survey

RAW WATER STRAINERS

Raw engines, generators, air conditioners, refrigeration, and water maker sea strainers are all bronze alloy with sight glasses. The raw water strainers were serviceable and showed signs of usage requisite to the vessel's age, use, and being professionally maintained.

HOSES

All of the machinery space hoses sighted by the Surveyor appeared serviceable and showed signs of usage requisite to having been professionally maintained. It was indicated by the listing Agent/Broker that the main engines' fuel lines were recently replaced in early 2021. The Surveyor generally recommends to monitor hoses frequently for dry cracking, degradation, damage or chafing.

HOSE CLAMPS

All the hoses sighted by the Surveyor appeared properly clamped, and double clamps were used on exhaust systems and fuel fill hoses where sighted. The machinery space hose clamps sighted were serviceable and showed signs of usage requisite to the vessel being professionally maintained. The Surveyor generally recommends regularly monitoring and servicing hose clamps throughout vessel.

LUBE TRANSFER SYSTEM

The subject is fitted with an Oberdorfer 24 volt Lubrication Transfer System with remote discharge/fill. The oil transfer system was powered up, not demonstrated, appears serviceable, and showed signs of usage requisite to the vessel's age, use, and being professionally maintained.

MACHINERY SPACE INSULATION

The subject had thermal & acoustical sound deadening insulation built into the engine room ceiling and bulkhead. The in insulation was serviceable and showed signs of usage requisite to the vessel's age and intended use.

TOOL BOX

There is a Husky toolbox placed between the generators within the engine room. The toolbox's drawers were demonstrated, deemed serviceable, and showed signs of usage requisite to being newer in construction and/or being professionally maintained. The toolbox was not fastened in any way and its drawers had no way of being locked.

FINDING A-5

TRANSMISSIONS / GEARS / DRIVES

DRIVE SYSTEM

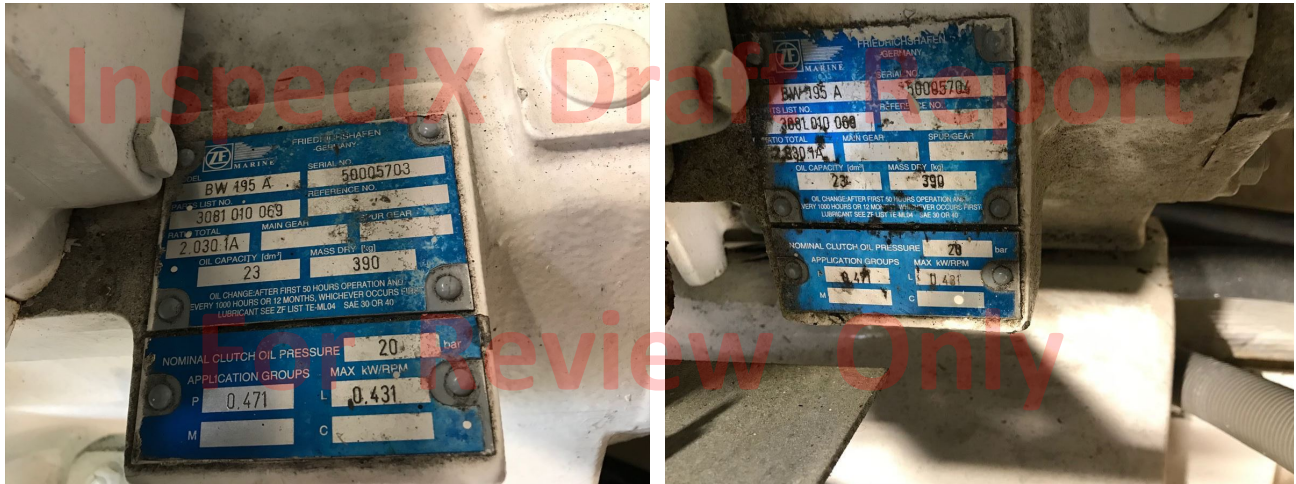
As per the surveyor's inspection and observation of the data tags mounted to the transmissions the subject's propulsion/drive system consists of twin direct drive ZF Friedrichshafen BW 195 A transmissions with gear ratios of 2.030:1. The drive systems were observed before, during, and after the limited trial run as having smooth shifting and no overheating, leaks, or vibrations were discovered. The transmissions were demonstrated, suitable for their intended use, and showed signs of usage requisite to the vessel's age, use, and being professionally maintained.

Transmission Serial Numbers:

50005704: Port

50005703: Starboard

Report of Marine Survey



GEAR CONTROLS

The subject was fitted with ZF Marine ClearCommand Electronic Controls. The drive systems were observed before, during, and after the limited trial run as having smooth shifting and no overheating, leaks, or vibrations were discovered. The transmissions were demonstrated, suitable for their intended use, and showed signs of usage requisite to the vessel's age, use, and being professionally maintained.

GEAR COOLERS/HEAT EXCHANGERS

The subject's transmissions were cooled with raw water heat exchangers. The drive systems were observed before, during, and after the limited trial run as having smooth shifting and no overheating, leaks, or vibrations were discovered. The transmissions and heat exchangers were demonstrated, suitable for their intended use, and showed signs of usage requisite to the vessel's age, use, and being professionally maintained. Recommend checking heat exchanger anodes and/or bonding system often.

GEAR FLUID LEVEL

Normal levels and color of gear fluid were observed on the transmission dipsticks. The drive systems were observed before, during, and after the limited trial run as having smooth shifting and no overheating, leaks, or vibrations were discovered. The transmissions were demonstrated, suitable for their intended use, and showed signs of usage requisite to the vessel's age, use, and being professionally maintained.

PROPELLER SHAFTS

The subject's propeller shafts were 3" stainless steel. The drive systems were observed before, during, and after the limited trial run as having smooth shifting and no overheating, leaks, or vibrations were discovered. The transmissions were demonstrated, suitable for their intended use, and showed signs of usage requisite to the vessel's age, use, and being professionally maintained.

PROPELLER SHAFT SEALS

The subject was fitted with dripless shaft seals with extra seals and cooling and crossover hoses. The drive systems were observed before, during, and after the limited trial run as having smooth shifting and no overheating, leaks, or vibrations were discovered. The transmissions were demonstrated, suitable for their intended use, and showed signs of usage requisite to the vessel's age, use, and being professionally maintained. The surveyor recommends monitoring the propeller shaft seals frequently.

FUEL SYSTEMS

Report of Marine Survey

FUEL SYSTEMS

The subject's fuel system is diesel with two (2) fiberglass encapsulated tanks. The fuel capacity of the forward tank is 639 gallons, the aft tank capacity is 980 gallons, and the total fuel capacity is 1,619 gallons (As per the manufacture and boat owner's guide). The fuel tanks are located centerline under the cockpit deck and in the amidships bilge. The method in which the tanks are secured could not be determined due to inaccessibility. The fuel tanks were demonstrated, serviceable, and showed signs of usage requisite to the vessel's age and use, where sighted.

FUEL LEVEL MONITORING

The subject's fuel level monitoring was through fuel gauges installed in the helm stations' instrument panels, as well as sight glasses located in the starboard aft section of the engine room. The fuel level monitoring gauges and sight glasses were demonstrated, serviceable, appeared professionally maintained, and showed signs of usage requisite to the vessel's age and use.

FUEL TANK MANUFACTURER LABELING

Due to inaccessibility, the ABYC required fuel tankage labels were not sighted on the fuel tanks.

FINDING C-15

FUEL FILL LOCATION

There were six (6) total fuel fills, three (3) located port, three (3) located starboard, and all were marked for diesel. The port and starboard aft side decks each contained one (1) fuel fill and the port and starboard amidships side decks each contained two (2) fuel fills located immediately adjacent one another. The fuel fills were demonstrated, serviceable, appeared professionally maintained, and showed signs of usage requisite to the vessel's age and use.

FUEL TANK VENTILATION

The subject's fuel tank ventilation was provided by three (3) port and three (3) starboard topside/hull sides vents located below their respective fuel fills. The fuel tank ventilation appeared professionally maintained, serviceable, and showed signs of usage requisite to the vessel's age, use, and being professionally maintained.

FUEL TANKAGE & FUEL FILL GROUNDING

The subject's fuel fills were grounded where sighted amidships port and starboard, and the aft located fuel fills were inaccessible and not sighted. The forward fuel tank was grounded and the aft tank was inaccessible and not sighted. The grounding wires demonstrated as serviceable, and showed signs of usage requisite to the vessel's age, use, and being professionally maintained.

FUEL LINES/HOSES

The subject's fuel lines and hoses were Aeroquip FC234 AQP and USCG approved Type A2 J1527 grade throughout, and the fuel fill lines were double clamped. It was indicated by the listing Agent/Broker that the subject recently had the fuel fill hoses replaced in early 2021. The fuel lines and hoses were demonstrated as serviceable, and showed signs of usage requisite to the vessel's use, being professionally maintained, and some recently replaced.

FUEL SHUT-OFF VALVES

The subject's fuel shut-off valves consisted of ball valves at the central manifold system, the fuel tanks, and the primary fuel filters. The fuel shut-off valves were, demonstrated, serviceable, and showed signs of usage requisite to the vessel's age, use, and being professionally maintained.

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MAIN ENGINE PRIMARY FUEL FILTERS

The subject's primary fuel filters consisted of four (4) Racor 75/1000-MAX fuel filter/water separators (two per engine). The fuel filters did not contain any sediment or algae as sighted in the filter's sight bowl or on its diffuser.

The primary filters demonstrated as serviceable, and showed signs of usage requisite to the vessel's age, use, and being professionally maintained. The surveyor recommends monitoring and servicing the filters often.

MAIN ENGINE SECONDARY FUEL FILTERS

The subject's secondary fuel filters consisted of four (4) Caterpillar canister-style fuel filters mounted on the engines (two per engine). The secondary fuel filters were demonstrated as serviceable, showed signs of usage requisite to the vessel being professionally maintained, and the filters indicated being changed at 2,350 and 2,352 hours.

GENERATOR PRIMARY FUEL FILTERS

The subject vessel's generator primary fuel filters consist of two (2) Racor 500-MA fuel filter/water separators (one per generator). The primary fuel filters did not contain any contamination where sighted, demonstrated as serviceable, and showed signs of usage requisite to the vessel's age, use, and being professionally maintained.

These filters did not contain any heat shields under the sight glass bowls.

FINDING A-6

GENERATOR SECONDARY FUEL FILTERS

The subject's secondary generator fuel filters consisted of two (2) canister-style spin-on fuel filters mounted on the generators (one per engine). The secondary fuel filters were demonstrated as serviceable, showed signs of usage requisite to the vessel being professionally maintained, and the starboard filter indicated being changed at 3,586 hours and the port filter had no markings indicated when it was last changed.

FUEL TANKAGE SPACE IGNITION PROTECTION

Based on the Surveyor's inspection, due to the lack of access to the fuel tank spaces no determination could be made as to whether any electrical items located in the fuel tankage space were ignition protected. The Surveyor did confirm that the labels of the electrical items located in the engine room/machinery space were ignition protected, where sighted.

ELECTRICAL SYSTEMS **DC ELECTRICAL SYSTEMS**

DC SYSTEMS VOLTAGE

The subject is fitted with a 24 volt DC system with a main distribution power center located in the starboard salon, a sub-panel located in the galley servicing the galley power, another sub-panel located under the companionway stairs servicing the heads and forward bilge spaces, and final sub-panel located in the settee area servicing the remainder of the vessel. The power distribution centers were powered up, the systems were demonstrated, and was deemed suitable for their intended use, unless otherwise indicated herein.

BATTERIES

The subject was fitted with four (4) Fullriver DC260-12 AGM deep cycle batteries with 260 amp hours and 1,830 cranking amps, each were arranged in series to create 24 volts. The vessel was also fitted with two (2) group 27 flooded lead acid batteries designated for starting the generators. The batteries powered up, demonstrated, and were deemed suitable for their intended use. The Surveyor recommends periodically load testing the batteries for condition and performance (all terminal conductors should be completely disconnected from the batteries before load testing).

Report of Marine Survey

BATTERY SWITCHES

The subject is fitted with one (1) Guest rotary battery switch for the port side batteries, one (1) Guest rotary battery switch for the starboard side batteries, one (1) switch for the port generator battery, one (1) switch for the starboard generator battery, one (1) switch for the windlass power, one (1) switch for emergency parallel service, and all the switches were located in the vessel's aft-starboard engine room/machinery space. The switches were energized, demonstrated, and deemed suitable for their intended use.

DC ELECTRICAL SYSTEM MONITORS

The subject was fitted with an analog DC voltage meters in the main DC electrical power center panel. The meter was energized, demonstrated, and deemed suitable for its intended use.

BATTERY CHARGERS

The subject was fitted with two (2) newer Victron Centaur 24 volt battery chargers with 40 amp output and each unit capable of charging 3 battery banks independently. Additionally, it was fitted with one (1) Sentry FR Series 12 volt battery charger with 40 amp output. The chargers were energized, demonstrated, and deemed suitable for their intended uses.

MAIN ENGINE ALTERNATORS

The subject was fitted with two (2) 24 volt, 70 amp, main engine mounted and belt driven alternators. The alternators were energized, demonstrated, and deemed suitable for their intended use.

BONDING SYSTEM (ABYC E-2 & E-11)

The subject was fitted with a bonding system used throughout the vessel to minimize electrolytic and/or galvanic corrosion. It was indicated to the Surveyor through a visual inspection of the bonding system, as well as utilizing a multimeter to spot test various bonded components for continuity, that the vessel's tested components appear properly bonded and serviceable. The Surveyor recommends a thorough inspection and maintenance of the vessel's bonding system, by checking the security of all bonding conductor terminations (destructive testing), cleaning any corrosion off of the bonding conductors, and applying a corrosion inhibitor.

DC SYSTEM WIRING TYPE

Based on the Surveyor's inspection of the subject's readily observable wiring system, the wiring appears proper and serviceable for its intended use, where sighted.

AC ELECTRICAL SYSTEMS

AC SHORE POWER SYSTEM

The subject is fitted with a single phase 240 volt system at 60Hz supplied by port and starboard 50 amp 120/240 volt shore power inlets each with Equipment Leakage Current Interrupters (ELCIs) located in the forward cockpit gunwales. The system is also fitted with Glendenning Cablemasters providing 50 amp vinyl shore power cords. The AC shore power system was energized, demonstrated, and deemed suitable for its intended use.

MAIN AC SHORE POWER BREAKERS

The subject is fitted with main AC breakers with Equipment Leakage Current Interrupters (ELCIs) installed under each port and starboard forward cockpit gunwale. The main AC shore power breakers were energized, demonstrated, and deemed suitable for their intended use.

AC ELECTRICAL PANEL BREAKERS

The subject is fitted with AC branch breakers located in the salon's main AC electrical panel/power center. The AC electrical panel breakers were energized, demonstrated, and deemed suitable for their intended use.

Report of Marine Survey

AC ELECTRICAL SYSTEM MONITORS

The subject is fitted with AC electrical system gauges monitoring AC voltage and amperage, and are located in the salon's main AC electrical panel/power center. The AC electrical system monitors were energized, demonstrated, and deemed suitable for their intended use.

AC ELECTRICAL SOURCE SELECTOR SWITCHING

The subject was fitted with AC electrical source selector switching provided by port and starboard manual rotary-type selector switches for shore or generator power, and were located in the salon's main AC electrical panel/power center. The AC electrical source selector switches were energized, demonstrated, and deemed suitable for their intended use.

GALVANIC ISOLATION SYSTEM (ABYC A-28)

The subject was fitted with a Quicksilver galvanic isolation system located in the starboard machinery space/engine room. The galvanic isolator appeared to be correctly wired and suitable for its intended use.

AC ELECTRICAL POWER OUTLETS

The subject was fitted with numerous AC outlets throughout, and the outlets were tested for power, polarity, and/or for GFCI protection using a UL listed circuit tester. All GFCI protected outlets located in wet areas tripped at their test buttons and proper polarity was confirmed, except where noted. The AC electrical outlets were energized, demonstrated, and deemed suitable for their intended use, except where noted. The electrical outlet located on the flybridge did not power up.

FINDING C-16

AC SYSTEM WIRING TYPE

Based on the Surveyor's inspection of the subject's readily observable wiring system, the wiring appears proper and suitable for its intended use, where sighted.

AC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

The Surveyor recommends a thorough periodic inspection and maintenance of the vessel's AC & DC wiring, by checking the security of all electrical conductor terminations (destructive testing), cleaning any corrosion off of the electrical conductors and applying a corrosion inhibitor where appropriate.

GENERATORS/AUXILIARY POWER GENERATORS

Report of Marine Survey

GENERATOR SPECIFICATIONS

The subject vessel contains two (2) Kohler model 21CC0Z diesel generators.

Serial number: 801006 Port

Serial number: 801007 Starboard

Hours: 3,597.0 Port

Hours: 3,014.6 Starboard

Cylinders: 4 (each)

Ratings Specifications: (each)

RPM: 1,800

KW: 21

KVA: 21

Volts: 120/240 AC

Hz: 60

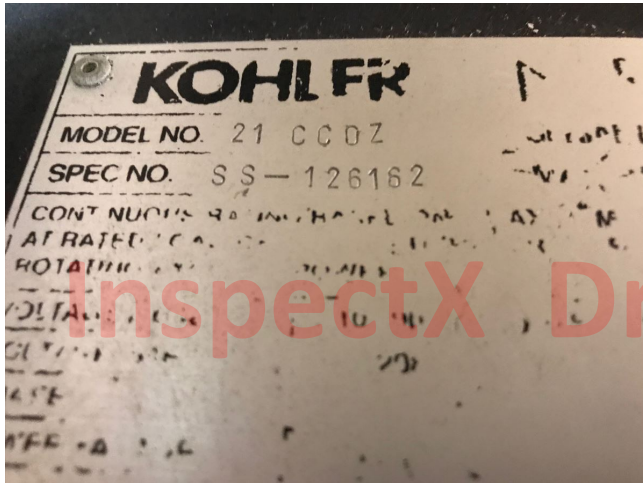
AMPS: 175/87.5

HP: Unknown

Phase: Single

The above information was verified through hours observed on the generator mounted hour meters, generator mounted tags/labels, owner's manuals, and/or market research.

(See the sections below for information on the condition and serviceability of the generators and their components)



GENERATOR LABELS & NOTICES

Appropriate tags and/or labels/notices were installed and are visible where sighted.

GENERATOR INSTRUMENTATION GAUGES

Generator instrument gauges were installed at the main electrical panel located in the starboard aft area of the salon. The generator instrument panel was properly labeled, organized, readily accessible, serviceable, included proper audible and visual alarms, and showed signs of usage requisite to the vessel's age, use, and being professionally maintained.

Report of Marine Survey

GENERATOR DRIVE BELT

The generators' belts appeared to be in serviceable condition, but accessibility was partially hindered by the belt guards. The generators were powered up, demonstrated under load, and showed signs of performance and usage requisite to the vessel's age, use, and being professionally maintained. The Surveyor recommends supplying extra drive belts for emergency use.

GENERATOR LUBRICATION SYSTEM

The subject's generators contained engine mounted mechanical oil pumps with spin-on canister-type filters, and the color, viscosity, and oil levels were normal on the generators' oil sump dipsticks. The generators were powered up, their lubrication system demonstrated under load, and were deemed serviceable based on their performance.

GENERATOR COOLING SYSTEM TYPE

The cooling for the subject's generators are closed coolant systems with raw water exhausts, and the coolant recovery expansion tanks' levels were normal with normal coolant coloration. The generators were powered up, demonstrated under load, and showed signs of performance and usage requisite to the vessel's age, use, and being professionally maintained. The Surveyor recommends changing internal anodes regularly.

GENERATOR FUEL SYSTEM

The subject's generators contain engine mounted fuel pumps, and based on limited access to the generators their fuel lines appeared suitable for their intended use. The generators were powered up, demonstrated under load, and showed signs of performance and usage requisite to the vessel's age, intended use, and being professionally maintained.

GENERATOR EXHAUST SYSTEM

The subject's generator exhaust systems are raw water cooled with fiberglass water-lift type mufflers. The generators were powered up, demonstrated under load, and showed signs of performance and usage requisite to the vessel's age, intended use, and being professionally maintained.

GENERATOR SPACE VENTILATION

The subject's generator space ventilation was provided by natural air ventilation through cockpit side vents and four (4) ventilation fans/blowers located throughout the machinery space. The generators were powered up and demonstrated under load without exception, thus indicating the ventilation space being suitable for its intended use.

WATER SYSTEMS

FRESHWATER SYSTEM

WATER SYSTEMS

It was indicated to the Surveyor through the manufacturer that the subject is fitted with a single 250 gallon fresh water tank constructed of FRP located under the cabin sole amidships. The water fill location is located amidships port and labeled "water", and the tank is ventilated to the port topsides below the fill location. Due to limited accessibility the Surveyor could not fully inspect the tank and determine how it is secured/fastened. Based on that information, the tank appeared serviceable, was demonstrated, and showed signs of performance requisite to the vessel being properly and professionally maintained.

FRESHWATER PUMPS

The subject is fitted with a 24 volt Dayton centrifugal freshwater pump model 4RU77 with 3/4HP. The freshwater pump was demonstrated, suitable for its intended use, and showed signs of usage requisite to the vessel's age, use, and being professionally maintained.

Report of Marine Survey

FRESHWATER FILTRATION

The subject is fitted with an inline American Plumbed filter system near the accumulator tank. The filter system was demonstrated, deemed suitable for its intended use, and showed signs of usage requisite to the vessel's age, use, and being professionally maintained. The Surveyor recommends monitoring and/or replacing filters as necessary.

FRESHWATER ACCUMULATOR TANK

The subject was fitted with an 8.5 gallon Teel Precharged Water Well accumulator tank. The tank was demonstrated, deemed suitable for its intended use, and showed signs of usage requisite to the vessel's age, use, and being professionally maintained.

FRESHWATER PIPE/HOSE PLUMBING

The subject was fitted with red and blue SeaTech Uniflex-type reinforced hose and PEX type (cross-linked polyethylene) tubing where sighted, and a hot/cold water manifold system. The freshwater plumbing was demonstrated, no leaks were sighted, was deemed suitable for its intended use, and showed signs of usage requisite to the vessel's age, use, and being professionally maintained.

WATER LEVEL MONITORING

The subject was fitted with a water level monitoring system, and its tank level indicator was located at the main DC power center located in the salon. The water level monitor was, demonstrated, deemed serviceable, and showed signs of usage requisite to the vessel's age, use, and being professionally maintained.

COMMENTS

The Surveyor recommends periodically sanitizing the vessel's water tankage and water delivery systems.

HOT WATER SYSTEM

WATER HEATER

The subject was fitted with a marine grade 120 volt 20 gallon Rheem hot water heater with a built-in pressure relief valve that drains to the bilge. (The heater was not integrated into the engines' heat exchanging system) The water heater was powered up, demonstrated, deemed suitable for its intended use, and showed signs of usage requisite to not being part of the vessel's original equipment and being professionally maintained.

WATER FILTRATION SYSTEM

DESALINATION (FRESHWATER MAKING) SYSTEM

The subject is fitted with a Water Maker Inc. WMS-450 reverse osmosis desalination system. The desalination system was powered up, demonstrated, serviceable, and showed signs of usage requisite to the vessel's age, use, and being professionally maintained.

BLACKWATER SYSTEM

MSD (MARINE SANITATION DEVICE) SYSTEM (33 CFR 159)

The subject was fitted with a type III MSD waste system (utilizes a holding tank or similar device that prevents the overboard discharge of treated or untreated sewage). The system consists of a 20 gallon polyethylene blackwater tank and a 10 gallon polyethylene greywater tank (that were divided by a bulkhead), and both properly secured beneath the forward cabin sole with insulated metal straps. The MSD system was demonstrated, no leaks were sighted, was deemed suitable for its intended use, and showed signs of usage requisite to the vessel's age, use, and being professionally maintained.

Report of Marine Survey

BLACKWATER TANKAGE VENTILATION

The subject's blackwater tank's vent fitting was plumbed overboard at the starboard hull side. The ventilation was demonstrated during the testing of the entire system, was deemed suitable for its intended use, and showed signs of usage requisite to the vessel's age, use, and being professionally maintained.

BLACKWATER SYSTEM DISCHARGE

The subject's blackwater system was fitted with a Jabsco 24 volt diaphragm-type overboard discharge pump and a Jabsco 24 volt macerator pump, with Y-valves and a deck pump-out fitting located port amidships. The discharge Y-valves were located beneath the port head and plumbed overboard at the port hull side. The Y-valves were demonstrated (except where noted), the pumps powered up, the system was deemed suitable for its intended use, and showed signs of usage requisite to the vessel's age and intended use. Note: The Y-valves did not have a method of being locked.

FINDING B-7

COMMENTS

The vessel's operator is responsible for determining what type of MSDs (marine sanitation devices) are prohibited and permitted by law in the location of the vessel's intended use.

GREYWATER SYSTEM

GREYWATER TANKAGE

The subject was fitted with a 10 gallon polyethylene greywater tank that is properly secured beneath the forward cabin sole and acts as a sump box for the head sinks and showers. The tank is fitted with a Jabsco 24 volt pump for its overboard discharge. The greywater tank system was demonstrated, no leaks were sighted, was deemed suitable for its intended use, and showed signs of usage requisite to the vessel's age, use, and being professionally maintained.

HEAD SINKS

The subject's heads were fitted with molded Corian-type sinks integrated into the countertops. The sinks were in good condition, suitable for their intended greywater use, and showed signs of usage requisite to the vessel's age and being professionally maintained.

GREYWATER SYSTEM COMMENTS

The Surveyor recommends cleaning the greywater sump tank periodically.

STEERING SYSTEMS

STEERING SYSTEMS

The subject was fitted with a Hynautic electro-hydraulic power steering system with steering stations positioned at the flybridge and tuna tower helms. The steering system was inspected, powered up, demonstrated at each helm, was deemed serviceable, and showed signs of performance requisite to the vessel's intended use and being professionally maintained.

STEERING HOSES/LINES

Where sighted the subject's steering system was fitted with braided and reinforced flexible hoses and metallic fittings. These steering components were free from leaks or excessive corrosion, were demonstrated during the limited trial run, were serviceable, and showed signs of performance requisite to the vessel's intended use and being professionally maintained.

Report of Marine Survey

STEERING FLUID RESERVOIR PRESSURE

The subject's steering fluid reservoir pressure gauge indicated 27 psi with a required amount of 25-30 psi pressure. The steering system powered up, was demonstrated at each helm, the pressure level remained constant before and after the limited trial run, was deemed serviceable, and showed signs of performance requisite to the vessel's intended use and being professionally maintained.

STEERING SYSTEM ACTUATORS

The subject's steering actuators were inspected, were free from excessive corrosion, and appeared to be adequately secured and having no leaks. The actuators were demonstrated during the limited trial run, were serviceable, and showed signs of performance requisite to the vessel's intended use and being professionally maintained.

RUDDER STOCKS

The subject's bronze steering rudder stocks were inspected, were free from excessive corrosion, and appeared to be adequately secured and having no leaks. The rudder stocks were demonstrated during the limited trial run, were serviceable, and showed signs of performance requisite to the vessel's intended use and being professionally maintained.

RUDDER LOG SEALS

The subject's steering rudder log seals were inspected, were free of corrosion, and appeared to be adequately secured and having no leaks. The log seals were demonstrated during the limited trial run, were serviceable, and showed signs of performance requisite to the vessel's intended use and being professionally maintained.

RUDDER POSITION INDICATOR

The subject's Simrad AP28 autopilot rudder angle function powered up, was demonstrated during the limited trial run, was serviceable, and showed signs of performance requisite to the vessel's intended use and being professionally maintained.

TRIM TAB SYSTEM

The subject's two (2) Bennett Marine 24 volt electro-hydraulic trim tabs powered up, were demonstrated during the limited trial run, and deemed serviceable.

GROUND TACKLE

ANCHORS

The subject has a single 25 kilo Delta-style stainless steel plow anchor with a stainless steel swivel shackle. The anchor system was lowered and retrieved using the windlass, thus demonstrating its serviceability. The anchor and its attached components showed signs of usage requisite to the vessel's age, intended use, and being professionally maintained. The Surveyor was unable to sight a spare anchor and recommends fitting the vessel with an emergency anchor or anchors.

ANCHOR RODE TYPE

As per a cursory/limited observation, and caliber measurements, of the of the anchor chain and rode stored in the anchor locker, there appeared to be approximately 50 feet of 3/8" galvanized chain and approximately 150 feet of attached 3/4" braided line. The anchor chain and rode were demonstrated on a limited basis during the limited testing the windlass, and showed signs of usage requisite to the vessel's age, intended use, and being professionally maintained. The Surveyor recommends measuring the anchor rode and confirming that the bitter end of the anchor rode is secured to the vessel with a cut-away attachment.

Report of Marine Survey

ANCHOR WINDLASS

The subject has a 24 volt Maxwell 3500 windlass with foot controls on the foredeck and master power switches and breakers in the main panel and at the flybridge helm. The windless powered up, was demonstrated on a limited basis by raising and lowering the anchor out of its chute, and showed signs of usage requisite to the vessel's age, intended use, and being professionally maintained.

ELECTRONICS & NAVIGATION EQUIPMENT

VHF RADIOS

The subject has two (2) VHF radios located on the flybridge; an Icom IC-M604 VHF Radio and a backup Icom IC-M506 VHF Radio. The salon and tuna tower helm both have jacks/ports for remote Icom CommandMics, but no mics were sighted. The IC-M604 VHF Radio has AIS (Auto Identification System) capability, but was not enabled. Both the radios were powered up, demonstrated, and showed signs of usage requisite to the vessel's intended use and being professionally maintained.

FINDING B-8

COMPASSES

The subject has two (2) Ritchie magnetic compasses located at both helms (a 6" at the flybridge helm and a 4" at the tuna tower helm). The compasses' lights powered up, and the compasses were demonstrated and showed signs of usage requisite to the vessel's age, intended use, and being professionally maintained. The Surveyor recommends having the compasses swung and provide current deviation cards.

MULTI-FUNCTIONAL NAVIGATION & DISPLAYS

The subject has a Simrad EVO 3 multi-function navigation system with two displays at the flybridge helm and one at the tuna tower helm. The Simrad EVO 3 system functions include chart plotter/GPS, depth display, radar display, fishfinder, speed display, weather display, and AIS display. The SolarMAX IPS display features include extreme viewing angles (viewable through polarized sunglasses), preloaded C-MAP US Enhanced inland and coastal charts, the full operation via touchscreen or keypad controls of sonar, radar, autopilot and accessories. The system was powered up, most of the functions demonstrated, and showed signs of usage requisite to the vessel's intended use, being professionally maintained, and having been upgraded from the original navigation equipment.

FINDING C-17

AUTOPILOT

The subject has a Simrad AP28 Autopilot system. The autopilot powered up, was demonstrated, and showed signs of performance and usage requisite to the vessel's intended use and being professionally maintained.

MARINE RADAR

The subject has a Simrad Halo open array marine radar system. The radar powered up, but was not demonstrated as operational. Otherwise, the radar showed signs of usage requisite to the vessel's intended use, being professionally maintained, and having been upgraded from the vessel's original navigation equipment.

FINDING B-9

DEPTH DISPLAY

The subject had a Furuno FCV-1100L depth finder and display that powered up, but did not demonstrate as operational, and showed signs of usage requisite to the vessel's age, intended use, and having been part of the vessel's original navigation equipment.

FINDING B-10

Report of Marine Survey

ANTENNAS

The subject's antennas were adequately mounted, and based on a demonstration of the radio equipment operation were determined to be suitable for their intended use. The antennas showed signs of usage requisite to the vessel's age, intended use, and being professionally maintained.

STEREO SYSTEM

The subject has four (4) Fusion MS-AV750 Stereo/CD/Satellite Radio Players with one (1) located in each stateroom and one (1) in the salon. There is one (1) Fusion MS-WR600 Remote unit located on the flybridge and the system is linked to five (5) Bose speakers located in the salon, two (2) speakers located per stateroom, six (6) speakers located in the cockpit, and ten (10) speakers located on the flybridge. The stereo/satellite system powered up, was demonstrated, and showed signs of performance and usage requisite to the vessel's age, intended use, and being professionally maintained.

SAFETY EQUIPMENT SAFETY EQUIPMENT (U.S.C.G.)

WEARABLE PERSONAL FLOATATION DEVICES (33 CFR 175)

The subject vessel provided fifteen (15) Type II U.S.C.G. approved personal floatation devices (PFD), four (4) Type I U.S.C.G. PFDs, and one (1) Type I U.S.C.G. child PFD. The PFDs were stowed in a readily accessible space under the bench seating at the helm (four were within a plastic cover), they demonstrated as serviceable, and showed signs of condition requisite to the vessel's age and having been professionally maintained.

FINDING A-7

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

The subject provided one (1) Type IV U.S.C.G. approved throwable device (cushion) that will reportedly convey with the sale of the vessel. The throwable device was stowed in a readily accessible space under the bench seating at the helm, it demonstrated as operational, and showed signs of condition requisite to the vessel's age and having been professionally maintained.

FIRE EXTINGUISHERS (46 CFR 25)

The subject provided nine (9) Type B:C, size I dry chemical fire extinguishers that were all dated June of 2020, appropriately mounted and arranged throughout the vessel, and were serviceable. All the fire extinguishers inspection labels indicated they were expired. Note: All fire extinguishers onboard should be inspected/serviced annually by either a qualified service personnel or by the owner/operator if properly documented in the vessel's maintenance log book.

FINDING A-8

VISUAL DISTRESS SIGNALS (33 CFR 175.101)

The subject provided three (3) 12 gauge daytime hand-held smoke signals as visual distress signals. The distress signals expire in October 2021 and were serviceable. The Surveyor recommends updating the soon to be expired daytime flares and adding required current night time visual distress signals.

FINDING A-9

SOUND PRODUCING DEVICES (33 CFR 83)

The subject's dual trumpet 24 volt DC electric air horn powered up, was demonstrated, and showed signs of condition requisite to the vessel's age and having been professionally maintained.

Report of Marine Survey

NAVIGATION LIGHTS (33 CFR 83)

The subject's navigation lights were powered up and all of the following illuminated when tested; port (red), starboard (green), masthead (white), and anchor (white). All the lights indicated were serviceable and showed signs of condition requisite to the vessel's age and having been professionally maintained. The subject's stern light was not demonstrated as operational.

FINDING A-10

"NO OIL DISCHARGE" PLACARD (33 CFR 151/155)

A placard was properly displayed in the engine space. The placard showed signs of condition requisite to the vessel's age and having been professionally maintained.

"TRASH DISPOSAL" PLACARD (33 CFR 151/155)

The placard was observed onboard, but not properly displayed. (Displayed under the galley sink on the backside of the cabinet door) The placard showed signs of condition requisite to the vessel's age and having been professionally maintained.

FINDING A-11

"WASTE MANAGEMENT" PLAN (33 CFR 151) VESSELS OVER 39'4"

The Surveyor did not sight a waste management plan on the subject vessel. A written and properly displayed waste management plan is required in U.S. waters for vessels over 39'4".

FINDING A-12

U.S.C.G. NAVIGATION RULE BOOK (33 CFR 83) VESSELS OVER 39'4"

The U.S.C.G. International and Inland Navigation Rule Handbook was not observed onboard. This official government rulebook is required on all vessels over 39'4" in length. Also known as Nav-Rules CG169, it contains the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS).

FINDING A-13

AUXILIARY SAFETY EQUIPMENT

FIXED FIRE SUPPRESSION SYSTEM

The subject provides a Fireboy clean agent fixed fire suppression and alarm system in the engine compartment. The system is equipped with automatic thermal and manual activations. (The manual activation is located near the entrance to the engine room) The inspection tag on the system indicates it was last serviced on 6/2020 and requires maintenance and inspections every 12 months. The system showed signs of condition requisite to the vessel's age and having been professionally maintained.

FINDING A-14

BILGE HIGH WATER ALARMS

The subject's bilge high water alarm system was powered up, but did not demonstrate as operational by transmitting a visual or audible signal/alarm when the bilge float switches were activated (The bilge high water alarm system is reportedly integrated into the bilge pump's floatswitches). The bilge high water alarm system showed signs of condition requisite to the vessel's age and having been professionally maintained, but was not demonstrated.

FINDING A-15

Report of Marine Survey

LIFE RAFTS

The subject provides a Datrex 6-person inflatable emergency life raft with serial number 1563, a manufacturing date of 5/2020, a last service date of 2/2021, and is located on a stainless steel frame on the flybridge hardtop. The directions to operate the hydro-static release mechanism are displayed on the raft's storage container. The life raft showed signs of condition requisite to its age and having been professionally maintained.

E.P.I.R.B.

Despite the subject having an Emergency Position Indicating Radio Beacon (EPIRB) cradle mounted on the flybridge helm, no EPIRB was conveyed. Based on the subject intended use as a sport fishing vessel, the Surveyor recommends replacing or installing the EPIRB.

MAN OVERBOARD SYSTEM (MOB)

As perviously indicated, one (1) U.S.C.G. Type IV throwable cushion conveyed with purchase. The Surveyor recommends for the subject vessel's intended offshore use a U.S.C.G. type IV throwable ring with floating rescue throw line being added.

FIRST AID SUPPLIES

The subject contained onboard a small first aid kit that expired in 2017. Based on the subject's intended use, the Surveyor recommends supplying the vessel with a full medical kit and the periodic renewal of any outdated medical supplies.

FINDING B-11

CARBON MONOXIDE DETECTORS (ABYC A-24)

The Surveyor was unable to sight any carbon monoxide detectors throughout the subject vessel. The Surveyor highly recommends installing carbon monoxide detectors inside all of the accommodation spaces.

FINDING A-16

SMOKE DETECTORS (NFPA 302)

The Surveyor was unable to sight any smoke detectors throughout the subject vessel. The Surveyor highly recommends installing smoke detectors inside all of the accommodation spaces.

FINDING A-17

SEARCH LIGHT

No search light was sighted by the Surveyor. Based on the subject's intended use, the Surveyor recommends installing or having a portable search light onboard.

VESSEL SAFETY PLAN

The Surveyor recommends implementing, posting and continually updating a Vessel Safety Plan, outlining all of the vessel's specific safety procedures and the locations, maintenance protocols and serviceability or expiration dates of all onboard safety equipment.

COMMENTS

If cruising offshore, the Surveyor recommends that an EPIRB, emergency personal locator beacons, an emergency ditch bag, and a small manual watermaker be added to the ship's safety gear.

BILGE PUMPING SYSTEMS

Report of Marine Survey

ELECTRIC BILGE PUMPING SYSTEMS

The subject is fitted with three (3) Rule 2000, 24 volt bilge pumps with electro-magnetic floatswitches. The pumps are distributed throughout the vessel's forward bilge space under the companionway sole, the engine room bilge space, and in the lazarette bilge space. The bilge pumping system powered up, and was demonstrated by testing each electro-magnetic float switch with a magnet. The bilge pumping system is serviceable and showed signs of usage requisite to the vessel's intended age and intended use.

EMERGENCY BILGE PUMPING SYSTEMS

The subject's port and starboard engine intake seacock diverter valves (crash valves) were installed to facilitate emergency bilge water drainage, utilizing the engine exhaust discharge. The emergency pumping system was not demonstrated, but appears serviceable and showed signs of usage requisite to the vessel's age, intended use, and being professionally maintained.

COMMENTS

The Surveyor recommends weekly testing of the bilge pump system operation for adequate dewatering ability.

UNDERWATER EQUIPMENT & HULL INSPECTION

PROPELLERS

It was indicated to the Surveyor through information provided by the listing Agent/Broker, that the subject vessel was last hauled out and serviced on 9/16/2021, and is fitted with twin five (5) blade bronze alloy propellers. It was further indicated through the listing Agent/Broker and the limited trial run, that the propellers were serviceable, showed signs of performance and usage requisite to the vessel being properly and professionally maintained and having been tuned. The propellers' size and pitch information was not provided to the Surveyor.

PROPELLER SHAFTS

It was indicated to the Surveyor through information provided by the listing Agent/Broker, that the subject vessel was last hauled out and the bottom serviced on 9/16/2021, and that the propeller shafts are 3" in diameter stainless steel. It was further indicated that the propeller shafts were serviceable, showed signs of usage requisite to the vessel being properly and professionally maintained. Based on the Surveyor's internal inspection and limited trial run, the propeller shafts were demonstrated, deemed serviceable, and showed signs of performance and usage requisite to the vessel being properly and professionally maintained.

PROPELLER SHAFT STRUTS

It was indicated to the Surveyor through information provided by the listing Agent/Broker, that the subject vessel was last hauled out and the bottom serviced on 9/16/2021, and that the vessel is fitted with four (4) bronze I-beam type propeller shaft struts (main and intermediate). It was further indicated that the propeller shaft struts were serviceable, showed signs of usage requisite to the vessel being properly and professionally maintained. Based on the Surveyor's limited trial run, the propeller shaft struts were demonstrated, assumed serviceable, and showed signs of performance requisite to the vessel being properly and professionally maintained.

SHAFT STAVE BEARINGS (CUTLESS BEARINGS)

It was indicated to the Surveyor through information provided by the listing Agent/Broker, that the subject vessel was last hauled out and the bottom serviced on 9/16/2021, and that the vessel is fitted with four (4) shaft stave bearings (cutlass bearings) located within each strut. It was further indicated that the cutless bearings were serviceable, showed signs of usage requisite to the vessel being properly and professionally maintained. Based on the Surveyor's limited trial run, the cutless bearings were demonstrated, assumed serviceable, and showed signs of performance requisite to the vessel being properly and professionally maintained.

Report of Marine Survey

RUDDER MATERIAL

It was indicated to the Surveyor through information provided by the listing Agent/Broker, that the subject vessel was last hauled out and the bottom serviced on 9/16/2021, and that the vessel is fitted with two (2) cast bronze rudders with stainless steel rudder posts. It was further indicated that the rudders and posts were serviceable, and showed signs of usage requisite to the vessel being properly and professionally maintained. Based on the Surveyor's limited trial run, the rudders and posts were demonstrated, assumed serviceable, and showed signs of performance requisite to the vessel being properly and professionally maintained.

RUDDER MOUNTING

It was indicated to the Surveyor through information provided by the listing Agent/Broker, that the subject vessel was last hauled out and the bottom serviced on 9/16/2021, and that the vessel is fitted with two (2) bronze rudder logs. It was further indicated that the rudder logs were serviceable, showed signs of usage requisite to the vessel being properly and professionally maintained. Based on the Surveyor's limited trial run, the rudder logs were demonstrated, assumed serviceable, and showed signs of performance requisite to the vessel being properly and professionally maintained.

TRIM TAB SYSTEM

It was indicated to the Surveyor through information provided by the listing Agent/Broker, that the subject vessel was last hauled out and the bottom serviced on 9/16/2021, and that the vessel is fitted with two (2) Bennett Marine 24 volt electro-hydraulic trim tabs. It was further indicated that the trim tabs were serviceable, showed signs of usage requisite to the vessel being properly and professionally maintained. Based on the Surveyor's limited trial run, the trim tabs were demonstrated, assumed serviceable, and showed signs of performance requisite to the vessel being properly and professionally maintained.

HULL SEA-STRAINERS

It was indicated to the Surveyor through information provided by the listing Agent/Broker, that the subject vessel was last hauled out and the bottom serviced on 9/16/2021, and that the vessel is fitted with six (6) hull sea strainers. It was further indicated that the hull sea strainers were serviceable, showed signs of usage requisite to the vessel being properly and professionally maintained.

DRAINAGE THROUGH-HULLS

It was indicated to the Surveyor through information provided by the listing Agent/Broker, that the subject vessel was last hauled out and the bottom serviced on 9/16/2021, and that the vessel is fitted with eleven (11) bronze hull discharge/drainage through-hulls below the water line. It was further indicated that the through-hulls were serviceable, showed signs of usage requisite to the vessel being properly and professionally maintained. Based on the Surveyor's interior inspection of the the through-hulls, as well as the limited trial run, the through-hulls appeared serviceable, were demonstrated, and showed signs of performance requisite to the vessel being properly and professionally maintained.

HULL TRANSDUCERS

It was indicated to the Surveyor through information provided by the listing Agent/Broker, that the subject vessel was last hauled out and the bottom serviced on 9/16/2021, and that the vessel is fitted with four (4) transducers. It was further indicated that the transducers were serviceable, showed signs of usage requisite to the vessel being properly and professionally maintained. Based on the Surveyor's physical inspection of the subject's interior bilge spaces, as well as a limited trial run, the four (4) transducers appeared serviceable, and showed signs of performance requisite to the vessel being properly and professionally maintained.

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SACRIFICIAL ANODES

It was indicated to the Surveyor through information provided by the listing Agent/Broker, that the subject vessel was last hauled out and the bottom serviced on 9/16/2021, and that the vessel is fitted with two (2) sacrificial anodes. It was further indicated that the anodes were replaced, serviceable, showed signs of usage requisite to the vessel being properly and professionally maintained. Based on the Surveyor's physical inspection of the subject's interior bilge spaces, the two (2) sacrificial anodes appeared to be properly bonded, serviceable, and showed signs of performance requisite to the vessel being properly and professionally and regularly maintained.

ANTIFOULING PAINT

It was indicated to the Surveyor through information provided by the listing Agent/Broker, that the subject vessel was last hauled out and the bottom serviced on 9/16/2021, and that the vessel was fitted with new antifouling paint. Based on this information, the subject's antifouling paint was assumed serviceable.

OSMOTIC HULL BLISTERS

It was indicated to the Surveyor through information provided by the listing Agent/Broker, that the subject vessel was last hauled out and the bottom serviced on 9/16/2021, and that the vessel was inspected by the yard and no osmotic hull blisters were discovered prior to the application of its newer antifouling bottom paint. Based on this information, the subject's hull was assumed serviceable.

COMMENTS

As indicated in the Summary section of this survey report, due to the Surveyor not inspecting the subject's wetted surfaces and running gear, this survey is made subject to the extraordinary assumption that the subject vessel's below the water line condition does not suffer from any major deficiencies that might effect the vessel's fair market value as indicated herein.

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Findings & Recommendations

The Findings & Recommendations section is only one section of the "Confidential" Survey Report. If received on its own, this section should not be mistaken as this vessel's full Survey Report.

Deficiencies noted under "FIRST PRIORITY/SAFETY AND COMPLIANCE FINDINGS" should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. Findings may also be in violation of U.S.C.G. Regulations, ABYC Voluntary Safety Standards & Recommended Practices or NFPA Codes & Standards.

Deficiencies noted under "SECONDARY PRIORITY/FINDINGS REQUIRING TIMELY ATTENTION" should be corrected in the near future, so as to maintain and adhere to certain codes, regulations, standards or recommended practices (and safety in some cases) and to help the vessel to retain its value.

Deficiencies noted under "SURVEYOR'S GENERAL FINDINGS AND OBSERVATIONS" are lower priority or cosmetic findings, which should be addressed in keeping with good marine maintenance practices and in some cases as a desired upgrade.

Deficiencies will be listed under the appropriate heading:

- A. FIRST PRIORITY/SAFETY AND COMPLIANCE FINDINGS
- B. SECOND PRIORITY/FINDINGS REQUIRING TIMELY ATTENTION
- C. SURVEYOR'S GENERAL FINDINGS AND OBSERVATIONS

A: FIRST PRIORITY/SAFETY AND COMPLIANCE DEFICIENCIES

FINDING A-1 HIN (HULL IDENTIFICATION NUMBER) COMPLIANCE (33 CFR 181)

The subject vessel's HIN (Hull Identification Number) was properly displayed on the starboard transom, but it was unable to be matched with the USCG's HIN documentation information supplied by NOAA. (Note: The subject's USCG Certificate of Documentation was not provided to the Surveyor for information verification)

RECOMMENDATION

Investigate further, and verify the HIN indicated on the subject's starboard transom matches the USCG Certificate of Documentation as required for compliance. (33 CFR 67 & 181)

Findings & Recommendations

FINDING A-2 DOCUMENTATION COMPLIANCE (46 CFR 67)

The vessel's U.S.C.G. Documentation Number was not sighted or properly displayed onboard. Additionally, the subject's U.S.C.G. Certificate of Documentation was not sighted nor provided to the Surveyor for review.

RECOMMENDATION

Properly display U.S.C.G. Documentation Number for compliance. The vessel must have the official documentation number permanently affixed in block-type Arabic numerals of not less than 3 inches in height, preceded by the letters "NO." on some clearly visible interior integral structural part of the vessel. The number must be permanently affixed so that alteration, removal or replacement would be obvious and cause some scarring or damage to the surrounding hull area. (46 CFR 67)

Additionally, the person in command of a documented vessel must produce the original Certificate of Documentation currently in effect for that vessel upon the demand of any person acting in an official public capacity. (33 CFR 67.315)

FINDING A-3 BOARDING SWIM LADDER

The vessel did not have an approved boarding ladder installed for safe boarding of the vessel from the water in an emergency. Installed on the transom was a bracket that apparently once connected a boarding ladder, but no ladder was sighted.

RECOMMENDATION

Highly recommend installing an ABYC approved emergency boarding ladder. (ABYC H-41.10.1)



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Findings & Recommendations

FINDING A-4 SEACOCKS/SEA-VALVES

The port engine raw water cooling seacock was stiff and difficult to operate. The seacock located just port and forward the aforementioned port engine raw water cooling seacock is not being used and should be eliminated and capped off/glassed. The port head discharge seacock located in the forward bilge and beneath the port head was too difficult to access and could not be demonstrated.

RECOMMENDATION

Service, lubricate, rebuild, or replace the port engine seacock to ensure emergency operation. Properly cap off the unused seacock for safety. Add a remote device to operate the port head discharge seacock or relocate said seacock for improved access in case of emergency. (ABYC 27.9.2)



FINDING A-5 TOOL BOX

The tool box was unsecured on the engine room shelf between the generators and may likely be hazardous underway.

RECOMMENDATION

Properly secure the tool box and its drawers from opening.



Findings & Recommendations

FINDING A-6 GENERATOR PRIMARY FUEL FILTERS

The Racor primary fuel filters for the generators did not have approved heat shields installed under their sight glass bowls.

RECOMMENDATION

Recommend installing the approved heat shields that meet ASTM FS1201 Certification on the primary fuel filter sight bowls. (ABYC 33.5.6)



FINDING A-7 WEARABLE PERSONAL FLOATATION DEVICES (33 CFR 175)

Four (4) of the Type II life jackets were stored in their original manufacturer's plastic packaging. Wearable life jackets must be readily accessible and should be able to put on in a reasonable amount of time in an emergency (vessel sinking, on fire, etc.). They should not be stowed in plastic bags, in locked or closed compartments, or have other gear stowed on top of them.

RECOMMENDATION

In order to comply with USCG Safety Regulations, all PFD's must be removed from their plastic packaging to be considered accessible. (33 CFR 175)

FINDING A-8 FIRE EXTINGUISHERS (46 CFR 25)

The hand-held fire extinguishers did not have current annual inspection tags.

RECOMMENDATION

Have the fire extinguishers inspected and re-certified to comply with ABYC and NFPA recommended standards for fire protection. (46 CFR 25 and ABYC A4)

Findings & Recommendations

FINDING A-9 VISUAL DISTRESS SIGNALS (33 CFR 175.101)

There were no night time distress signals observed onboard.

RECOMMENDATION

Provide proper and current updated day and night visual distress signals to comply with USCG Regulations. (33 CFR 175.101)

FINDING A-10 NAVIGATION LIGHTS (33 CFR 83)

The stern navigation running light did not illuminate when tested.

RECOMMENDATION

Repair or replace the stern navigation running light to comply with USCG Regulations. (33 CFR 83)

FINDING A-11 "TRASH DISPOSAL" PLACARD (33 CFR 151/155)

The placard was not properly displayed in a readily observable location.

RECOMMENDATION

Properly display the approved pollution placard to comply with USCG regulations for trash dumping and plan visibility (CFR 151.59). Fine for non-compliance.

FINDING A-12 "WASTE MANAGEMENT" PLAN (33 CFR 151) VESSELS OVER 39'4"

A vessel Owner/Captain written "Waste Management Plan" was not observed onboard.

RECOMMENDATION

Provide proper written "Waste Management Plan" to comply with the Marpol Annex V and 33 CFR 151.57, as necessary. Fine for non-compliance.

FINDING A-13 U.S.C.G. NAVIGATION RULE BOOK (33 CFR 83) VESSELS OVER 39'4"

A U.S.C.G. International and Inland Navigation Rules Handbook was not observed onboard. This official government rulebook is required on vessels 12M or 39'4" and larger. Also known as Nav-Rules CG169, it contains the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS).

RECOMMENDATION

Provide the latest version of the Navigation Rulebook to comply with USCG Regulations. Fine for non-compliance. (33 CFR 83)

Findings & Recommendations

FINDING A-14 FIXED FIRE SUPPRESSION SYSTEM

The Fixed Fire Suppression System did not have a current annual inspection tag.

RECOMMENDATION

Have the system inspected and re-certified to comply with ABYC and NFPA recommended standards for fire protection. (ABYC A-4)

FINDING A-15 BILGE HIGH WATER ALARMS

The bilge high water alarm system did not demonstrate operational by transmitting a sound or visual alarm when tested.

RECOMMENDATION

Investigate further/trace, and service, repair or replace as necessary. (ABYC 22.8.14)

FINDING A-16 CARBON MONOXIDE DETECTORS (ABYC A-24)

Carbon Monoxide Detectors were not observed onboard the vessel.

RECOMMENDATION

The Surveyor recommends installing carbon monoxide detectors as prescribed herein. (ABYC A-24.7) A carbon monoxide detection system shall be installed on all boats with enclosed accommodation compartment(s). Carbon monoxide is a toxic, odorless, colorless, tasteless gas produced by the burning of carbon-based fuels. Carbon monoxide in high concentrations can be fatal in a matter of minutes. Unless the symptoms are severe, carbon monoxide poisoning is often misdiagnosed as seasickness; however, lower concentrations must not be ignored because the effects of exposure to carbon monoxide are cumulative and can be just as lethal.

FINDING A-17 SMOKE DETECTORS (NFPA 302)

Smoke Detectors were not installed in all of the accommodation spaces.

RECOMMENDATION

Install Smoke Detectors in all accommodation spaces as prescribed herein. NFPA 302 CHAPTER 12 SECTION 12.3. All vessels 26' or more in length with accommodation spaces intended for sleeping shall be equipped with a single station smoke alarm that is listed to UL 217 Standard for Single and Multiple Station Smoke Alarms for recreational vehicles and is to be installed and maintained according to the device manufacturer's instructions.

B: SECOND PRIORITY/FINDINGS NEEDING TIMELY ATTENTION

Findings & Recommendations

FINDING B-1 OVERHEAD CLEARANCE

No overhead clearance information was supplied to the Surveyor and no measurements were taken, nor possible, of the overall height of the vessel's tower and antennas to the waterline.

RECOMMENDATION

Recommend verifying the overall height of the vessel to ensure clearance of any overhead obstacles.

FINDING B-2 DECK ARRANGEMENT

Elevated conductivity readings (possible moisture intrusion or other conductive material) were detected around the majority of the bow section forward the v-berth hatch. Within this general area elevated conductivity readings included the areas around where the pulpit fastens to the deck, around the forward deck mounted cleats, around the windlass controls, around both forward located chocks mounted to the toe-rails, and around the windlass (mounted on the pulpit). Similar readings were noted around a starboard stanchion mounted perpendicularly adjacent the starboard head deck hatch, and around the fighting chair mounted on the aft center cockpit.

RECOMMENDATION

Recommend having an ABYC technician certified in fiberglass reinforced plastic construction inspect the vessel, verify conductivity readings, and advise an appropriate course of action and/or cost to cure.



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Findings & Recommendations



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Findings & Recommendations



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FINDING B-3 MOISTURE COMMENTS

Elevated conductivity readings (possible moisture intrusion or other conductive material) were sounded with a phenolic hammer and electronically detected with an FM Wave type Moisture Meter (Tramex Skipper 5). Such elevated conductivity readings were found below both, and running the entire length of, the port and starboard salon windows. It was indicated to the Surveyor by the Agent/Broker that on 10/1/21 the subject vessel had undergone reparations to the aforementioned window leaks at Glass Tech Corporation Boat Yard located at 3103 NW 20th St, Miami, FL 33142. (See the Wall-Liners Findings and Recommendations comments and photos to demonstrate the results of water intrusion as depicted by the discolored interior wood paneling)

RECOMMENDATION

Recommend having an ABYC technician certified in fiberglass reinforced plastic construction inspect the vessel, verify conductivity readings and workmanlike repairs were made, and advise an appropriate course of action and/or additional cost to cure.

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Findings & Recommendations

FINDING B-4 ANCHOR PLATFORM

The anchor platform showed signs of elevated conductivity readings (possible moisture intrusion or other conductive material) around the windlass.

RECOMMENDATION

Recommend having an ABYC technician certified in fiberglass reinforced plastic construction inspect the vessel, verify conductivity readings, and advise an appropriate course of action and/or cost to cure.



FINDING B-5 REFRIGERATION

Two of the galley refrigerator drawer units did not power up or cool.

RECOMMENDATION

Investigate further, trace, service, repair, or replace as necessary.

FINDING B-6 ENGINE SPACE VENTILATION

The port forward engine room's ventilation fan did not power up when tested.

RECOMMENDATION

Investigate further/trace, and service, repair or replace as necessary.

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Findings & Recommendations

FINDING B-7 BLACKWATER SYSTEM DISCHARGE

The Y-valves did not have a method of being locked when the vessel is within a no-discharge zone.

RECOMMENDATION

Due to the subject vessel having locking head doors, it is not required to have locks on the Y-valves for overboard discharge. However, considering the subject's intended use in coastal waters, it is recommended by the Surveyor that locks are installed on the Y-values to avoid USCG overboard discharge violations. (33 CFR 150.7)

FINDING B-8 VHF RADIOS

The VHF Radio's remote Icom CommandMic appeared to have been removed from the vessel and was not sighted. The AIS function of the IC-M604 VHF Radio was not enabled.

RECOMMENDATION

Replace the remote Icom CommandMic(s) for remote use in the salon and tuna tower helm, and enable the AIS function for emergency use.

FINDING B-9 MARINE RADAR

The marine radar powered up when tested, but did not demonstrate being operational.

RECOMMENDATION

Investigate further, and service, repair or replace as necessary.

FINDING B-10 DEPTH DISPLAY

The Furuno depth display/finder did not function when tested.

RECOMMENDATION

Investigate further/trace, and service, repair or replace as necessary.

FINDING B-11 FIRST AID SUPPLIES

The subject's medical kit supplies were expired.

RECOMMENDATION

Based on the subject's intended use, the Surveyor recommends supplying the vessel with a full medical kit and the periodic renewal of any outdated medical supplies.

C: SURVEYOR'S GENERAL FINDINGS AND OBSERVATIONS

Findings & Recommendations

FINDING C-1 RUB-RAILS

The rub-rail located on the port side of the transom was cracked.

RECOMMENDATION

Investigate further, and repair in accordance with good marine practice as necessary.



FINDING C-2 COCKPIT SHADE

It was indicated to the Surveyor by the listing Agent/Broker that the cockpit Sunbrella-type sunshade will convey with the sale, but was not present at the time of the survey.

RECOMMENDATION

Investigate further, trace, and verify the conveyance of the subject vessel's cockpit shade.

FINDING C-3 EXTERIOR WASHDOWNS

The knob to turn on and off the bow freshwater washdown was broken. The washdown still functioned despite its broken knob.

RECOMMENDATION

Service, repair or replace as necessary.

FINDING C-4 DECK HATCHES

The starboard foredeck ventilation/lighting hatch demonstrated signs of water intrusion. The foredeck hatches' shade inserts have developed general UV/heat crazing.

RECOMMENDATION

Investigate further, and repair or replace the hatches, shades, seals, etc. as necessary.

Findings & Recommendations

FINDING C-5 WINDOWS

It was indicated to the Surveyor by the Agent/Broker that on 10/1/21 the subject vessel had undergone repairs at Glass Tech Corporation Boat Yard located at 3103 NW 20th St, Miami, FL 33142. to repair previous window leaks.

RECOMMENDATION

The Surveyor recommends frequently monitoring the windows and their recent repair work for future signs of leakage.

FINDING C-6 HAND RAILS/GRAB RAILS

The grab rail located on the starboard side of the superstructure showed some signs of delaminated powder coating.

RECOMMENDATION

Investigate further and repair or refinish the hand rail(s) as necessary.



Findings & Recommendations

FINDING C-7 DAVIT/CRANE

The davit showed some signs of delaminated powder coating.

RECOMMENDATION

Investigate further and repair or refinish the davit as necessary.



FINDING C-8 WATER MISTING SYSTEM

The water mister system did not power up when tested.

RECOMMENDATION

Investigate further, trace, and service, repair or replace as necessary.

FINDING C-9 FENDERS

The fender was weathered, worn, partially collapsed, did not appear serviceable, and appears no longer suitable for its intended use.

RECOMMENDATION

Recommend replacing the obsolete fender and having a total of four (4) functioning fenders on a vessel the size of the subject.

FINDING C-10 CEILING HEADLINERS

Some discoloration was observed on the main salon's headliner, and especially near the air conditioning vents. The headliner in the V-berth appears to have become slightly unfastened.

RECOMMENDATION

Refit, replace, or clean the headliner(s) as necessary.

Findings & Recommendations



FINDING C-11 WALL-LINERS

Based on the Surveyor's physical inspection and information supplied by the listing Agent/Broker, the subject's port and starboard salon windows previously suffered from water intrusion resulting in discolored wood veneer below said windows. It was further indicated that the window leaks have been recently repaired by Glass Tech Marine in Miami, FL.

RECOMMENDATION

Monitor, refinish, or replace the wall-liner, as necessary.



FINDING C-12 VACUUM SYSTEM

The central vacuum system did not power up when tested.

RECOMMENDATION

Investigate further, trace, service, repair, replace, or remove as necessary.

Findings & Recommendations

FINDING C-13 SATELLITE TELEVISION SYSTEM

The satellite television antenna did not power up when tested.

RECOMMENDATION

Recommend contacting the satellite TV programming provider for equipment, service, and/or activation. Investigate further, trace, service, repair, or replace as necessary.

FINDING C-14 TRASH COMPACTOR

The trash compactor did not power up, and could be demonstrated or considered serviceable.

RECOMMENDATION

Investigate further, trace, service, repair, or replace as necessary.

FINDING C-15 FUEL TANK MANUFACTURER LABELING

The ABYC required fuel tankage labels were not observed on the fuel tanks.

RECOMMENDATION

Recommend certifying and affixing labels in an accessible location to comply with ABYC Standards, as necessary (ABYC H-24.19.3 Gasoline Fuel Tanks).

FINDING C-16 AC ELECTRICAL POWER OUTLETS

The AC electrical outlet located on the flybridge did not have power when tested.

RECOMMENDATION

Investigate further/trace, and install a GFCI protected outlet as necessary. ABYC E-13.3.5, If installed in a head, galley, machinery space or on a weather deck, receptacles shall be protected by a Type A (nominal 5 milliamperes) Ground Fault Circuit Interrupter (GFCI).

FINDING C-17 MULTI-FUNCTIONAL NAVIGATION & DISPLAYS

The larger main multi-functional navigation unit's screen powered up, but did not function. The Simrad depth finder and radar functions displayed no readings.

RECOMMENDATION

Investigate further/trace, and service, repair or replace as necessary.

Report Summary

SUMMARY

VESSEL CONDITION

It is the Surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION, after the Survey has been completed and the findings have been organized in a logical manner.

The grading of condition is assisted by BUC research and/or Yachtworld Multiple Listing Service (MLS), and accepted in the marine industry for a vessel at the time of Survey, determines the adjustment to the range of base values in the BUC USED BOAT PRICE GUIDE and/or sales comparable obtained through Yachtworld MLS for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted Marine Grading System of Condition:

"EXCELLENT (BRISTOL) CONDITION", is a vessel that is maintained in mint or bristol fashion (sometimes better than factory new).

"ABOVE AVERAGE CONDITION", has had above average care.

"AVERAGE CONDITION", ready for sale requiring no additional work to it, or to its normal or additional equipment.

"FAIR CONDITION", requires usual maintenance to prepare for sale.

"POOR CONDITION", substantial yard work required.

"RESTORABLE CONDITION", enough of hull and engine exists to restore the boat to usable condition.

As a result of the Survey, as shown in the REPORT OF MARINE SURVEY & FINDINGS AND RECOMMENDATIONS sections of this report and by virtue of my/our experience, my/our opinion is:

AVERAGE

STATEMENT OF VALUATION

1. The "FAIR MARKET VALUE" is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

APPRAISAL METHODOLOGY:

Report Summary

The following method of valuation was used to obtain the FAIR MARKET VALUE of the vessel:

Similarly equipped, same, or similar model vessels that have been verified as recently sold on soldboats.com (Yachtworld MLS) were adjusted for differences in model year, length, quality, condition, upgrades/equipment, date of sale, etc., and after matched pair analysis market adjustments were made to the comparable data, a weighted average was determined for the subject vessel's estimate of fair market value.

A) MARKET ANALYSIS:

The comparable sales of vessels utilized in this Market Analysis were verified through soldboats.com [Yachtworld's Multiple Listing Service (MLS)] data between the years 2020 to 2021. Based on market research of the boat industry's recent reaction to a decreasing supply chain and increasing demand for boats in the United States, the Surveyor determined that the most accurate and recent data reflecting the current market conditions is supplied by the boating industry's brokers / brokerages to the Multiple Listing Service (created by Yachtworld). Many other data sources (e.g. BUC and NADA) rely on aggregates of comparatively dated information, and are considered to be less reactive and accurate to current market conditions. Based on this information, the Surveyor used the most accurate and recent sales comparable data in a matched pair study Market Analysis as indicated below.

Comparable Sales Data:

Comp#/LOL/Type / Year / Listing US\$/Sale US\$ / Date / DOM / Local / MLS#/ Overall Comp

#1 / 60' / Bertram / 2000 / \$695,000 / \$640,000 / 09/2021 / 61 / FL / 3863007 / Similar
#2 / 60' / Bertram / 2001 / \$579,000 / \$499,000 / 08/2021 / 62 / NJ / 3847616 / Inferior
#3 / 61' / Viking / 2001 / \$799,000 / \$700,000 / 02/2021 / 143 / FL / 3721718 / Superior
#4 / 55' / Viking / 2002 / \$799,000 / \$740,000 / 03/2021 / 108 / FL / 3735203 / Superior
#5 / 55' / Viking / 2002 / \$725,000 / \$647,000 / 03/2021 / 264 / PR / 3684974 / Similar
#6 / 61' / Buddy / 2001 / \$799,000 / \$699,000 / 02/2021 / 486 / FL / 3575122 / Superior
#7 / 60' / Bertram / 1994 / \$698,000 / Current Listing / FL / 3146270 / Similar

Comparable Sales Matched Pair Analysis Adjustments:

Comp/Sale Price/ \$ U.S. Dollar Adjustments +/- / Adjusted Price

#1 / \$640,000 / -\$10,000 Concessions / \$630,000
#2 / \$499,000 / Age-15,000; No Tower+115,000; No Davit+30,000 / \$630,000
#3 / \$700,000 / Size-20,000; Age-15,000; No Davit+30,000; Quality-75,000 / \$620,000
#4 / \$740,000 / Size+100,000; Age-30,000; Dinghy-30,000; Quality-150,000 / \$630,000
#5 / \$647,000 / Size+100,000; Age-30,000; Quality-\$100,000 / \$617,000
#6 / \$699,000 / Size-20,000; Age-15,000; No Davit+\$30,000; Quality-\$50,000 / \$644,000
#7 / \$698,000 / Active-88,000; Age+90,000; Davit+\$30,000; Qual-\$100,000 / \$630,000

Based on market analysis and matched pair study comparing the differences in length, model year/age, condition, quality/upgrades, engines, model year, date of sale, etc. between the comparable sales/listing(s) and the subject vessel, it was indicated that adding and subtracting appropriate dollar value adjustments to the comparable vessels' verified sale or listing prices determined my opinion of the subject's estimated fair market value. Based on this information, as well as any extraordinary assumptions or hypothetical conditions indicated herein, the adjusted sale values ranged from \$617,000 to \$644,000. The weighted average comparison sale value was \$630,000.

BUC ValuPro information was used as a secondary data source, and after considerations for the exact model, year, and options compared to the subject vessel the following data was produced: (Note: Due to not being able to input the subject's exact options compared to the comparable sales the Surveyor looked up both the high and low range of prices for 60' Bertram yachts representing the high and low ranges of options, respectively.)

Report Summary

Higher range options:

Current Retail Value Range: \$523,500 - \$575,000

Fair Market Value Adjusted for Condition/location in Florida: \$591,500 - \$650,000

Replacement Value: \$2,785,000

Lower range options:

Current Retail Value Range: \$401,500 - \$441,500

Fair Market Value Adjusted for Condition/location in Florida: \$454,000 - \$499,000

Replacement Value: \$2,380,000

Average Replacement Value: \$2,582,500

My research revealed that the subject vessel sold twice within the last three years: 9/30/2021 for \$640,000 and 1/2/2018 for \$650,000.

CONCLUSION:

After consideration of the reliability of the data, the extent of the necessary adjustments, condition of the vessel, and any hypothetical conditions or extraordinary exceptions indicated, it is the Surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel is:

\$630,000

Six Hundred Thirty Thousand US Dollars

2. The "ESTIMATED REPLACEMENT COST" indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. "ESTIMATED REPLACEMENT COST" of the subject vessel is:

\$2,582,500

Two Million, Five Hundred Eighty-Two Thousand, Five Hundred US Dollars

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Report Summary

SUMMARY

This survey sets forth the condition of the vessel and components, as specifically stated only, at the time of inspection, and represents the surveyor's honest and unbiased opinion. No part of the vessel was disassembled or removed and no assumptions should be made as to the condition of concealed components. Specifics were obtained from sources available at the time of inspection and are believed correct, but are not guaranteed to be accurate.

In accordance with the request for a Marine Survey of the "Confidential", for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on October 9, 2021 at 7:15 A.M. EST (Limited trial run) & October 10, 2021 at 10:00 A.M. EST (In water). Subject to correction of deficiencies listed in sections A and B, the vessel is considered to be reasonably suitable for its intended use. Other deficiencies listed should be attended to in keeping with good maintenance practices or as upgrades.

NOTE: DUE TO THE SURVEYOR NOT INSPECTING THE SUBJECT'S WETTED SURFACES, THIS SURVEY IS SUBJECT TO THE EXTRAORDINARY ASSUMPTION THAT THE SUBJECT VESSEL'S HULL AND WETTED SURFACES HAVE NO MAJOR DEFICIENCIES THAT WOULD ADVERSELY EFFECT THE VESSEL'S FAIR MARKET VALUE AND/OR THE VESSEL BEING SUITABLE FOR ITS INTENDED USE. THIS IS NOT AN "AS IS" APPRAISAL.

SURVEYOR'S CERTIFICATION

SURVEYOR'S CERTIFICATION: The Surveyor certifies and agrees that:

1. I have, at a minimum, developed and reported this survey in accordance with the scope of work requirements stated in this survey report.
2. I performed a thorough visual inspection of the readily observable interior and exterior areas of the subject vessel. I reported the condition of the improvements in factual, specific terms. I identified and reported the readily observable physical deficiencies that could affect the performance, soundness, or structural integrity of the vessel. I have indicated if any area or components of the vessel could not be inspected due to a lack of access beyond the scope of this survey.
3. I performed this survey utilizing guidance from the Uniform Standards of Professional Appraisal Practice that were adopted and promulgated by the Appraisal Standards Board of The Appraisal Foundation and that were in place at the time this appraisal report was prepared.
4. I developed my opinion of the market value of the vessel that is the subject of this report based on the sales comparison approach to value. I have adequate comparable market data to develop a reliable sales comparison approach for this survey assignment. I further certify that I considered the replacement value/cost and income approaches to value, but did not develop them, unless otherwise indicated in this report.
5. I researched, verified, analyzed, and reported on any current agreement for sale for the subject vessel, any offering for sale of the subject vessel in the twelve months prior to the effective date of this survey, and the prior sales of the subject vessel for a minimum of three years prior to the effective date of this appraisal, unless otherwise indicated in this report.
6. I researched, verified, analyzed, and reported on the prior sales of the comparable sales for a minimum of one year prior to the date of sale of the comparable sale, unless otherwise indicated in this report.
7. I selected and used comparable sales that are physically and functionally the most similar to the subject vessel.
8. I have not used comparable sales that were the result of combining a wharfage rights sale with the contract

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purchase price of a vessel unless otherwise indicated in this report. (The Surveyor will not be responsible for Brokers/brokerages that do not properly disclose such information in the MLS)

9. I have reported adjustments to the comparable sales that reflect the market's reaction to the differences between the subject vessel and the comparable sales.

10. I verified, from a disinterested source, all information in this report that was provided by parties who have a financial interest in the sale or financing of the subject property.

11. I have knowledge and/or experience in surveying this type of vessel.

12. I am aware of, and have access to, the necessary and appropriate public and private data sources; such as multiple listing services, HIN records, USCG records, BUC ValuePro, and other such data sources for the subject vessel.

13. I obtained the information, estimates, and opinions furnished by other parties and expressed in this survey report from reliable sources that I believe to be true and correct.

14. I have taken into consideration the factors that have an impact on value with respect to the subject vessel in the development of my opinion of market value. I have noted in this survey report any adverse conditions (such as, but not limited to, CFR and/or USCG violations, needed repairs, deterioration, the presence of hazardous wastes, toxic substances, etc.) observed during the inspection of the subject vessel or that I became aware of during the research involved in performing this survey. I have considered these adverse conditions in my analysis of the vessel value, and have reported on the effect of the conditions on the value and marketability of the subject vessel.

15. I have not knowingly withheld any significant information from this survey report and, to the best of my knowledge, all statements and information in this survey report are true and correct.

16. I stated in this survey report my own personal, unbiased, and professional analysis, opinions, and conclusions, which are subject only to the assumptions and limiting conditions in this survey report.

17. I have no present or prospective interest in the vessel that is the subject of this report, and I have no present or prospective personal interest or bias with respect to the participants in the transaction. I did not base, either partially or completely, my analysis and/or opinion of market value in this survey report on the race, color, religion, sex, age, marital status, handicap, familial status, or national origin of either the prospective owners or occupants of the subject vessel or of the present owners or occupants of the vessels in the vicinity of the subject vessel or on any other basis prohibited by law.

18. My employment and/or compensation for performing this survey or any future or anticipated surveys was not conditioned on any agreement or understanding, written or otherwise, that I would report (or present analysis supporting) a predetermined specific value, a predetermined minimum value, a range or direction in value, a value that favors the cause of any party, or the attainment of a specific result or occurrence of a specific subsequent event (such as approval of a pending loan application).

19. I personally prepared all conclusions and opinions about the vessel that were set forth in this survey report, unless otherwise stated herein. If I relied on significant survey assistance from any individual or individuals in the performance of this survey or the preparation of this survey report, I have named such individual(s) and disclosed the specific tasks performed in this survey report. I certify that any individual so named is qualified to perform the tasks. I have not authorized anyone to make a change to any item in this survey report; therefore, any change made to this survey is unauthorized and I will take no responsibility for it.

20. I identified the client in this appraisal report who is the individual, organization, or agent for the organization

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that ordered and will receive this survey report.

Survey conducted on: October 9, 2021 at 7:15 A.M. EST (Limited trial run) & October 10, 2021 at 10:00 A.M. EST (In water) and report submitted on: October 19, 2021.



Kevin Nicholson, Marine Surveyor



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