



Phone: 207-272-7364
shearwatermarinesurveying@gmail.com
shearwatermarinesurveying.com

REPORT OF MARINE SURVEY



INSURANCE CONDITION & VALUE

of the vessel

"MINKIE - B"

1997 Lyman-Morse Custom Flybridge 46'

PREPARED FOR:

Neil Reiter

CONDUCTED BY:

Ian Stewart, AMS® #1447

on

January 9, 2026 & May 4, 2026

INTRODUCTION

Summary of My Qualifications

The experience and training that I bring to each survey is founded upon over a decade working in the maritime industry. My early years focused around small sailboat racing along the craggy coastline of Casco Bay and Harpswell Maine. This exposure to sailing led into experiences as a youth sailing program director, marina work, and volunteer work restoring a 67 foot historic wooden fishing vessel for a maritime museum.

Post undergraduate studies, I found myself working aboard various charter vessels. I served as engineer for six consecutive months aboard 90 foot ice class expedition trawler from the Gulf of Maine to Uppernavik, Greenland (500 nautical miles North of the Arctic Circle). That time fostered accelerated learning in diesel mechanics, marine systems, and seamanship. I continued working with charter and tour boats in Portland Maine before transitioning to become a Merchant Marine working for a family run tugboat company based out of Belfast Maine.

Working on ship assist tugboats for nine years brought valuable insights and experience with deck safety, fire fighting/prevention, diesel engineering, tankage, and other marine systems. My time aboard commercial vessels has produced a critical eye for safety and detail oriented diagnostics for potential systems' failures before they cause threat to ship, crew, and environment.

In January of 2020 I made new use of the broad spectrum of experiences I have had working on the water and completed the Marine Surveying course at the Landing School, in Arundel, Maine. My practical know how, diverse experience, and fastidious nature are found to be well suited to marine surveying. I hold an advisor certification in Marine Systems with the ABYC. In the winter of 2021 I was accepted as a Surveyor Associate with the Society of Accredited Marine Surveyors. Ultrasonic nondestructive testing Level I course certification achieved in 2022. In 2023 switched from working aboard the tugboats and running the surveying business to surveying full time as the business had grown to the extent and popularity that working both positions would limit the surveying company's continued growth. In the fall of 2024 I tested and upgraded to become an AMS® with the Society of Accredited Marine Surveyors.

I am committed to continuing to further my knowledge, training, and updating my diagnostic equipment to provide the optimum insight into a vessel for my clients. Shearwater Marine Surveying LLC is a member business of the American Boat and Yacht Council (ABYC), the National Fire Prevention Association (NFPA), the American Society for Nondestructive Testing (ASNT), and the Maine Lobstermen's Association (MLA).



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SURVEY SCOPE & GENERAL INFORMATION

SURVEY REQUESTED BY

Client name: Neil Reiter	E-mail address: nreiter58@gmail.com	Cellular phone: 917-797-6982
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SCOPE OF SURVEY

Type of survey:	PRE-SALE CONDITION & VALUE
Vessel Yr/Make/Model:	1997 Lyman-Morse Custom Flybridge 46'
Purpose of survey:	Assess the overall condition and value of vessel for possible future sale.
Intended use:	Recreational-Atlantic coast line cruising.
Vessel surveyed at:	Safe Harbor Great Island. Harpswell, Maine.
Survey requested by:	This survey was performed at the request of the owner, Neil Reiter, who was present for portions of the survey on January 9, 2026. Neil Reiter was not present on May 4, 2026.
Inspection date:	January 9, 2026 & May 4, 2026
Inspection time:	1000-1430 on January 9, 2026 0845-1200 on May 4, 2026
Conducted by:	Ian Stewart, AMS® #1447
How survey conducted:	The vessel was surveyed while blocked and on boat stands within indoor heated storage on January 9, 2026. The survey was completed on May 4, 2026 with the vessel in the water to test systems that could not be assessed in storage.
Weather conditions:	30F outdoors and clear and approximately 55F indoors on January 9, 2026. 57F and clear on May 4, 2026.
Sea trial:	A sea trial was conducted on May 4, 2026 and details from the sea trial are included near the end of this report.
Electrical systems checked:	DC power was used to check DC electrical systems. A.C. shore power was used to check A.C. electrical systems. Onboard generator was also started to test AC power output.
Moisture / Delamination:	The Tramex Skipper Moisture Meter 5 was used for moisture readings referenced in this report. All moisture readings are comparative to surrounding areas with terms of relatively low levels of moisture, moderate levels of moisture, or high levels of moisture. If delamination is present with above normal moisture readings further testing is advised.
Date Report Written:	May 6, 2026
Others in Attendance:	Peter Farrell, the service manager for the vessel was present for portions of the survey on January 9, 2026. Peter Farrell, Chris Sitarz, and his assistant were present on May 4, 2026.

VESSEL CONDITION & VALUE

Condition rating:	ABOVE AVERAGE CONDITION
Estimated fair market value:	Comparable vessels and recorded sales of comparable vessels include the following: 2005 Alden 49 Flybridge. Located in Braintree, Massachusetts. Listed for \$475,000.00 on yachtworld.com 1995 Lyman-Morse Flybridge 48'. Located in Thomaston, Maine. Listed for \$480,000.00 and recorded sold for \$440,000.00 in December 2024. (Single screw, built using a Duffy hull) 1988 Lyman-Morse Flybridge 46'. Located in Thomaston, Maine. Listed for \$375,000.00 and recorded sold for \$350,000.00 in August 2024. (Single screw, built using a Jarvis Newman hull)

Between February 2022 to present, the current owner has spent \$437,158.21 in refits, repairs, maintenance, and seasonal fees. This number was obtained through service records provided by Peter Farrell the vessel's service manager at Safe Harbor Great Island.

The fair market value is estimated by taking into consideration the following: market research data bases, comparable vessels' average listing price, the vessel's overall structural condition (where it was able to be inspected), the electronics, condition of the marine systems, hours on main engines, numerous recent upgrades/refinishing, and other included onboard equipment.

The fair market value for the 1997 Lyman-Morse Custom Flybridge 46', MINKIE-B, is estimated to be **\$472,000.00**.

Estimated replacement cost:

\$1,950,000.00

NOTE:

The overall vessel condition and value is for the vessel in its current condition at the time of survey prior to any repairs or maintenance and was established after a complete inspection of stated vessel, the results of which are included in this report of survey. The estimated fair market value and replacement cost includes all listed auxiliary equipment. See "Condition & Value Summary" section for additional details.

VESSEL INFORMATION

Vessel Yr/Make/Model: 1997 Lyman-Morse Custom Flybridge 46'

Vessel name: MINKIE - B



Hailing port:

PORTLAND

Hull ID number (HIN): MJE44053J597 - A true digital photograph of the hull ID number of the referenced vessel is shown here and was found located on the transom.



Manufacturer/Builder: Lyman-Morse. Thomaston, Maine.
Month/Year built: October 1995.
Vessel Type: Flybridge Express Cruiser - Motor Yacht.
Vessel Specifications: **Length on Deck:** 46' 0" (50' 0" LOA, including anchor platform and swim platform) // **Beam-** 13.17 ft // **Draft-** 3.67 ft
Source of Specs: Lyman-Morse
Vessel description: MINKIE-B is a custom flybridge Downeast inspired vessel with deep Maine made roots and yacht grade finishes. In the winter of 1999-2000 the vessel had a refit at the Hinckley Yacht yard in Portsmouth, Rhode Island where the hull was lengthened at the stern by 2 ft. MINKIE-B is exceptionally suited for a couple to comfortably cruise. The vessel has had extensive upgrades and work done in the last four years averaging over \$350,000.00 including, but not limited to, mechanical work, refit of the cockpit, refinishing, custom joinery, updates to the galley, new Freedom Lift, and a new bow thruster. The yacht shows very well for her age due these continued updates and betterments. MINKIE-B is propelled by twin 2005 Caterpillar C7 diesel engines with relatively low hours. There were some easily managed voluntary ABYC updates to the fuel system and DC wiring. There were some areas of elevated moisture found in the coring below the engine room vents found during this survey that are not out of the ordinary for a cored hull of this age. Fortunately the areas with the moisture are isolated and can be mitigated with resealing and rebedding hardware associated with the vents. Some preventative maintenance is also advised for elevated moisture and what appeared to be aging sealant around the port side prop strut. Overall the vessel was found to be in above average condition due to refits and regular maintenance.

U.S.C.G. OFFICIAL DOCUMENTATION

Official Documentation No: 1041601, Not permanently affixed per USCG regulations. The owner has had a new placard made which was not yet installed at the time of the survey on May 4, 2026. Peter Farrell, the service manager for the vessel, reported that the placard was scheduled to be affixed to either a stringer or bulkhead later in the week to fully comply with 46 CFR 67.121



Documented name: MINKIE B

Documented use: Recreational
Documented Specs: Length: 44.20 ft, Breadth: 12.80 ft, Depth: 6.50 ft, Gross Tons: 24, Net Tons: 19
Documentation current: The vessel's USCG Documentation is current through March 31, 2027. All above documentation information was obtained from the Official USCG Documented vessel web site.

SURVEY STANDARDS

Standards followed: *This survey was completed using as reference the federal regulations and amendments issued and enforced by the United States Coast Guard under the authority of Titles 33 and 46 of the United States Code of Federal Regulations (CFR's) in effect at the time of the survey inspection. In addition the American Boat and Yacht Council (ABYC) and National Fire Protection Association (NFPA-302) voluntary standards in effect at the time of the survey were used as reference. These ABYC and NFPA voluntary standard practices are generally followed by most vessel manufacturers today. 100% adherence is not guaranteed.*

SURVEY INSPECTION COMMENTS

- Comments:**
- *All systems and components inspected and described herein apply only at Time of Survey and are considered serviceable and/or functional except as indicated in the survey report and listed in the Recommendations section. Electronic devices and instruments were checked for power up only - not for functionality. Areas not inspected include vessel structure areas which are covered, unexposed or inaccessible such as screwed down or false panels or bulkheads, moldings or any area that was not readily open for visual inspection. If a component is not identified in this report, it was not sighted/inspected or not installed.*
 - *It is the nature of marine vessels that deterioration, wear and accidents do occur and as such, this report therefore represents the condition of the vessel only on the date the survey was conducted. It provides no guarantee and no prediction of the vessel's condition on any later date.*
 - *"Priority I Recommendations" are related to Safety & Regulatory findings.*
 - *"Priority II Recommendations" are related to Maintenance & Standards findings.*
 - *"Priority III Recommendations" are items that are relatively minor in nature or general observations of cosmetic damage.*
- Report terms used:**
- *FRP: Fibre reinforced plastic-Also known as Fiberglass or Fibreglass. This is the typical construction material for most modern day yachts and small craft.*
 - *APPEARS: Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e. g. no power available, behind screwed down panels, or requirements not to conduct destructive tests).*
 - *FUNCTIONAL/OPERABLE: Functions as intended.*
 - *POWERS UP: Device was tested for Power Up only, not for full design functionality.*
 - *SERVICEABLE: Sufficient for a specific requirement.*
 - *EXCELLENT CONDITION: New or like new.*
 - *GOOD CONDITION: Shows minimal wear with possible minor cosmetic discrepancies.*
 - *FAIR CONDITION: Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)*
 - *POOR CONDITION: Requires repair or replacement of system, component or item to be considered fully usable.*

EXTERIOR HULL & BOTTOM INSPECTION

HULL EXTERIOR-SIDES

Hull type/Construction: A V-type hull constructed of molded fiberglass utilizing a sandwich type laminate above the waterline on the topsides with Corecell closed cell foam coring. The topsides were refinished with Flag Blue Awlgrip in the winter of 2017/2018 with an off white boot stripe.



Hull cosmetics: The cosmetics of the topsides were in excellent condition and annually maintained by the Safe Harbor Great Island. She had just been cleaned and buffed before the survey and sea trial on May 4, 2026.



Moisture/Delamination: The majority of comparative moisture meter readings on the topsides were consistently low with the following exceptions with isolated moderate to high comparative moisture meter readings: below the four engine room vents along the topsides below the rail (two per side), and one isolated area on the port quarter. There was an isolated area with tones of delamination at the bottom aft corner of the after most engine room vent on the starboard side. The elevated comparative moisture meter readings found were isolated in nature and appear to be associated with the fasteners and drains for the engine room vents. Since the areas with elevated moisture meter readings were found the owner has had the yard reseal fasteners for the engine room vent boxes which were believed to have been a source of moisture intrusion. No further repairs are considered necessary at this time. (Photos taken on January 9, 2026)



Stem: The stem was in sound condition with no stress cracks or impact damage sighted.

Side through hull fittings: Chromed aluminum tank vents were located below the rail. Bronze alloy mushroom head fittings were located near the waterline for drains. A stainless steel exhaust port for the diesel heater was located below the rub rail near amidships on the starboard side. The through hull fittings on the topsides were securely installed and in good condition.

Rub rail: Polished stainless steel rub rails were securely fitted along the perimeter of the sheer line and at the quarters for fender rails. The rub rails were in good condition and securely fitted on PVC backers painted to match the topsides. The stainless steel was polished prior to launching the vessel in the spring of 2026.

Engine room vents: Rectangular recessed engine room vents were located two per side near amidships. The louvers were in good condition with no damage sighted.

Condition summary: Overall the topsides were in very good condition for the vessel's age and well maintained.

TRANSOM

Transom type: A conventional flat closed transom with a transom door off set to the port side.



Moisture/Delamination: Comparative moisture meter readings on the transom were consistently low. There were no tones of delamination discovered with percussion testing.

Transom cosmetics: The transom a high gloss teak veneer with the vessel's name and hailing port. The cosmetics of the transom were clean and in very good condition.

Swim Platform/Step: A teak swim platform was securely fitted to the transom and was in very good condition.

Swim/Boarding ladder: A swim ladder was mounted to the underside of the swim platform on the port side. The ladder was in good condition and meets ABYC H-41.4.5 which recommends that a boarding ladder be provided to allow a person to re board without assistance for safety reasons.

Davit system: A Freedom Lift hydraulic lift/cradle for the vessel's tender was securely mounted to the lower transom. The lift was installed new in 2022. No damage was sighted to the Freedom Lift. The hoses for the Freedom Lift were replaced as preventative maintenance in the spring of 2026 per work orders obtained from the yard. The lift tested functional using its wireless remote.

Transom door: A transom door was installed to the port side of the transom with polished stainless steel hardware. The transom door was in very good condition with no damage sighted.

Transom through hull fittings: Molded in through hull fittings were located on the port and starboard sides of the transom near the waterline for the low pressure exhaust discharge for the main engines, the generator wet exhaust port was located on the port side of the transom. Additional bronze alloy mushroom head type through hulls were installed near the waterline on the transom for cockpit drains. The through hulls were in good condition and securely fitted.

Trim tabs: Two single ram hydraulic trim tabs were securely mounted to the trailing edge of the transom and were in good condition.

Transom anode: A transom anode was securely mounted to the center of the transom below the waterline.

Transom drain plug: A bronze alloy drain plug fitting was located on the bottom of the transom along the centerline and was in good condition.

Condition summary: The transom was in sound condition structurally and had clean an well maintained cosmetics.

HULL BOTTOM

Construction material: The hull bottom was constructed of molded solid laminate FRP with integral strakes for stability while turning at speed. (Photos taken on January 9, 2026)



Bottom paint: Pettit Hydrocoat ECO Red was applied. The bottom paint was renewed by Safe Harbor Great Island prior to launch in the spring of 2026.

Stress cracks: None sighted through the bottom paint.

Osmotic blistering: There was no evidence of blisters found on hull bottom.

Moisture/Delamination: The majority of the comparative moisture meter readings on the hull bottom were low with moderate to high readings around the port propeller shaft strut base. There

was one small area with tones of delamination on the port side run at the end of one of the strakes. **PRIORITY THREE RECOMMENDATION:** It is advised to monitor the area with the noted delamination in the future and to make repairs if it begins to grow in size. If the port side propeller strut has not been rebbed in the last few seasons it is advised to do so a preventative maintenance in the near future due to the elevated comparative moisture meter readings around it's base. (Photos taken January 9, 2026)



Void(s): No construction voids were discovered with percussion testing.
Grounding damage: None sighted.
Strainers/Scoops/Screens: Securely installed and in good condition.
Transducers: Securely installed. No damage sighted.
Through Hull fittings: Bronze alloy mushroom head type through hull fittings were in good condition where accessible for inspection and securely installed. In addition to the bronze through hulls molded FRP through hulls were built into the hull for the main engine's water drop exhaust system, which were in good condition.



Condition summary: The hull bottom was in good condition for the age of the vessel with some maintenance advised and monitoring of a small isolated area of delamination.

PROPELLER/SHAFT/ STRUT

Propeller description: The newly reconditioned five blade bronze alloy propeller were installed in the spring 2026 with the reported specifications of 24" diameters, and 25.8" pitches. The port propeller was a left hand rotation and the starboard propeller was a right hand rotation.

Spare props: A spare set of Nibral four bladed propellers with 24" diameters and 33" pitches is also conveyed with the vessel.

Shaft size / material: The propeller shafts were constructed of a stainless steel alloy and had a 2" diameter. There were no signs of corrosion or obvious bends to the propeller shafts. Spur brand line cutters were installed on both propeller shafts and were in good condition. The port side shaft was replaced in 2025 after grounding.

Strut(s): Two bronze alloy P-Struts were bolted to the hull bottom with bronze fasteners with stainless steel backing plates. The prop struts had fairings installed at their forward edges. The fairing forward of the port side strut was lifting from the hull and there was a small split in the sealant below the port prop strut base and the hull on its forward end. The starboard side strut was realigned and rebbed per service records in 2024. **PRIORITY TWO RECOMMENDATION:** It is advise to have

a the fairing forward of the port prop strut repair and re adhered. It is recommended to have a qualified marine propulsion technician check the torque of the fasteners on the port prop strut hardware and rebed and tighten if necessary. (Photo taken January 9, 2026)



Cutless (shaft) bearing(s): The cutless bearings were in serviceable condition with no abnormal wear noted.

RUDDER

Rudder type/condition: Two cast bronze alloy spade type rudders. There was no damage sighted on the surface of the rudders. (Photo taken January 9, 2026)



Condition summary: The rudders were in serviceable condition with no abnormal amounts of play.

STABILIZERS AND THRUSTER SYSTEMS

Bow thruster: A new Sleiþner SE120/215T 24v DC powered bow thruster was installed in 2023. The tunnel, prop hub, motor, and associated electrical components were in good condition. The props were removed and cleaned in the spring of 2026 by Safe Harbor Great Island.

ANODES

Anode notes: All anodes were new prior to the 2026 season. Anodes were attached to the prop shafts, line cutters, rudders, transom, trim tabs, Freedom Lift, and bow thruster.

INTERIOR HULL & STRUCTURAL INSPECTION

HULL INTERIOR & STRUCTURAL COMPONENTS

- Hull to deck joint:** An interior type hull to deck joint secured with stainless less bolts spaced on approximately 8" centers and marine grade adhesive sealant. There was no signs of leaks through any part of hull to deck joint or damage sighted where readily accessible for inspection.
- Bilge:** Clean with some fresh water from commissioning systems for areas open to inspection.
- Stringers:** Foam cored stringers and grid structures for additional hull stiffness were securely tabbed into the hull's interior. Percussion testing did not discover any tones of delamination and comparative moisture meter readings were low where readily accessible for testing. (Photos taken January 9, 2026)



- Bulkheads:** Athwartships reinforcement enhanced by structural bulkheads bonded to the hull with FRP (fiber reinforced plastic). All tabbing was serviceable and sound with no cracks or separation of tabbing sighted in any compartments where readily accessible. No visual evidence of movement sighted in any bulkhead.
- Stem:** No cracks or separation sighted inside the stem.
- Inside of transom:** Secure without cracks or separation sighted.
- Condition summary:** The interior structural members of the vessel were in serviceable condition where access permitted inspection without dismantling the interior.

ALL THROUGH HULL FITTINGS

- Seacocks:** Bronze alloy flanged ball valve type seacocks were installed for all below waterline through hull locations.
- Seacock condition:** The seacocks were in good condition with no damage sighted and functioned smoothly.
- Seacock piping:** Wire reinforced rubber marine grade hoses and white marine grade PVC sanitation hoses. The hoses were securely double clamped at their connections to the sea cocks and were in good condition.
- Sea strainers:** Sea strainers were installed for the main engines, genset, wash down, and air conditioning systems. The sea strainers were in good condition with no signs of leaks and were securely mounted.
- Transducers:** Securely fitted through the hull and in good condition.

Other notes:

There was one seacock installed on the port side of the lazarette which had been discontinued from surface and had a threaded bronze plug appropriately installed.



TOP DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

Deck Surface:

The deck was constructed of molded FRP with a Corecell foam coring. The wheelhouse, cabin trunk and flybridge had been Awlgrippped white over the winter of 2017/2018 and their finish was in very good condition with walkable surfaces finished with a "Moon dust" colored nonskid. The cabin trunk, flybridge, and pilothouse were cleaned, waxed, and buffed prior to launching the vessel in the spring of 2026.



Moisture/Delamination:

The majority of the decks and cabin trunk top had consistently low comparative moisture meter readings. There was an area with high comparative moisture meter readings on the starboard side deck between the toe rail and the cabin trunk. This area had deck fittings for the starboard water tank fill and waste tank pump out. The area with the high readings on the starboard side deck is approximated within the red outline in the following photo.

There were some tones of delamination along the radius of the cabin trunk outboard of the grab rails and are likely construction voids that have been there

since new. This was known by the owner and has been like this for some time. The grab rails appeared to be well secured with no signs of water intrusion around them. These areas are approximated by the green outlines in the following photos. (Photos were taken January 9, 2026)

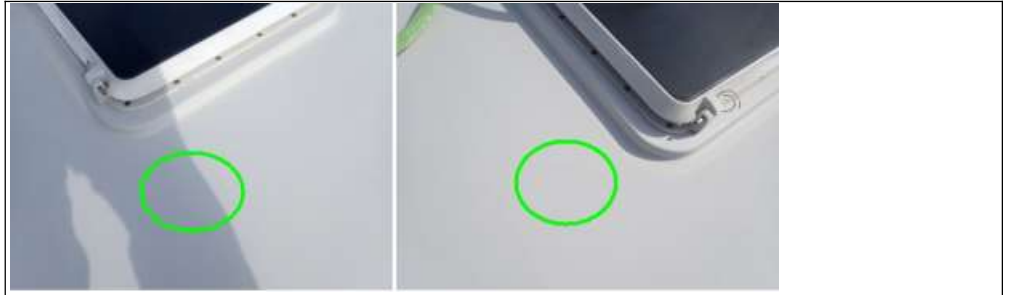
PRIORITY TWO RECOMMENDATION: It is advised to continue monitoring the areas noted outboard of the grab rails on the cabin trunk top. Rebedding the deck fittings and stanchion base in the area with elevated comparative moisture meter readings on the starboard side deck is advised to prevent a route for continued moisture intrusion, similarly, it is recommend to monitor this area for signs of delamination in the future.



- Anchor platform:** A varnished teak anchor platform with polished stainless rollers and a chain guard. The platform was in very good condition with no damage sighted.
- Anchor/chain locker:** Located below the foredeck accessed from the forward bulkhead in the master cabin.
- Deck pipe:** A fiberglass deck pipe below the windlass.
- Windlass:** A 12v DC powered polished stainless steel Muir windlass. The windlass was reportedly rebuilt 2018. The windlass was securely fitted and in good condition with foot controls at the foredeck and controls at the helm stations. The windlass tested functional.
- Bow pulpit/rail:** A polished stainless steel custom bow rail was securely fitted and extended aft to the cockpit.
- Toe rail(s):** Varnished teak toe rails were in very good condition and securely fitted.
- Deck hatches:** Three aluminum framed Bomar deck hatches were securely mounted on the cabin trunk top and one on the foredeck. The hatches were in good condition and securely installed.
- Escape hatch(es):** The four hatches were large enough to function as escape hatches for an averaged sized adult.
- Scuppers/deck drain(s):** Deck drains were installed along the side decks and were clear of debris where accessible for inspection.
- Cleats & fairleads:** Polished stainless steel horn cleats were installed at the bow, amidships and at the stern. Polished stainless steel line chocks were installed through the toe rails and at the corners of the stern rail. The hardware was in good condition and securely fitted. The two open skene type chocks on the stern rail were reportedly added in

2022.

- Fill Pipes:** All fill pipes on top deck are properly marked as to purpose/use per ABYC recommendations.
- Grab rail(s):** Varnished teak grab rails were securely fitted on the port and starboard sides of the cabin trunk top and along each side of the flybridge.
- Exterior bright work:** The exterior polished stainless steel and varnished teak bright work were in excellent condition. The varnished had maintenance coats and the stainless steel was polished prior to launching the vessel in the spring of 2026.
- Cabin house window(s):** Tempered glass windows were installed along the sides of the wheelhouse and aluminum framed opening type port lights were installed along the port and starboard sides of the cabin trunk. The windows and port lights were in good condition and there was no damage sighted.
- Windshield:** A three piece tempered glass windshield was in good condition with no signs of leaks or damage noted. The windshield has a canvas cover that was reported new in 2018.
- Spotlight:** A spot light was installed on the front of the flybridge. The spot light was in good condition and tested OK.
- Horns:** Dual air horns were securely mounted along the starboard side of the flybridge. Tested functional.
- Wash down:** A compartment below the foredeck on the port side had a wash down spigot and hose.
- Other notes:** There were two semi-circular cracks on the surface of the cabin trunk top on the port and starboard sides from older Dorade vents that had been removed.
PRIORITY THREE RECOMMENDATION: It is advised to repair the cracks on the cabin trunk top to prevent moisture intrusion and further deterioration of the surface.



Condition summary: Overall the decks, wheelhouse, cabin trunk, and associated hardware were in very good condition cosmetically and have had above average maintenance.

COCKPIT / AFT DECK

Cockpit area: A conventional open cockpit was orient aft of the wheelhouse. The cockpit received an extensive refit in 2022 with new teak decking, rail caps, and benches. The sole of the cockpit was repaired prior to the new teak decking and replaced with a solid FRP laminate.



- Cockpit Seating:** Two benches were built into the joinery of the cockpit along the stern and port side. The benches were in very good condition with no damage sighted.
- Sole:** The sole was strip teak decking which was in very good condition with no damage or stains noted.
- Scuppers/deck drain(s):** Drains were fitted for the gutters of the hatch to the lazarette. A small space below the transom door allows for natural drainage of the cockpit.
- Canvas:** A narrow canvas shade was fitted to the aft portion of the wheelhouse roof and was in good condition.
- Cockpit equipment:** The cockpit has a custom pedestal mounted varnished mahogany table, removable teak steps to the rail top, and cockpit shore below the port side bench seat.
- Cabin entrance:** High gloss varnished teak sliding doors were fitted on the aft bulkhead of the wheelhouse and on either side of the wheelhouse onto the side decks. The doors were in very good condition and well maintained.



- Storage:** There were storage lockers below the cockpit rails, below the bench seats, and in the large lazarette space below the cockpit sole.



- Deck hatches:** A large custom deck hatch was located on the center of the cockpit sole for access to the lazarette.
- Shore fresh water inlet:** Located aft on the starboard side of the cockpit.
- Condition summary:** The cockpit was in excellent condition after its relatively recent refit in 2022. No structural damage or significant cosmetic wear were noted.

FLYBRIDGE

- Construction material:** The flybridge was constructed of molded FRP and enclosed with high rails with a varnished teak rail cap.



Joinery stress:

None noted.

Accessed by:

The flybridge was accessed by a varnished teak ladder on the port side of the cockpit with natural teak treads. The ladder was securely installed and in good condition.

Sole:

The sole was constructed of molded FRP with an unknown core material (likely Corecell) with a nonskid surface.

Moisture/Delamination:

The majority of the flybridge sole had low comparative moisture meter readings with the exception of starboard aft corner near a stanchion base which had high comparative moisture meter readings, some localized tones of delamination, and a small superficial crack on the surface of the sole. The owner reported that this was a known condition which has been monitored and the nearby hardware rebedded.



Helm station:

The helm station was centered at the forward side of the flybridge with varnished teak dash. See Helm and Navigation Electronics section for details.

Seating:

Two Stidd seats for the captain and mate positions and an L-shaped settee with navy blue and white upholstery. The seating was in very good condition with no tears or stains noted. Some light wear was noted on the helm seat.



Canvas:

The flybridge has a tan bimini top which was in very good condition. The bimini and canvas cover for the flybridge dash were reported as new in 2018.

Radar Mast:

A fabricated aluminum mast with a hinge at its step for reducing the vessel's air draft was in very good condition and securely installed. The mast also had is Awlgrip finished renewed in 2018. No damage sighted.

Storage:

Storage was located below the forward cowling of the flybridge.

Windshield:

A tinted acrylic spray shield was securely installed with polished stainless steel trim and hardware. Only one small area with some crazing was noted on the port side near a fastener.



Side rails:

Polished stainless steel rails aft were secure and in very good condition.

Teak trim:

The varnished teak trim on the flybridge was in very good condition and well maintained.

Flybridge equipment:

A dumbwaiter was installed from the salon up to the flybridge controlled by a line and blocks.



Condition summary:

The flybridge, similarly to the rest of the vessel's exterior cosmetics, was in very good condition and well maintained.

HELM & NAVIGATION ELECTRONICS

NAVIGATION ELECTRONICS

Helm station:

The main helm station was located inside the wheelhouse oriented forward on the starboard side with a second helm station on the flybridge. Each helm had a polished stainless steel wheel.



Compass(es):

A 5" Ritchie compass mounted on the top of the main helm's dashboard and was in good condition.

VHF radio(s):

An ICOM IC-M58 was located on the dashboard of the main helm and an ICOM IC-M412 was mounted at the dashboard of the flybridge helm. Both were in good condition and powered on OK.

Autopilot(s): Garmin autopilot system was installed with GHC 20 color display/controls at each helm position. The displays were in very good condition with sun covers and powered on OK.

Depth sounder(s): Garmin GNX 20 depth displays were installed at each helm station. The displays were in very good condition with sun covers and powered on OK.

Speed instrument(s): Garmin GNX 20 speed instruments were installed at each helm station. The displays were in very good condition with sun covers and powered on OK.

Wind Instruments: A Garmin GNX wind instrument display was installed at the dashboard of the flybridge helm with a aerometer on the radar mast. The display was in very good condition with sun cover and powered on OK.

Multi-function instrument(s): The main helm had two 12" Garmin GPSmap XSV touch screen MFDs and the flybridge helm had a 12" Garmin GPSmap 7612 touch screen MFD. All the MFDs share a common network and function for chartplotting, sounder, and radar display. All three MFDs were in very good condition with sun covers and all powered on OK. Serial numbers were not readily accessible.



Radar: A closed array Garmin GMR Fantom 18 radar was securely mounted on the radar mast. No damage was sighted. The radar powered on and transmitted OK. Serial Number: 4Z3001966

OTHER ELECTRONICS AND CONTROLS

Antenna(s): VHF and TV antennae were securely fitted to the radar mast and in good condition.

Bilge pump switches: Bilge pump switches were located inside a cabinet near the helm with three way switches for auto, off, and manual positions. The bilge pump switches were also equipped with indicator lights that tested functional.

Courtesy lights: New dimmable LED courtesy lights were installed and functional.

Fire alarms: A fixed fire suppression indicator light was mounted on the dashboard of the main helm.,

Fuel tank monitor: The fuel tank gauge was located in the same cabinet as the bilge pump switches. The gauge was recently replaced.

Gasoline/Propane Vapor detector: A Xintex propane fume detector panel with solenoid shut of switch was located below the bilge pump switches. The alarm tested OK.

Horn: Buttons for the horn were located at each helm position.

High water alarm: A Water Witch high water alarm was located on the main helm's dashboard per

- Spotlight controls:** ABYC H-22.7.3 and tested functional. Jabsco spot light controls were located at each helm and were in good condition and were functional.
- Trim Tabs:** Trim tab controls were located at each helm station with Bennett tab position indicator panels. The trim tabs and indicator lights tested functional.
- Thrusters:** Bow thruster control joysticks were located at each helm position. Tested functional.
- Windshield wiper(s):** The wipers were in good condition and tested functional.

ENGINE INSTRUMENTS AND CONTROLS

Throttle and shift controls: Glendinning control binnacles were installed at each helm with combined throttle/shift levers for each engine. The controls were in good condition.



Engine alarm/shutdown: Each helm had engine shut down and ignition switches. In addition to the alarms on the engine status panels each helm station had panels for exhaust cooling water high temperature alarms.

Engine status: Both helm stations had Cat Marine Power digital engine status panels with operating temperatures and pressure readings, fuel consumption, and warning alarms/messages. The engine status panels were in good condition, powered on OK, and had sun covers.



Engines synchronizer: Glendinning engine synchronizers.
Hour meter(s): Port: 1,799 hours Starboard: 1,822 hours prior to the sea trial.



CABIN INTERIOR APPOINTMENTS

CABIN SPACE

Style: A mix of contemporary and traditional styling with the salon located in the wheelhouse and a galley down configuration which spans the beam of the vessel. A

master cabin and head below the forward cabin trunk.



Cabin steps:

Varnished teak steps down into the galley from the wheelhouse were in good condition with no damage sighted. There was storage space below the steps.

Navigation station:

A large counter space was opposite the helm on the port side of the salon which could function as a chart table.

Sole:

A teak and holly satin varnished sole. The sole was in very good condition with only little cosmetic wear. There was no softness or water damage sighted. The panel at the landing of the companionway steps was slightly warped. The salon and galley sole were repaired and refinished in 2022.



Bulkheads/Trim:

White composite bulkheads and varnished teak hull ceilings were unmarred and in good condition.

Headliner:

The headliner in the salon/wheelhouse was a white bead board with varnished teak battens. The master cabin had a white paneled headliner with varnished teak battens. The headliners were clean, securely fastened, and in very good condition.

Water intrusion signs:

None sighted.

Grab rails:

A varnished teak grab rail was secured to the center of the wheelhouse overhead and in very good condition.

Doors:

Varnished mahogany doors into the head, shower, and master cabin were in very good condition with no jamming or binding noted.

Engine access:

A hatch on the sole in the salon provided easy access to the engine room.

Salon furnishings:

A varnished mahogany pedestal type table was in very good condition with no damage sighted and was set to the port side of the salon with the settee.



Light fixtures:

12v LED reading and overhead lighting throughout the accommodations were functional. No damage sighted.

Seating:

The salon had a U-shaped settee on its port side and an arm chair on the starboard side. The settee had white upholstery with blue piping and was in clean with no stains or tears noted.

Wet bar:

A wet bar was located below the chart table with a stainless steel sink with hot and cold pressurized water faucet.



Overall interior condition: The interior was in excellent condition for its age and well maintained with only very light cosmetic wear.

ENTERTAINMENT ELECTRONICS

Stereo(s):

A Fusion MS-RA70N stereo receiver was located in the salon with two Bose speakers at the aft end of the wheelhouse/salon and two JL Audio speakers on the fly bridge. The stereo and speaker were in good condition and tested functional.

Television:

A 32" Samsung flat screen TV was located on the aft bulkhead in the master cabin. The TV was securely mounted and in good condition. The TV was not tested.

DVD player(s):

A Denon DVD player was located in the master cabin for the TV and was in good condition. The DVD player was not tested.

GALLEY

Location:

The galley was located below an open to the salon and helm deck. The counter tops had stainless steel surfaces with the refrigerators on the starboard side of the galley and the stove and sink on the port side.



- Sink(s):** A twin basin stainless steel sink which was integral with the counter top. The sink was in good condition and there were no signs of leaks from the plumbing for its drain.
- Water system:** Hot and cold pressurized water faucet. No damage or signs of leaks noted.
- Stove:** A Force 10 three burner gimbaled LPG fueled stove with oven. The stove was clean and in very good condition with no corrosion or damage sighted. The stove top, broiler, and oven tested functional. **PRIORITY THREE RECOMMENDATION:** The igniter button did not function and lighter was used. Repair the igniter.
- Refrigeration:** A stainless steel Isotherm CR130D refrigerator/freezer and a Isotherm CR90F freezer were located on the starboard side of the galley below the countertop. Both were dual voltage models that can be ran off of either 12v DC service or 120v AC service. Both were new in 2023 and had not damage or wear sighted. Both powered on OK.
- Microwave oven:** A stainless steel LG microwave was located on the counter top on the starboard side of the galley. The microwave was in good condition, clean, and had no visible damage. Powered on OK.
- Galley lighting:** 12v DC lighting.
- Storage:** Storage in drawers and lockers with varnished teak and mahogany faces.
- Other equipment:** A recessed drawer for the trash can and a second for storage were located on the forward bulkhead of the galley on the starboard side.
- Condition Summary:** The galley was clean and its joinery and appliances were in very good condition with no damage sighted.

BERTHS / STATEROOMS

- Berths:** A single master stateroom was located forward below the cabin trunk top.
- Master stateroom:** The master stateroom had an island type full berth with custom mattress, below berth storage, drawers, and hanging lockers. Reading lights and overhead lights were in good condition and functional. The varnished teak trim and hull ceilings were in very good condition and well maintained with no damage sighted.



HEAD

Number/Location:

The head was located on the starboard side of the forward accommodations between the galley and master stateroom. The head had white bulkheads, varnished teak trim, and a solid surface vanity.



Toilet(s):

A Vacuflush marine toilet. No signs of leaks or damage sighted.

Sink:

A solid surface sink integral with the vanity counter top with a hot and cold water faucet.

Shower(s):

A shower stall was located on the port side of the forward passageway opposite the head.



Head lighting: In good condition and functional.

Shower sump tank/ pump: A sump tank with automatic pump was located below the sole in the passageway between the head and the shower. No damage or signs of leaks were noted.

Other notes: The vessel's head and shower were in very good condition and the trim well maintained. No damage or signs of leaks were noted from the plumbing.

AIR CONDITIONING (A/C)

Manufacturer & Type: Marine Air Systems. 120v AC powered reserve cycle units.

Locations / BTU Capacity: One model: VCP12K A/C unit was located below the master stateroom berth servicing the forward accommodations with a rating of 12,000 BTUs, serial number: D0-M81661.

A second model: VCP16KHV A/C unit was located below the forward cowling of the flybridge servicing the salon with a rating of 16,000 BTUs, serial number: D0-M81543.



Temp Controls: Digital Marine Air controls in the master stateroom and in the salon.

Filter(s) Condition: The filters were clean.

Drip trays: Drip trays were installed and in serviceable condition.

A/C Raw water: A bronze alloy seacock was located in the forward bilge below the passageway sole with a sea strainer.

Hoses & connections: The hoses appeared to be adequate size and serviceable. No cracks or hose damage sighted where readily accessible for inspection.

Raw water cooling pump: A 120v AC powered raw water pump was located near the seacock below the passageway sole. The pump was in serviceable condition with no signs of leaks noted. Both A/C units use the single pump with a manifold that spits the raw water supply to each unit.

Other notes: Both units tested functional on shore power and generator on May 4, 2026.

CABIN HEATER

Manufacturer: Espar
Type: Diesel forced hot air heater.
Locations: The heater was located on the starboard side of the engine room.
Exhaust system: Directly through the hull with a stainless steel exhaust port below the rail.
Temp Controls: Digital thermostat on the door frame for the door on the starboard side of the wheelhouse.
Other notes: No damage was sighted to the heater, the ducting, exhaust line, or fuel supply lines. The system powered on OK on May 4, 2026.

ELECTRICAL SYSTEMS

D.C. ELECTRICAL SYSTEMS

D.C. Voltage system: 12 volt and 24 volt DC systems installed. The 24 volt system was for the bow thruster.

Battery Set One: Two 2018 Deka AGM 8D batteries for house power. The batteries were located on the port side of the engine room outboard of the port main engine and installed inside a battery box with cover meeting both ABYC E-10.7.8 and E-10.7.4. The cables were properly color coded per ABYC E-11.15.2.1.3 and with no damage sighted.

Battery Set Two: Two 2024 Deka AGM 8D batteries for engine cranking. The batteries were located on the port side of the engine room outboard of the port main engine and installed inside a battery box with cover meeting both ABYC E-10.7.8 and E-10.7.4 standards. The cables were properly color coded per ABYC E-11.15.2.1.3 and with no damage sighted.

Battery Set Three: One 2016 Deka sealed lead acid group 24 battery for genset cranking. The battery was installed inside a battery box with cover and strap meeting both ABYC E-10.7.8 and E-10.7.4 standards. The battery was located next to the generator in the lazarette. The cables were properly color coded per ABYC E-11.15.2.1.3 and with no damage sighted.

Battery Set Four: Two 2022 AGM group 31 batteries connected in series to produce 24v DC service for the bow thruster. The batteries were installed below the master cabin berth inside battery boxes with covers and straps meeting both ABYC E-10.7.8 and E-10.7.4 standards. The cables were properly color coded per ABYC E-11.15.2.1.3 and with no damage sighted.

Battery selector switch: Rotary battery selector switches and remotely operated solenoid operated battery switches. The solenoid switch for the generator at the helm was not functional at the survey on May 4, 2026. This was reported to the owner and Peter Farrell, the service manager for the vessel. **PRIORITY TWO RECOMMENDATION:** Troubleshoot and repair the switch.

Charging system: Two 110 amp 12v DC engine driven alternators (one per main engine), a Victron Energy Orion-Tr Smart 12/24-15 12v to 24v DC to DC charger (for the bow thruster battery bank), and a 120v AC operated Trace Engineering SW2512MC inverter-charger. The alternators and battery chargers tested functional.

Distribution panel: A Bass Products DC distribution panel was located near the helm with an acrylic door to protect it. The switches were appropriately labeled per ABYC E-11.5.1.3.4.



Battery monitor: A Victron Engery smart battery monitor for the house bank and a switched analog voltage monitor for the battery banks at the distribution panel.

D.C. usage meter(s): Analog meters on the distribution panel for DC volts and DC amperes.

Breaker(s)/fuse(s): D.C. circuits were adequately protected by switched breakers or fuses where readily accessible for inspection.

D.C. wiring: Marine grade stranded and tinned copper wiring and cabling. Wiring runs where readily accessible for inspection were properly secured every 18" per ABYC E-11.14.6.9 recommendations. Ring spade or crimp on connectors sighted for wiring connections per ABYC E-11.14.3 recommendation. Wiring runs over the engines were properly secured with metallic clamps per ABYC E-11.15.4.1.9. All terminals sighted have spark protection covers in compliance with ABYC E-11.5.

DC wiring spark prevention:

DC Electrical ground: The DC electrical system was tied into vessel's electrical ground system using the engines as a common ground.

12 volt outlet(s): DC outlets not tested.

Condition summary: The DC electrical system was functional where tested including critical circuits like the bilge pumps, navigation lights, and VHF's. The DC system used high quality marine components and there were only two easily fixed findings as noted.

A.C. ELECTRICAL SYSTEMS

A.C. Voltage system: 30 Amp - 120 Volt system. The shore power inlet was located aft on the starboard side of the cockpit. The inlet was in good condition with no damage sighted.

Shore power cord(s): A 50ft 30amp shore power cable was sighted in the cockpit in good condition.

Shore power breaker: Dual pole breaker for shore power at main power distribution panel per E-11.10.2.5.2.1 ABYC recommendations. In addition a separate primary shore power breaker is also installed for the shore power inlet located near the inlet below the cockpit in the lazarette since the inlet was over 10 feet from power distribution panel per ABYC recommendations.

A.C. power selector switch: A break before make slider was installed to safely transfer from ship to shore power at the AC distribution panel.

Distribution panel(s): The primary AC panel was combined with the DC panel with an additional sub panel. Circuits were properly differentiated from the DC system and properly labeled per their use.

Branch breakers: All A.C. circuits are adequately protected by branch breakers.

Reverse polarity indicator: A reverse polarity indicator light was installed with a test light per ABYC E-11.8. Functional and outlets tested OK for proper polarity.

GFCI protection: GFCI protection is provided for galley and head and other wet locations.

A.C. meter(s): Analog meters for voltage and amperage were located at the main AC distribution panel.

A.C. wiring: Stranded copper boat cable- size and rating, where sighted, appears correct and serviceable for intended use. All wiring runs are properly secured every 18" per

ABYC E-11 and NFPA 302 recommendations. The AC electrical connections were properly guarded per ABYC E-11.5.3.8. A.C. wiring is properly terminated. No wire nuts or loose connections sighted. Ring, spade, or crimp on connectors sighted for wiring connections per ABYC recommendations.

A.C. Electrical ground: The A.C. electrical system was properly tied into vessels electrical ground system using the engines as a common ground.

Galvanic Isolator: None sighted.

Wiring Problem: The outlets in the forward cabin were not functional at the time of the survey on May 4, 2026. This was reported to the owner and the vessel's service manager on May 4, 2026. **PRIORITY TWO RECOMMENDATION:** Trouble shoot and repair as necessary.

Condition summary: With the exception of the issue to be resolved with the outlets in the forward cabin, the AC electrical system was in good condition and meets USCG and voluntary industry standards with ABYC and NFPA where readily accessible for inspection.

GENERATOR

Manufacturer/Location: Kohler, model: 9E0ZD located in the lazarette. The generator was reportedly replaced in 2016. The generator was installed within an sound dampening case.



Generator specifications: A three cylinder naturally aspirated marine diesel engine operating at a nominal 1,800 RPM. Engine serial number: 30557. Generator serial number: 2157220

Generator hours: 570.5 hours

KW/Volts/Amps rating: 8.5 KW - 120/240v - 35.4 amps

Hoses and clamps: In serviceable condition with no leaks or damage noted.

Belts and pulleys: In serviceable condition.



Cooling system(s): Fresh water / heat exchanger cooled with water intake through lever action seacock. The heat exchanger was in good condition on an exterior visual inspection with no signs of leaks or corrosion noted. The coolant was clean and full.

Oil level and condition: Clean and full.

Fuel pump(s): A engine mounted mechanical fuel pump. No leaks noted.

Fuel supply lines: USCG A1-15 fuel hoses in serviceable condition.

Fuel filter(s): A remote primary filter and engine mounted secondary filter. No leaks sighted.

Engine mounts and beds: Secure and in serviceable condition.
Engine ground cable: Securely attached and in good condition.
Exhaust piping: Wire reinforced rubber marine wet exhaust hoses securely double clamped per ABYC P-1.7.
Muffler: A fiberglass water lift type muffler, securely mounted, and in good condition.



Ventilation: Natural.
Accessibility: Readily accessible for inspection and servicing.
Generator performance: The generator tested functional with a load on it with no alarms.

INVERTER/CONVERTER

Type: Inverter charger.
Manufacturer: Trace Engineering.
Serial number(s): AF 03515
Model number(s): SW2512MC
Location: The aft bulkhead of the engine room.
Inverter Input: 12v DC
Inverter Output: 120v AC
Warning labels: Attached to the unit.
Condition summary: The inverter/charger and its associated wiring were in good condition where accessible for inspection.

GROUND/BONDING SYSTEM

Main bonding conductor: Copper bonding strips were laminated into the hull and metallic components in contact with sea water were bonded together using copper wire.

ENGINE COMPARTMENT / PROPULSION SYSTEM

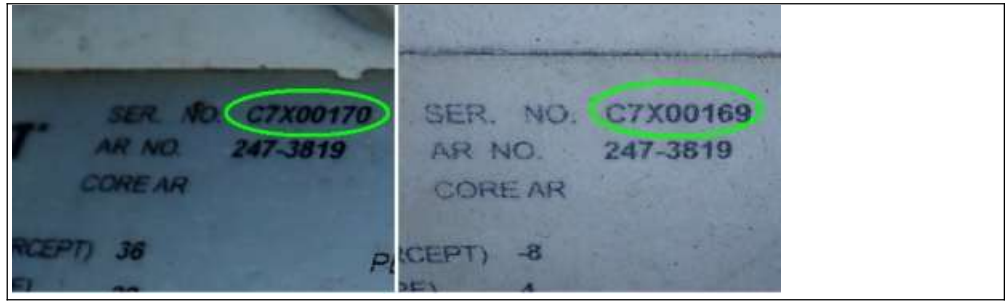
MAIN ENGINES

Engine specifications Twin Caterpillar C7 turbocharged and aftercooled 6 cylinder inline marine diesel engine. Each engine was rated at a maximum output of 420 HP at 2,800 RPM for a total maximum power output of 840 HP.



Engine serial no(s):

Port: C7X00170 Starboard: C7X00169



Engine(s) hours:

Port: 1,799 hours Starboard: 1,822 hours prior to the sea trial.

Raw water hoses:

The raw water hoses were in good condition with the port main's hose having been replaced in the spring of 2026.

Belts and pulleys:

Belts condition are serviceable. No cracks or splits sighted. Pulleys/belts appeared to be in line.

Cooling system(s):

Fresh water / heat exchanger cooled. The coolant was clean and full. A new raw water pump was installed on the starboard engine in the spring of 2026.

Engine ventilation:

Powered and natural ventilation.

Engine ground cable:

Engines are properly grounded together.

Oil level and condition:

Clean and full.

Fuel pump(s):

Engine mounted fuel pumps and 12v DC powered low pressure lift pumps. No leaks noted.

Fuel supply lines:

USCG A1 hoses from the primary filters to the engine mounted secondary filters.

Fuel filter(s):

New remotely mounted Racor turbine type primary filters with vacuum gauges were installed at the aft end of the engine room and engine mounted spin on type secondary filters. No damage or leaks noted.

Engine mounts and beds:

Securely bolted to the vessel's main stringers and in serviceable condition.

Insulation:

The overhead of the engine compartment was insulated to help deaden noise while operating.

Block Heaters:

Then engine's were equipped with 120v AC powered block heaters.

Engine(s) operated:

Not operated during survey but will be run during upcoming sea trial at different date. This report will be modified at that time to include all sea trial results.

Fresh water wash down:

Hot and cold water engine room wash spigots were located forward in the engine room mounted on the port side main stringer.

Engine room summary:

Overall the engine room was clean and well organized with no signs of exhaust leaks on the overhead or fuel in the bilge.

EXHAUST SYSTEM

Exhaust manifold:

The exhaust manifolds and turbo turbines were in good condition with no leaks or damage sighted.

Muffler(s):

Water drop FRP mufflers were installed on either side of the engine room aft and were in good condition with no signs of leaks noted.



Piping/Clamps:

Stainless steel mixing elbows wrapped in lagging, FRP tubing, exhaust hose, and silicon flexible couplers. Hose connections were appropriately double clamped per ABYC P-1.7.10.1 and NFPA 302.4-3.

Discharge location(s): On the hull's bottom and at the transom.
Condition summary: The wet exhaust system and its components were in serviceable condition where readily accessible for inspection with no signs of leaks, overheating, or damage noted.

TRANSMISSIONS

Manufacturer/Model: Twin Disc (rebranded under Caterpillar) model MG-507 A1 hydraulic marine transmissions.



Serial no(s): Starboard: 5D-G668 Port: 7E-1110
Gear ratio: 1.98:1
Fluid level and condition: Clean and full.
Propeller shaft(s): 2" stainless steel alloy propeller shafts with newer cast steel transmission couplers.
Stuffing box(es): Water cooled conventional bronze stuffing boxes with wire reinforced rubber boots. The stuffing boxes were in good condition with no damage sighted. The starboard side stuffing box was repacked in 2024 and the starboard side in 2025.



Condition summary: No oil leaks or exterior damage was sighted on the transmissions. The shafts, couplers, and stuffing boxes were in serviceable condition on visual inspection.

STEERING SYSTEM

STEERING SYSTEM

Type: Powered hydraulic steering with a hydraulic pump driven off the starboard main engine.
Mounting(s): The Hydro-Slave dual ram quadrant was securely mounted and connected to the starboard rudder stock. No leaks or damage sighted.



Steering tie bar: A steel tie bar was securely fitted linking the port and starboard rudder stocks.
Lines and fittings: Flexible hydraulic hoses in serviceable condition with no leaks noted.
Pressure/reservoir tank: Located on the starboard side of forward bulkhead in the engine room. No leaks or damage sighted.



Rudder stock(s): 1 1/2" stainless steel rudder stocks were in sound condition with no corrosion sighted where readily accessible for inspection. T
Packing glands: In good condition. The packing glands were securely bolted to the hull. The glands were disassembled, cleaned and repacked the spring of 2024.
Condition summary: The components of the vessel's steering system were in good condition where readily accessible for inspection.

TANKAGE / PLUMBING

FUEL TANK

No & Location: One tank located below the cockpit and salon sole.
Tank type & capacity: The tank was constructed of fiberglass with a reported capacity of 435 gallons.
Manufacturer' s label(s): Not sighted.
Fuel supply lines: Some of the older fuel lines were USCG approved A1 hoses, newer distribution hoses to the Racor filters were not USCG approved flame resistant type but DOT approved diesel, air, and coolant rated SAE J1402 type hoses. The fuel supply lines were in serviceable condition with no leaks sighted. **PRIORITY TWO RECOMMENDATION:** Although not mandatory by USCG regulations for diesel powered vessels, best practice would be to update the non-USCG approved fuel lines with USCG A1-15 type hoses comply with ABYC H-33.6.1 standards since the hoses are located inside the engine room and do not have built in flame resistance. This update is not required for functionality of the system but would increase the safety built into the system.
Diesel return line(s): USCG approved A1 hose in serviceable condition.
Shut off valve(s): Located at a manifold on the forward side of the fuel tank in the engine room.
Vent line/location: Vented to the starboard side of the hull using A1 fuel hose. The vent hose was replaced in 2022.
Fill line(s) located: Located on the starboard side deck clearly marked for diesel fuel per ABYC H-33.12.3 recommendations.
Fill pipe & condition: USCG rated, type A2 1.5" diameter wire reinforced fuel hose securely double clamped at each end per ABYC H-33.11.7 . No damage or leaks sighted. The fill hose was replaced in 2022.
Fuel fill grounded: Not required with FRP fuel tank.
Tank(s) grounded: Not required with FRP fuel tank.
Tank(s) secured: The tank was securely tabbed into the hull's interior.
Inspection/cleaning access: The tank had good access for inspection and a clean out hatch on its top.
Tank(s) condition: No leaks or damage sighted. The fuel tank was cleaned ant the fuel system polished in 2022.

FRESH WATER TANKS

No & locations of tanks:	Two water tanks below the port and starboard sides of the galley sole.
Tank(s) type & capacity:	The tank material was readily accessible for inspection. The tanks have a total reported capacity of 174 gallons.
Inspection/cleaning access:	Not readily accessible but appeared to be fairly easy to access removing screws from the panels of the sole in the galley area.
Tank(s) condition:	Not sighted for inspection.
Water pump(s):	A 12v DC powered pressure set pump. The pump was not operational at the survey on May 4, 2025. Safe Harbor Great Island reported that a new pump has been ordered and is schedule to be replaced and tested.
Tank Monitor System:	New gauges were installed near the helm below the fuel tank gauge.
Supply lines:	Reinforced plastic hoses and plastic tubing. The plumbing for the fresh water system was in good condition where sighted.
Shut off valve(s):	Shut off ball valves were installed at each tank.
Filling line(s) located:	The port and starboard side decks, marked for water. A third fill located at the foredeck has been discontinued from use as there is no longer a tank below the berth.
Vent(s) location(s):	The port and starboard sides of the hull.

HOLDING TANK- BLACK WATER

No & Location of tanks:	One plastic holding tank below the passageway sole in the forward accommodations.
Marine Sanitation Device:	Certification Type: MSD U.S.C.G. Type III. (Holding tank). Waste tank is connected to deck waste fitting for pump out or overboard through a macerator pump.
Tank(s) type & capacity:	Poly-plastic with a reported 47 gallon capacity.
Tank Monitor system:	A Tank Watch monitor was located in the head.
Tank(s) secured:	The tank was securely installed.
Tank(s) condition:	In good condition where accessible for inspection.
Inspection/cleaning access:	Good.
Lines:	PVC and reinforced rubber sanitation hoses in serviceable condition.
Discharge line(s) located:	Deck pump out or overboard discharge through an opened seacock.
Y valve(s) installed:	Y-valves were installed to direct the flow of waste and were in good condition.
Vent(s) location(s):	Vented to the side of the hull.
Macerator pump(s):	A 12v DC macerator pump was installed.

WATER HEATER

Tank location:	Located below the center of the galley sole.
Manufacturer/capacity:	Kuuma with an 11 gallon capacity.
How powered:	120VAC shore power or by a heat exchanger coil using the engine coolant circuit.
Ignition protected:	The water heater was a marine type and labeled as ignition protected.
Water heater test:	Not fully tested due to bad water pump at the time of the survey. The breaker was turned on the a rise in amperage noted to verify power to the heater.
Pressure relief valve(s):	A proper P&T valve was installed on the water heater tank.
Drain fixture(s)/plug(s):	A drain fitting was installed. No leaks sighted.
Supply lines:	Plastic tubing and reinforced plastic hoses in serviceable condition.
Heat exchanger hoses:	In good condition where readily accessible for inspection.
Outer tank material:	Stainless steel.
Tank(s) secured:	The tank was securely installed.
Inspection/cleaning access:	Readily accessible for inspection and servicing.

LPG (PROPANE) TANK/SYSTEM

No & location of tanks:	Two tanks located below the port side rail of the cockpit in a designated locker per ABYC A-1.8.7.
Secured:	The tanks were secured.
Tank type & OPD:	Aluminum tanks with OPDs installed. The tanks were in good condition with a visual inspection.
Regulator(s):	An appropriate LPG regulator was installed.
Pressure gauge(s):	Pressure gauge is installed and holds pressure when main gas valve is turned off indicating no leaks in the system. NOTE: <i>Always retest for leaks when removing or refilling LPG tank.</i>
Shut off valve(s):	LPG shut off valve at the tank top. In addition an LPG electrical solenoid shut off valve switch was available near the galley and tested functional.
Supply lines:	Flex LPG type hose. Good condition where could be sighted.
Locker(s) vented:	The locker was properly vented at its base per ABYC A-1.8.4.
Inspection/cleaning access:	Easily accessible.
Other notes:	The bottom edge of the frame for the access hatch to the locker was cracking. PRIORITY THREE RECOMMENDATION: Repair the crack to prevent it from deteriorating further.



SAFETY EQUIPMENT

U.S.C.G. REQUIRED

Navigation lights:	All running lights and anchor light were tested and were operational. The lights were in the proper configuration per USCG COLREGS. The lights had been updated to LEDs.
Life Jackets(PFD's):	Eight USCG Type II stored in bags below the forward cowling of the flybridge. Two USCG Type I PFDs were located below the starboard cockpit rail. The PFDs were in good condition.
Throwable type PFD's:	An orange USCG approved life ring was located in a mount on the starboard side of the cockpit aft of the wheelhouse and was in good condition.
Visual Distress Signals:	A USCG approved distress light and distress flag were on board the vessel in compliance with 33 CFR 175.110.
Sound devices:	12v DC powered air horns mounted on the starboard side of the flybridge. Tested functional.
USCG placards:	Both USCG mandated placards (Oil & Garbage) are properly posted on the bottom of the hatch to the engine room.
Inland Navigation Rule Book:	A copy of the Inland Navigational Rules was sighted on board as required for self propelled vessels over 39'4" (12M) or longer by USCG 33 CFR 88.05.

FIRE FIGHTING EQUIPMENT- U.S.C.G. Required

Dry Chemical Size I:	Three 2018 Kidde ABC rated portable extinguishers located in the galley, salon, and master cabin. And older 2011 portable Kidde extinguisher as an expired spare was located in the galley. (NFPA Standard 7.3.6.3 recommends non-rechargeable
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extinguishers to be replaced at the maximum of 12 years from manufacture date. This has relatively recently become an additional 33 CFR requirement on April 20, 2022.)

Fixed /Clean Agent:

A FireBoy fixed clean agent fire suppression system was installed in the engine room mounted on the aft bulkhead above the fuel tank. The system had a new inspection current through April 2027.

FIRE EQUIPMENT OBSERVATION:

The number and type of fire extinguishers for this size vessel surpasses ABYC A-4.6.3, NFPA 302 Chapter 12, and USCG regulations for vessels 40 to 65 feet require three (3) BI extinguishers or one (1) BII and (1)BI (One Fixed system equals One BI or Two BII).

BILGE PUMPS

ELECTRIC PUMPS:

Three 12v DC Rule brand centrifugal type bilge pumps with float switches mounted in the forward bilge, engine room bilge, and lazarette bilge areas. All three pumps powered on OK with the manual and automatic switches. The GPH (gallons per hour) rating could not be easily read on the pumps but each appeared to have at least a 2,000 GPH rating.

Other notes:

In addition to the three bilge pumps a Arid Bilge pump system was installed relatively recently in 2022 which powered on OK and was in like new condition. There was also a pick up with valve plumbed into the raw water intake for the port main engine which would allow for dewatering the vessel with the port main engine's raw water pump in an emergency.

AUXILIARY SAFETY EQUIPMENT

Carbon monoxide detectors:

A combination CO and smoke detector was installed in the master state room per ABYC A-24.7.1 and NFPA 302-12.3 standards. The detector tested functional.

LPG/Gasoline detector:

A Xintex LPG fume sensor was located near the galley stove with an alarm near the helm. Tested functional.

GROUND TACKLE

Primary anchor:

A polished stainless steel 55lb Rocna anchor was located at the roller on the bow. The anchor was securely attached to a reported 200 ft of galvanized steel anchor chain. The chain and anchor were in good condition. (The entire length of the chain was not inspected.)



AUXILIARY EQUIPMENT

MISCELLANEOUS EQUIPMENT & ACCESSORIES

Dock lines:

Four braided dock lines were in good condition.

Fenders:

Four fenders with covers were in good condition.

Miscellaneous other:

The vessel had multiple spare pares and addition spare containers of coolant and lube oil. A boat hook was also sighted on board.

SEA TRIAL RESULTS

SEA TRIAL DETAILS

Date & Time: May 4, 2026
1035-1130

Vessel operated from/to: From Safe Harbor Great Island, down Quahog Bay, and back to her slip at Safe Harbor Great Island.

Attendees: Peter Farrell, Ian Stewart, Chris Sitarz, and his assistant.

Vessel operated by: Peter Farrell

Sea water temperature: 41F

Ambient air temp: 52F

Other comments: A engine and generator survey was perform by Chris Sitarz and a report provided. It is advised to thoroughly review his report.

SEA TRIAL DOCKSIDE OBSERVATIONS

Start Engine Hours: Port: 1,799 hours Starboard: 1,822 hours

Engine alarms: Functional prior to start up. There were no alarms triggered during the course of the sea trial.

Cranking: The engines started without excessive cranking.

Exhaust smoke: The engines had some smoke at the initial start up which cleared up once the engines were warmed up.

Cooling water: The temperature gauges reflected appropriate cooling water flow.

Instruments: The engines' instruments all operated and within normal operating limits at idle.

Shaft Creep: None sighted.

Stuffing Box/Log: The stuffing boxes did not have excessive drips.

Rudder packing glands: There was some water around the rudder stocks at the tops of the glands.
PRIORITY THREE RECOMMENDATION: Make small adjustments to the glands to prevent any leaks. Peter Farrell reported that the yard will be performing their own annual spring sea trial and would address the issue if it persists.

Air Conditioner: Both air conditioners were tested and functional.

Generator test: Generator output was recorded at 120 Volts and maintained voltage with all air conditioners running during the generator test.

Generator hour meter: 570.5 hours

Thrusters system: Tested functional.

Leaks sighted: None sighted.

Other notes: There was some soot around the mixing elbow connection to the port engine's turbo. **PRIORITY TWO RECOMMENDATION:** Wipe clean and monitor for leaks. Repair is an exhaust leak is verified.



UNDERWAY TESTS / OBSERVATIONS

Shift/Throttle levers: The shift/ throttles operated properly at both helm stations.

Instruments: The engine instruments all operated and within operating limits at various speeds and at maximum throttle during the sea trial.

Transmission: The transmission operated smoothly in both forward and reverse gears.
Vibrations: There were some moderate vibrations felt at 1,800 RPM and 2,600 RPM. Service records showed this as being a common occurrence even after cutless bearing replacements and shaft alignments.
Exhaust smoke: No smoke sighted.
Cooling water: Engine temperature gauges reflected a proper cooling temperature. Visual confirmation is not possible due to the nature of the water drop exhaust system.
Out Drive Trim: Tested functional.
Rudder angle: The rudder angle indicator appeared to function properly.
Auto Pilot: Auto pilot was tested and found fully functional including port and starboard dodge tests.
Steering: The steering system operated properly.
Backdown: The back down test was satisfactory. Engine mounts secure and no unusual movement of the engines or stringers noted.
Engine shut down: The engine shut downs operated properly
Max Throttle: Manufacturer's recommended max RPM is 2,800 RPM - The port engine reached 2,828 RPM and the starboard side reached 2,860 the difference between the two may be contributed to slight variations in pitch between the propellers.

SEA TRIAL ENGINE INSTRUMENT READINGS

RPM: Port/Stbd= IDLE: 650 / 650 CRUISE: 2,200 / 2,200 WOT: 2,828 / 2,860
VOLTS: Port/Stbd= IDLE: 14.0v / 13.9v CRUISE: 13.6v / 13.6v WOT: 13.3v / 13.2v
WATER TEMP: Port/Stbd= IDLE: 170F / 165 F (coming up to temp) CRUISE: 196F / 196F
WOT: 201F / 198F Between 180F-200F is the typical operating range for this model. Online sources report the high temperature alarm triggers around 220F as this model engine does sometime run above 200F under heavier loads.
OIL PRESSURE: Port/Stbd= IDLE: 38 psi / 41 psi CRUISE: 39 psi / 42 psi WOT: 33 psi / 34 psi
Recorded speeds: 800 RPM - 5.2 kn
1000 RPM - 6.6 kn
1,400 RPM - 8.7 kn
1,600 RPM - 9.5 kn
1,800 RPM - 10.8 kn
2,000 RPM - 12.4 kn
2,200 RPM - 16.0 kn
2,400 RPM - 17.4 kn
2,600 RPM - 20.5 kn
WOT - 22.8 kn
These speeds were with full water tanks, full fuel tank and four adults on board.

INSPECTION RECOMMENDATIONS SUMMARY

PRIORITY I - SAFETY & REGULATORY RECOMMENDATIONS:

The items listed are required by state laws or federal laws and U.S.C.G. regulations or are considered by the attending surveyor to represent unsafe operating conditions. Recommend these items be corrected before next use of vessel.

NONE FOUND AT THE TIME OF THE SURVEY AND SEA TRIAL

PRIORITY II - MAINTENANCE & STANDARDS RELATED RECOMMENDATIONS:

These are important maintenance items sighted which in this firm's opinion should be performed, but do not limit the intended use of the vessel at the time of the survey. They may also include recommendations to conform to current ABYC and NFPA-302 voluntary standards which may not have been in effect or may not have been adhered to by the builder when the vessel was constructed. Some Priority II items, if not addressed, could lead to a Priority I safety issue and/or may result in a reduced vessel market value.

EXTERIOR HULL & BOTTOM INSPECTION

PROPELLER/SHAFT/ STRUT

Strut(s):

Two bronze alloy P-Struts were bolted to the hull bottom with bronze fasteners with stainless steel backing plates. The prop struts had fairings installed at their forward edges. The fairing forward of the port side strut was lifting from the hull and there was a small split in the sealant below the port prop strut base and the hull on its forward end. The starboard side strut was realigned and rebbed per service records in 2024. **PRIORITY TWO RECOMMENDATION:** It is advise to have a the fairing forward of the port prop strut repair and re adhered. It is recommended to have a qualified marine propulsion technician check the torque of the fasteners on the port prop strut hardware and rebed and tighten if necessary. (Photo taken January 9, 2026)

TOP DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

Moisture/Delamination:

The majority of the decks and cabin trunk top had consistently low comparative moisture meter readings. There was an area with high comparative moisture meter readings on the starboard side deck between the toe rail and the cabin trunk. This area had deck fittings for the starboard water tank fill and waste tank pump out. The area with the high readings on the starboard side deck is approximated within the red outline in the following photo.

There were some tones of delamination along the radius of the cabin trunk outboard of the grab rails and are likely construction voids that have been there since new. This was known by the owner and has been like this for some time. The grab rails appeared to be well secured with no signs of water intrusion around them. These areas are approximated by the green outlines in the following photos. (Photos were taken January 9, 2026)

PRIORITY TWO RECOMMENDATION: It is advised to continue monitoring the areas noted outboard of the grab rails on the cabin trunk top. Rebedding the deck fittings and stanchion base in the area with elevated comparative moisture meter readings on the starboard side deck is advised to prevent a route for continued moisture intrusion, similarly, it is recommend to monitor this area for signs of delamination in the future.

ELECTRICAL SYSTEMS

D.C. ELECTRICAL SYSTEMS

Battery selector switch:

Rotary battery selector switches and remotely operated solenoid operated battery switches. The solenoid switch for the generator at the helm was not functional at the survey on May 4, 2026. This was reported to the owner and Peter Farrell, the service manager for the vessel. **PRIORITY TWO**

RECOMMENDATION: Troubleshoot and repair the switch.

A.C. ELECTRICAL SYSTEMS

Wiring Problem:

The outlets in the forward cabin were not functional at the time of the survey on May 4, 2026. This was reported to the owner and the vessel's service manager on May 4, 2026. **PRIORITY TWO**

RECOMMENDATION: Trouble shoot and repair as necessary.

TANKAGE / PLUMBING

FUEL TANK

Fuel supply lines:

Some of the older fuel lines were USCG approved A1 hoses, newer distribution hoses to the Racor filters were not USCG approved flame resistant type but DOT approved diesel, air, and coolant rated SAE J1402 type hoses. The fuel supply lines were in serviceable condition with no leaks sighted. **PRIORITY TWO**
RECOMMENDATION: Although not mandatory by USCG regulations for diesel powered vessels, best practice would be to update the non-USCG approved fuel lines with USCG A1-15 type hoses comply with ABYC H-33.6.1 standards since the hoses are located inside the engine room and do not have built in flame resistance. This update is not required for functionality of the system but would increase the safety built into the system.

SEA TRIAL RESULTS

SEA TRIAL DOCKSIDE OBSERVATIONS

Other notes:

Three was some soot around the mixing elbow connection to the port engine's turbo. **PRIORITY TWO**

RECOMMENDATION: Wipe clean and monitor for leaks. Repair is an exhaust leak is verified.

PRIORITY III - OTHER OBSERVATIONS:

These are other less significant maintenance items or observations that if not addressed, could lead to more important priority issues and/or could lead to a reduced vessel market value.

EXTERIOR HULL & BOTTOM INSPECTION

HULL BOTTOM

Moisture/Delamination:

The majority of the comparative moisture meter readings on the hull bottom were low with moderate to high readings around the port propeller shaft strut base. There was one small area with tones of delamination on the port side run at the end of one of the strakes. **PRIORITY THREE**

RECOMMENDATION: It is advised to monitor the area with the noted delamination in the future and to make repairs if it begins to grow in size. If the port side propeller strut has not been rebbed in the last few seasons it is advised to do so a preventative maintenance in the near future due to the elevated comparative moisture meter readings around it's base. (Photos taken January 9, 2026)

TOP DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

Other notes:

There were two semi-circular cracks on the surface of the cabin trunk top on the port and starboard sides from older Dorade vents that had been removed. **PRIORITY THREE RECOMMENDATION:** It is advised to repair the cracks on the cabin trunk top to prevent moisture intrusion and further deterioration of the surface.

CABIN INTERIOR APPOINTMENTS

GALLEY

Stove:

A Force 10 three burner gimbaled LPG fueled stove with oven. The stove was clean and in very good condition with no corrosion or damage sighted. The stove top, broiler, and oven tested functional.

PRIORITY THREE RECOMMENDATION: The igniter button did not function and lighter was used. Repair the igniter.

TANKAGE / PLUMBING

LPG (PROPANE) TANK/SYSTEM

Other notes:

The bottom edge of the frame for the access hatch to the locker was cracking. **PRIORITY THREE RECOMMENDATION:** Repair the crack to prevent it from deteriorating further.

CONDITION & VALUE REPORT SUMMARY

DECLARATION:

Rating of vessel condition was determined upon completion and review of all reported survey information including recommendations and comparing vessel to the same or similar age models. Possible vessel condition ratings are as follows:

- **EXCELLENT** - Essentially as new or bristol in appearance.
- **ABOVE AVERAGE** - Has had above average care and additional upgrades with some findings.
- **AVERAGE** - Ready for sale but needs some maintenance or repairs, updates or cleaning.
- **BELOW AVERAGE** - Needs significant maintenance, repair or service.

Estimated fair market value was determined by cross referencing data from BUC, Soldboats.com, and other brokerage listings or local dealers. Adjustments are then made for condition or equipment as necessary. The fair market value is for the vessel in it's current condition prior to any repairs or maintenance.

Estimated replacement cost was determined using information obtained from BUC or local dealer prices using the same or similar make and model with similar equipment options.

- **RATING OF VESSEL CONDITION.....ABOVE AVERAGE CONDITION**

- **ESTIMATED FAIR MARKET VALUE.....\$472,000.00**

Comparable vessels and recorded sales of comparable vessels include the following:

**2005 Alden 49 Flybridge. Located in Braintree, Massachusetts. Listed for \$475,000.00 on yachtworld.com
1995 Lyman-Morse Flybridge 48'. Located in Thomaston, Maine. Listed for \$480,000.00 and recorded sold for \$440,000.00 in December 2024. (Single screw, built using a Duffy hull)**

1988 Lyman-Morse Flybridge 46'. Located in Thomaston, Maine. Listed for \$375,000.00 and recorded sold for \$350,000.00 in August 2024. (Single screw, built using a Jarvis Newman hull)

Between February 2022 to present, the current owner has spent \$437,158.21 in refits, repairs, maintenance, and seasonal fees. This number was obtained through service records provided by Peter Farrell the vessel's service manager at Safe Harbor Great Island.

The fair market value is estimated by taking into consideration the following: market research data bases, comparable vessels' average listing price, the vessel's overall structural condition (where it was able to be inspected), the electronics, condition of the marine systems, hours on main engines, numerous recent upgrades/refinishing, and other included onboard equipment.

The fair market value for the 1997 Lyman-Morse Custom Flybridge 46', MINKIE-B, is estimated to be \$472,000.00

- **ESTIMATED REPLACEMENT COST.....\$1,950,000.00**

- **INTENDED USE OF VESSEL.....Recreational-Atlantic coast line cruising**

● **SUITABILITY FOR INTENDED SERVICE: Vessel is considered fit for its intended use upon correction of all listed Priority I recommendations and considered a good risk for insurance underwriting. NOTE: "Priority II" and "Priority III Recommendations" are not mandatory but should thoroughly reviewed to bring vessel up to current standards, maintain the vessel, and/or improve the value of the vessel.**

CONDITION & VALUE REPORT SUMMARY

CLOSING STATEMENT & SIGNATURE:

This pre-sale condition and value survey report is submitted in confidence for the exclusive use of Neil Reiter without prejudice to the rights and/or interests of other concerned parties and may not be used for any other purpose or relied upon by any other person.

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

The statements of fact contained in this report are true and correct. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal unbiased professional analyses, opinions, and conclusions. I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved. My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event. I have made a personal inspection of the vessel that is the subject of this report.

This report should be considered as an entire document. No single section is meant to be used except as part of the whole.

This report is submitted without prejudice and for the benefit of who it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of the survey only.

ATTENDING SURVEYOR:



Ian Stewart
AMS® #1447 with SAMS®
Date: May 7, 2026