



MARINE SURVEYORS & CONSULTANTS

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Pre-Purchase Survey Inspection



Vessel Name

“M”

Prepared For:

JMT Charters, LLC.

Conducted By:

Kerry Nikula AMS®

SAMS ABYC IAMI

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SECTION 1: **INTRODUCTION**

SCOPE OF SURVEY

Acting at the request of Mr. Jeff Miller, the above-mentioned surveyor conducted an in-water survey aboard "M" on January 6th 7th & 9th, 2025. Mr. Miller WAS NOT aboard during the survey. The ship's papers WERE onboard and appeared to be in order. The Hull Identification Number (HIN) WAS verified from the transom. A trial run was performed. An out of the water inspection of underwater machinery and the exterior of the hulls wetted surface area was also performed while the vessel was hauled ashore on January 7th, 2025. The reason for the survey was to ascertain the physical condition and value of the vessel. AC and DC power was used to check operation of the electrical systems specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only unless otherwise noted.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed, or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. Onboard tankage is visually inspected where accessible however no pressure testing is performed, and tanks should be completely filled and proven leak free. No determination of tank integrity has been made by this surveyor. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

NOTE: It is recommended and understood that all DIESEL/GAS engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, generator combustion engine, heat exchangers, coolers, etc.

NOTE: Air conditioning and refrigeration systems were inspected visually, units were tested to ensure cooling, but no in-depth inspection occurs. It is always recommended that a qualified HVAC technician is contracted to inspect system air conditioning and refrigeration systems to determine if there are any inherent issues and to attest to the working condition and remaining service life of the system. Heating functionality was not tested at time of inspection.

NOTE: Although electrical components and equipment are visually inspected by this surveyor where possible, it is suggested that a qualified marine electrician be contracted to inspect vessels electrical system and components to determine condition and adherence to relevant standards and regulations.

STANDARDS AND REFERENCES USED:

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USCG); TITLE 33 AND TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), AND THE STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

Use of asterisks * in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

NOTE: An engine surveyor was on board during the trial run and performed a separate survey on the vessel's propulsion system and auxiliary power systems. Refer to that survey.

SECTION 2: **VESSEL SPECIFICATIONS & GENERAL INFORMATION**

Name of Vessel:	M
Hailing Port/Registered Port:	MIAMI BEACH
Hull Identification Number:	XAX86S30H708
USCG Document Number:	1208285
Builder:	AZIMUT
Designer:	STEFANO RIGHINI & CARLO GALEAZZI
Model Year:	2008 PER HULL IDENTIFICATION NUMBER
Build Year/Keel Laid:	2007 PER HULL IDENTIFICATION NUMBER
Model Specifics:	86S / 86' EXPRESS YACHT
Gross Registered Tons:	81, PER USCG DOCUMENT
Net Tons:	64, PER USCG DOCUMENT
Hull Depth:	9.6', PER USCG DOCUMENT
Displacement:	136,616 LBS. PER INFORMATION FOUND ON-LINE
LOA (Length Overall):	88'6", PER INFORMATION FOUND ON-LINE
Beam:	20' 2", PER INFORMATION FOUND ON-LINE
Draft:	4' 2", PER INFORMATION FOUND ON-LINE
Propulsion Means:	TWIN DIESELS W/DIRECT DRIVE MARINE GEARS
Hull Construction:	PRODUCTION BUILT FIBERGLASS
Location of Survey:	PRIVATE RESIDENCE, FORT LAUDERDALE, FLORIDA
Location of Haul Out:	BRADFORD MARINE, FORT LAUDERDALE, FLORIDA
Purpose of Survey:	PRE-PURCHASE SURVEY INSPECTION
Date of Survey:	JANUARY 6 th , 7 th , & 9 th , 2025
Estimated Market Value:	\$1,200,000 U.S. DOLLARS
Estimated Replacement Cost:	\$7,500,000 U.S. DOLLARS
Navigational Limits	PER UNDERWRITERS' REQUIREMENTS
Cruise Speed/ Max Speed	25.8 KNOTS / 29.3 KNOTS, PER TRIAL RUN
Owner's Manuals:	EQUIPMENT MANUALS SIGHTED

All specifications above were obtained using owner's manual, listing material or online information unless otherwise stated.

Survey Prepared For:

Name of Owner:	JMT CHARTERS, LLC. / JEFF MILLER
Address:	2118 WEST 171 ST STREET
Address:	NORTH MIAMI BEACH
Address:	FL. 33162
Phone #:	713.857.4449
Email:	jeff@themaritimemillers.com
Listing Brokerage:	DENISON YACHT SALES
Selling Brokerage:	DENISON YACHT SALES
Selling Broker:	BRIAN SOULIE
Other Surveyors Present:	LUCAS BYRNE, RICH DARGENTO, ENGINE SURVEYOR

SECTION 3:

TRIAL RUN DATA

Date of Trial Run:	JANUARY 9 TH , 2025
Location of Trial Run:	OFFSHORE OF PORT EVERGLADES, FLORIDA
Vessel Loading Conditions:	VERY LIGHT ON FUEL, MODERATE GEAR LOAD
Weather & Sea Conditions:	1-3 FOOT CHOPPY SEAS W/MODERATE BREEZE
Persons on Board:	CAPTAIN, BROKER, ENGINE SURVEYOR & HULL SURVEYOR (4 PERSONS ONBOARD)
Engine Surveyor Present:	TYLER W/TDW MARINE
Captain's Name:	JAMES EDGAR

Engine Performance Details

Port Engine RPM	Engine Coolant Temp. C°	Engine Oil Pressure Bar	Gear Oil Pressure Bar	Starboard Engine RPM	Engine Coolant Temp. C°	Engine Oil Pressure Bar	Gear Oil Pressure Bar	Engine Load %	Fuel Burn LPH per Engine	GPS Speed in Knots
1194	68	7.0	16.2	1195	66	7.1	16.3	23/23	39/38	8.8
1605	70	7.3	16.5	1605	71	7.2	16.6	39/35	105/105	11.5
1836	73	7.5	16.6	1843	71	7.4	16.8	53/55	160/160	13.0
2050	75	7.2	16.7	2064	74	7.2	17.0	68/69	229/231	20.6
2254	76	7.1	16.9	2251	76	7.0	17.1	81/86	296/317	25.8
2402	79	6.8	16.8	2402	79	6.7	17.0	95/95	345/355	29.4

THE LAST ROW OF DATA WAS RECORDED DURING WIDE OPEN THROTTLE (WOT) RUNS

THE ENGINE DATA WAS RECORDED USING THE DIGITAL ENGINE DISPLAY(S) AT THE HELM. SPEED WAS RECORDED USING THE MULT-FUNCTION NAVIGATION DISPLAY.

During the trial run, all relevant electronics, controls, trim tabs, steering systems, cooling systems and other related equipment were tested and proven functional unless otherwise noted in “Findings and Recommendations” section.

Condition of underwater areas: The vessel was taken for trial run after the inspection of the underwater areas at time of haul out. The antifouling coatings were found worn and marine growth was noted on the jet impellers.

The main engines DID achieve manufacturer’s specified maximum RPMs. No excessive vibration or overheating was noted.

Note: Please refer to the engine survey for a detailed analysis of the main engines, marine gears and generator engines.

SECTION 4:
ONBOARD SYSTEMS
SAFETY EQUIPMENT, SECURITY & FIRE SUPPRESSION SYSTEMS

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
LIFEJACKETS: TYPE I	6 x ADULT SOLAS TYPE, ALL SERVICEABLE	
LIFEJACKETS: TYPE II	4 x ADULT, ALL SERVICEABLE	
TYPE IV FLOATATION DEVICE	1 x USCG APPROVED LIFE SLING	
LIFELINES/RAILING ETC.	STAINLESS STEEL STANCHIONS & RAILS, SERVICEABLE	
LIFE RAFTS / SERVICE DATE	VIKING, INFORMATION & DATE TAGS NOT SIGHTED	*
VISUAL DISTRESS SIGNAL	4 x RED HANDHELD, EXPIRED	*
VISUAL DISTRESS SIGNAL	2 x ORANGE HANDHELD, EXPIRED	*
VISUAL DISTRESS SIGNAL	4 x CARTRIDGES + GUN, EXPIRED	*
FIRST AID KIT	SIGHTED ONBOARD, RENEW SUPPLIES AS NECESSARY	
EPIRB / EXPIRATION	ACR GLOBAL FIX 406 HZ, BATTERY EXPIRES: 07/2030, REGISTER	*
COLREGS / RULES OF THE ROAD	SIGHTED ONBOARD	
SHIPS BELL	NOT SIGHTED ONBOARD, REQUIRED	*
SHIPS HORN	SINGLE TRUMPET AIR HORN, SERVICEABLE	
FIRE EXTINGUISHERS	4 x TYPE, B:C, SIZE I, 3# + 4 x B:C, SIZE I, 5# DRY CHEMICAL, ALL SERVICEABLE	
INSPECTION DATE	CURRENT TAG NOT SIGHTED	*
FIXED FIRE SUPPRESSION	FIRE BOY CLEAN AGENT SYSTEM	
FIRE SUPPRESSION LOCATION	AFT IN THE ENGINE ROOM	
INSPECTION DATE	CURRENT TAG NOT SIGHTED	
MANUAL/AUTOMATIC RELEASE	AUTOMATIC / MANUAL RELEASE W/BYPASS SWITCH	
MANUAL PULL LOCATION	ENGINE ROOM ENTRY DOOR	
FIRE PUMP	115/230 VOLT GIANNESCHI W/MANIFOLD & FIRE HYDRANTS, POWERED UP	
FIRE SUPPRESSION VENTILATION	HOUSE SIDE VENTS + 115/230 VOLT FANS, SERVICEABLE	
VENTILATION DAMPERS	BELIMO, NOT TESTED, PROVE WHEN SYSTEM SERVICED	*
SHUTDOWNS	MAIN ENGINES, GENERATORS, BLOWERS, PROVE	*
FIRE / SMOKE DETECTORS	NOT INSTALLED, HIGHLY RECOMMENDED	*
CO DETECTORS	NOT INSTALLED, HIGHLY RECOMMENDED	*
DEWATERING ARRANGEMENT	24 VOLT SUBMERSIBLE TYPE W/AUTOMATIC / MANUAL FUNCTIONS, ALL FUNCTIONS AVAILABLE & FUNCTIONING	
DEWATERING ARRANGEMENT	24 VOLT GIANNESCHI W/MANIFOLD, POWERED UP	
DEWATERING NOTE	THE BILGES WERE NOT FLOODED DURING THIS SURVEY	
DEWATERING NOTE	FLOOD BILGES PERIODICALLY TO ATTEST TO THE DISCHARGE CAPACITY OF THE BILGE PUMPS	
BILGE ALARMS / MONITORING	AUDIBLE & VISUAL, SERVICEABLE	
NAVIGATION & ANCHOR LIGHTS	ALL ILLUMINATED	
ANTI-POLLUTION PLACARDS	OIL DISCHARGE PLACARD SIGHTED (REQUIRED OVER 26")	
ANTI-POLLUTION PLACARDS	GARBAGE DISPOSAL / WASTE MANAGEMENT PLAN SIGHTED	
SEARCHLIGHTS	ACR, MODEL; URP-102, NEEDS SERVICE	*
CCTV / CAMERA SYSTEM	INSTALLED, INTEGRATED W/THE MULTI-FUNCTION NAVIGATION DISPLAY (MFND), SERVICEABLE	

The above represents the opinion of the undersigned based on the facts presented and the discoveries made while surveying subject vessel with no warranty either specific or implied being made. While not limiting the generality of the above, this survey specifically does not cover certain latent defects that could not be discovered without the removal of decking, sheathing, tankage, joinery work or other fixed materials, disassembly of machinery, plumbing, wiring or other fixed parts. This report represents the opinion of the undersigned and is issued subject to the condition that it is understood and agreed that neither this office nor any surveyor or any employee thereof is not under any circumstances what-so-ever to be held responsible in any way for any error in judgement, omission, nor for any inaccuracy or mis-statement in this report, and that the request and use of this report shall be construed as acceptance of the forgoing.

PROPULSION – ENGINES, TRANSMISSIONS, THRUSTERS & STABILIZATION

The vessel is powered by two MTU diesel engines coupled with marine gears and jet drives. Engines were visually inspected only by the attending surveyor at the time of survey. Any obvious leaks or deficiencies identified on the engines and associated equipment will be listed in the “Findings & Recommendations” section.

Note: A separate mechanical inspection was performed by Tyler, with TDW Marine. Please refer to that report for a detailed analysis of the main propulsion systems and auxiliary power systems engines.

ENGINES

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
ENGINE MANUFACTURER	MTU	
ENGINE YEAR	2006, BOTH	
EPA EMISSIONS INFO / TIER:	INFORMATION NOT SIGHTED	
PORT ENGINE MODEL	16V2000	
STBD. ENGINE MODEL	16V2000	
RATED ENGINE POWER	1402 KW (1900 HP)	
MAX. RATED RPM	2350	
CYLINDERS	SIXTEEN, IN A V-CONFIGURATION	
PORT SERIAL NUMBER	536 106 031	
STBD. SERIAL NUMBER	536 106 032	
PORT ENGINE HOURS	3,022 PER DIGITAL ENGINE DISPLAYS	
STBD. ENGINE HOURS	3,029, PER DIGITAL ENGINE DISPLAYS	
COOLING SYSTEM	REFER TO THE ENGINE SURVEY FOR TYPE & CONDITION	
ALARM SYSTEMS	REFER TO THE ENGINE SURVEY FOR FUNCTION	
ENGINE BED	FIBERGLASS STRINGERS W/RUBBER DAMPENED, ADJUSTABLE MOUNTS, REFER TO THE ENGINE SURVEY FOR CONDITION OF MOUNTS	
VENTILATION	HOUSE SIDE VENTS W/230 VOLT FANS, SERVICEABLE	
FUEL FILTERS	4 x RACOR 1000MA PRIMARY + SECONDARY BOWLS ON THE ENGINES	
FUEL HOSES	USCG APPROVED TYPE A1 W/METAL FITTINGS, REFER TO THE ENGINE SURVEY FOR CONDITION	
EXHAUST LINE	EXHAUST HOSE W/STAINLESS STEEL HOSE CLAMPS & FRP TUBES, NEED SERVICE	*
EXHAUST MUFFLER	UNDERWATER EXHAUST, NEED SERVICE	*
BLOCK HEATERS	REFER TO THE ENGINE SURVEY	
ENGINE CONTROLS	ZF ELECTRONIC + HAMILTON ELECTRONIC, SERVICEABLE	
ENGINE SYNCHRONIZER	ELECTRONIC	

MARINE GEARS (TRANSMISSIONS)

The marine gears and jet drives were visually inspected only by the hull surveyor. During the trial run, the transmissions were tested for in/out of gear operation, and pressures recorded. Any deficiencies sighted will be noted in the “Findings and Recommendations” section.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
TRANSMISSION MAKE	ZF	
TRANSMISSION MODEL	ZF 2555	
REDUCTION RATIO	INFO NOT SIGHTED	
PORT SERIAL NUMBER	5001 9547	
STARBOARD SERIAL NUMBER	5001 9546	

JET DRIVES

MAKE	HAMILTON JET	*
MODEL	571	
PORT SERIAL NUMBER	NOT SIGHTED	
STARBOARD SERIAL NUMBER	541	

THRUSTERS – STABILIZERS – STEERING – TRIM TABS - HYDRAULICS

The systems listed below were powered on and tested for function unless otherwise noted. Any deficiencies sighted will be noted in “Findings and Recommendation” section. During the trial run, a steering test was conducted under load to ensure proper operation of all components where accessible.

Hydraulic power take-offs (PTO), hydraulic pump units (HPU), reservoirs and the pumps, hoses, plumbing/fittings were visually inspected for condition where they were readily accessible. The related hydraulic systems were proven functional where possible unless otherwise noted in the “Findings & Recommendations” section. Note: A complete/separate hydraulic survey was not conducted by the attending hull surveyor.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
BOW THRUSTER	24 VOLT SIDE POWER, SERVICEABLE	
STEERING SYSTEM	HAMILTON WATER JETS/BOSCH, HYDRAULIC, SERVICEABLE	
STEERING RESERVOIR	INTEGRAL TO THE JET DRIVES	
STEERING LINES	FLEXIBLE LINES W/METAL FITTINGS, SERVICEABLE WHERE SIGHTED	
STEERING STATIONS	ONE ON THE MAIN DECK	
TRIM TABS	24 VOLT HUMPHREE INTERCEPTORS W/AUTOMATIC/MANUAL FUNCTIONS, SERVICEABLE	

ELECTRICAL SYSTEMS**GENERATORS**

The generators started without excessive cranking, were run under loaded conditions and visually examined for any obvious oil, water, fuel or exhaust leaks. The unit were found serviceable. Any deficiencies sighted will be noted in the "Findings and Recommendations" section.

GENERATOR

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
MANUFACTURER	KOHLER	
MODEL NUMBER	24EKOZD	
SERIAL NUMBER	SGM32JTFG	
GENERATOR HOURS	NOT RECORDED	
KILOWATTS	24	
VOLTAGE & AMPS	120/240 / 100 MAX AMPS	
NO. OF CYLINDERS	FOUR	
RPM/FREQUENCY	1800 / 60 Hz	
FUEL PUMP	12 VOLT	
FUEL FILTERS	2 x RACOR 500 PRIMARY + SECONDARY BOWL ON THE ENGINE	
EXHAUST LINE	EXHAUST HOSE W/STAINLESS STEEL HOSE CLAMPS, NEEDS SERVICE	*
EXHAUST MUFFLER	FIBERGLASS WATER LIFT TYPE + GAS/WATER SEPARATOR, SERVICEABLE	
VENTILATION	HOUSE SIDE VENTS W/230 VOLT FANS, SERVICEABLE	

GENERATOR

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
MANUFACTURER	KOHLER	
MODEL NUMBER	23EKOZD	
SERIAL NUMBER	3GM32H2RD	
GENERATOR HOURS	NOT RECORDED	
KILOWATTS	23	
VOLTAGE & AMPS	120/240 / 95 MAX AMPS	
NO. OF CYLINDERS	FOUR	
RPM/FREQUENCY	1800 / 60 Hz	
FUEL PUMP	12 VOLT	
FUEL FILTERS	RACOR 500 PRIMARY + SECONDARY BOWL ON THE ENGINE	
EXHAUST LINE	EXHAUST HOSE W/STAINLESS STEEL HOSE CLAMPS, SERVICEABLE	
EXHAUST MUFFLER	FIBERGLASS WATER LIFT TYPE + GAS/WATER SEPARATOR, SERVICEABLE	
VENTILATION	HOUSE SIDE VENTS W/230 VOLT FANS, SERVICEABLE	

BONDING SYSTEM**MAIN BONDING CONDUCTOR:**

A bonding system was established where sighted. A separate bonding system survey was not performed, and a corrosion meter was not employed to establish the level of protection. However, the bonding system is comprised of individual, green insulated wire that appeared to be serviceable were sighted. Anodes appeared to be securely connected to the main bonding circuit and should be monitored periodically for signs of excessive decay.

THROUGH-HULL FITTINGS & SEA STRAINERS:

The through-hull fittings as well as other sighted underwater fittings and strainers were bonded where sighted and showed no excessive corrosion unless otherwise mentioned in the "Findings and Recommendations" section. Continuity of bonding system was not tested as part of this survey.

ANODES (ZINCS):

Recommend anode replacement once the anodes reach 50% depletion. The use of Zinc as an anode is only recommended for saltwater applications. If the vessel is to be kept primarily in brackish water the anodes should be changed to Aluminum or Magnesium if the vessel is kept in fresh water. Monitor anodes frequently.

DC POWER

The vessels' 12/24 volt DC power system consists of battery banks controlled via battery isolation switches. Batteries are charged via belt driven alternators and AC electric battery chargers. The batteries were visually inspected only, load testing was not performed. The electrical panels are clearly labeled. Overcurrent protection is provided by breakers and fuses. Any deficiencies sighted will be noted in the "Findings and Recommendations" section.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
BATTERIES	4 x 12 VOLT 4D LEAD ACID TYPE, NO DATE STAMPS	
BATTERY LOCATION	OUTBOARD AFT OF THE PORT ENGINE	
BATTERIES	4 x 12 VOLT 4D AGM, 231 Ah TYPE, 5/21/12 NO DATE STAMPS	
BATTERY LOCATION	BETWEEN THE ENGINES AFT	
BATTERIES	1 x 12 VOLT 4D LEAD ACID TYPE, NO DATE STAMPS	
BATTERY LOCATION	BETWEEN THE PORT ENGINE & PORT GENERATOR	
BATTERIES	1 x 12 VOLT 4D AGM TYPE, 3/24 DATE STAMPS	
BATTERY LOCATION	BETWEEN STARBOARD ENGINE & STARBOARD GENERATOR	
BATTERIES	2 x 12 VOLT 4D AGM, 120 Ah @ 20 HR, 3/22 DATE STAMPS	
BATTERY LOCATION	AFT OF THE STARBOARD GENERATOR	
BATTERIES	16 x 6 VOLT FULL RIVER MAINTENANCE FREE TYPE, NO DATE STAMPS	
BATTERY LOCATION	BELOW THE MASTER STATEROOM STEPS	
BATTERIES	2 x 12 VOLT ODYSSEY PC2250 AGM TYPE, NO DATE STAMPS	
BATTERY LOCATION	BOW THRUSTER BILGE	
BATTERY CONDITION	APPEARED FULLY CHARGED, RECOMMEND LOAD TESTING	
CABLE CONNECTIONS	CLEAN & TIGHT, WING NUT SIGHTED	*
WIRING	THERMOPLASTIC COATED BOAT CABLE	
TERMINAL PROTECTION	LIDS & NON-CONDUCTIVE RUBBER BOOTS	
BATTERY BOXES	FIBERGLASS BOXES W/LIDS	
BATTERY VENTILATION	INTO THE SPACE WHERE INSTALLED	
BATTERY CHARGERS	2 x 24 VOLT BELT DRIVEN ALTERNATORS, 1 ON EACH MAIN ENGINE	
BATTERY CHARGERS	2 x 12 VOLT BELT DRIVEN ALTERNATORS, 1 ON EACH GENERATOR ENGINE	
BATTERY CHARGERS	MASTERVOLT MASS 24 VOLT / 100 AMP, POWERED UP	
BATTERY CHARGERS	MASTERVOLT CHARGE MASTER 24 VOLT / 20 AMP, POWERED UP	
BATTERY CHARGERS	2 x MASTERVOLT MASS 24 VOLT / 25 AMP, BOTH POWERED UP	
BATTERY SWITCHES	ROTARY TYPE	
DC SWITCHBOARD	LOCATED AT THE HELM, ENGINE ROOM ENTRY + PANELS THROUGHOUT	

AC POWER

The vessels’ AC power system can be energized with the shore power systems and auxiliary power generator systems. Overcurrent protection is provided by breakers and GFCI receptacles. The electrical panel breakers were clearly labeled. Shore / generator switching is carried out with manual rotary and push button type switches. As a pre-caution, it is always recommended that a certified ABYC marine electrician is hired to attest to the condition of the vessels electrical systems. Any deficiencies sighted will be noted in the “Findings and Recommendations” section

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
SHORE POWER RECEPTACLES	2 x 125/250 VOLT, 50 AMP, SERVICEABLE	
SHORE POWER CABLES	2 x 125/250 VOLT, 50 AMP THERMOPLASTIC COATED CORDS	
CABLE CONDITION	SERVICEABLE WHERE SIGHTED	
WIRING	THERMOPLASTIC COATED BOAT CABLE	
CIRCUIT BREAKERS	TRIP FREE & THERMAL TYPE	
MAIN SHORE POWER BREAKERS	LOCATED IN THE ENGINE ROOM	
ELCI INSTALLED	NOT INSTALLED, HIGHLY RECOMMENDED	
SHORE POWER CONVERTERS	2 x A/SEA, MODEL: AC12	
GALVANIC ISOLATORS	2 x FAIL SAFE, MODEL: GI-50/60A-FSP, NOT TESTED	
AC SWITCHBOARD	LOCATED AT THE ENGINE ROOM ENTRY, LOWER HELM + PANELS THROUGHOUT	

HVAC SYSTEM

Air Conditioning:

The vessel’s air conditioning system consisted of a split gas type system with an AC seawater pump supplying water to the condensers. Refrigerant is then supplied to the air handlers throughout the vessel. Overall, the system appeared serviceable where sighted. Any deficiencies sighted will be noted in “Findings & Recommendations” section. As a precaution, it is recommended that the vessels HVAC system is inspected by a qualified marine HVAC technician to attest to the condition of the systems.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
SYSTEM MAKE	DOMETIC	
CHILLER/COMPRESSOR LOCATION	ENGINE ROOM & EQUIPMENT SPACE FORWARD OF THE MASTER STATEROOM	
AIR HANDLERS/BLOWERS	THROUGHOUT THE VESSEL	
COOLING CAPACITY	30,000, 42,000 & 48,000 BTU UNITS	
REFRIGERANT	R417A	
SEAWATER PUMP(S)	230 VOLT US MOTORS, SERVICEABLE	
REFRIGERANT LINE INSULATION	SERVICEABLE WHERE SIGHTED	

POTABLE WATER SYSTEM

The vessels’ potable water system is comprised of a fiberglass freshwater storage tank. The freshwater plumbing and isolation valves were found serviceable unless otherwise noted. Water pressure is provided by a 24 volt pumps and delivered to the isolation manifold and accumulator tank. Water is filled from dockside supply via freshwater fill cap or via water maker. Any deficiencies sighted will be noted in the “Findings and Recommendations” section.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
TOTAL FRESHWATER	290 GALLONS PER BUILDER SPECIFICATIONS	
TANK LOCATION	BELOW THE LOWER COMPANIONWAY SOLE	
DECK FILL LOCATION	STARBOARD SIDE DECK CLEARLY MARKED “WATER”	
FRESHWATER PUMP (DC)	2 x 24 VOLT GIANNESCHI, BOTH SERVICEABLE	
ACCUMULATOR TANKS	PAINTED STEEL, SERVICEABLE	
PLUMBING CONDITION	SERVICEABLE WHERE SIGHTED	
FRESHWATER FILTERS	BOWLS IN-LINE, REPLACE CARTRIDGES FREQUENTLY	
WATER HEATER	2 x 230 VOLT GIANNESCHI, 21 GALLONS EACH, SERVICEABLE	
PRESSURE RELIEF	PLUMBED TO THE WATER HEATERS W/DISCHARGE INTO THE BILGE	
WATER HEATER LOCATION	EQUIPMENT SPACE FORWARD OF THE MASTER STATEROOM	
WATER MAKER	WATER MAKERS, INC., 750 GPD, NEEDS SERVICE	*
WATER SOFTENER	INTEGRAL TO THE WATER MAKER	
FRESHWATER WASH DOWNS	INSTALLED, SERVICEABLE	
DECK SHOWER	LOCATED AT THE PORT TRANSOM WING, SERVICEABLE	

BLACK WATER SYSTEM

The vessels’ black water system is comprised of 24 volt freshwater heads and is equipped with a main holding tank. There was an overboard discharge pump to evacuate the holding tank when permitted, and a deck fitting for dockside pump-out option when required. The heads were found in serviceable condition when operated. The macerating/discharge pump was powered up and functional. Any deficiencies sighted will be noted in the “Findings and Recommendations” section.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
NUMBER OF TANKS	ONE, FIBERGLASS TYPE	
TANK CAPACITY	113 GALLONS PER BUILDER SPECIFICATIONS	
TANK LOCATION	BELOW THE COMPANIONWAY SOLE, AFT	
TYPE OF HEADS	24 VOLT TECMA, SERVICEABLE	
PUMPOUT CAP LOCATION	PORT SIDE DECK CLEARLY MARKED “WASTE”	
DISCHARGE PUMP(S)	2 x 24 VOLT GIANNESCHI, POWERED UP	
MSD SYSTEM	USCG APPROVED TYPE III	
SEACOCK LOCATION	GATE VALVE LOCATED IN THE EQUIPMENT SPACE FORWARD OF THE MASTER STATEROOM	
VENT FILTER LOCATION	EQUIPMENT SPACE FORWARD OF THE MASTER STATEROOM	
Y VALVE LOCATION	EQUIPMENT SPACE FORWARD OF THE MASTER STATEROOM	

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GREY WATER SYSTEM

The basins, showers and condensation drains drain to a grey water tank. The tank is discharged automatically overboard. Any deficiencies sighted will be noted in the “Findings & Recommendations” section.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
TANK CAPACITY/LOCATION	153 GALLONS PER BUILDER SPECIFICATIONS / LOCATED FORWARD OF THE MASTER STATEROOM	
DISCHARGE PUMP (TANK)	2 x 24 VOLT GIANNESCHI, SERVICEABLE	

FUEL SYSTEM

The vessels’ fuel system is comprised aluminum fuel storage tanks. The fuel plumbing and valves were found serviceable where sighted unless otherwise noted. The fuel tanks were inspected visually only where accessible and not opened for internal inspections. Recommend pressing the fuel tanks with fuel to attest to the integrity of the tanks. No leaking fuel was noted in the bilges during the survey. The fuel transfer pump was tested for power up and function. However, no significant volume of fuel was transferred during the survey. Recommend attesting to the usable fuel capacity of the tanks.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
TOTAL FUEL CAPACITY	4,750 LITERS (1,250 GALLONS) PER LABELS ON THE FUEL TANKS	
TANK LOCATION	1,750 LITERS (462 GALLONS) OUTBOARD OF THE PORT ENGINE	
TANK LOCATION	1,750 LITERS (462 GALLONS) OUTBOARD OF THE STARBOARD ENGINE	
TANK LOCATION	1,250 LITERS (330 GALLONS) BELOW THE CREW SOLE	
TANK FILL LOCATION	PORT & STARBOARD SIDE DECKS CLEARLY MARKED “DIESEL”	
VALVE MATERIAL	BRONZE W/PULL SHUTOFF CABLES	
FILLING LINES	USCG APPROVED TYPE A2 W/STAINLESS STEEL HOSE CLAMPS	
TANKS SECURED	FASTENED TO THE HULL, SECURE WHERE SIGHTED	
TANKS/COMPONENTS BONDED	YES	
TRANSFER/PRIMING PUMPS	24 VOLT GIANNESCHI + MANUAL TYPE, ELECTRIC PUMP POWERED UP	
HOSE CONDITION	SERVICEABLE WHERE SIGHTED	
ACCESS TO TANK FILLS	LIMITED	

OIL TANKS

The vessel is not equipped with clean and/or dirty oil tanks. An oil exchanging pump has been installed and is plumbed to the main engines, marine gears and generators. The exchange pump was tested for power up only. No oil was transferred during the survey. Any deficiencies sighted will be noted in the “Findings and Recommendations” section.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
OIL TRANSFER PUMP(S)	230 VOLT GIANNESCHI, POWERED UP	

NAVIGATION ELECTRONICS

The navigation electronics listed below were powered up and tested for functionality as far as practicable. Any deficiencies sighted will be noted in the “Findings and Recommendations” section.

HELM CONSOLE

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
COMPASS	POLARE, CALIBRATE & PROVIDE A DEVIATION CARD	
AUTOPILOT	SIMRAD AP25, SERVICEABLE	
MULTI-FUNCTION NAV. DISP.	2 x GARMIN GPSmap 8515 W/TOUCH DISPLAYS, SERVICEABLE	
MULTI-DISPLAY (MD)	FURUNO RD-30, SERVICEABLE	
MONITORS	INTEGRAL TO THE MULTI-FUNCTION NAVIGATION DISPLAY (MFND), SERVICEABLE	
CHART PLOTTER	INTEGRAL TO THE MFND, SERVICEABLE	
RADAR	72 MILE, INTEGRAL TO THE MFND, NEEDS SERVICE	*
FISH FINDER	INTEGRAL TO THE MFND, NEEDS SERVICE	*
DEPTH FINDER	INTEGRAL TO THE MFND & MD, SERVICEABLE	
SPEED LOG	INTEGRAL TO THE MFND & MD, SERVICEABLE	
SEAWATER TEMP.	INTEGRAL TO THE MFND & MD, APPEARED SERVICEABLE	
VHF RADIO	ICOM IC-M506, SERVICEABLE	

ADDITIONAL ELECTRONICS & COMMUNICATION EQUIPMENT

The items listed below were powered up and tested for function as far as practicable. Any deficiencies sighted will be noted in the “Findings and Recommendations” section.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
AIS SYSTEM	GARMIN AIS 300	
GPS	FURUNO GP37, NEEDS SERVICE	*
VESSEL MONITORING SYSTEM	AZIMUT YACHTS / SEA ENERGY SYSTEM, ATTEST TO FULL FUNCTION	*
ENGINE MONITORS/GAUGES	MTU DIGITAL, SERVICEABLE	
ENGINE MONITORS/GAUGES	ANALOG TYPE W/DIGITAL INSERTS,	

ENTERTAINMENT ELECTRONICS

The systems listed below were powered up and tested for function as best as practicable. Any systems requiring active subscriptions that were not active could not be properly tested. Any deficiencies sighted will be noted in the “Findings and Recommendations” section.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
SATELLITE TV SYSTEM	INTELLION, OBTAIN SERVICE & PROVE FUNCTIONAL	
TV/DVD/MEDIA PLAYER	LG TV IN THE SALON, POWERED UP	
TV/DVD/MEDIA PLAYER	SAMSUNG TV IN THE MASTER STATEROOM, POWERED UP	
TV/DVD/MEDIA PLAYER	SAMSUNG TV IN THE FORWARD STATEROOM, POWERED UP	
TV/DVD/MEDIA PLAYER	LG TV IN THE PORT & STARBOARD STATEROOMS, BOTH POWERED UP	
TV/DVD/MEDIA PLAYER	LG TV IN THE GALLEY, POWERED UP	
SOUND SYSTEMS	SONOS, SERVICEABLE	
CONTROL SYSTEM	IPADS, ATTEST TO PROPER FUNCTION	
ONBOARD INTERNET	PEPWAVE CELLULAR RECEIVER / ROUTER, ATTEST TO PROPER SERVICE	

GALLEY & DOMESTIC EQUIPMENT

The systems listed below were powered up and tested for function as best as practicable. Any deficiencies sighted will be noted in the “Findings & Recommendations” section.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
STOVETOP	MIELE ELECTRIC FOUR BRUNER, POWERED UP	
OVEN	SMEG	
CONVECTION OVEN	INTEGRAL TO THE OVEN	
VENTILATION	VENT HOOD W/LIGHTS, NEEDS SERVICE	*
DISHWASHER	BOSCH, POWERED UP	
GALLEY REFRIGERATION	FRIGOMAR, NEEDS SERVICE	*
GALLEY FREEZER	FRIGOMAR, NEEDS SERVICE	*
ICEMAKER	ISOTHERM IN THE GALLEY, SERVICEABLE	
OTHER REFRIGERATION	ISOTHERM REFRIGERATED COOLER ON THE AFT DECK, NEEDS SERVICE	*
GARBAGE DISPOSAL	IN-SINK-ERATOR, NEEDS SERVICE	*
WASHER/DRYER	LG WASHER / MEILE DRYER, BOTH POWERED UP	
CENTRAL VACUUM	AERTECNICA.IT, NEEDS SERVICE	*
GRILL	APLES INOX SINGLE BURNER ELECTRIC ON THE AFT DECK, POWERED UP	

DECK EQUIPMENT - DAVITS, CRANES, PASSARELLE, GANGWAY ETC.

The systems listed below were powered up and tested as best as practicable. Any deficiencies sighted will be noted in the “Findings & Recommendations” section below.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
PASSARELLE	ELECTRO/HYDRAULIC MOR SAVERIO, NEEDS SERVICE	*
DINGHY WINCH	2 x 24 VOLT WINCHES LOCATED IN THE GARAGE, BOTH POWERED UP	
POWERED GARAGE DOOR	ELECTRO/HYDRAULIC, NEEDS SERVICE	*
SWIM PLATFORM	ELECTRO/HYDRAULIC POWERED FIBERGLASS W/TEAK OVERLAY, SERVICEABLE	
SWIM LADDER	ELECTRO/HYDRAULIC, NEEDS SERVICE	*
SERVICE AIR COMPRESSOR	FOR HORN, SERVICEABLE	

GROUND TACKLE & MOORING EQUIPMENT

The anchor windlass was powered up and tested for function. The anchor was lowered to the water and retrieved. The deck capstans were powered up and tested but not run under loaded conditions. The anchor rode was inspected while in the chain locker only with limited access to the entire length of the rode. Any deficiencies sighted will be noted in the “Findings and Recommendations” section.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
ANCHOR WINDLASS	24 VOLT LOFRANS W/CHAIN WHEEL & CAPSTAN DRUM, SERVICEABLE	
ANCHORS	STAINLESS STEEL BRUCE TYPE IN GOOD CONDITION	
ANCHOR RODE	GALVANIZED STEEL CHAIN, SERVICEABLE WHERE SIGHTED	
CUTAWAY BITTER END	FASTENED W/SHACKLE, RECOMMEND ADDING NYLON	*
DOCKING LINES	VARIOUS SIGHTED ONBOARD & AT THE VESSELS MOORING	
FENDERS	VARIOUS SIGHTED ONBOARD & AT THE VESSELS MOORING	
DECK CAPSTANS	2 x 24 VOLT LOFRANS ON THE AFT DECK TO PORT & STARBOARD, SERVICEABLE	

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DINGHIES, TENDERS & WATER-SPORTS EQUIPMENT

No additional watercraft convey with sale of vessel.

FISHING EQUIPMENT

Vessel was not equipped with any permanently installed equipment for commercial or recreational fishing.

DECKS, BILGES & SUPERSTRUCTURE

All areas listed below were visually inspected and percussion tested where accessible and tested with moisture meters if deemed appropriate. Any notable deficiencies will be recorded in “Findings and Recommendations” section.

<u>AREA</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
STEM	RAKED & FLARED	
STERN	FIBERGLASS – FLAT	
FRAMES	FIBERGLASS GRID SYSTEM, SERVICEABLE WHERE SIGHTED, LIMITED ACCESS	
STRINGERS	FIBERGLASS GRID SYSTEM, SERVICEABLE WHERE SIGHTED, LIMITED ACCESS	
BULKHEADS	CORED FIBERGLASS TABBED TO HULL & DECK, SERVICEABLE WHERE SIGHTED, LIMITED ACCESS	
BILGE CONDITION	NEED CLEANING, DETAILING	
THRU-HULL TYPE	THREADED BRONZE THRU-HULL FITTINGS	
DECKS	CORED FIBERGLASS W/TEAK OVERLAY	
HULL-DECK JOINT	DECK OVERLAP W/MECHANICAL FASTENERS & FIBERGLASS TABBING, SERVICEABLE WHERE SIGHTED IN THE CHAIN LOCKER, LIMITED ACCESS	
DECK FITTINGS	STAINLESS STEEL	
TOPSIDES	MOLDED FIBERGLASS W/SILVER PAINT IN GOOD CONDITION	
SUPERSTRUCTURE	MOLDED FIBERGLASS, WHITE GELCOAT, OXIDIZED	
BOW ARRANGEMENT	STAINLESS STEEL ANCHOR CHUTE W/ROLLER, SERVICEABLE	
BOW PULPIT	STAINLESS STEEL TUBE/RAIL, SERVICEABLE	
RUB RAILS	NYLON & STAINLESS STEEL, SERVICEABLE	
HARD TOP	MOLDED FIBERGLASS W/ELECTRIC SUNROOF, NEEDS SERVICE	*

It is the surveyor's opinion and a recognized prudent practice, that all seacocks be operated and serviced regularly to ensure correct function and operation. Periodic disassembly and internal inspection of through-hull fittings and seacocks should be performed on a rotating basis each time the vessel is hauled. It is recommended this inspection includes a static test conducted on each through-hull fitting to determine the degree of deterioration/degradation for both metal and composite fittings in compliance with ABYC H-27 standards. It is also recommended the owner/captain is familiar with the locations of all through-hull fittings.

DECK DRAINAGE

The vessels’ deck drainage system comprises of self-bailing decks, freeing ports, in-sole scuppers and overboard drainage hose. The system is inspected where accessible, but system is not tested with active waterflow. It is suggested that all deck scuppers are flooded to ensure proper drainage.

HULL, THROUGH-HULLS & UNDERWATER AREAS

The underwater hull areas were inspected visually, and percussion sounded with a hard plastic hammer in various locations where accessible. When percussion sounded, the underwater hull areas had normal tones and pitch indicating no distinctive anomalies or deficiencies unless otherwise mentioned in the “Findings and Recommendations” section of this report. All through-hull valves and fittings checked for signs of electrolytic & galvanic corrosion and running gear checked for bearing clearance or any obvious signs of damage.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
HULL	MOLDED FIBERGLASS W/ANTIFOULING COATINGS, COATINGS IN POOR CONDITION	*
UNDERWATER LIGHTS	5 x LUMITEC LED TYPE, NEED SERVICE	*
KEEL / HULL TYPE	MODIFIED V PLANING HULL W/HARD CHINES & LIFTING STRAKES	
ANODES	2 HULL BARS, 2 PER SHAFT LOG, 11 PER JET DRIVE, 2 DYNAPLATES	
ANODES	MONITOR FREQUENTLY & REPLACE ONCE 50% WASTED	
PROPELLERS	2 x STAINLESS STEEL IMPELLER PROPS, SERVICEABLE WHERE SIGHTED, LIMITED ACCESS	
TRIM TAB	HUMPHREE INTERCEPTORS, SERVICEABLE	
RUDDERS	JET DRIVES	
BOW THRUSTER SIZE	TWIN FOUR BLADE PROPELLERS IN 10” TUBE	
THRU-HULLS	BRONZE THREADED THRU-HULLS BELOW THE WATER LINE	
THRU-HULLS	STAINLESS STEEL ABOVE THE WATER LINE, SERVICEABLE WHERE SIGHTED	
SEAWATER STRAINERS	BRONZE SLOTTED SCOOPS BELOW THE WATER LINE	
SEAWATER STRAINERS	BRONZE W/SIGHT GLASS IN THE BILGES, SERVICEABLE WHERE SIGHTED	

NOTE: A detailed description of the vessel’s design/layout will not be covered in this report, as it is assumed that the prospective buyers or their representatives have been aboard the vessel or have been well informed by the brokers or sellers regarding the vessel’s layout, appointments, cosmetic condition.

Overall, the exterior of the vessel was found in **AVERAGE** condition.

The interior of the vessel was found in **AVERAGE** condition.

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SECTION 5:

DEFINITION OF TERMS

FRP/GRP:

Fiberglass or Fiber Reinforced Plastic / Glass Reinforced Plastic.

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, inability to remove panels, or requirements not to conduct destructive tests). The use of the word "appears" is intended to indicate that a close or complete inspection was not possible, or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

FIT FOR INTENDED USE:

Use which is intended by Survey Purchaser (present or prospective owner).

SERVICEABLE: ADEQUATE:

Sufficient for a specific requirement.

POWERS UP:

Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

Nearly new, with only minor cosmetic issues noted.

FAIR CONDITION:

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

POOR CONDITION:

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

USE OF *:

Use of * in the body of this report will indicate that a finding will be listed in the "*Findings and Recommendations*" section pertaining to the * item.

SECTION 6:

FINDINGS & RECOMMENDATIONS:

Items listed in “*Bold Italic*” with ** in the table below, should be considered priority items related to safety or non-conformity with generally accepted prudent marine practices, ABYC, NFPA, and applicable U.S. Coast Guard regulations and should be addressed as soon as practicable.

**** CO Detectors, install in enclosed accommodation spaces as per ABYC 24.6 and NFPA 302 13.1. Detectors should be installed on boats with an enclosed accommodation space and in each sleeping space separated by a bulkhead or structure.**

**** Document Number (Official Number), should be installed/carved on vessel as per USCG 46 CFR 67.121**

**** EPIRB, register in new owner’s name.**

**** Fire Extinguishers, service and date tag all portable extinguishers as per USCG 46 CFR 25.30.10 & NFPA 302 Annex E-3.1.2, ABYC A-4.7.2. & NFPA 10 7.3.1.1**

**** Fixed Fire Extinguishing System, service and date tag as per NFPA 302 Annex B-4.**

**** Main engine, generator, vent fans, vent dampers, prove functional once the fixed fire extinguishing system is serviced.**

**** Flares /Visual Distress Signals, purchase, and store onboard. Vessels over 16 feet are required to have 3 daytime and 3 nighttime visual distress signals according to USCG 33 CFR 175.110 and must meet requirements of USCG 46 CFR, Chapter 1, Subchapter C.**

**** Life-Raft, service and date tag in accordance with 46 CFR 160.151-57**

**** Smoke/Fire Detectors, a fire detection system shall be installed on vessels with an enclosed accommodation compartment intended for sleeping as per ABYC A-4.6 or NFPA 302 – 13.3 Install smoke or fire detection system as needed.**

**** Sound Signaling Devices (Ships Bell), ensure that all required devices are installed & operational as defined by the applicable regulations in ABYC A-23, 33 CFR 83, 72 COLREGS, Rule 33(a) & 35(d).**

Items in bold below should be considered important items that may be costly to repair or cause an unsafe situation when operating the vessel. These items need to be repaired in a timely manner.

Underwater Hull Areas:

- 1. A section of what appears to be fiberglass debonding / delamination was noted on starboard side above the chine. The section is approximately three feet long by two feet wide and was directly below the porthole aft of master stateroom portlight windows. Affected area should be ground out and repaired to good marine standards.**

EXTERIOR

Aft Deck & Swim Platform:

- 1. The swim platform locking pins were not engaging when tested causing the swim platform to be unstable. Service locking pin mechanism and prove functional.**
- 2. The passarelle was not functional. Repair the passarelle as necessary and attest to proper service.**

Aft Deck & Swim Platform:

3. Gas springs for the electric grill hatch are too weak to keep the hatch secure when opened. Replace the gas springs with adequately sized springs to keep the hatch secure when raised.
4. Pull cables for the fuel shut off valves located in the starboard forward locker are very stiff to operate. Replace the cables. Attest to the proper service of the fuel shut downs.
5. Black tape was noted on the wires for the electric grill. Recommend removing the tape and inspecting the wires. If the wires are in poor condition or proper butt connectors have not been used, repair/replace the wires as necessary.

Sides and Foredeck:

1. There was no hydrostatic release unit installed on the life raft painter, no service date tags, and the life raft was not properly secured. Service life raft, purchase proper securing straps, and install hydrostatic release on life raft painter.
2. Both the port and starboard side deck gates are very difficult to operate. Repair the gates as necessary and attest to the proper operation of the gates.
3. The layers of glass in the windshields are delaminating. The windshields need to be replaced.
4. Starboard windshield wiper arm is broken. Replace the wiper arm and attest to the proper function of the windshield wiper.
5. State decal is installed in the wrong area of the vessel, on the aft deck. Install the state decal to the port side of the vessel.

INTERIOR**Salon & Helm:**

1. A yacht controller system was installed beneath the helm however the remote control was not sighted throughout the survey. Disconnected wires were sighted at control switch below the helm console. Locate Yacht Controller remote, service system by qualified technicians and prove functional.
2. The starboard side deck door could not be opened throughout the survey. Service door and locking mechanism and prove functional.
3. There was no FLIR video camera feed to the helm GPS's at the time of inspection. Service and prove functional.
4. The vessels systems monitor display at the helm was powering on but there was nothing displayed on the screen. The touch screen was still functional but could not determine what was being pressed. Service PLC display screen and prove functional.
5. The multi-function navigation display radar page was displaying a "Not Available" message and could not be tested. Service and prove functional.

Forward Stateroom & Head:

1. The overhead escape hatch locking mechanism to starboard would not operate properly when tested. Adjust locking mechanism and brackets to ensure proper operation for emergency egress.

Companionway & Bilge:

1. Corrosion and leak stains were noted at the overboard discharge through hull outboard of the grey water pumps. The gate valve handle is damaged, and the valve would not close. Replace the valve and the through hull if necessary. This discharge appeared to be below the waterline.
2. Behind the air conditioning chiller in the void space beneath the companionway where the domestic water pumps are installed, there is an open electrical junction box with exposed electrical wires. Secure the electrical wires and replace the cover on the junction box.

Crew Area:

1. Standing water noted in the crew bilge with the bottom of the fuel tank located in this bilge resting in the water. Clean the bilge free of water and inspect the bottom of the fuel tank as best as practicable.
2. The red ball located in the refrigerator cylinder, is not floating. It appears the refrigerator condenser is void of refrigerant. This is located below the crew steps. Investigate further, repair/replace the refrigerator condenser as necessary, attest to proper service.

Machinery Space:

1. Port generator had a "high exhaust temp" alarm after running for approximately 5 minutes. This could be due to a bad water impeller, see engine surveyor's report for further details.
2. There were active seawater leaks where sighted on both port and starboard drive steering and bucket ram seals on the transom. Service drive ram seals and prove leak free operation. It would be prudent when mooring the vessel, that the buckets and steering rams are retracted as far as possible into the transom to prevent hard marine growth on rams.
3. Port main engine seawater intake valve (butterfly valve) was found very stiff and could not be closed. Service and prove valve is functional or replace as necessary.
4. Fire pump did not work when tested and there was no power to indicator light at control switch. Service pump and prove operational.
5. What appears to be corrosion, and an oily residue was sighted on plumbing elbow for starboard side fuel fill pipe. The cause of residue could not be determined as access is limited, but it would be prudent to investigate further to determine cause of residue and elbow may need to be replaced. Elbow is above headliner panels, starboard forward in machinery space.
6. The water maker needs to be fully serviced and proven functional.
7. Fire bowls have been removed from starboard main engine primary fuel Racor bank. Replace fire bowls.
8. Cover is missing from control box above and aft of hydraulic pack in port aft corner. Replace cover to protect wiring and control boards.
9. Handle is missing from gate valve for water maker hull side overboard discharge. Replace handle.

Machinery Space:

10. A hose clamp was missing from the port engine exhaust hose where the hose connects to the discharge flange at the deck. Rusty leak stains were noted on both engine exhaust spray rings and rust was noted around the base of the hoses where they connect to the underwater discharge flanges. Replace the hose clamp on the port engine exhaust. Refer to the engine survey for information on the condition of both main engine exhaust risers.
11. Wing nuts were being used on many of the vessels batteries. Replace the wing nuts with proper hex nuts as necessary.
12. The aluminum shelf supporting the main engine seawater strainers has corroded through and collapsed leaving the seawater strainers unsupported. Replace the support shelf using corrosion resistant material.
13. Rust and corrosion noted at the starboard main engine seawater supply flange located on the forward inboard side of the engine. Refer to the engine survey for more information and recommendations.
14. Exhaust soot was noted on both generator engines indicating exhaust gas leaks on the generators. Investigate further, repair the generator exhaust as necessary.
15. It appears the port generator seawater pump is leaking. Refer to the engine survey for more information and recommendations.
16. Corroded pipe fittings noted outboard and aft of the port generator. Replace all corroded pipes and pipe fittings as necessary.
17. Corroded hydraulic line fittings and oil lying in the catch pan at the hydraulic switches aft of the port generator. Service the hydraulic systems as necessary.
18. The starboard engine room fan does not power up using the switch at the electrical panel just outside of the engine room, at the entry electrical panels. The switch does light up. Investigate further, repair/replace the switch as necessary, attest to proper service.
19. The hydraulic line fittings for the garage lift cylinders were found corroded. Replace the hydraulic lines as necessary.

NOTE: Please see engine surveyor's report for further details.

Trial Run:

1. During the trial run, the fuel transfer pump transferred fuel from the day tank to the main tanks, causing the generator and main engines to lose fuel pressure and shut down. Surveyors were able to be transferred fuel back to the day tank and prime the generator but were unable to successfully prime the main engines for restart. It was unclear what caused the fuel transfer pump to activate, likely an electrical short in the system. Vessel had to be towed back to the home port. Recommend having qualified technicians inspect and service the main engines and fuel system to good marine standards and prove functional.
2. There was a "P4" alarm on the port drive Control Panel Module (CPM). It was unclear what alarm code "P4" is associated with. Alarm was able to be cleared and did not reappear throughout the trial run.
3. There was a slight vibration detected while the vessel was underway at low RPMs. Recommend conducting drive shaft "Run-Out" test to verify if the drive shaft alignment.

Trial Run:

4. **During high RPM portion of trial run, vessel would not get on full plane unless trim tabs were manually adjusted. This is a good indication that (new) trim tabs should be properly calibrated to vessel characteristics. Also, vessel did not achieve manufacturers advertised maximum speed.**
5. **Junction box cover missing from the port generator line protector breaker box. Replace the cover.**

General Comments and Maintenance:

1. **Some of the junction boxes in the engine room are missing the box covers. Replace all junction box covers as necessary.**
2. **The fuel tanks were very light on fuel. Recommend pressing the fuel tanks with fuel to attest to the integrity of the tanks.**
3. **It was reported by the captain that the auto pilot was not safe to use as it causes the vessel to veer off course. Investigate further, repair/replace the auto pilot as necessary and attest to proper service.**
4. **Some of the vessels batteries were old some were new. Recommend load testing all of the vessels batteries to attest to the condition and remaining service life of the batteries.**
5. **Only one shore power inlet/cord was used during this survey. Recommend attest to the proper function of the shore power inlet/cord that was not used during this survey.**
6. **Recommend attesting to the proper function of the vessels monitoring system.**
7. **Highly recommend adding a length of nylon rode to the bitter end of the anchor chain where it connects to the hull for emergency cut away option.**

COSMETIC ITEMS AND NORMAL WEAR & TEAR

All items listed below can be considered cosmetic in nature, part of regular ongoing maintenance, or “normal wear and tear” for a vessel of her type, age & use, and can be **addressed as desired** by vessel owner. Items below do not affect the safe operation of vessel or individually have any adverse effect on vessel valuation. It is understood that the vessel is a “used” vessel and the presence of cosmetic deficiencies is to be expected on any used vessel.

Underwater Hull Areas:

1. The underwater lights were not working when tested. Service and prove functional.
2. Forward section of protective rubber plate is missing from starboard forward transducer housing. Depth readings were accurate on GPS's and multi-function displays. It is likely that transducer will need to be replaced to rectify issue.
3. Both zincs are missing from bow thruster assembly. Zincs should be replaced.
4. The port and starboard hydraulic steering rams had a missing and perished zinc anode. Replace to prevent corrosion of metal surface.
5. Hard marine growth was sighted on both port and starboard drives and impellers.
6. The vessel antifouling coating was found in worn condition and should be renewed during the next haul out maintenance period.
7. Tarnishing and corrosion was sighted on several hardware and fittings below the swim platform.

Underwater Hull Areas:

8. There were several missing and damaged clamshell fittings throughout the hard chines.
9. Worn caulking was sighted around both port and starboard drive intake grates.

Hull-Sides (Waterline to Sheer):

1. Rusting fasteners with rust staining were sighted on the anchor strike plate with perished calking.
2. Fender rash "dock rash" was sighted along the starboard side.
3. A patch (3' x 4' approximately) of slightly discolored finish was noted on starboard side where a previous cosmetic repair has occurred.

EXTERIOR**Aft Deck & Swim Platform:**

1. The refrigerator cabinet at the wet bar did not get cold when tested. Service and prove functional.
2. There was a chip in the transom garage door on the upper port side corner.
3. The overhead speakers were missing the face covers and did not power on when tested.
4. A section of paint has peeled in the vent recess on the port quarter.
5. The surface finish had a minor gouge and spider cracks, and the molded rub rail on the swim platform to port had light damage below.
6. Chafing was observed on and surrounding the garage door surface finish.
7. Cracks and discoloration were sighted on the aft deck table. Service as necessary.
8. Old screw holes were noted beneath the curved seat cushion on the port forward seating area surrounding the hatch. Holes should be filled to prevent possible moisture ingress into the laminate.
9. There were several broken locking mechanisms noted on the hatches below the refrigerator. Service or replace the catches as necessary.
10. It was observed that the fire hose was installed in the port forward seating area beneath the aft cushion. It would be prudent to install the fire hose in the starboard forward locker at the hose connection point.
11. Minor chips in the paint were observed surrounding the inboard handle of the starboard boarding gate.
12. Wire chase cover located in the forward starboard locker is pulling free from the locker base.

Sides and Foredeck:

1. There were a few areas on foredeck (adjacent and forward of chain locker hatch) and forward on starboard side deck, where water was seen emanating from seams in teak decks. These areas were sounded and a few of the teak planks have delaminated from the underlying substrate. Combined with cracked deck caulking some of the teak planks are retaining water below. Affected teak planks should be reinstalled and caulk seams renewed to prevent further water ingress.
2. It would be prudent to ensure there is a cutaway line section at the bitter end of the anchor rode, ideally long enough to safely cut while on deck.
3. It would be prudent to ensure that the anchor and chain shackles are safety wired.
4. There were several cracks on the top side of the fashion board, on the starboard side aft of the radar arch.
5. The top of the navigation mast was cracked with exposed fiberglass.

Sides and Foredeck:

6. The forward locker hatch was not secured, with the fasteners pulled out.
7. There was filiform corrosion and flaking paint on the base of the Garmin radar.
8. The top mast was cracked exposing raw fiberglass.
9. Several abandoned screw holes were sighted on the hardtop with abandoned antenna wires.
10. A chip was noted on the inboard center of the port engine air intake with minor scratches below at the base of the intake.
11. There was dry rot noted on the freshwater line in the anchor locker. Replace hose.
12. There several minor spider cracks and chips noted around the windshield snap hardware and a screw hole void at the top starboard snap. Repair to good marine standards to prevent moisture ingress.
13. The gasket material was loose and peeling at the base of the port helm door. Secure gasket and prove weathertight.
14. Small spider cracks were noted on the surface finish between the starboard aft windows along the house.
15. Several cracks in finish were observed in multiple areas on the sunroof on the hard top. Recommend repairing the cracks to good marine standards to prevent moisture intrusion.
16. Anchor wash pump did not work at the time of survey. Service and prove.
17. The chain locker light did not work. Replace bulb and prove.
18. The search light did not illuminate when tested. Service and prove.
19. The cushions around the sun pad were worn and the foam inside was perished.

INTERIOR**Salon & Helm:**

1. The GPS traditional sonar page was displaying a "Not Available" message and could not be tested. The Clearvu and Sidevu sonar was still operational. Service and prove functional.
2. The sunroof was fully operational however several rollers were very noisy during operation. Recommend having the sunroof serviced by a qualified technician.
3. The Furuno RD-30 and Furuno GP-37 displays at the helm were had damaged pixelated lines running through displays and were difficult to read.
4. The leather was worn and cracked at the helm chair seat cushions and the powered functions for the center seat did not work when tested.
5. The wood veneer panels outboard of the helm to port and starboard were in poor condition with several scratches and cracks noted.
6. The wall covering is torn in several small areas to port and forward of the helm.
7. There was no engine data displayed on the Garmin GPS units at the time of inspection.
8. A screw is missing in the upper port corner of the helm dash panel.
9. Digital hour meter on starboard main engine VDO gauge is not working. More accurate engine hours are still available on main engine ECM displays.
10. Analogue "Flap Sensor" gauges are obsolete in helm dash as old-style trim tabs have been replaced.
11. The port side analog gear temperature gauge was not working during trial run.
12. The starboard side analog engine temperature gauge was not working during the trial run.
13. The Garmin remote control panel, adjacent to the thruster control, was not working when tested.
14. There was an overhead light missing from above the helm console.

Master Stateroom & Head:

1. The inspection hatch was missing in the starboard side closet.

Starboard Stateroom & Head:

1. The vanity light switch in the head was not working when tested. Service and prove.
2. There were small stress cracks and scratches noted around the head overhead light housings as well as a small chip outboard of the overhead panel to starboard.

Companionway & Bilge:

1. The companionway bilge area was wet. No active leaks were sighted. Clean and monitor for leaks.

Galley & Crew Area:

1. The galley sink garbage disposal was not working when tested. Service and prove functional.
2. The central vacuum was not working when tested. Service and prove functional.
3. The galley freezer door locking mechanism was broken and could not maintain a sufficient seal to control internal temperature. Service freezer door locking mechanism and prove functional.
4. There was a small section of rotting wood flooring at the forward crew cabin entryway door. Remove rotted wood and repair to good marine standards.
5. The ventilation hood light above the galley stovetop was not working when tested.
6. There were several chips in the cabinet finish in the galley, most notably below the oven.
7. The stovetop stainless steel boarder plate is separating at the aft corner to starboard. Service as necessary.
8. The overhead panel above the galley stairs does not fit properly and was found in worn condition. Service as necessary.
9. There were minor black stains and water marks noted on the floor adjacent to the galley freezer. Leak not sighted. This may have bene due to condensate leaking due to a defrost cycle.
10. There were several scratched, warped, and missing sections of the galley sole. Service or replace as necessary.
11. The wall panel adjacent to the entryway door in the aft crew cabin was found in worn condition with several stains noted and the bottom section separating from the wall.
12. The stovetop ventilation hood light was not working when tested.

Machinery Space:

1. Standing water noted in several bilge areas, notable the centerline bilge and bilge below port side generator and below the starboard engine. Remaining bilges were found dirty and would benefit from a thorough wash.
2. One deck plate is missing aft of the fixed fire suppression bottle. Replace deck plate.
3. Hose clamps are not properly seated in remote bilge pickup hose in centerline aft bilge area. Install clamps correctly.
4. Local switches for fuel transfer pump did not work when tested. Pump did work when tested from remote switch at control panel at engine room entry.
5. Corrosion noted on the engine room fans.
6. Engine room entry door water tight seal is dry, in poor condition.

General Comments and Maintenance:

1. Several of the lenses for courtesy kick lights were cracked and did not illuminate when tested around the exterior of the vessel.
2. Several small nicks, dings and scratches were sighted throughout interior wood finish and trim. This can be considered normal wear and tear for a vessel of her type and age.
3. Dry leak stains were noted below several of the port holes, throughout the interior. Ensure the gasket seals are cleaned and lubricated to prevent water intrusion.
4. The caulking was found in fair condition with stained and perished sections at various areas around the exterior. Renew as necessary to prevent water intrusion.
5. There were numerous through-hull fittings found with notable green tarnish stains/surface corrosion. Clean and treat with marine grade corrosion inhibitor.
6. Several cabinetry fittings, including latches, hinges, and sliding tracks, were found in need of adjustment/replacement. Service as necessary.
7. Osmotic blistering was sighted below the aft deck and foredeck sun pad cushions caused by moisture trapped in cushions. Stow cushions inside to prevent and grind down to good substrate and repair to good marine standards.
8. Fading and discoloration were noted in several areas on the surface finish of the exterior. This can be considered normal wear and tear for a vessel of her type and age. Compound wax and buff as desired.
9. It would be prudent to hire a qualified marine HVAC systems technician to go through the air conditioning system to attest to the condition and proper function of the vessels HVAC systems.

SECTION 8: **SUMMARY & VALUATION**

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.

The FAIR MARKET VALUE stated in this report was recorded from BUC Book Value Pro, NADA, Sold Boats and similar vessels this surveyor has recently surveyed, using the same or similar make, model, year and vessel builder. The following conditions are assumed;

- 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.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the "**FAIR MARKET VALUE**" of the subject vessel is:

\$1,200,000

One Million, Two Hundred Thousand U.S. Dollars

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:

\$7,500,000

Seven Million, Five Hundred Thousand U.S. Dollars

SUMMARY:

In accordance with the request for a marine survey of "M", 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 inspected on **January 6th, 7th & 9th, 2025**, and was found to be a well-constructed, appointed and comfortable vessel. The vessel is in need of much deferred maintenance including those items listed in "Findings" section.

Subject to correction of deficiencies listed in Findings & Recommendations (**), the vessel is considered to be suitable for its intended use. Other deficiencies listed should be attended to in a timely fashion.

Statement of Overall Rating of Condition:

After the survey of the vessel has been completed and findings have been organized in a logical manner, the surveyor develops an opinion of the **OVERALL VESSEL RATING OF CONDITION**.

The rating of condition, developed by BUC® RESEARCH, and accepted in the marine industry, for a vessel at the time of the survey, determines the adjustment to the range of base values in the BUC® USED BOAT PRICE GUIDE.

The following guide is the accepted Marine Grading System of Condition and Equipment Scale described in the BUC® USED BOAT PRICE GUIDE:

- **“EXCELLENT (Bristol)”** Maintained in mint or Bristol fashion-usually better than factory new and loaded with extras - a rarity.
- **“ABOVE AVERAGE CONDITION”** Has had above average care and equipped with extra electrical or electronic gear.
- **“AVERAGE CONDITION”** Ready for sale requiring no unexpected work and normally equipped for her intended use.
- **“FAIR”** Requires maintenance to prepare for sale.
- **“POOR”** Substantial yard work required and devoid of extras.
- **“RESTORABLE”** Enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, the items presented in the VESSEL and FINDINGS AND RECOMMENDATIONS sections of this survey, and by the virtue of my experience, it is my opinion that this vessel warrants an **OVERALL VESSEL RATING** of:

“AVERAGE CONDITION” compared to similar vessels of age, type and usage.

SECTION 9:
SURVEYOR'S CERTIFICATION

I have made a personal inspection of the vessel that is the subject of this report.

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

The market value appearing on the first page of the "VESSEL SPECIFICATIONS" section and in "SUMMARY & VALUATIONS" is based on the average selling price of a vessel of this type and size according to materials at hand, considering all extras and accessories fairly depreciated, and is intended for insurance and financial evaluation, but is not intended to influence the purchase or non-purchase of the vessel. If there is insufficient comparable sales data, valuation may be based on the "Cost" approach method.

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.

The survey is based on my opinion of the facts presented and discovered with no warranty either specified or implied. Latent defects not to be found without opening or removal of sheathing, joinery work, or other parts of this vessel, are not intended to be covered by this report. Unless otherwise stated, the surveyor made no actual measurements or calculations at the time of this inspection unless otherwise specified. Reported measurements and capacities were obtained from published sources including listing materials, Powerboat guide or online resources.

Neither the surveyor nor the Corporation guarantees the accuracy of this survey, or the condition of the vessel. Neither the Corporation, nor its officers, directors, surveyors, employees, representatives, or agents, under any circumstances whatsoever, are to be held responsible for any error of judgment, default or negligence of the Corporation's agents. Neither shall the Corporation nor its officers or directors, under any circumstances whatsoever, be held responsible for any unintentional omission, misrepresentation, or misstatement in any certificate or report.

This survey is issued without prejudice to the rights of whomever it may concern.

Respectfully submitted,



Kerry Nikula AMS
SAMS AMS #1339
Attending Surveyor
January 14th, 2025



SECTION 10:
PHOTOGRAPHS

HULL IDENTIFICATION NUMBER (HIN)



USCG DOCUMENT NUMBER

1208285

NOT SIGHTED INSTALLED.



PROFILE



BOW



STERN



HARD TOP



HELM DECK



HELM CONSOLE



AFT DECK



AFT DECK



PORT SIDE DECK



STBD. SIDE DECK



FOREDECK



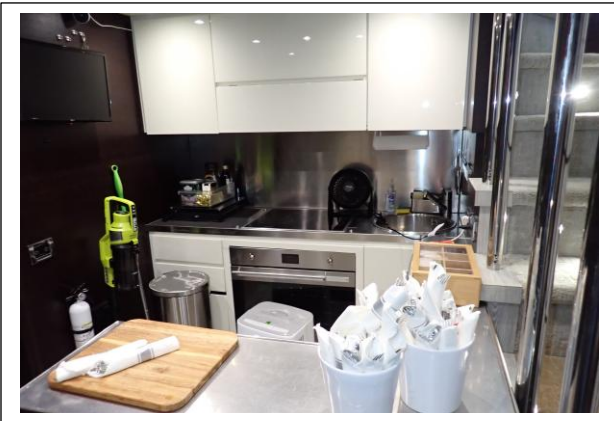
BOW & WINDLASS



SALON



SALON



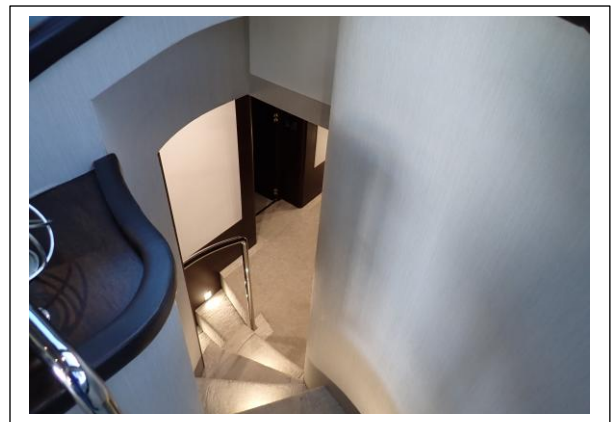
GALLEY



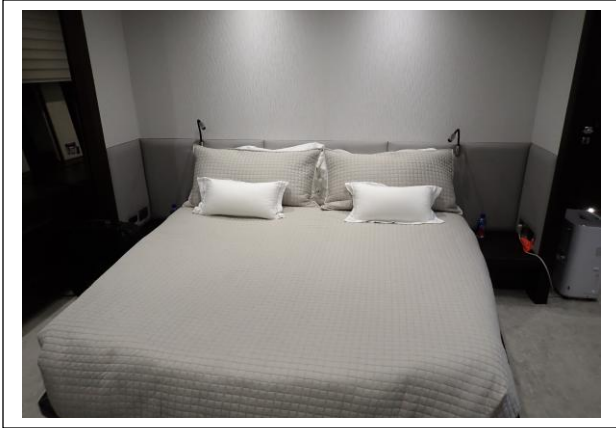
ELECTRICAL PANEL



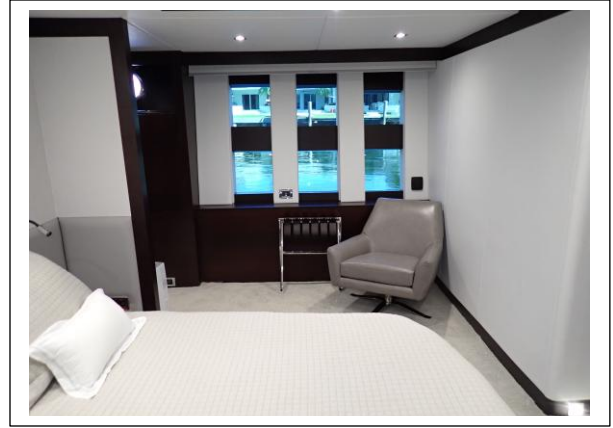
SUB ELECTRICAL PANEL



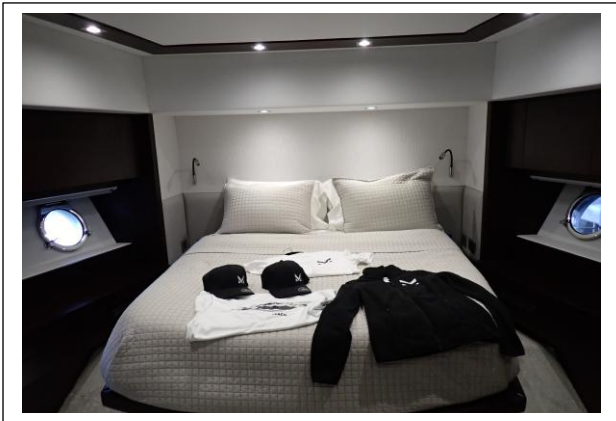
COMPANIONWAY



MASTER STATEROOM



MASTER STATEROOM



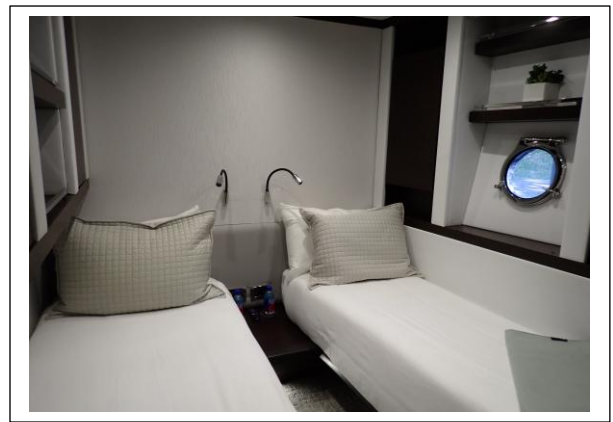
VIP STATEROOM



VIP STATEROOM



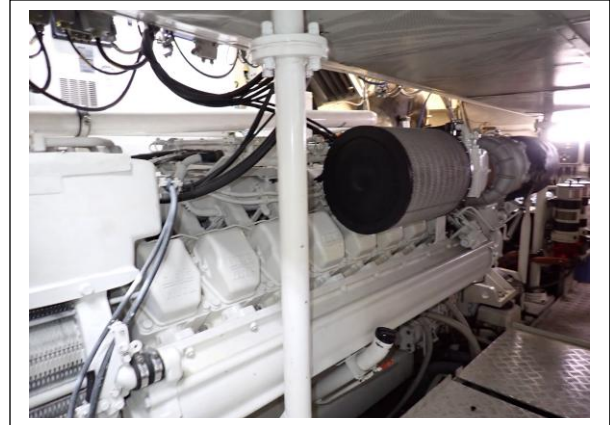
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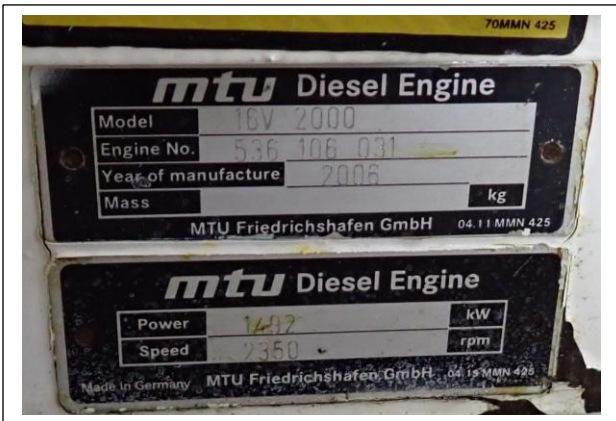
STARBOARD STATEROOM



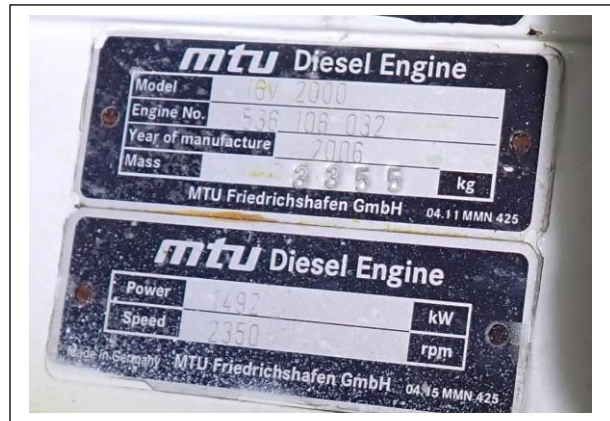
MACHINERY SPACE



MACHINERY SPACE



PORT ENGINE SERIAL #



STBD. ENGINE SERIAL #



HAUL OUT



HAUL OUT