

PINNACLE MARINE GROUP

2023 Aviara 40

N/A



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Report of Marine Survey

Of The Vessel

N/A

2023 Aviara 40

Conducted by
Capt. Gregory P. Michael, Marine Surveyor
For the corporation of Pinnacle Marine Group

Marine Surveyors, Consultants and Adjusters

Prepared for:

Marine Max Stuart Rick Castellini

September 04, 2026

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Marine Max Stuart Rick Castellini, the attending surveyor did attend onboard the 2023 Aviara 40,N/A beginning on 9/4/26 ,where an in/out of water survey was conducted at Marine Max Stuart Florida. The Hull Identification Number (HIN) was verified from the transom. A sea trial was performed. An engine and mechanicals survey was not conducted but is recommended. A separate pressure test on tanks were not requested and therefore not performed. All systems should be thoroughly checked for proper operation and leakage before acceptance of the vessel. All tanks should be filled to their capacity to see if they are liquid tight. An out-of the water inspection of underwater machinery and the exterior of the hulls wetted surface area was performed. Moisture readings taken and referenced throughout the body of the report, were taken with a Skipper Moisture meter. For a more accurate determination of moisture in the core between laminates further testing using inferred thermography or destructive methods may be necessary. Without further testing it is unlikely that the surveyor can determine all areas of moisture and delamination and the extent of said. If the vessel is on a trailer, cradle or lift Etc... This may severely limit the access and visibility to accurately survey the hull bottom. It is recommended that the vessel be properly hauled and or blocked for complete access. AC and DC power were 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 operating capacity. Let it be known that it can not be determined how long a mechanical part on the vessel can and will run.

Electronic equipment was checked for "power up" only. 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/Buyer is advised to open up all such areas for further inspection. Owner/Buyer is also advised to do a walk through of the vessel after reading the survey report and evaluate the vessel's needs and deficiencies. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. 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. All systems on the vessel that were check may at some point become deficient and the surveyor cannot and should not be held liable for these failures. Use of this survey is an agreement as to hold all parties harmless for errors and omissions. It is recommended the buyer perform a title search to determine if any claims were filed due to storm damage or any other. Also to learn of any liens the vessel may have on it. The USCG recall site is an informative tool to learn of any recalls this particular vessel may have. It is highly recommended that the buyer invest his or her time in researching these avenues.

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, heat exchangers, coolers, etc. All Seacocks, Hoses, Thruhulls, Plugs, Etc.. should be checked prior and when vessel is launched. They should be checked before each cruise and monitored frequently for integrity and proper function. Emergency wooden plugs should always be readily available at all seacocks, thruhulls and plugs at all times.

**THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES
COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE**

I. INTRODUCTION

(USC); TITLE 33 AND TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY 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.

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.

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.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER: 9426001
SURVEY PREPARED FOR: Marine Max Stuart

NAME OF VESSEL: N/A
TYPE OF SURVEY: Condition and Value
OVERALL VESSEL RATING: Average
ESTIMATED MARKET VALUE: \$850,000
ESTIMATED REPLACEMENT COST: \$1,200,000
HULL IDENTIFICATION NUMBER (HIN): AVLBC009K223
HULL MATERIAL: FRP (Fiber Reinforced Plastic) .
HULL TYPE: Deep V Planing.
LENGTH OVER ALL (L.O.A.): 42'3"
BEAM: 12'3"
DRAFT: 3'8"
DISPLACEMENT (WEIGHT): Estimated 23,800# Dry
FUEL TYPE: Gasoline
FUEL CAPACITY: Estimated 357 U.S. Gallons
AC POWER: 120 V/Shore/240V/Shore AC
DC POWER: 12 Volt
FRESH WATER CAPACITY: Estimated 53 U.S. Gallons
HOLDING TANK: Estimated 32 U.S. Gallons

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

HULL:

The hull bottom is reportedly solid FRP (fiber reinforced plastic). The hull sides are reportedly cored FRP construction .

TRANSOM:

Reportedly reinforced cored FRP with swim platform and a transom door.

***B.1**

There are two small gelcoat crazes on the port side transom cap.

***C.1**

Several areas of the transom displayed elevated moisture readings with no obvious or significant FRP delamination present at the time of the survey.

***C.2**

There is gelcoat crazing around the port side transom seats locking pin.

***C.3**

There are two gelcoat chips at the aft transom hatch.

BULKHEADS/STRINGERS:

Bulkheads and stringers were finely fit where sighted.

***C.4**

There appears to be prior leakage through the engine bolt visible by staining from the aft bilge port side.

***C.5**

The aft stringers starboard side that adhere to the transom appear to have been repaired visible by newer gelcoat. This may have been done from factory.

BILGE/LIMBER HOLES:

Bilges are clean and limber holes are of adequate size and clear.

DECKS:

Reportedly fiberglass (FRP) sandwich core construction with non skid gelcoat surface. There was no excessive moisture or delamination noted at the time of the survey. Note: Monitor all deck penetrations regularly and rebed as needed.

HULL-TO-DECK JOINT:

Overlap type, thru bolted stainless steel fasteners. Appeared to be bedded with an elastomeric compound. Intact and protected by a PVC and stainless steel rubrail.

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION(*continued*)

CHAIN LOCKER (DRAINAGE):
Drainage overboard

SUPERSTRUCTURE

COCKPIT:
The cockpit was reportedly cored molded FRP with sea deck covering. The decking could not be tested for moisture or fiberglass delamination.

***B.2**

Several areas of the cockpit floors sea deck material was torn.

***C.6**

There are several areas around the yacht that show gelcoat crazing on the cockpit flooring at corners.

HARDTOP:
There is a FRP hardtop on the vessel. No deficiencies found. There is a electrically operated sunshade, electric sunroof and two opening terraces. Operable.

DECK FITTINGS

HATCHES:
All hatches and portholes appeared to be in proper working order with no evidence of leaks. It is advisable that the buyer drench the vessel with a water hose to ensure no leakage.

CHOCKS AND CLEATS:
Chocks and cleats appeared to be chrome where sighted were thru-bolted and well secured. Note: It is recommended that all deck hardware be re bedded every five years or as necessary.

GRAB RAIL:
All grabrails were straight and well secured.

ADDITIONAL EQUIPMENT AND ACCESSORIES

GENERAL EQUIPMENT:
All washdown pumps were operable the handheld showers were operable. The cockpit sink was operable. There were no signs of leakage. The cockpit Kenyon grill was operable. There was a Isotherm Refrigerator model DR65. Operable.

***B.3**

The cockpit cooler box drawer does not stay closed.

***B.4**

The forward anchor washdown leaks.

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

ADDITIONAL EQUIPMENT AND ACCESSORIES(*continued*)

ACCESSORIES:

Hardtop, underwater, Spreader and cockpit lights provide additional and convenient task lighting. All operable.

***B.5**

The underwater lights are inoperable.

***B.6**

The courtesy lights do not change colors.

FENDERS:

Two (2) fenders adequate and properly inflated, with lines.

DOCK LINES:

None Sighted

***B.7**

There are no dock lines on board.

WIPERS:

Electrically controlled wiper with washer function. Operable.

INTERIOR

DESCRIPTION:

The interior appears to be in above average condition for a vessel of this age and model.

***B.10**

The access panel on the underside of the hardtop is falling down.

***B.11**

The cockpit wet bar counter tops are scratched.

***B.8**

There is no stay shock affixed on the starboard side aft stowage hatch.

***B.9**

The door knob for the head is loose.

GALLEY

REFRIGERATION:

A Isotherm refrigerator Model CR42. Operable.

***B.12**

The cabin refrigerator is loose in its mounting.

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

GALLEY(continued)

MICROWAVE:

Zest Microwave. Inoperable.

***B.13**

The microwave did not power up.

PROPULSION

MAIN ENGINES

TYPE/MANUFACTURER/LOCATION:

Twin Mercury 600 V12 Verado 600 HP. four stroke engines. Secured to the transom well. S/N Port: 3B225436 Starboard: 3B225435. Note: A engine and mechanicals survey was not performed but is recommended. Auto Trim Operable.

***B.14**

The port engines tab plate is bent.

INDICATED HOURS:

Port hours 52.9 Starboard hours 53.5 indicated on hour meters.

THROTTLE CONTROLS:

Mercury DTS and Joystick controls . Appeared to operated normally, shift smoothly and throttle up properly. The Skyhook was operable. The Auto Pilot was operable. The engines auto trim was operable. The single lever and throttle only were operable.

BILGE BLOWERS:

Power blowers port and starboard with flexible pick-up tubing. Operable.

FUEL FILTERS:

Engine spin on/off type.

COOLING SYSTEM:

Raw water cooled.

SEA TRIAL:

The sea trial proved the engines ran well at idle, the transmissions functioned properly and the trim tabs were operable. The manufacturers specifications on maximum RPM's at wide open throttle is 5500-6000. The Port engine reached 6200 while the starboard engine reached 6300 RPM's.@ 42 Knots. The oil pressure appeared normal, the engine temperature appeared normal the charging systems appeared to be operable. The back down test was satisfactory.

III. SYSTEMS

PROPULSION

GENERATORS AND INVERTERS

TYPE/MANUFACTURER:

Westerbeke Model : 9.5MCGA S/N: L0400364VG Hours: 38.4. The generator operated normally and supplied sufficient power to the ships systems. The generator was not surveyed but it is recommended.

FUEL FILTER:

Engine mounted Racor spin on /off type.

EXHAUST SYSTEM:

Aqua lift type FRP (fiber reinforced plastic). Raw water cooled with FRP canister, flexible coupling sections double clamped where sighted. No leaks were observed.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

Gasoline

TANKS/CAPACITY/MATERIAL:

2 aluminum tanks mid ship. Capacity estimated 357 U.S. gallons. Total. No leaks observed. There was very limited access to the fuel tanks. It is recommended that the tanks be filled to their capacity and checked for leakage.

FILL PIPE LOCATION(S):

Vessels side deck marked for fuel.

FILL PIPE GROUNDED:

Properly grounded where sighted.

VENT LOCATION:

Vessel topsides, flame screens were sighted clear of debris.

FUEL LINES:

As per ABYC standard H-24 the vessel is equipped with USCG type A1 fuel lines, vent lines and filler hose. Fuel hoses are double clamped where sighted. No leaks observed. Note: All fuel lines should be inspected frequently or before each cruise to ensure no deficiencies.

ELECTRICAL SYSTEM(S)

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE/BATTERIES:

12 volt (8) Marine AGM batteries size 27, located in the aft compartment, secured and protected.

III. SYSTEMS

ELECTRICAL SYSTEM(S)

ELECTRICAL SYSTEM (D.C. SYSTEM)(*continued*)

MAIN BATTERY SWITCHES/LOCATION:

Battery switches were rotary type. It appears all switches functioned properly.

CONNECTORS/ROUTING/SUPPORT:

The DC wiring is UL rated stranded copper insulated boat cable, well routed and chafe protected.

CHARGING SYSTEM:

Alternators on main engines, also located in the center stowage, (2) Charge Master 100-25 battery chargers. Operable.

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET/CORD:

50 amp/240 volt VAC hinged twist lock shore power receptacle. 50' Thermo plastic protected shore power cord. Both operable.

MAIN BREAKER:

The main breaker is located in the aft cockpit stowage and is operable.

BRANCH BREAKERS:

All branch breakers at the main AC panel appeared to be operable.

CIRCUIT LOAD MONITORS:

Voltage and amperage analog gauges in the main electric panel. For both the AC and DC systems. Polarity indicator light . Operable.

CONNECTORS/ROUTING/SUPPORT:

The AC wiring is UL rated color coded wiring. It appears to be well supported and routed. No deficiencies noted.

OUTLETS:

Various A.C. outlets available throughout yacht, appear adequate and conveniently located. Tested OK for proper polarity.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (PORTABLE WATER)

TANKS/MATERIAL /CAPACITY:

One (1) polypropylene tank. Approximately 53 U.S. gallon. No leaks were observed. The tank should be filled to full capacity and determine if there are any leaks or deficiencies.

III. SYSTEMS

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (PORTABLE WATER)(*continued*)

FILL/VENT PIPE LOCATION:

The filler deck plate is properly marked and grounded. The vent appears to be free of obstruction and operable.

PUMPS/ACCUMULATOR TANK:

12 volt water pump located in the aft section. Operable. The pump has a inline filter and the filter appears to be clean.

HOT WATER TANK:

Isotemp . The hot water tank made hot water and no leaks were observed.

SANITATION

SANITATION (BLACK/GREY WATER)

M.S.D TYPE USCG SYSTEM:

Certification Type: MSD U.S.C.G. Type III. (Holding tank) Plastic 32 U.S. Gallon. No leaks were observed.

Note: Fill tank to capacity and ensure no leakage.

TYPE/MANUFACTURE:

Techma Vacuflush electrically operated for flush. Porcelain sink with handheld shower. Pressure was adequate and all operable.

HOSES AND CLAMPS:

All hoses and clamps appeared to be in satisfactory condition. Check hoses and clamps frequently and before each cruise.

PUMP-OUT LOCATION:

Vessels side deck midships. Clearly marked.

MACERATOR:

Electrically controlled discharge.

GREY WATER SYSTEM:

Shower sump pump with collection box and auto switch.

***B.15**

The shower sump pump is inoperable.

III. SYSTEMS

AIR CONDITIONING AND HEAT

AIR CONDITIONING AND HEATING SYSTEMS

TYPE/MANUFACTURE:

Dometic reverse cycle self contained air conditioning unit. Operable.

***B.16**

The air conditioning cycles intermittently and displays a HI PS code.

RAW WATER COOLING PUMP:

110 volt electric pump system is equipped with a seacock and sea strainer assembly. Appears serviceable.

Condensation drip pans: yes, drain into grey water sump.

STEERING SYSTEM

STEERING SYSTEM

TYPE/MANUFACTURE:

Sea Star II by Teleflex hydraulic. Operable. No leaks observed.

LINES AND FITTINGS:

Reinforced flexible hose, with metallic fittings. No leaks observed.

GROUND TACKLE

GROUND TACKLE

ANCHORS:

Plow estimated to be 30 lbs. The anchor appears to be adequate for a vessel of this size and weight.

LINE/RODE MATERIAL:

All chain and rode appears serviceable and adequate for a vessel of this size and weight.

WINDLASS:

Lewmar windlass. There is a remote at the bow and a digital switch control at the helm. Operable.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS (NAVIGATION)

VHF:

Simrad HS 100 VHF. Operable.

RADAR:

(2) Simrad NSO19 and 8 Radar/Chart/Sounder. Operable.

III. SYSTEMS

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS (NAVIGATION)(*continued*)

COMPASSES:

6" Ritchie. at helm. The compass should be checked for accuracy by a qualified technician.

ANTENNAS:

All antennas sighted appear to be well mounted and secured.

ELECTRONICS (ENTERTAINMENT)

STEREO SYSTEM:

Klipsh stereo with marine speakers. With Remote.

***B.17**

The stereo is inoperable.

TELEVISION(S):

Samsung flat panel. Powers Up.

THRU-HULLS

THRU-HULLS

RAW WATER STRAINERS:

Note; All thru-hulls should be frequently monitored for leaks and proper operation. A full set of emergency wooden plugs should be kept on board. Inspect all hoses frequently and ensure proper integrity and function. Replace all worn hoses as necessary.

BONDING SYSTEM

BONDING SYSTEM

MAIN BONDING CONDUCTOR:

The bonding system is mostly well established where sighted. A separate bonding system was not performed and I did not use a corrosion meter to establish the level of protection. However the bonding system is using individual green insulated wire and appeared to be serviceable were sighted. I also noted a hull mounted zinc on the transom under the swim platform. Monitor it frequently for condition and adequate protection.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S:

8 Type II and III USCG approved floatation device. Note: There must be a USCG approved floatation device for every person on board.

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)(*continued*)

NUMBER OF THROWABLE PFD'S:

One (1) Type IV-U.S.C.G. approved throwable device.

FIRE EXTINGUISHERS:

Two (2) Kidde ABC dry chemical. Note: monitor frequently for effectiveness.

***A.1**

The portable fire extinguishers are of the older ABC type and need to be replaced by B 5-B 10 B 20.

VISUAL DISTRESS SIGNALS (FLARE KITS):

Day/night visual distress signals are hand held flares. Date on flares indicate that they are out of date.

***A.2**

Day/night visual distress signals and hand held flares. Out of date.

SOUND DEVICES:

The horn at helm is operable.

NAVIGATIONAL LIGHTS:

The navigation lights were operable.

"NO OIL DISCHARGE" PLAQUE:

Placard found properly displayed in engine space.

TRASH DISPOSAL PLACARD:

Placard found properly displayed in main cabin area.

AUXILIARY SAFETY EQUIPMENT

BILGE WATER ALARM:

High water alarm is inoperable.

***A.3**

The high water bilge alarm was inoperable.

FIXED FIRE EXTINGUISHING SYSTEM:

In the engine compartment dry chemical type. Automatic thermal activation switch. Inspection tag is not current

***A.4**

The automatic fire extinguishing system in engine room inspection not current.

III. SYSTEMS

SAFETY EQUIPMENT

AUXILIARY SAFETY EQUIPMENT *(continued)*

FIRST AID KIT:

None Sighted.

***A.5**

No first aid kit sighted.

CARBON MONOXIDE DETECTOR:

(2) Fireboy Xintex CO detectors. Tested Operable. Note: There must be a working CO detector in all sleeping areas of the vessel. All detectors should be tested before each cruise and overnight stay.

***A.6**

The forward Carbon Monoxide detector is inoperable.

BILGE PUMPS

LIST:

Four (4) midships and aft. Rule 2000 submersible type with remote float switches. Monitor frequently and test before each cruise.

***A.7**

The mid and aft bilge pumps auto floats are inoperable.

***B.18**

The wiring for the bilge pumps should be secured.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S):

(4) Stainless Steel three and four bladed 26 P. Serviceable

TRIM TABS:

Lenco trim tabs, operated normally.

THRU-HULLS:

All thruhulls were visually checked for excessive wear or galvanic corrosion. All seacocks and hoses should be tested and inspected before each cruise. All seacocks should have a set of wooden plugs in the near vicinity incase of an emergency.

TRANSDUCERS:

Well mounted. appeared serviceable.

III. SYSTEMS

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY(*continued*)

ZINCS:

The zincs are approaching their limits of effectiveness.

***C.7**

The zincs are approaching their limits of effectiveness.

STABILIZERS:

Seakeeper Model 3 S/N 222-3583 Hours 25.3. The gyro did not functioned properly.

***B.19**

The Sea Keeper was missing the cooling pump.

CONDITION OF HULL (UNDERWATER PORTION)

BLISTERS:

There was no readily detectable visual evidence of hull bottom blistering. Note: Osmotic blisters can dry and recede in vessels which have been removed from the water for even a short period of time, making them undetectable without destructive testing. Mutable layers of paint may also conceal blisters. Any repairs may also be hidden by bottom paint and can be undetectable unless the bottom paint is stripped off. Blisters may even appear after the vessel has been removed from the water for a period of time.

IV. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under "**SAFETY**" should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition. ***Findings may also be in violation of U.S.C.G. regulations.***

Findings noted under "**OTHER FINDINGS**" should be corrected in the near future so as to maintain standards and to help the vessel to retain its value.

Findings will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES
- B. OTHER FINDINGS NEEDING ATTENTION
- C. SURVEYORS NOTES AND OBSERVATIONS

A. SAFETY FINDINGS (United States Coast Guard):

A.1 (PAGE 13) FIRE EXTINGUISHERS:

FINDINGS	RECOMMENDATIONS
The portable fire extinguishers are of the older ABC type and need to be replaced by B 5-B 10 B 20.	<i>Comply with USCG Safety Regulations for fire protection, 46 CFR 25.30. Vessels 26' and under must have at least One type B-5, 10, 20 . Vessels 26'-40" must have at least Two (2) type B-10 and 20 hand portable fire extinguishers. Supply two fire extinguishers.</i>

A.2 (PAGE 13) VISUAL DISTRESS SIGNALS (FLARE KITS):

FINDINGS	RECOMMENDATIONS
Day/night visual distress signals and hand held flares. Out of date.	<i>Comply with USCG . Title 46 of the Code of Federal Regulations, Subpart 160.021. Supply current flares.</i>

A.3 (PAGE 13) BILGE WATER ALARM:

FINDINGS	RECOMMENDATIONS
The high water bilge alarm was inoperable.	<i>Comply with ABYC standard H-22. Further investigate and repair or renew the high water bilge alarm or the pump and float switch. Test all bilge pumps and alarms before each cruise.</i>

IV. FINDINGS AND RECOMMENDATIONS

A. SAFETY FINDINGS (United States Coast Guard):

A.4 (PAGE 13) FIXED FIRE EXTINGUISHING SYSTEM:

FINDINGS	RECOMMENDATIONS
The automatic fire extinguishing system in engine room inspection not current.	<i>Comply with USCG regulations for fire protection. (CFR Title 46 subpart 25.30). Inspect and recertify. Note: All portable and fixed fire extinguishers should be weighed, recharged if necessary and tagged with the date of service. This is to be done yearly on dry chemical units and every six months on Halon type automatic units.</i>

A.5 (PAGE 14) FIRST AID KIT:

FINDINGS	RECOMMENDATIONS
No first aid kit sighted.	<i>Supply an approved first aid kit.</i>

A.6 (PAGE 14) CARBON MONOXIDE DETECTOR:

FINDINGS	RECOMMENDATIONS
The forward Carbon Monoxide detector is inoperable.	<i>Comply with ABYC standard A-24 Install a working CO detector in all sleeping or enclosed areas of the vessel. Test for proper operation before each cruise and overnight stay.</i>

A.7 (PAGE 14) LIST:

FINDINGS	RECOMMENDATIONS
The mid and aft bilge pumps auto floats are inoperable.	<i>Comply with ABYC standard H-22 Renew auto switch for the bilge pumps. Ensure all bilge pumps are in proper working order before each cruise, monitor frequently.</i>

B. FINDINGS NEEDING ATTENTION:

B.1 (PAGE 4) TRANSOM:

FINDINGS	RECOMMENDATIONS
There are two small gelcoat crazes on the port side transom cap.	<i>Have a qualified fiberglass technician further investigate and repair as necessary. Check for leakage and any collateral damage.</i>

B.2 (PAGE 5) COCKPIT:

FINDINGS	RECOMMENDATIONS
Several areas of the cockpit floors sea deck material was torn.	<i>Investigate further. Have a qualified technician renew the sea deck as necessary.</i>

IV. FINDINGS AND RECOMMENDATIONS

B. FINDINGS NEEDING ATTENTION:

B.3 (PAGE 5) GENERAL EQUIPMENT:

FINDINGS	RECOMMENDATIONS
The cockpit cooler box drawer does not stay closed.	Have a qualified technician further investigate and repair the drawer lock as necessary.

B.4 (PAGE 5) GENERAL EQUIPMENT:

FINDINGS	RECOMMENDATIONS
The forward anchor washdown leaks.	Comply with ABYC standard H-27. Further investigate. Repair the leak as necessary.

B.5 (PAGE 6) ACCESSORIES:

FINDINGS	RECOMMENDATIONS
The underwater lights are inoperable.	Comply with ABYC standard E-11. Further investigate and repair or replace the lights as necessary.

B.6 (PAGE 6) ACCESSORIES:

FINDINGS	RECOMMENDATIONS
The courtesy lights do not change colors.	Comply with ABYC standard E-11. Further investigate and repair or replace the lights as necessary.

B.7 (PAGE 6) DOCK LINES:

FINDINGS	RECOMMENDATIONS
There are no dock lines on board.	Supply at least four proper sized dock lines.

B.8 (PAGE 6) DESCRIPTION:

FINDINGS	RECOMMENDATIONS
There is no stay shock affixed on the starboard side aft stowage hatch.	Comply with ABYC standard H-31. Further investigate and affix a stay shock as necessary.

B.9 (PAGE 6) DESCRIPTION:

FINDINGS	RECOMMENDATIONS
The door knob for the head is loose.	Have a qualified technician further investigate and repair the door knob as necessary.

B.10 (PAGE 6) DESCRIPTION:

FINDINGS	RECOMMENDATIONS
The access panel on the underside of the hardtop is falling down.	Have a qualified technician further investigate and repair the panel as necessary.

IV. FINDINGS AND RECOMMENDATIONS

B. FINDINGS NEEDING ATTENTION:

B.11 (PAGE 6) DESCRIPTION:

FINDINGS	RECOMMENDATIONS
The cockpit wet bar counter tops are scratched.	Have a qualified technician further investigate and repair as necessary.

B.12 (PAGE 6) REFRIGERATION:

FINDINGS	RECOMMENDATIONS
The cabin refrigerator is loose in its mounting.	Comply with ABYC standard E-11. Have a qualified technician further investigate and remedy as necessary.

B.13 (PAGE 7) MICROWAVE:

FINDINGS	RECOMMENDATIONS
The microwave did not power up.	Comply with ABYC standard E-11. Investigate further. Repair or replace the microwave as necessary.

B.14 (PAGE 7) TYPE/MANUFACTURER/LOCATION:

FINDINGS	RECOMMENDATIONS
The port engines tab plate is bent.	Comply with ABYC standard P-4.6. Have a qualified technician further investigate and replace the tab as necessary.

B.15 (PAGE 10) GREY WATER SYSTEM:

FINDINGS	RECOMMENDATIONS
The shower sump pump is inoperable.	Comply with ABYC standard H-23. Repair or renew the pump as needed.

B.16 (PAGE 11) TYPE/MANUFACTURE:

FINDINGS	RECOMMENDATIONS
The air conditioning cycles intermittently and displays a HI PS code.	Have a qualified technician service the air conditioning unit. Clean the unit and tray, change the filter and ensure proper operation.

B.17 (PAGE 12) STEREO SYSTEM:

FINDINGS	RECOMMENDATIONS
The stereo is inoperable.	Comply with ABYC standard E-11. Further investigate. Repair stereo or replace the unit as necessary.

IV. FINDINGS AND RECOMMENDATIONS

B. FINDINGS NEEDING ATTENTION:

B.18 (PAGE 14) LIST:

FINDINGS	RECOMMENDATIONS
The wiring for the bilge pumps should be secured.	Comply with ABYC standard E-11. Secure all wiring properly.

B.19 (PAGE 15) STABILIZERS:

FINDINGS	RECOMMENDATIONS
The Sea Keeper was missing the cooling pump.	Have a qualified technician further investigate and repair as necessary. Ensure proper function.

C. SURVEYORS NOTES AND OBSERVATIONS :

C.1 (PAGE 4) TRANSON:

FINDINGS	RECOMMENDATIONS
Several areas of the transom displayed elevated moisture readings with no obvious or significant FRP delamination present at the time of the survey.	Have a qualified fiberglass technician further investigate and repair as necessary. Check for leakage and any collateral damage.

C.2 (PAGE 4) TRANSON:

FINDINGS	RECOMMENDATIONS
There is gelcoat crazing around the port side transom seats locking pin.	Have a qualified fiberglass technician further investigate and repair as necessary. Check for leakage and any collateral damage.

C.3 (PAGE 4) TRANSON:

FINDINGS	RECOMMENDATIONS
There are two gelcoat chips at the aft transom hatch.	Have a qualified fiberglass technician further investigate and repair as necessary. Check for leakage and any collateral damage.

C.4 (PAGE 4) BULKHEADS/STRINGERS:

FINDINGS	RECOMMENDATIONS
There appears to be prior leakage through the engine bolt visible by staining from the aft bilge port side.	Have a qualified FRP technician further investigate and remedy as necessary. Comply with ABYC Standard P-4, Further investigate and rebed, reseal if necessary.

IV. FINDINGS AND RECOMMENDATIONS

C. SURVEYORS NOTES AND OBSERVATIONS :

C.5 (PAGE 4) BULKHEADS/STRINGERS:

FINDINGS	RECOMMENDATIONS
The aft stringers starboard side that adhere to the transom appear to have been repaired visible by newer gelcoat. This may have been done from factory.	<i>Have a qualified fiberglass technician further investigate and remedy if necessary.</i>

C.6 (PAGE 5) COCKPIT:

FINDINGS	RECOMMENDATIONS
There are several areas around the yacht that show gelcoat crazing on the cockpit flooring at corners.	<i>Have a qualified fiberglass technician further investigate and repair as necessary.</i>

C.7 (PAGE 15) ZINCS:

FINDINGS	RECOMMENDATIONS
The zincs are approaching their limits of effectiveness.	<i>Comply with ABYC standard E-2 2.7. Replace the zincs.</i>

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION After the survey has been completed and the findings have been organized in a logical manner.

The grading of condition, developed by BUC RESEARCH, INDUSTRY STANDARDS and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the BUC USED BOAT PRICE GUIDE, SOLD BOATS for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is It is the accepted marine grading system of condition:

"EXCELLENT (BRISTOL) CONDITION", is a vessel that is maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

"ABOVE AVERAGE CONDITION", has had above average care, requires very little additional work and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION", ready for sale requiring moderate to little additional work and normally equipped for her size.

"POOR/BELOW AVERAGE CONDITION", substantial yard work required and devoid of extras.

"RESTORABLE CONDITION", enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the SYSTEMS AND FINDINGS AND RECOMMENDATIONS section of this REPORT OF SURVEY, and by virtue of my experience, my opinion is

OVERALL VESSEL RATING:

Average

V. SUMMARY AND 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.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- 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. **The sources utilized to determine the fair market value are: BUC Value, NADA and Sold Boats.com.**

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

\$850,000 Dollars

Eight Hundred Fifty Thousand Dollars

2. 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:

\$1,200,000 Dollars

One Million Two Hundred Thousand Dollars

SUMMARY:

In accordance with the request for a marine survey of the N/A, 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 personally inspected by the undersigned on 9/4/26. With the remedy of the discrepancies noted in the body of the report, the N/A is considered to be ready for sale and or underwriting.

V. SUMMARY AND VALUATION

SURVEYOR'S CERTIFICATION:

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

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

The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.

I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.

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

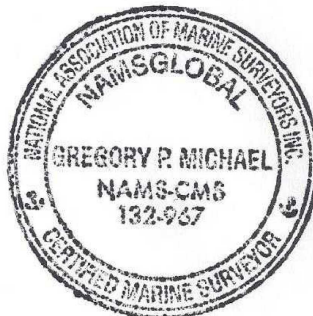
This report is submitted without prejudice and for the benefit of whom it may concern.

All e-mail or other copies that are not signed and stamped by the attending surveyor are not deemed as the original copy and therefore are not to be used for official use.

ABYC Standards Certified
ABYC Boat Builder Certified
ABYC Ships Systems Certified
ABYC Electrical Certified
ABYC Master Technician
NFPA Member
USPAP Certified
USCG 100 Ton Master Captain
NAMS CMS-132-967

ATTENDING SURVEYOR:

Capt. Gregory P. Michael



VI. PHOTOGRAPHS



DSCN2069



DSCN2068



DSCN2067



DSCN2066

VI. PHOTOGRAPHS



DSCN2065



DSCN2064



DSCN2063

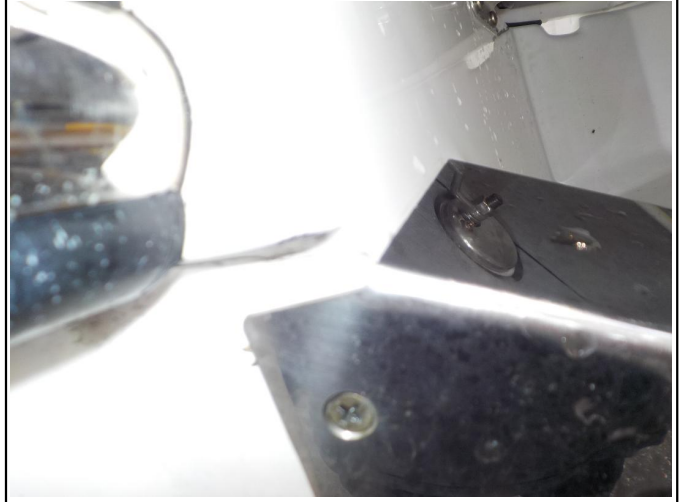


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VI. PHOTOGRAPHS



DSCN2061



DSCN2060



DSCN2059



DSCN2058

VI. PHOTOGRAPHS



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DSCN2056



DSCN2055



DSCN2054

VI. PHOTOGRAPHS



DSCN2053



DSCN2052



DSCN2051



DSCN2050

VI. PHOTOGRAPHS



DSCN2049



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DSCN2047



DSCN2046

VI. PHOTOGRAPHS



DSCN2045



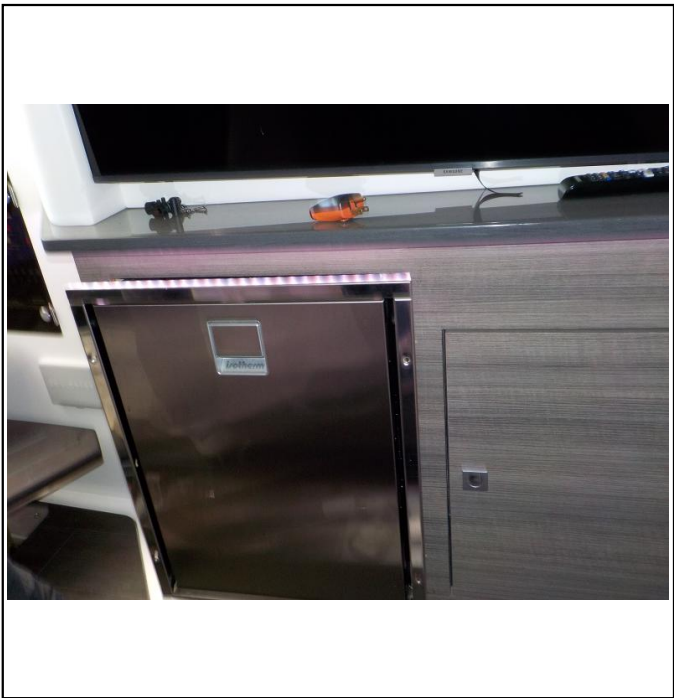
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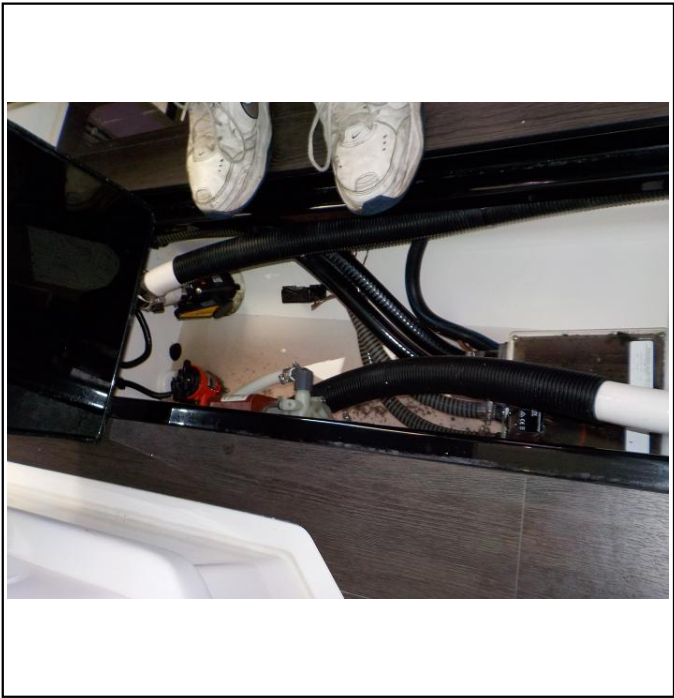
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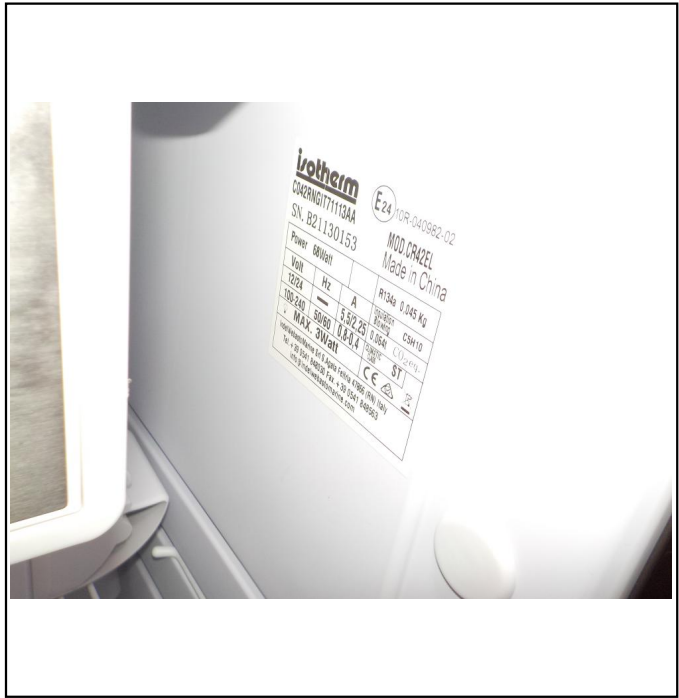
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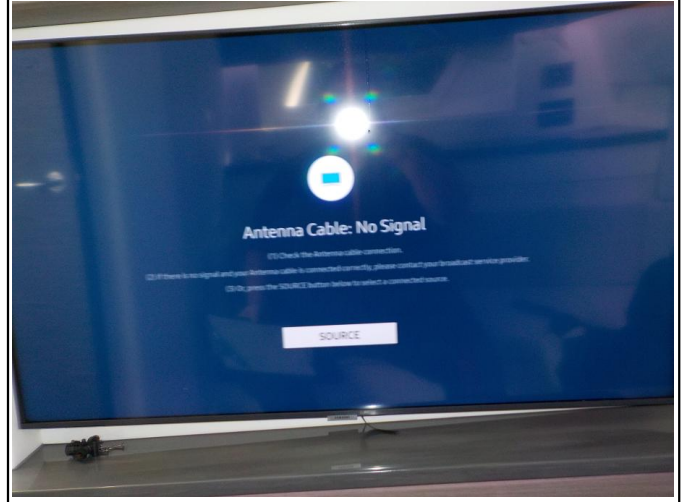


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VI. PHOTOGRAPHS



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DSCN2036



DSCN2035



DSCN2034

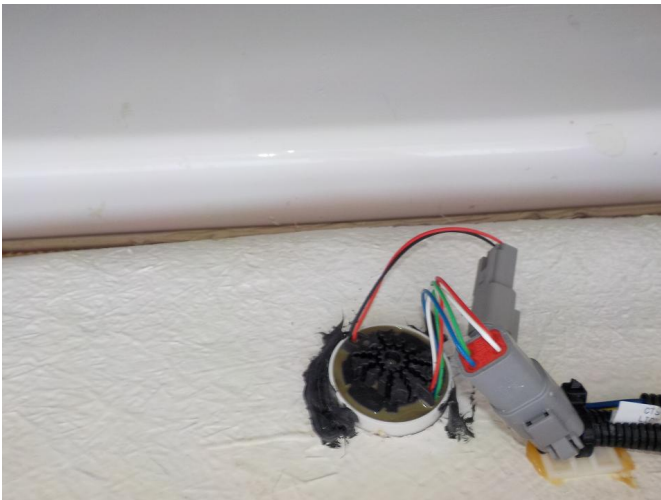
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DSCN2031



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VI. PHOTOGRAPHS



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DSCN2026

VI. PHOTOGRAPHS



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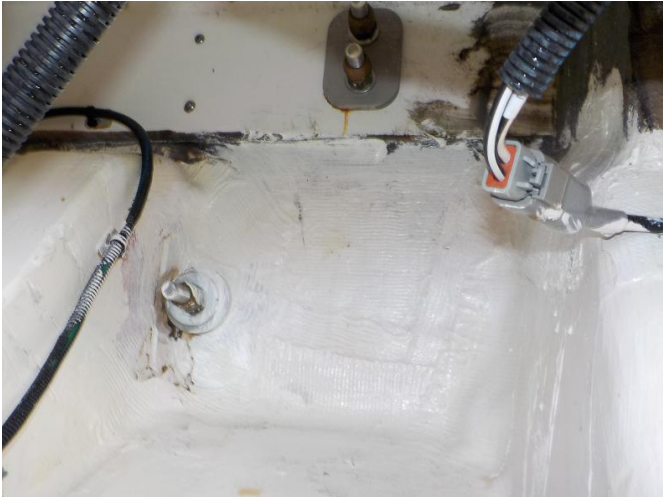


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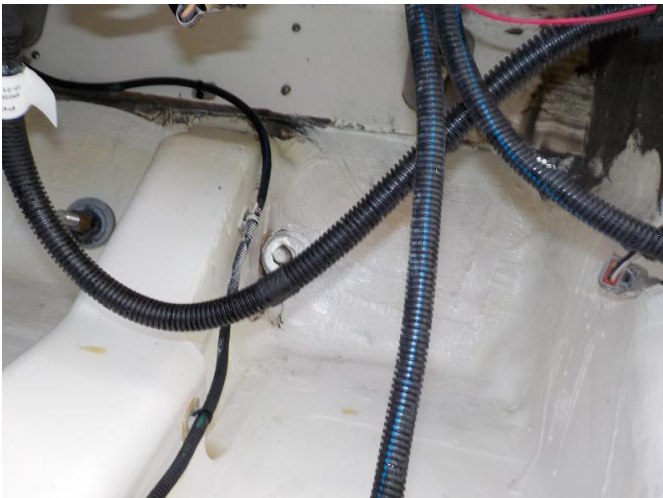
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DSCN2018

VI. PHOTOGRAPHS



DSCN2017



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DSCN2015



DSCN2014

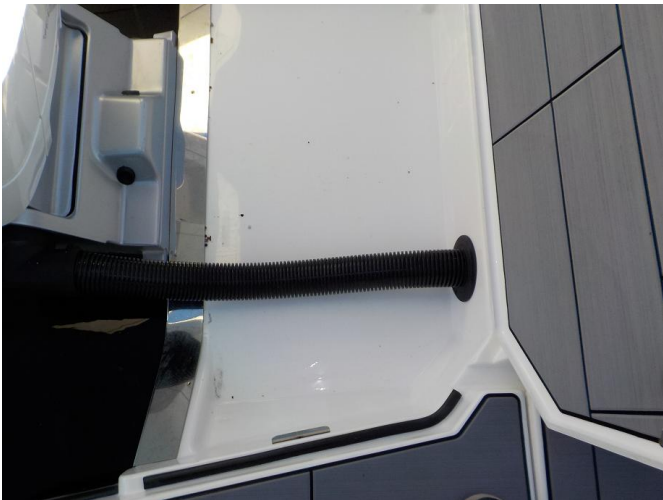
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DSCN2011



DSCN2010

VI. PHOTOGRAPHS



DSCN2009



DSCN2008



DSCN2007



DSCN2006

VI. PHOTOGRAPHS



DSCN2005



DSCN2004



DSCN2003



DSCN2002

VI. PHOTOGRAPHS



DSCN2001



DSCN2000



DSCN1999

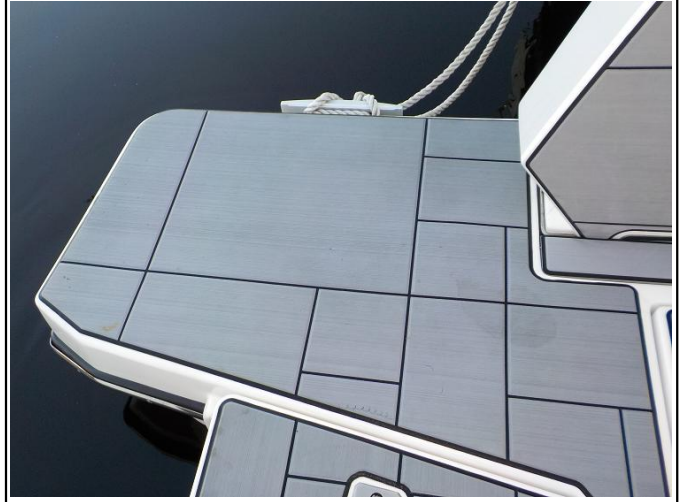


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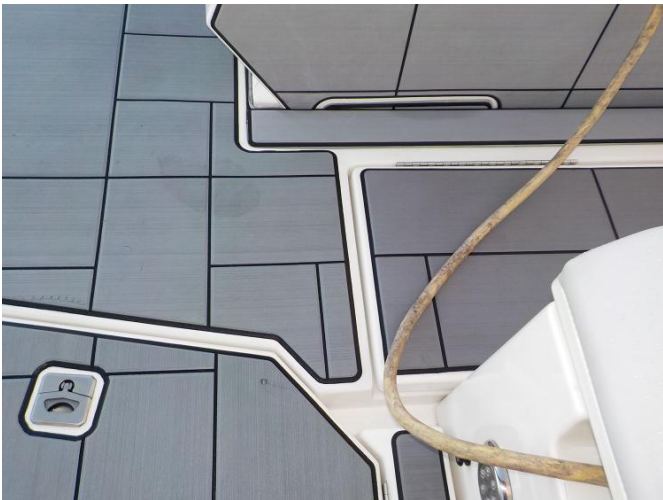
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VI. PHOTOGRAPHS



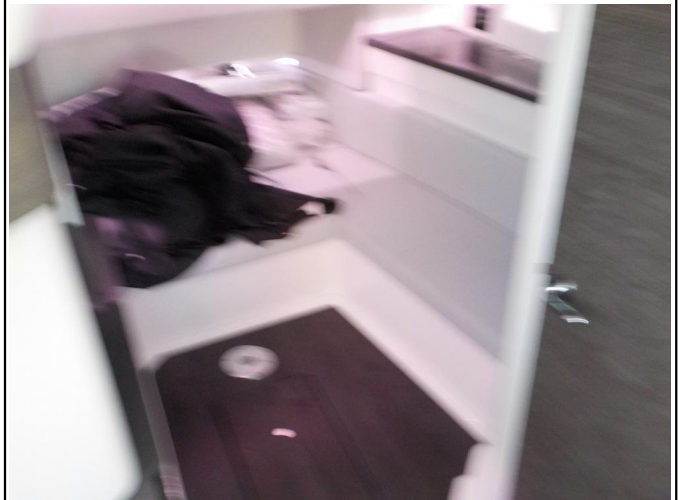
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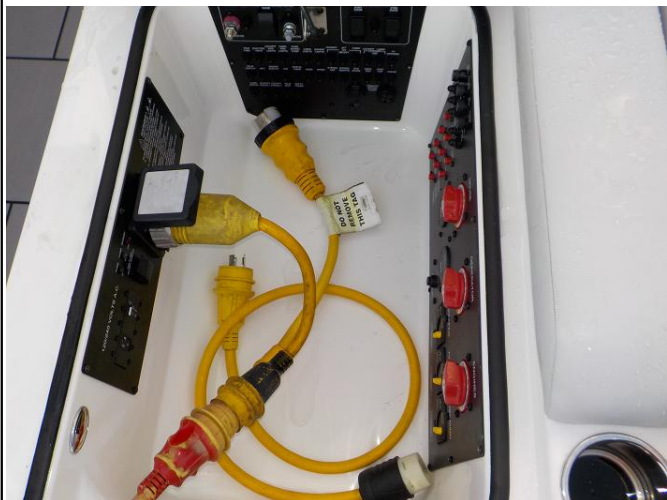
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