

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

VESSEL: EQUINOX
HULL #: UNS65504I809
FILE #: 24767
DATE: July 26, 2024

REPORT OF SURVEY

The above captioned vessel was surveyed on July 26, 2024, at the request of _____ for the purpose of pre-purchase hull condition and marine risk.

The vessel was inspected while afloat in its berth at Loggerhead Marina, Palm Beach Gardens, Florida, and while in dry dock at Seminole Boatyard, Palm Beach Gardens, 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 at their leading edges.

The port and starboard cutlass bearings were found to be within limits of wear.

The propeller shafts were note removed for this inspection.

The trim tabs and bow thruster 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 offshore Palm Beach, Florida.

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 95% full of fuel and approximately 50% full of water.

A diesel engineer, Cody DiBella from Marine Diesel and Engineering, was aboard the vessel; therefore, a detailed report as to the condition of the engines and transmissions will be covered in his survey. The engines were noted to turn to their maximum RPM rating. The shafts were found to turn true at the flex section of the shaftlogs. Attest that all electronic charts are up to date.

ELECTRONICS

All electronics were found to be operational.

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HULL AND DECKS

The hullsides were sounded with a phenolic hammer and were found 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 unsecured wires and uncovered terminal connections.

The batteries were tested with a voltmeter and found to indicate a fully charged condition.

The generator was operated for an extended period of time during which it developed its normal rated voltage under load. An in-depth report as to the condition of the generator 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.

OVERALL CONDITION

The overall condition of "EQUINOX" is above average and fit for its' intended use.

VALUATION

The present market value [\$725,000.00] was determined with consideration and research with the most recent BUC Research Guide and the current National Edition of NADA, review on online reported sales, current comparable market values and geographic location. The vessel's condition and related equipment onboard is considered when determining the market value.

The replacement value [\$3,090,000.00] is the estimated cost for the same type, size, construction and performance for the vessel to be produced currently.

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. Prove the underwater lights.
2. Renew the trim tab zincs.
3. The rudder zincs are marginal.
4. The starboard bow thruster zinc is missing.
5. Tighten the port bow thruster zinc.

TOPSIDES

6. The second stage of the Besenzoni passerelle does not extend. Service and prove.
7. The wireless Besenzoni controls are inoperative. Service and prove.
8. The gasket to the transom door hatch has deteriorated and pulled loose. Provide and install new transom door seal.
9. The port transom light is inoperative. Service and prove.

AFT DECK

10. The starboard stern gate is stuck in the open position. Service as necessary.
11. * Install a cut-off switch to automatically turn off the Miele grill burners when the cover is closed.
12. The icemaker powered on and cooled down but did not produce ice.

CREW QUARTERS

13. * Install a smoke / carbon monoxide alarm in this area.
14. Stains and signs of water leakage were noted in the vinyl overhead. The backboard to the overhead as deteriorated, aft. Fabricate and renew. Install proper hatch seal.

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RUDDER COMPARTMENT

15. Identify and label raw water intake seacocks.
16. * The hose to the starboard raw water intake seacock has split. Renew hose.



17. Oil dampened absorbers were noted at the hydraulic power pack hose connections, starboard outboard. Tighten hose connections as deemed necessary. Reseal hose fittings if oil leakage becomes excessive.
18. Secure the hydraulic power pack, centerline.
19. Keep loose gear secured away from the steering gear and shore power transformer.
20. The watermaker has been dormant for a prolonged period of time. Engage a Village Marine watermaker technician to service and prove the watermaker.

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ENGINE ROOM

21. Air conditioning chilled water loop insulation has deteriorated. Renew.



22. See Marine Diesel and Engineering diesel survey for an in-depth report as to the condition of engines, transmissions, and generator.
23. Clean the sea strainer and sight glass to the air conditioning raw water intake.
24. The starboard aft hold light is inoperative. Service and prove.

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25. Porosity and signs of water leakage were noted at the port engine / generator raw water overboard discharge through hull fitting port side. Renew the overboard discharge fitting at the next scheduled dry dock service.



26. Corrosion and porosity were noted in the port engine exhaust riser. Repair or renew as deemed necessary.



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LOWER HELM

27. The control panels to the helm seats are broken.

STARBOARD STATEROOM

28. The blinds are unsecured. Resecure as necessary.
29. Provide the face plate to the stereo and prove.
30. The batteries to the television remote are corroded. Renew batteries and prove.
31. The satellite television receiver has been removed.
32. The hanging locker light is inoperative. Service and prove.

UNITED STATES COAST GUARD AND SAFETY

33. Relocate life jackets to a more accessible location. The life saving devices are currently stowed in the transom garage.
34. * The forward navigation light is inoperative. Service and prove.
35. * Add fresh flares [visual distress signals] for day and night use to the marine signal kit on-board the vessel; the present flares have exceeded their expiration date.
36. * Provide a written waste management program on vessel per United States Coast Guard regulations for vessels over twelve meters [thirty-nine feet four inches] in length. This can be as simple as: "All vessel refuse is placed in trash bags, which are stored on-board, until they can be disposed of ashore. The person in charge of carrying out this plan is _____".
37. * The red discharged indicator light is illuminated on the fire suppression override panel at the helm. Consult fire systems certification technician.

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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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