

Marine Surveyor Group
1005 West State Road 84, # 511
Fort Lauderdale, Florida 33315
Phone: 954-612-6834

VESSEL: JUSMAD
HULL #: OAX78004E505
FILE #: 25179
DATE: September 2, 2026

REPORT OF SURVEY

The above captioned vessel was surveyed on August 24, and September 2, 2026 for the purpose of pre-purchase hull condition and marine risk.

The vessel was inspected while afloat in its berth at 1735 SE 8th Street, Fort Lauderdale, Florida and while in dry dock at MarineMax Taylor Lane, Dania Beach, Florida.

DRY DOCK

The bottom was sounded with a phenolic hammer and found to be sound.

The propellers were dialed and found to turn true.

The port and starboard stern tube bearings were found to be worn.

The two shaft zincs were noted to be in need of renewal.

The antifouling paint is within limits of effectiveness.

All underwater appendages showed no excessive signs of deterioration due to galvanic or electrolytic corrosion. There were no major scars or gouges.

TRIAL RUN

A trial run was conducted in the Atlantic Ocean.

The sea conditions were less than 2 feet and the wind was out of the easterly direction at 7 knots.

Fuel and water loads were approximately 20 percent full of fuel and approximately 50 percent full of water.

A diesel engineer, Jack DiBella, was aboard the vessel; therefore, a detailed report as to the condition of the engines and transmissions will be covered in his survey. A backdown test was conducted during which the engines were found to hold firm on their motor mounts. No excessive smoking was noted at the exhaust. The engines were noted to turn to their maximum rating. The shafts were found to true the flex section of the shaftlogs.

ELECTRONICS

All electronics were found to be operational with the exception of those noted in this report.

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HULL AND DECKS

The hullsides were inspected from dockside and deck level only and appear to be sound.

The decks and superstructure were sounded with a phenolic hammer and found to be basically sound, showing no signs of hard or abusive use.

The overall condition of the vessel was found to be in very good condition. A descriptive narrative as to the layout and specific cosmetic condition of this vessel will not be covered in this report since it is assumed that the prospective purchaser has personally inspected the vessel.

All partitions and bulkheads were inspected where accessible without major removals and were found to show no excessive signs of weakness due to separations or weakness of their fiberglass fastenings.

ELECTRICAL

The electrical wiring on the vessel was inspected where accessible and found to be sound. However, a few circuits were found to have uncovered terminal connections.

The batteries are maintenance free. Load test to determine condition.

The generators were operated for an extended period of time during which they developed their normal rated voltage under load. An in-depth report as to the condition of the generators will be covered by the diesel engineer's survey.

Due to the concealed wiring looms and conduits, which transit areas which would require dismantling and removals for their inspection, a significant amount of wiring could not be observed.

If a detailed report to the condition and capacities of the wiring is desired, it is recommended that a qualified marine electrical engineer be engaged to ascertain the condition of the vessel's electrical system.

MACHINERY

All machinery and equipment were inspected during this inspection. Machinery and/or equipment, which could not be tested or found to be inoperable or in need of repair, will be noted in this report.

All machinery was installed according to National Fire Protection Agency [NFPA] and/or American Boat and Yacht Council [ABYC] standards, as can be determined without major removals, opening of electrical boxes, or enclosed electrical equipment, unless otherwise noted in the Remarks section of this report.

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TANKAGE

The fuel, water, and waste tanks were inspected where accessible and found to be sound. No obvious leakage was noted; however, the tanks were not full at the time of this inspection. The tanks should be filled with their appropriate liquid and checked under full tank status or pressure-tested to attest to their condition.

NOTE: This hull condition and marine risk survey is conducted on an intensive basis with an effort to uncover as many deficiencies as possible. Many of the recommendations contained in this report will be in the realm of normal and preventive maintenance. These will not affect the structural integrity or seaworthiness of the vessel but will serve as a guide for attaining a vessel in yacht condition. All items listed under the Remarks and Recommendations section of this report which are preceded by an asterisk [*] are to be considered primary recommendations which should receive first priority attention.

This vessel is found to be a good marine risk in its present condition and upon compliance with the recommendations preceded with an asterisk [*]. The majority of the recommendations fall under normal, cosmetic, and preventive maintenance.

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Remarks and Recommendations pertaining to this report are as follows:

BOTTOM

1. Renew two of the four shaft zincs.
2. It is recommended that the stabilizers be dropped and inspected on a biennial basis, and seals checked and replace as necessary.

BRIDGE DECK

3. The entry door does not latch closed. Service as necessary.
4. One of the securement fasteners is missing to the entry door.

PILOTHOUSE ROOF

5. * Recertify the life raft. Under certain conditions a life raft cannot be recertified and has to be renewed. The need for renewal can be attested to by an authorized life raft servicing agent..
6. * Renew both life raft hydrostatic release mechanisms.
7. * The port navigation light is inoperable.

PORTUGUESE DECK

8. The windshield wiper blades are worn and do not make proper contact with the window. Service as necessary.
9. Moisture was noted in the CCTV camera lens.

HELM

10. The navigation displays are aged and the images are unclear. It would be prudent to update the navigation displays.
11. The image on the Key Power stabilizer control panel display are difficult to see. Update stabilizer control screen.
12. No depth video sounder image appeared on the Furuno NavNet display. Service and prove.
13. The searchlight is inoperative. Service and prove.
14. The CCTV system is inoperative. This is a dated system. Service or renew as deemed necessary.
15. The vessel was originally equipped with a Wesmar sonar unit. The sonar has been decommissioned.

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LAZARETTE

16. * Double clamp all flex hose connections to the watermaker raw water as necessary.
17. * Recertify the fire extinguisher.
18. * Salt water leakage was noted at the overboard discharge hose connection, port outboard. Reseal the hose connection and install new hose clamps.
19. * Renew the rusty clamps to the starboard outboard discharge hose.
20. The D.C. hold lights are inoperable. Service and prove.
21. The starboard fluorescent light is inoperable. Service and prove.
22. The watermaker has been decommissioned. Engage a qualified Village marine watermaker technician to inspect and recommission the watermaker.

CREW QUARTERS

23. * The blackwater overboard discharge seacock is frozen. Free up or renew.

ENGINE ROOM

24. * Recertify the FM200 fire suppression system.
25. The Hurricane heating system has been decommissioned. Recommission the heating system or remove the system as desired.
26. * Install a D.C. grounding conductor to the Charles battery charger casing as per American Boat and Yacht Council standard A-31.6.3. The size of the wire should be the same size as the D.C. conductor or one size smaller.
27. The battery exhibits May 2024 service date stamps. Load test the ascertain condition and remaining service life..
28. Sediment was noted in the port engine fuel filter bowl. Disassemble the filter and clean the bowl.
29. The Aeroquip fuel hoses between the filters and the manifold are beginning to deteriorate. Renew Aeroquip diesel fuel hoses.
30. * Encrusted salt and signs of leakage were noted at the two air conditioning chiller raw water hose fittings. Service as necessary.

FORWARD COMPANIONWAY

31. Secure the storage rack inside the laundry room door.
32. Renew burned out indirect step lighting.

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BILGE BELOW MASTER STATEROOM BERTH

33. Corrosion and signs of porosity were noted in the fuel piping. Renew corroded sections of fuel pipe.

INTERIOR

34. Several overhead panels are loose or misaligned. Align and secure overhead panels as deemed necessary.

USCG / SAFETY

35. * Recertify all fire extinguishers.
36. * Recertify the FM 200 fire suppression system.
37. * The port navigation light is inoperative. Service and prove.
38. * Inscribe the USCG documentation number into a main beam of the vessel.

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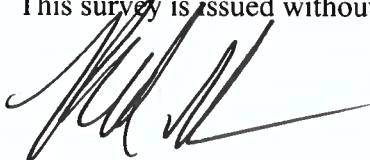
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The survey is based on my opinion of the facts presented and discovered with no warranty either specified or implied. Latent defects not to be found without opening or removal of sheathing, joiner work, or other parts of this vessel, are not intended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

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.



Rollie Gordon CMS

Association of Certified Marine Surveyors #543

Marine Surveyor and Consultant

Marine Surveyor Group

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