

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

VESSEL: CHANTICLEER
BUILD #: 310C
FILE #: 24595A
DATE: May 9, 2025

REPORT OF SURVEY

The vessel, Chanticleer, was inspected dockside only while secured at its berth at 905 Coconut Drive Fort Lauderdale, Florida on May 9, 2025 for the purpose of condition and valuation. The vessel was not inspected in dry dock at this time, however, remarks and recommendations pertaining to a bottom inspection conducted by this marine surveyor on July 31, 2023 are included in this report. No trial run was conducted at this time.

DRY DOCK

Inspection conducted July 31, 2023.

The bottom was inspected and found to be sound.

The antifouling paint had been renewed.

The zinc anodes had been renewed.

The cutlass bearings and rudder bearings were noted to be acceptable.

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

Ultrasound testing was conducted with a Cygnus Audio gauge.

TRIAL RUN

No trial run was conducted at this time.

HULL AND DECKS

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

The decks and superstructure were inspected and found to be basically sound, showing no signs of hard or abusive use. The teak decking has exceeded its service life and in need of renewal.

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 be sound.

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ELECTRICAL

The electrical wiring on the vessel was inspected where accessible and found to be sound. However, several circuits were found to have unsecured wires, uncovered terminal connections and improperly wired outlets.

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.

The generators were not operated during this inspection.

MACHINERY

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.

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.

CONDITION

This vessel is found to in good overall condition in its present condition and upon compliance with the recommendations set forth in this report.

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Remarks and Recommendations pertaining to this report are as follows:

BOTTOM

Bottom inspection conducted July 31, 2023 while in dry dock at Willis Marine, Palm City, Florida.

1. The underwater lights are inoperative. Service and prove.
2. The strut mounted portion of the spurs line cutter is missing.
3. It is recommended that the muff couplings be inspected internally on a biennial basis as part of a regular preventive maintenance program. The muff couplings were not inspected internally at this dry-docking.
4. The stabilizer shaft seals were renewed during this dry dock period.
5. The hull, shaft and rudder zincs were renewed during this dry dock period.
6. The wetted surfaces were heavily sanded prior to the application of Sea Hawk Cukote black antifouling paint.
7. Excessive layers of old coatings were noted, although the adhesion to these coatings appear to be acceptable at this time, it is recommended to remove excess layers of old antifouling coatings at the next scheduled dry dock service interval.
8. Audio gauge readings were taken of the vessel's hull plating with a Cygnus audio gauge. Due to the thickness of the coatings, approximately 75 percent of the readings were reliable. Readings were taken in areas suspect to wastage as noted on similar vessels. No areas of significant wastage were identified.

BOAT DECK

9. The teak overlay is worn beyond service limits. Renew.
10. The hydraulic mast actuator is inoperative. Service and prove.
11. The Spectra davit line is worn thin and is aged. Renew same.

TENDER

12. The battery was found to be fully discharged. Renew battery and prove.

FLYBRIDGE

13. The fluid has drained from the compass

SWIM PLATFORM

14. Cracks in the teak overlay and transom door step were noted. Repair or renew as deemed necessary.

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COCKPIT

15. The fire pump spigot is inoperative. Service and prove.
16. Water leakage was noted from the base of the handheld shower fixture. Service as necessary.
17. It is recommended to install screens over the port and starboard deck drain openings.

UNDER COCKPIT

18. Neutralize corrosion in the aluminum shell plating and apply protective coating.

DECKS AND SUPERSTRUCTURE

19. Label the freshwater fill, starboard forward.
20. The port searchlight is inoperable. Service and prove.
21. The wheel house windshield wiper arms have been removed. Install sane and prove.

AFT DECK

22. The starboard aft window is cracked. Renew glass window panel.
23. The port aft glass window is cracked.
24. The starboard aft window is cracked.
25. Provide a positive means of securement to the lazarette access hatch to secure in the open position.

LAZARETTE

26. * Install a ground-fault circuit-interrupt-protected outlet in place of the vessel's present 110-volt outlet.
27. The blowers are noisy. Suspect failing shaft bearings. Repair or renew.
28. Secure the starboard dry chemical fire extinguisher in proper bracket.
29. Prove the port electric/automatic bilge pump.
30. The blower hose is not routed to an exterior discharge point.
31. Blistered paint and surface corrosion were noted in the aluminum shell plate, port, starboard and center. Remove blistered paint. Neutralize corrosion. Keep bilge as clean and dry as possible.
32. The battery box covers are in need of repair.

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MASTER STATEROOM

33. Neutralize corrosion in the port and starboard shaft alley aluminum shell plating.

PORT AFT STATEROOM

34. Signs of leakage and deterioration of the hanging locker paneling were noted. Trace out source of leakage. Repair in accordance with good marine practices.

HOLD BELOW PILOTHOUSE

35. There is a multitude of unidentified, disconnected and unsecured electrical wires and network cables. It is strongly recommended to identify and organize the wiring in this area. Terminate all wiring in accordance with good marine practices which is not to be returned to service.
36. The air conditioning air handler is noisy. Suspect failing blower shaft bearing. Service or renew.

GALLEY

37. The door to the outboard Miele oven is missing.

CREW'S QUARTERS

38. Install a carbon monoxide alarm.
39. Clean and disinfect the air conditioning return air discharge vents and air handler coils.

BILGE BELOW CREW'S QUARTERS

40. * Install a ground-fault circuit-interrupt-protected outlet, forward and starboard, in place of the vessel's present 110-volt outlet.
41. The centerline aft aluminum shell plating has been epoxy coated. The coating appears to be sound and the bilge was clean and dry during this inspection.
42. Blistered epoxy coating was noted in the aluminum shell plating around the electric/automatic bilge pump. Remove blistered paint. Neutralize surface corrosion.
43. Condensate formation on the exterior of the air conditioning chilled water loop insulation was noted. Renew air conditioning chilled water loop insulation.

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ENGINE ROOM

- 44. The port forward fluorescent light is inoperative. Service and prove.
- 45. * Oily water was noted in the bilge. Remove water and discard within limits of the law. Keep bilges clean and dry as possible.
- 46. Condensate leakage was noted at the air conditioning chilled water loop insulation. Renew chilled water loop insulation.
- 47. Surface corrosion and pitting in the aluminum frame work and shell plating were noted below the deteriorated loop insulation, starboard side. Neutralize corrosion and apply a protective coating.
- 48. * The port generator battery switch location exceeds the maximum 72" distance from the battery bank. Relocate the port generator battery cut-off switch within 72" per American Boat and Yacht Council Standards.
- 49. It is recommended that the stabilizers be dropped and inspected on a biennial basis, and the seals checked and replaced as necessary.
- 50. *The stainless steel flange to the air conditioning raw water overboard discharge valve is heavily corroded. Renew the stainless steel flange.
- 51. Install a manual or D.C backup fuel transfer pump.
- 52. The engine batteries are in need of distilled water addition maintenance.
- 53. Standing water was noted in the bilge. Remove water within lawful limits. Keep bilges as clean and dry as possible.

FIRE PUMP

- 54. The 220 volt fire pump system has been dormant for a prolonged period of time. Inspect piping to same, service the 220 volt pump and prove the fire pump system.

BILGE PUMP

- 55. The vessel is fitted with a 220 volt bilge pump to a manifold system and five D.C. electric/automatic bilge pumps. The D.C bilge pumps were tested and found to be operational. The 220 volt bilge pump has been dormant for a prolonged period of time. It is recommended to service and prove the 220 volt bilge pump system.

AIR CONDITION SYSTEM

- 56. Several areas of deteriorated chilled water loop insulation were noted throughout the vessel primarily in the engine room. It is recommended to renew the air conditioning chilled water loop insulation.
- 57. Mildew was noted in some of the air conditioning discharge vents and the air handler compartments. Clean and disinfect the air conditioning system.

FRESHWATER TANK

- 58. It is recommended to conduct an internal tank inspection. It was reported that the tanks had been inspected approximately two years ago.

BLACK WATER TANK

- 59. It is recommended to conduct an internal tank inspection. It was reported that the tank top had been removed and the tank inspected within the last 120 days. Photos indicate the tank coatings to be intact, however, a formal written report pertaining to the condition of the tank coatings was not available at this time.

TEAK DECKING

- 60. The teak decking was noted to be in fair to poor condition on the foredeck, side decks and in the cockpit. Several areas of separated deck joint caulk and trapped moisture between the teak overlay and aluminum deck were noted. The teak decking has exceeded its service life and is in need of renewal.

BRIGHTWORK

- 61. The majority of the teak brightwork has been stripped and refinished, however bare spots are beginning to develop. Apply additional clear coatings as deemed necessary.

EXTERIOR COATINGS

- 62. Numerous blisters were noted in the top coatings over the entire vessel. It is recommended to address areas of blistered top coatings.

TRIAL RUN

- 63. No trial was conducted at this time; therefore, no report of condition for machinery, equipment, electronics as tested underway can be made.

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UNITED STATES COAST GUARD AND SAFETY

- 64. Provide fresh signal flares.
- 65. Renew EPIRB batteries.
- 66. Install new batteries in the smoke detectors and prove.
- 67. Install CO alarms in the guest and crew accommodations areas.

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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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