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Pre-Auction Survey Inspection

Vessel Name
"WOMBAT"

Prepared For:
Jon Doe

Conducted By:
Kerry Nikula AMS
SAMS AMS #1339 ABYC IAMI

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SECTION 1:
INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Mr. Jose Fernandez, the above-mentioned surveyor conducted an in-water survey aboard *"WOMBAT"* on April 29, 2024. Mr. Fernandez 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 NOT performed by the attending surveyor, however, a trial run was conducted, on a separate day, by the engine surveying company Marine Engine Surveyors & Consultants, please refer to the report for trail run data. An out of the water inspection of underwater machinery and the exterior of the hulls wet surface area was NOT performed. **Although a haul out was not performed during this survey, the undersigned / attending surveyor did view the boat while it was hauled ashore for service work. The undersigned / attending surveyor was surveying a different boat while "Wombat" was hauled ashore being serviced at Norseman Shipbuilders, 437 NW South River Drive, Miami, FL. 33128 in February 2024 but did not inspect "Wombat" at that time. The undersigned / attending survey did view the receipts for the work that was carried out on "Wombat" while she was ashore in February 2024.**

Work that was carried out was, but not limited to, a full bottom job (pressure cleaning, sanding, and recoating with new antifouling coatings), removed and reconditioned port and starboard propellers, and fully serviced both pod drives including replacing anodes. Over $33,000 U.S. dollars was spent on the service carried out at that time.

Norseman Shipbuilders is a boat yard with a good reputation for work performed.

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. The 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 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 are inspected visually, units are tested to ensure cooling, but no in-depth inspection occurs.

It is always recommended that a qualified HVAC technician is contracted to inspect the system's air conditioning and refrigeration systems to determine if there are any inherent issues with the system. Heating functionality was not tested at the 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 NOT on board during the hull survey. The attending surveyor did NOT perform an engine survey.

SECTION 2:
VESSEL SPECIFICATIONS & GENERAL INFORMATION

Name of Vessel:	WOMBAT
Hailing Port/Registered Port:	CORAL GABLES
Hull Identification Number:	HNS45458J415
U.S.C.G. Document Number:	1258055
Builder:	HUCKINS
Designer:	IN HOUSE DESIGN
Build Classification/Standard:	U.S.C.G. SAFETY STANDARDS IN EFFECT AT THE TIME OF CERTIFICATION
Model Year:	2015 PER HULL IDENTIFICATION NUMBER
Build Year/Keel Laid:	2014 PER HULL IDENTIFICATION NUMBER
Model Specifics:	45 EXPRESS FISHERMAN
Gross Registered Tons:	34, PER U.S.C.G. DOCUMENT
Net Tons:	27, PER U.S.C.G. DOCUMENT
Depth:	8.2', PER U.S.C.G. DOCUMENT
Displacement:	27,000 LBS, PER BUILDER SPECIFICATIONS
LOA (Length Overall):	49' 4", PER BUILDER SPECIFICATIONS
Beam:	13' 9", PER BUILDER SPECIFICATIONS
Draft:	3' 0", PER BUILDER SPECIFICATIONS
Propulsion Means:	TWIN DIESEL W/POD DRIVES
Hull Construction:	PRODUCTION BUILT – FIBERGLASS
Location of Survey:	PRIVATE RESIDENCE, CORAL GABLES, FLORIDA
Location of Haul Out:	NOT CARRIED OUT DURING THIS SURVEY
Purpose of Survey:	PRE-AUCTION SURVEY INSPECTION
Date of Survey:	APRIL 29, 2024
Estimated Market Value:	$900,000 U.S. DOLLARS
Estimated Replacement Cost:	$3,150,000 U.S. DOLLARS

Navigational Limits	PER UNDERWRITERS' REQUIREMENTS
Cruise Speed/ Max Speed	TRIAL RUN NOT PERFORMED DURING THIS SURVEY
Owner's Manual	SIGHTED ONBOARD

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

Survey Prepared For:

Name of Owner:	JOSE FERNANDEZ
Address:	820 SAN PEDRO AVENUE
Address:	CORAL GABLES
Address:	FL. 33156
Phone #:	305.773.2095 (Jorge Cabre)
Email:	jlfrunaway@gmail.com / jcabre@unitedyacht.com
Listing Brokerage:	UNITED YACHT SALES
Selling Brokerage:	N/A
Selling Broker:	JORGE CABRE
Other Surveyors Present:	N/A

SECTION 3:

TRIAL RUN DATA

Date of Trial Run:	A TRIAL RUN WAS NOT PERFORMED DURING THIS SURVEY
Persons on Board:	JORGE CABRE & THE UNDERSIGNED SURVEYOR
Engine Surveyor Present:	NOT PRESENT DURING THIS SURVEY

SECTION 4:

ONBOARD SYSTEMS

SAFETY EQUIPMENT, SECURITY & FIRE SUPPRESSION SYSTEMS

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
LIFEJACKETS: TYPE I	4 x ADULT, ALL SERVICEABLE	
LIFEJACKETS: TYPE II	3 x ADULT, ALL SERVICEABLE	
TYPE IV FLOATATION DEVICE	U.S.C.G. APPROVED 24" LIFE RING W/AVAILABLE THROW LINE	
LIFELINES/RAILING ETC.	STAINLESS STEEL STANCHIONS & RAILS, SERVICEABLE	
LIFE RAFTS / SERVICE DATE	HIGHLY RECOMMENDED WHEN CRUISING OFFSHORE	
VISUAL DISTRESS SIGNAL	4 x RED HANDHELD, EXPIRY DATE: 03/2026	
FIRST AID KIT	SIGHTED ONBOARD, RENEW SUPPLIES AS NECESSARY	
EPIRB / EXPIRATION	ACR GLOBAL FIX / BATTERY EXPIRED	*
COLREGS / RULES OF THE ROAD	SIGHTED ONBOARD (REQUIRED ON VESSELS OVER 39.4' / 12m)	
SHIPS HORN	DUAL TRUMPET HORNS, SERVICEABLE	
FIRE EXTINGUISHERS	1 x TYPE 10-B:C, SIZE I, 3# DRY CHEMICAL, SERVICEABLE	*
INSPECTION DATE	04/2024	
FIXED FIRE SUPPRESSION	FIRE BOY CLEAN AGENT	

FIRE SUPPRESSION LOCATION	ENGINE ROOM	
INSPECTION DATE	04/2024	
MANUAL/AUTOMATIC RELEASE	AUTOMATIC ONLY + BYPASS SWITCH	*
MANUAL PULL FOR FIXED FIRE	NOT INSTALLED	*
SHUTDOWNS	MAIN ENGINES, GENERATOR, VENT FANS	
FIRE SUPPRESSION VENTILATION	HULL SIDE VENTS + 12 VOLT DELTAL T FANS, SERVICEABLE	
VENTILATION DAMPERS	NOT INSTALLED	
FIRE / SMOKE DETECTORS	NOT INSTALLED, HIGHLY RECOMMENDED	*
CO DETECTORS	NOT INSTALLED, HIGHLY RECOMMENDED	*
DEWATERING ARRANGEMENT	12 VOLT SUBMERSIBLE TYPE W/AUTO-MANUAL FUNCTIONS	
DEWATERING COMMENT	ALL FUNCTIONS AVAILABLE & FUNCTIONING	
DEWATERING ARRANGEMENT	CRASH SUCTION VALVES PLUMBED TO ENGINE PICK-UPS, VALVES WERE SERVICEABLE	
DEWATERING NOTE	THE BILGES WERE NOT FLOODED DURING THE SURVEY	
DEWATERING NOTE	FLOOD BILGES PERIODICALLY TO ATTEST TO THE DEWATERING CAPACITY OF THE BILGE PUMPS	
BILGE ALARMS / MONITORING	JOHNSON PUMP + GOST LOUD ALARM, TEST SOUNDED, SERVICEABLE	
NAVIGATION & ANCHOR LIGHTS	NOT ALL ILLUMINATED, NEED SERVICE	*
USCG POLLUTION PLACARDS	OIL & GARBAGE & WASTE MANAGEMENT PLAN SIGHTED	
SEARCHLIGHTS	ACR, MODEL: URP-102 W/LED, SERVICEABLE	
AUXILIARY LIGHTING	2 x LED COCKPIT TASK LIGHTS, BOTH ILLUMINATED	
SECURITY SYSTEM	GOST SYSTEM, OBTAIN SERVICE	
CCTV / CAMERA SYSTEM	INSTALLED W/CAMERA IN THE ENGINE ROOM, SERVICEABLE	

PROPULSION – ENGINES, TRANSMISSIONS, THRUSTERS & STABILIZATION

The vessel is powered by two Cummins diesel engines coupled with pod drives.

The engines were visually inspected only, by the hull surveyor at the time of survey. Any deficiencies sighted will be noted in the "Findings & Recommendations" section.

Note: It is always recommended that a thorough mechanical inspection be carried out by a qualified marine engine surveyor to obtain a detailed analysis of the condition of the propulsion systems and auxiliary electrical power systems engine.

ENGINES

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
ENGINE MANUFACTURER	CUMMINS	
ENGINE YEAR	08/02/13	
IMO / EPA INFO / TIER:	U.S. EPA. REGULATIONS IN EFFECT AT THE TIME OF CERTIFICATION	
PORT ENGINE MODEL	QSB6.7 480 HOI	
STARBOARD ENGINE MODEL	QSB6.7 480 HOI	
RATED ENGINE POWER	480 HP EACH	
MAX. RATED RPM	3300	
CYLINDERS	SIX, IN-LINE CONFIGURATION	
PORT SERIAL NUMBER	73567960	

STARBOARD SERIAL NUMBER	73567977	
PORT ENGINE HOURS	359.8 PER DIGITAL ENGINE DISPLAY	
STARBOARD ENGINE HOURS	358.4 PER DIGITAL ENGINE DISPLAY	
COOLING SYSTEM	BUNDLE TYPE W/RAW WATER-COOLED EXHAUST & COOLERS	
ALARM SYSTEMS	YES, TEST SOUNDED WHEN IGNITIONS ENERGIZED	
ENGINE BED	FIBERGLASS STRINGERS W/FLEXIBLE MOUNTS, SERVICEABLE	
VENTILATION	HULL SIDE VENTS W/12 VOLT DELTA T FANS, SERVICEABLE	
FUEL FILTERS	4 x SEPAR PRIMARY + SECONDARY BOWLS ON ENGINES	
FUEL LINES	U.S.C.G. APPROVED TYPE A1 W/METAL FITTINGS, SERVICEABLE	
EXHAUST LINE	EXHAUST HOSE W/STAINLESS STEEL HOSE CLAMPS & FRP TUBES	
EXHAUST MUFFLER	UNDERWATER EXHAUST THROUGH THE POD DRIVES	
ENGINE CONTROLS	ZF SMART COMMAND ELECTRONIC	
ENGINE SYNCHRONIZER	ELECTRONIC	
AUXILIARY CONTROLS	JOYSTICK CONTROL	

POD DRIVES

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

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
POD MAKE	ZF	
POD MODEL	ZFPOD2800-1	
REDUCTION RATIO	1.75 : 1	
PORT SERIAL NUMBER	2017 4832	
STARBOARD SERIAL NUMBER	2017 4834	

THRUSTERS – STABILIZERS – STEERING – TRIM TABS - HYDRAULICS

The systems listed below, if installed, were powered on and tested for function. Any deficiencies sighted will be noted in the “Findings and Recommendations” section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
STEERING SYSTEM	ZF ELECTRO/HYDRAULIC, NOT TESTED	
STEERING LINES	FLIXIBLE HOSE W/METAL FITTINGS, SERVICEABLE WHERE SIGHTED	
HYDRAULIC PUMP (PTO)	OFF OF THE MAIN ENGINES	

ELECTRICAL SYSTEMS

The generator started up without excessive cranking and was run under loaded conditions and visually examined for any obvious oil, water, fuel, or exhaust leaks. The unit was found in serviceable condition unless otherwise noted. Any deficiencies sighted will be noted in the “Findings and Recommendations” section.

GENERATOR

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
MANUFACTURER	PHASOR	
MODEL NUMBER	K3 / 10 / KW	
SERIAL NUMBER	07753	
GENERATOR HOURS	427.3 PER ANALOG HOUR METER ON THE GENERATOR	
KILOWATTS	10	
VOLTAGE	120/240	
NO. OF CYLINDERS	THREE	
RPM/HERTZ	1800 / 60 HZ	
FUEL PUMP	12 VOLT	
FUEL FILTERS	SEPAR PRIMARY + SECONDARY BOWL ON THE ENGINE	
EXHAUST LINE	EXHAUST HOSE & STAINLESS-STEEL HOSE CLAMPS	
EXHAUST MUFFLER	FIBERGLASS WATER LIFT TYPE + GAS/WATER SEPARATOR	
VENTILIATION	HULL SIDE VENTS + 12 VOLT FANS, SERVICEABLE	

AC POWER

The vessels' AC power system can be run via the shore power receptacles or the generator. Shore/generator switching is carried out with manual slide type switching. Overcurrent protection is provided by breakers and GFCI receptacles. The main electrical panel breakers were clearly labeled. As a pre-caution, it is always recommended an ABYC certified marine electrician is hired to attest to the condition of the vessels electrical systems. Voltage and amperage are monitored with analog gauges located at the main electrical panel in the salon.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
SHORE POWER RECEPTACLES	1 x 125/250 VOLT, 50 AMP	
SHORE POWER CABLES	1 x 125/250 VOLT, 50 AMP THERMOPLASTIC COATED CORD	
POWERED CABLE REELS	1 x GLENDINNING, SERVICEABLE	
CABLE CONDITION	SERVICEABLE WHERE SIGHTED	
WIRING	THERMOPLASTIC COATED BOAT CABLE	
WIRING	APPEARED APPROPRIATE SIZE FOR INTENDED USE	
CIRCUIT BREAKERS	TRIP FREE TYPE	
MAIN SHORE POWER BREAKERS	AFT OF THE PORT ENGINE	
ELCI INSTALLED	INSTALLED, TESTED, SERVICEABLE	
SHORE POWER TRANSFORMERS	CHARLES ISOBOOST 50 SST, SERVICEABLE	
GALVANIC ISOLATORS	NOT SIGHTED, HIGHLY RECOMMENDED IF NOT WIRED IN THE TRANSFORMER	
AC SWITCHBOARD	SALON BEHIND THE TELEVISION	

DC POWER

The vessels' DC power system consists of battery banks controlled via battery isolation switches. Over current protection is provided via breakers and fuses. The batteries are charged with belt driven alternators and battery chargers. All batteries were inspected visually only where accessible and not load tested. Any deficiencies sighted will be noted in the "Findings and Recommendations" section. It is always recommended that the batteries are load tested to attest to the condition and remaining service life of the batteries. Battery monitoring is through analog gauges located at the main electrical panel.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
BATTERIES	1 x 12 VOLT GROUP 31 ODYSSEY AGM TYPE, DATE STAMP NOT SIGHTED	
BATTERY LOCATION	OUTBOARD OF PORT ENGINE	
BATTERIES	1 x 12 VOLT GROUP 24 MAINTENANCE FREE TYPE, DATE STAMP NOT SIGHTED	
BATTERY LOCATION	OUTBOARD OF PORT ENGINE	
BATTERIES	1 x 12 VOLT GROUP 31 OSYSSEY AGM TYPE, DATE STAMP NOT SIGHTED	
BATTERY LOCATION	OUTBOARD OF THE STARBOARD ENGINE	
BATTERIES	2 x 12 VOLT 8D FULL RIVER AGM TYPE, DATE STAMPS NOT SIGHTED	
BATTERY LOCATION	BELOW THE SALON SOLE	
BATTERY CONDITION	APPEARED FULLY CHARGED, SERVICEABLE	
CABLE CONNECTIONS	SOUND & SECURED WHERE SIGHTED	
WIRING	THERMOPLASTIC COATED BOAT CABLE	
WIRING	APPEARED APPROPRATE SIZE FOR INTENDED USE	
TERMINAL PROTECTION	CLOSED BATTERY BOXES & RUBBER BOOTS ON TERMINALS	
BATTERY BOXES	PLASTIC BOXES W/LIDS + PLASTIC TRAY W/LID, ALL SERVICEABLE	
BATTERY VENTILATION	INTO THE SPACE WHERE INSTALLED	
BATTERY CHARGERS	2 x 12 VOLT, 130 AMP BELT DRIVEN ALTERNATORS, 1 ON EACH MAIN ENGINE	
BATTERY CHARGERS	1 x 12 VOLT BELT DRIVEN ALTERNATOR ON THE GENERATOR ENGINE	
BATTERY CHARGERS	CHARLES 5000 SP SERIES 12 VOLT / 40 AMP, POWERED UP	
BATTERY SWITCHES	PERKO ROTARY TYPE, ALL SERVICEABLE	
BATTERY ISOLATORS	SURE POWER	
DC SWITCHBOARD	LOCATED IN THE SALON BEHIND THE TELEVISION	

BONDING SYSTEM

MAIN BONDING CONDUCTOR:

The bonding system was well 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 (appropriately gauged) wire that appeared serviceable were sighted. Anodes appeared to be securely connected to the main bonding circuit and should be monitored periodically for signs of excessive decay.

THRU-HULL FITTINGS & SEA STRAINERS:

The thru-hull fittings as well as all sighted underwater fittings, strainers, pod drives were bonded where sighted and showed no excessive corrosion. Any deficiencies sighted will be noted in the "Findings and Recommendations" section. Continuity of bonding system was not tested as part of this survey.

ENGINES, GENERATORS, PUMPS AND MOTOR HOUSINGS

The seawater pumps were not bonded where sighted. The battery charger chassis was grounded. ABYC requires that the battery charger and inverter chassis are wired to the vessels grounding system with the same size wire or one size smaller wire than the current carrying wire. Any deficiencies sighted will be noted in the "Findings and Recommendations" section.

ANODES (HULL 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.

HVAC SYSTEM

Air Conditioning:
The vessel's air conditioning system consisted of a self-contained system with an AC seawater pump supplying seawater to the condensers. Overall, the system was found to be in serviceable condition. Any deficiencies sighted will be noted in the "Findings & Recommendations" section. As a precaution it is always recommended that a qualified marine HVAC technician is hired to attest to the condition and remaining service life of the HVAC and refrigeration systems.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
SYSTEM MAKE	MARINE AIR	
CHILLER/COMPRESSOR LOCATION	2 ON HELM DECK, 1 IN SALON, 1 IN FORWARD STATEROOM	
AIR HANDLERS/BLOWERS	INTEGRAL TO THE CONDENSING UNITS	
REFRIGERANT	R410A	
SEAWATER PUMP(S)	U.S. MOTORS 230 VOLT, SERVICEABLE	

POTABLE WATER SYSTEM

The vessels' potable water system is comprised of an aluminum freshwater storage tank. The freshwater plumbing/hoses were all found in serviceable condition where sighted. Water pressure is provided by a 12 volt pump. Water is filled from dockside supply via freshwater fill cap or via the water maker. Any deficiencies sighted will be noted in the "Findings and Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
TOTAL FRESHWATER	116 GALLONS PER LABEL ON THE WATER TANK	
TANK LOCATION	BELOW THE SALON SOLE	
DECK FILL LOCATION	STARBOARD SIDE DECK CLEARLY MARKED "WATER"	
FRESHWATER PUMP (DC)	12 VOLT SPX, SERVICEABLE	
PLUMBING CONDITION	SERVICEABLE WHERE SIGHTED	
FRESHWATER FILTERS	IN-LINE STRAINER AT THE FRESH WATER PUMP, CLEAN FREQUENTLY	
WATER HEATER	ISOTEMP, 115 VOLT, 40 LITER, SERVICEABLE	
PRESSURE RELIEF VALVE	PLUMBED TO WATER HEATER W/DISCHARGE TO THE BILGE	
WATER HEATER LOCATION	BELOW THE SALON SOLE	
WATER MAKER	HRO SYSTEMS, NOT TESTED	
FRESHWATER WASH DOWNS	FRESH & RAW WATER, BOTH SERVICEABLE	

BLACK WATER SYSTEM

The vessels' black water system is comprised of 12 volt freshwater heads operated via freshwater pressure and vacuum generators and is equipped with a main holding tank. There is 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 toilet and discharge pumps were powered up and tested for function. Not all sanitation hoses sighted were found in serviceable condition. The overboard discharge seacock was found accessible and functional. Any deficiencies sighted will be noted in the "Findings and Recommendations" section. The owner/operator is responsible for understanding the rules pertaining to the discharge of black water in the region of the vessels use.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
NUMBER OF TANKS	ONE	
TANK CAPACITY	35 GALLONS PER BUILDER SPECIFICATIONS	
TANK LOCATION	BELOW THE FORWARD STATEROOM BERTH	
PUMPOUT CAP LOCATION	STARBOARD SIDE DECK CLEARLY MARKED “WASTE”	
DISCHARGE PUMP(s)	12 VOLT “SEALAND TW”, SERVICEABLE	
MSD SYSTEM	U.S.C.G. APPROVED TYPE III	
VACUUM PUMPS	TWO, BOTH SERVICEABLE	
VENT FILTER LOCATION	BELOW THE FORWARD STATEROOM BERTH	

GREY WATER SYSTEM

The basins, showers and condensation drains drain to a sump located in the bilge. The sump is equipped with an automatically operated submersible pump equipped with a float switch. Discharge is overboard. The owner/operator is responsible for understanding the rules pertaining to the discharge of grey water in the region of the vessels use. All deficiencies sighted will be noted in the “Findings and Recommendations” section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
SUMP LOCATION	BELOW THE COMPANIONWAY SOLE	
DISCHARGE PUMP (SUMPS)	12 VOLT SUBMERSIBLE TYPE W/FLOAT SWITCH, SERVICEABLE	

FUEL SYSTEM

The vessels’ fuel system is comprised of an aluminum fuel storage tank. The fuel plumbing/hoses were found serviceable where sighted and all valves were easily accessible and functional when tested. Any deficiencies sighted will be noted in the “Findings and Recommendations” section. The fuel tank was inspected visually only where accessible and not opened for internal inspections. Recommend pressing the fuel tank with fuel or pressure testing to accepted marine pressure testing guidelines to attest to the integrity of the tank. No leaking fuel was noted in the bilges during the survey. The fuel polishing system was powered up and tested for function however no significant volume of fuel was polished. Recommend attesting to the useable fuel capacity of the fuel tanks.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
TOTAL FUEL CAPACITY	419 GALLONS PER BUILDER SPECIFICATIONS	
TANK LOCATION	BELOW THE SALON SOLE AFT	
TANK FILL LOCATION	STARBOARD SIDE DECK CLEARLY MARKED “DIESEL”	
VALVE MATERIAL	BRONZE	
FILLING LINES	U.S.C.G. APPROVED TYPE A2 W/STAINLESS STEEL HOSE CLAMPS	
TANKS SECURED	YES, FASTENED TO THE HULL, SECURE	
TANKS/COMPONENTS BONDED	BONDED WHERE SIGHTED	
HOSE CONDITION	SERVICEABLE WHERE SIGHTED	
POLISHING SYSTEM	12 VOLT REVERSO W/SEPAR PRIMARY FUEL FILTER & TIMER SWITCH	
ACCESS TO TANK FILLS	LIMITED	

OIL TANKS

The subject vessel is not equipped with clean/dirty oil tanks. An oil transfer pump has been installed and was tested for power up only. The pump is plumbed to the main engines and generator. No oil was transferred during the survey.

OIL TRANSFER PUMP(S)	12 VOLT REVERSO, POWERED UP	

NAVIGATION ELECTRONICS

All navigation electronics were powered up and tested for function as far as practicable. Any deficiencies sighted will be noted in the "Findings and Recommendations" section.

HELM DECK STATION

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
COMPASS	RITCHIE, CALIBRATE & PROVIDE A DEVIATION CARD	
AUTOPILOT	GARMIN, NOT TESTED	
MULTI-FUNCTION NAV. DISP.	2 x SIMRAD NSS 12 evo2 W/TOUCH DISPLAYS, SERVICEABLE	
MULTI-DISPLAY (MD)	SIMRAD, SERVICEABLE	
MONITORS	INTEGRAL TO THE MULTI-FUNCTION NAV. DISPLAY (MFND), SERVICEABLE	
CHART PLOTTER	INTEGRAL TO THE MFND, SERVICEABLE	
RADAR	INTEGRAL TO THE MFND, SERVICEABLE	
FISH FINDER	INTEGRAL TO THE MFND, SERVICEABLE	
DEPTH FINDER	INTEGRAL TO THE MFND & MD, SERVICEABLE	
SPEED LOG	INTEGRAL TO THE MFND & MD, SERVICEABLE	
SEAWATER TEMP.	INTEGRAL TO THE MFND, APPEARED SERVICEABLE	
VHF RADIO	SIMRAD HS90, SERVICEABLE	

TOWER STATION

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
COMPASS	RITCHIE, CALIBRATE & PROVIDE A DEVIATION CARD	
AUTOPILOT	GARMIN, NOT TESTED	
MULTI-FUNCTION NAV. DISP.	SIMRAD NSS 12 evo2 W/TOUCH DISPLAY, SERVICEABLE	
MONITORS	INTEGRAL TO THE MULTI-FUNCTION NAV. DISPLAY (MFND), SERVICEABLE	
CHART PLOTTER	INTEGRAL TO THE MFND, SERVICEABLE	
RADAR	INTEGRAL TO THE MFND, SERVICEABLE	
FISH FINDER	INTEGRAL TO THE MFND, SERVICEABLE	
DEPTH FINDER	INTEGRAL TO THE MFND, SERVICEABLE	
SPEED LOG	INTEGRAL TO THE MFND, SERVICEABLE	
SEAWATER TEMP.	INTEGRAL TO THE MFND, APPEARED SERVICEABLE	
VHF RADIO	SIMRAD HS90, SERVICEABLE	

ADDITIONAL ELECTRONICS & COMMUNICATION EQUIPMENT

The systems listed below were powered up and tested for function. Any deficiencies sighted will be noted in the "Findings and Recommendations" section.

VHF RADIO	SIMRAD RS12 IN SALON, SERVICEABLE	
VESSEL MONITORING SYSTEM	GOST SYSTEM, NEW OWNER SHOULD OBTAIN SERVICE	
ENGINE MONITORS/GAUGES	VESSEL VIEW SMART CRAFT DIGITAL, SERVICEABLE	

ENTERTAINMENT ELECTRONICS

The systems listed below were powered up and tested for function as far as practicable. Some systems require subscriptions to function properly. If subscriptions were not in place, these systems were not tested for function and should be proven to function once a subscription is obtained. Any deficiencies sighted will be noted in the "Findings and Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
TERRESTRIAL TV ANT.	GLOMEX TYPE, SERVICEABLE	
TV/DVD/MEDIA PLAYER	SAMSUNG TV, SAMSUNG DVD PLAYER, SALON, BOTH POWERED UP	
TV/DVD/MEDIA PLAYER	SAMSUNG TV, FORWARD STATEROOM, POWERED UP	
SOUND SYSTEMS	FUSION MULTI-MEDIA PLAYER W/REMOTE & FLUSH MOUNTED SPEAKERS, SERVICEABLE	

GALLEY & DOMESTIC EQUIPMENT

The galley equipment listed below was powered up and tested as far as practicable. Any deficiencies sighted will be noted in the "Findings & Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
STOVETOP	DUAL BURNER KENYON ELECTRIC W/GLASS COOKING SURFACE, POWERED UP	
MICROWAVE	GENERAL ELECTRIC, POWERED UP	
VENTILATION	APPEARED ADEQUATE	
GALLEY REFRIGERATION	SUB ZERO DRAWERS, SERVICEABLE	
ICEMAKER	ESKIMO/DOMETIC ICE CHIPPER, NOT TESTED	
OTHER REFRIGERATION	ISOTHERM REFRIGERATED CHEST ON THE HELM DECK, SERVICEABLE	

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

The systems listed below were powered up and for general function. Any deficiencies sighted will be noted in the "Findings and Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
TRANSOM DOOR/GATE	DOOR & GATE TO STARBOARD ON THE TRANSOM, SERVICEABLE	
SWIM PLATFORM	TEAK PLATFORM FASTENED TO THE TRANSOM, SERVICEABLE	
SWIM LADDER	STAINLESS STEEL TO PORT ON SWIM PLATFORM, SERVICEABLE	

DINGHIES, TENDERS & WATER-SPORTS EQUIPMENT

No additional watercraft comes with the subject vessel.

GROUND TACKLE & MOORING EQUIPMENT

The windlass was powered up and tested for function. The anchor was run to the waterline and retrieved. The anchor rode was inspected while in the chain locker only with limited access to the entire length of the rode. It is recommended the anchor rode be fully ranged, inspected, and measured. Mark rode as necessary. No significant corrosion was noted on the windlass motor or electrical connections where sighted. Any deficiencies sighted will be noted in the "Findings and Recommendations section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
ANCHOR WINDLASS	12 VOLT LEWMAR W/GYPSY & CAPSTAN DRUM, SERVICEABLE	
ANCHORS	35 LB. STAINLESS STEEL SUNCORE PLOW MASTER IN GOOD CONDITION	
ANCHOR RODE	STAINLESS STEEL CHAIN & NYLON, SERVICEABLE WHERE SIGHTED	
CUTAWAY BITTER END	FASTENED TO THE HULL W/NYLON	
DOCKING LINES	VARIOUS SIGHTED ONBOARD & AT THE VESSELS MOORING	
FENDERS	VARIOUS SIGHTED ONBOARD & AT THE VESSELS MOORING	
CLEATS	STAINLESS STEEL DECK TYPE, SERVICEABLE	
FAIRLEADS	STAINLESS STEEL HAWSE EYES, SERVICEABLE	

FISHING EQUIPMENT

The items listed below were visually inspected and powered up and tested for function if possible. Any deficiencies sighted will be noted in the "Findings & Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
TACKLE CENTER	INSTALLED, SERVICEABLE	
FIGHTING CHAIRS ETC.	LEANING PEDESTAL / ROCKET LAUNCHER, SERVICEABLE	
LIVE-WELL(S)	BUILT INTO THE TRANSOM, SERVICEABLE	
RODHOLDERS	INSTALLED IN THE GUNWALES, TOWER LEGS & TOWER FRAME, ALL SERVICEABLE	
OUTRIGGERS	2 x RUPP DOUBLE SPREADER ALUMINUM, SERVICEABLE	

DECKS, BILGES & SUPERSTRUCTURE

All areas below were visually inspected where accessible, and percussion tested and/or tested with moisture meters if deemed appropriate. Any deficiencies sighted will be noted in "Findings and Recommendations" section.

AREA	DESCRIPTION	*DEFICIENCY PRESENT
STEM	RAKED & FLARED	
STERN	FIBERGLASS, FLAT	
FRAMES	FIBERGLASS GRID SYSTEM, SERVICEABLE WHERE SIGHTED	
STRINGERS	FIBERGLASS GRID SYSTEM, SERVICEABLE WHERE SIGHTED	
BULKHEADS	CORED FIBERGLASS TABBED TO HULL & DECK, SERVICEABLE WHERE SIGHTED	
BILGE CONDITION	CLEAN & DRY	
DECKS	CORED FIBERGLASS W/PAINTED NON-SKID, SERVICEABLE	
HULL-DECK JOINT	INWARD FLANGE TYPE MECHANICALLY FASTENED W/LAG SCREWS & ELESTOMERIC BEDDING	
DECK FITTINGS	STAINLESS STEEL	
TOPSIDES	MOLDED FIBERGLASS, WHITE PAINT IN GOOD CONDITION	
SUPERSTRUCTURE	MOLDED FIBERGLASS, WHITE PAINT IN GOOD CONDITION	
BOW SPRIT	TEAK W/STAINLESS STEEL ANCHOR CHUTE W/BOW ROLLER, SERVICEABLE	
BOW PULPIT	STAINLESS STEEL TUBE/RAIL, SERVICEABLE	
TOE RAILS	MOLDED FIBERGLASS, PART OF THE DECK/CAP LAY UP, SERVICEABLE	
RUB RAILS	PLASTIC W/STAINLESS STEEL, SERVICEABLE	
HARDTOP/BIMINI	MOLDED FIBERGLASS W/FULL ISINGLASS ENCLOSURE, SERVICEABLE	

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 the 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 not inspected during this survey.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
HULL	MOLDED FIBERGLASS W/ANTIFOULING COATINGS, NOT SIGHTED	
UNDERWATER LIGHTS	2 x LED INSTALLED ON TRANSOM, FLASHING WHEN ON, NEED SERVICE	*
HULL TYPE	MODIFIED V PLANING TYPE, NOT SIGHTED	
ANODES	REPLACE ONCE 50% WASTED, MONITOR FREQUENTLY	
SHAFTS	NOT SIGHTED	
PROPELLERS	NOT SIGHTED	
RUDDERS	POD DRIVES, NOT SIGHTED	
THRU-HULLS	BRONZE SEACOCKS BELOW THE WATERLINE, ALL SERVICEABLE	
THRU-HULLS	BRONZE THREADED THRU-HULL FITTINGS, MOSTLY SERVICEABLE	*
PICK UP STRAINERS	NOT SIGHTED	
SEAWATER STRAINERS	BRONZE W/SIGHT GLASS, SERVICEABLE	
SEACOCK/VALVE TYPE	STAINLESS STEEL BALL VALVES, ALL SERVICEABLE	

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.

SECTION 5:

VESSEL DESCRIPTION

Wombat is a custom built Huckins with a two stateroom, two head layout that is set up for serious fishing, but also provides luxurious cruising comforts that will make the whole family happy. This boat offers so much more than your typical off-the-shelf 45 express fisherman. Powered with Twin 425-hp Cummins QSB 6.7 (315 hours) diesels and ZF pod drives for power and efficient performance. Wombat is very fuel efficient thanks to her strong, yet light composite construction. Burns 29.6 gph at 15 knots (2,500) for a 481 mile range (Miami to Bimini and back four times).
Fuel consumption:
24 knots, burns 27.8 gph
28 knots, burns 33 gph
35 knots, burns 50.5 gph

Description courtesy of https://www.huckinsyacht.com/photos/yachtDocs/1309.pdf

*** Vessel description was taken from third party sources and accuracy of information cannot be attested to.

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 **ABOVE AVERAGE** condition.

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

SECTION 6:

DEFINITION OF TERMS

FRP/GRP:
Fiber Reinforced Plastic or Glass Reinforced Fiberglass.

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 7:

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.

***** EPIRB, replace battery as per 46 CFR 25.26.20 & register in new owner's name.***
***** Fire Extinguisher, purchase and store onboard additional portable fire extinguishing unit. Vessels 26-39 / 40-65 feet shall have three / four fire extinguishers stored onboard. (ABYC A-4 Table 2)***
***** Fixed Fire Extinguishing System, should be capable of both automatic and manual operation as per ABYC 4.8.2. The system installed is automatic only. Consideration should be given to add a manual activation system to the fixed fire extinguishing system.***
***** 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.***
***** 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.***
***** Navigation & Anchor Lights, service & prove functional, and that lights meet requirements as set out in USCG 33 CFR 83 Subpart C & 72 COLREGS. The forward steaming light / anchor light are not illuminating.***

Items in bold below should be considered important items that may be costly to repair or restrict comfortable enjoyment of vessel and should be addressed in a timely manner.

Underwater Hull Areas:

1. The LED underwater lights flash on/off when turned on.

EXTERIOR

Sides and Foredeck:

1. The anchor windlass is loose in its mounting. Tighten the anchor windlass to the deck as necessary.

INTERIOR

Salon, Galley & Dinette:

1. A couple of hoses located below the galley sink are kinked. Replace or re-rout the hoses as necessary.

Lazarette/Steering:

1. The bonding bus bar in the aft bilge at the transom is not secure to the transom. Properly secure the bus bar to the transom.
2. Bleeding rust stains were noted at the discharge thru-hull fitting located at the port transom. Investigate further, repair as necessary, attest to leak free service.

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:

$900,000
Nine 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:

$3,150,000
Three Million, One Hundred Fifty Thousand U.S. Dollars

SUMMARY:
In accordance with the request for a marine survey of **"WOMBAT"**, 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 **4/29/2024** and was found to be a well-constructed, appointed, and comfortable vessel. The vessel is well-kept, and most of the scheduled maintenance has been completed except for those items listed in "Findings" section.

Subject to correction of deficiencies listed in Findings & Recommendations (**), the vessel is 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:

"**ABOVE 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 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.

The statements of fact contained in this report are true and correct.

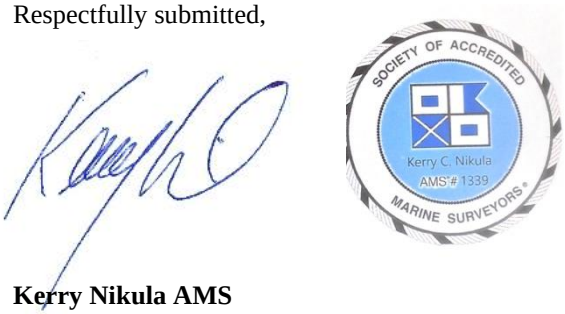
The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions. I have no present or prospective interest in the vessel that is the subject of this report, and I have 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 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, joiner 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 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,

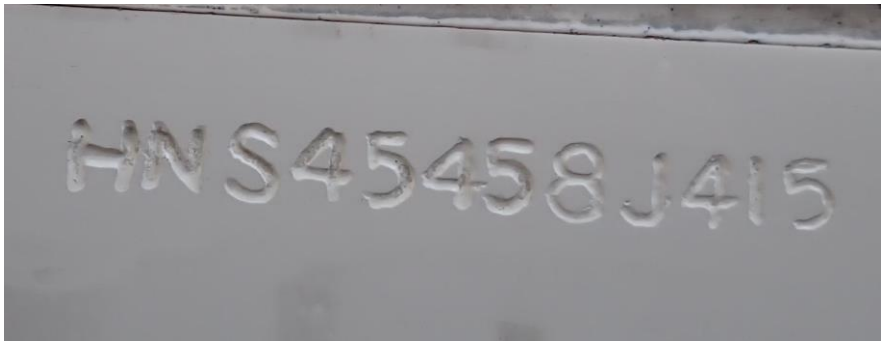


Kerry Nikula AMS
SAMS AMS #1339
Attending Surveyor
April 30, 2024

SECTION 10:

PHOTOGRAPHS

HULL IDENTIFICATION NUMBER (HIN)



U.S.C.G. DOCUMENT NUMBER

BUILD CLASSIFICATION

PROFILE

BOW

STERN

BUGGY TOP

HELM DECK

HELM CONSOLE

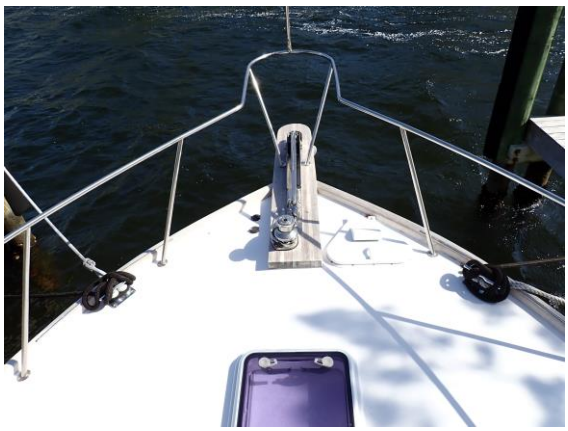
COCKPIT

COCKPIT

PORT SIDE DECK

STBD. SIDE DECK

FOREDECK

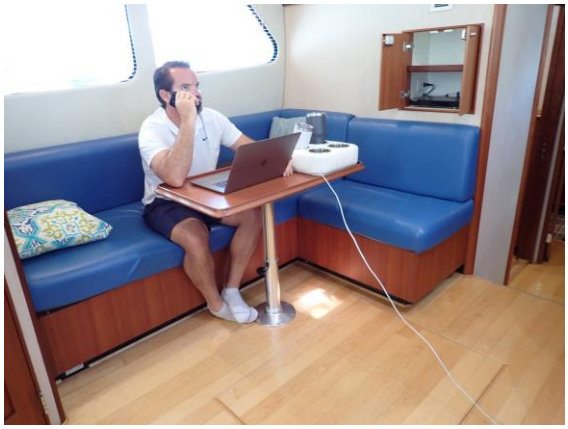


BOW & WINDLASS

SALON

SALON

GALLEY



DINETTE

TOWER HELM

COMPANIONWAY

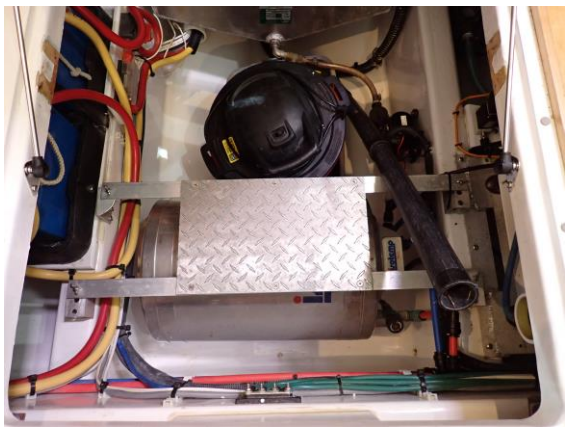
MASTER STATEROOM

MASTER STATEROOM

PORT STATEROOM

HEAD

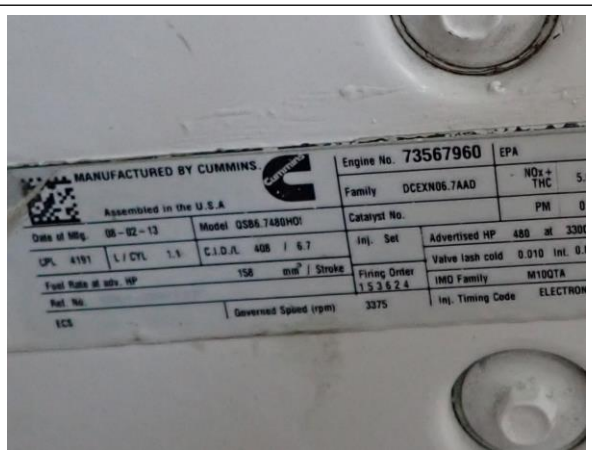
ELECTRICAL PANEL



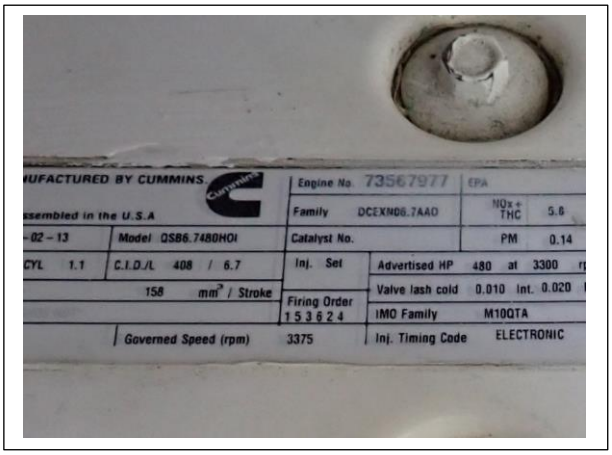
BILGE

MACHINERY SPACE

MACHINERY SPACE



PORT ENGINE SERIAL #



STBD. ENGINE SERIAL #