



SCOPE OF SURVEY

This is to certify that the undersigned Marine Surveyor/Appraiser did attend the following described vessel, a 1970 Rybovich Sport Fisherman on February 27, 2025 for bottom inspection, June 20,2025 for hull and systems inspection and June 27,2025 for sea trial at the request of Dale Matteson of Palm Beach Florida. The purpose of the survey was to ascertain the Present-day Fair Market Value of the vessel and Condition for Pre-Purchase Purposes.

At the time of the Survey, in attendance was Mr. Clint Yates, the attending Surveyor. The vessel, a 54' Sport Fisherman, was inspected while out of the water at Cracker Boy Boat works, Riviera Beach, Florida and 4 Driftwood Landing Road, Delray Beach, Florida. The Hull Identification Number was not verified. A sea trial was performed, and the engines and generator were inspected by Ryan Kruger an engine surveyor. References to moisture readings were taken with a skipper pro moisture meter. An out-of-the-water inspection of the exterior of the hull's surface area was performed as well as a deck and machinery inspection. The hull and bottom were sounded with a phenolic hammer. The vessel currently has a 50 Amp AC power cord and four 4 Group 31's batteries and one 4D for all electrical systems, engines, pumps and electronics.

The vessel was surveyed without removal of any parts, including fittings, anchors and chain, fixed partitions, instruments, spare parts and miscellaneous materials in the bilge, lockers, or other fixed or semi-fixed items. Inaccessible areas would also preclude inspection. Furthermore, 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.

The Appraisal Fee is Not Based on a Percentage of the Appraised Value of the Vessel and does not involve an appraisal fee prohibited by Reg. Sec. 1.170A-13 (C) (6).

CONDUCT OF SURVEY:

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (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 was not deemed appropriate at the time of the survey. The deficiencies reported herein reflect the condition observed at the time the survey was conducted.

Note:

The vessel was in the yard for two months, January and February 2025 for a complete bottom job, new zincs, new cutlass bearings and new bottom paint. The vessels hull was repainted white with awl craft 2000 along with the transom totally refinished.

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(561) 213-5528
Skipperschoice4@aol.com

**CONDITION AND VALUATION REPORT FOR PRE
PURCHASE PURPOSES**

NAME OF VESSEL "TA-BOO" 1970 Rybovich 54' Sport Fisherman			
FILE NO. 062725			
SURVEY REQUESTED BY Dale Matteson P.O. Box 981, Palm Beach, Florida 33480			
UNDERWRITER OR INSURANCE COMPANY Unknown			
CONTACT Dale Matteson 702 592 4200			
OWNER Dale Matteson			
MASTER Same			
SURVEY DATE 02/27/2025, 06/25/2025, and 06/27/2025		DATE OF THIS REPORT 06/27/2025	
DOCUMENTED NO. 524622	STATE REG. NO. N/A	REG. PORT Ocean Reef, Fl.	
USE Pleasure			
LOA: 54'	LWL	BEAM: 15'6"	DRAFT: Per 3'6" Reported
G.T. 40 GRT Per document	N.T. 32NRT Per document	SPEED 20.8 Knots Cruise at sea trial	
HULL NO. 72 Reported/ No Hull ID		ENGINES Two Mann 2848LE403's 800 HP reported with ZF transmissions	
HULL MATERIAL / CONSTRUCTION Cold Molded Wood/Fiberglass			
WHERE PURCHASED Unknown			
ORIGINAL PURCHASE PRICE UNKNOWN			
DATE LAST HAULED February 2025 Cracker Boy Boat Works, Riviera Beach, Florida			
DATE OF PRESENT HAULING, IF APPLICABLE Same/ Survey was performed in water on 6/20/25 and the haul out February 2025			
PRESENT FAIR MARKET VALUE \$225,000.00 (See Valuation page)		REPLACEMENT VALUE \$5,950,000.00	
INSURED VALUE UNKNOWN		OVERALL RISK FAIR	

*Noted are considered recommendations
STRUCTURAL
Material / Condition
Bulkheads Wood and Fiberglass and composite enhanced and bonded to the hull
Bottom Fiberglass/Wood/Painted with antifouling/Good
Deck Deck Beams with wood and Fiberglass, full teak cockpit that will need attention *
Keel Yes/ Wet inside/Needs further investigation.*
Bilges Dirty Need Attention*
Transom Full transom with transom door/Good/ Transom door needs latch to hold it open*
Fittings Stanchions Aluminum
Chocks, Cleats, Scuppers All Stainless/Good
Superstructure Cold molded with fiberglass, Forward windows, Flybridge and tower* See Recommendations
Hatch Covers None noted
Windows/Doors Fixed windows Port & Starboard, Two sliding glass doors aft, Three windows forward*
Ventilation Bow hatches, fixed port lights/Head blowers inoperable/Poor*
Portholes / Openings / Hatch covers
Cabin Teak/Carpet/Wallpaper/Paint* Some water damage in salon area noted*
Swim Platform No
Pulpit No
Outriggers Yes/Good
Lifelines No
Toilets / MSD Three/ Galley maid with Raz pumps and holding tank/Forward one Inoperable*
Sinks / Showers Three/Two
Berths Three staterooms with twins forward and master stateroom with two criss- cross twins. Good

ELECTRICAL SYSTEM	
Material/Condition/Voltage	
Wiring	600 V USCG approved for AC and stranded aluminum USCG approved for DC
Fuses	Trip type for AC power and trip style for DC 24 V
Any Add-On Wiring	Yes/ Stereo, electronics, LED lights, underwater lights.
Battery Selector	Two battery switches/Engine room and one at the panel inside
Main Engine Batteries	Group 31's/All new * Replaced for sea trial One group 4D for generator
Chargers	Sentry 24V40Amp and Dolphin 12VDC
Voltage	12/24/120/240
Circuit Protection	Yes
Cabin Lights	24V/120V
Shore Power Cords	50 Amp ,220V
Polarity Indicator	Yes
Generator	
Manufacturer	Northern Lights
Models	PX-G-306 SEE ENGINE SURVEYORS REPORT*
Year	Unknown
Type	Diesel – 18KW Reported
Condition	Runs/See engine surveyor report Running Hot during survey 213degrees*
Serial #GS18238	Hours: 5359 Believed at the generator/inside gauge shows 5071
SEE ENGINE SURVEYORS REPORT for any discrepancies.	
Engine Surveyor: Ryan Kruger/ Kruger Survey and Engineering 561 676 7840	
KRUGERDIESELSURVEY@gmail.com	

PROPULSION

Twin 800 HP 2848LE403 MAN Diesels. Port Engine serial is 4239586122A301, the Starboard serial is 4239586243A301, both rated to run 2300 RPM under load.

The port engine may have issues with exhaust. See engine surveyors report. *

Bilge blowers were found operable in the engine room. * Both engines are operable. (ENGINE SURVEYOR should have a separate report for both engines, generator and transmissions.)

TRANSMISSIONS

Both transmissions are ZF 350 with a reduction of a1.50:1, Serial number Port 20014085 and Starboard is 2014039. See Engine surveyors report for any issues.

STEERING

Vessel has chain and pulley steering. Vessel has a single steering station, on the bridge and one in the tower and one on the aft deck.

SHAFTS

Shafts have dripless seals. * They are joined together with a crossover hose for cooling the seals. Spare seals were noted; Shafts are 2" diameter stainless supported by two struts, each side. Port side leaks excessively while running. *

RUDDERS

Bronze 21"x15". Rudder shafts need attention by the packing glands. *

PROPS

4-Blade 26x30 with #5 Cup/ Also two spares noted/New cutlass bearings noted. Both props are bent causing vibrations and are being changed out on the 29th. *

TRIM TABS

Two 35"x15" with single actuators/See recommendations*

Zincs	
Type	SEE HAULOUT INSPECTION
Location	Shafts, Rudders, Trim Tabs (All new Feb.2025)
Galley	
Location	UP/Starboard Side
Stove	GE 4 burner with stove /Powers up Panasonic Microwave /Powers up
Sink	Single Stainless-Steel Cuisinart 2 slice toaster Whirlpool Icemaker
Refrigeration	Four drawer Sub Zero /All working
Dishwasher	No
Icemaker	Whirlpool-Needs to be proven*
Piping	Copper/Pressurized hose
Hoses	Stranded USCG approved
Fresh Water System 120V Pump with accumulator tank / engine room/ Aluminum Tanks 250 Gallons Reported	

Fire Extinguishers			
Number	Type	Location	Date Inspected
4	Dry chemical	Various locations	2022*
2	Carbon Dioxide	Engine room	2022*
PFDS 12 noted Type 1&2		One throwable type IV, need lanyard*	
Water Lights			
No			
Flares			
Orion signal kit (2020) Needs replacing*			
Epirbs			
No			
First Aid Kit			
Yes/Older/Replace with new*			

Equipment		
VHF		
Icom M 502 VHF/ Powers up/ Standard horizon/Powers up		
EPIRB		Inspection Date
No		No
SATNAV		
Furuno Nav-Net/Older powers up/ Newer Furuno touch screen GPS/powers up		
Trim Tabs		
Lenco/Two See recommendations about actuators*		
Stereo		Sirius XM
Denon 120V AM/FM/CD/ Needs to be proven. Fusion/Powers up		No
Autopilot		
Simrad AP22/Needs to be proven* could not get unit to power up		
SONAR		
No		
Depth Sounder		
Nav- Net Combo/operable		
Radar		
Furuno 64 mile/Powers up		
Spreader lights		
Yes/Need to be proven*		
Whistle / Horn		
Yes/ Dual airhorns/Operable		
Bell		
Yes/ Not mounted		
Central Vacuum		
Yes/Needs to be proven, could not get to work*		
Miscellaneous		
CAMERAS		
No		
LIFE RAFT		
No		
FLIR		
No		
Compass		
Ritchie/ Flybridge and tower		
Air Conditioning		
Three Units/ 2 with compressors and one self-contained		
Engine Controls		
Cable and pulleys		
Thrusters/No		
Hot water		
Stainless Steel Iso temp		
Buoys 6		
Props		
Two 4 blade spares under aft deck /Appear good		

VALUE and DESIGN of YACHT INTERIORS (IF APPLICABLE)

For custom yachts, please address the design, fabrication, and appointment of interior, number of cabins, berths, decks, bars, and entertainment areas. If valuable antiques, paintings, carpets, and objects d'art are on board a competent appraiser should be called if items are to remain aboard.

NON APPLICABLE

DINGHY / OUTBOARD NO DINGHY OR OUTBOARD		
Tackle	Type	Condition
Anchor Yes/3	2 Raritan /One Reef	Good
Windlass Yes	Ideal	Has Issues*
Anchor Davit No		
Chain Yes/ Galvanized		Good
Rode's Yes	½" Anchor	Good
Winches N/A	N/A	
Chain Plates N/A	N/A	

DEWATERING

The vessel has **THREE Rule 24V 2000 GPM bilge pumps** from aft lazarette to the engine room and forward sleeping area companionway with auto floats. All were checked and found operable. There is also an emergency engine run pump, port engine which needs to be proven. Also, sump forward for showers.

Tanks and Fuel Lines
Fuel Type Diesel
Capacity 1000 US Gallons Reported, two tanks / Fill tanks and pressure test* Low on fuel*
Location Under Aft Deck
Filler Hose USCG approved/
Waste Separators Dual Racor 1000 series, both engines and single for generator* Algae noted in bowls *
Ventilation Overboard
Filters Overflow Yes
Fuel Lines USCG approved
Ventilation / Blowers Yes/ Blowers Inoperable*
Shut-Off Valves Yes
Spare Fuel Storage No
L.P. Tanks No
Ventilation Adequate
Safety Concerns No
Outboard Motor No
Lines / Hoses Pressurized Hoses throughout, Appear good
Water
Tanks One
Capacity 250 Reported
Location Forward engine room
Secured Built in
Inspected Yes
Material Aluminum
Lines / Hoses USCG pressurized vinyl /Copper

ADDITIONAL EQUIPMENT

Water maker, Spreader lights, Aft deck steering station, Tuna tower with controls, steering, compass and wiring for VHF radio, Flybridge with electric pop-up instrument panel, Bow cushions with cover, Helm Cushions, two custom teak mounted Captain and companion chairs on flybridge, Double spreader outriggers, 8 rod holders, Gin pole with flag, Central vacuum, underwater lights, smoke alarms, Two flatscreen TV's.

SEA TRIAL 06/27/2025 Due to engines not starting on 06/20/2025 (Bad Batteries) Batteries replaced on 06/21/2025 *

A sea trial was performed from George Bush bridge in Delray Beach north to Boynton beach and back approximately 7:30 to 9:45 AM on the intracoastal waterway. All findings from the engine surveyor should be included with this sea trial for temperatures and oil pressure. Vessel had bent props during the sea trial and was very noticeable. Engines were run at 1200RPM, 1400RPM, 1600RPM, 1800 RPM and 2000 RPM for the engine surveyor. Did not push the RPM's higher due to vibrations. At 2000 RPM she ran 20.8 knots, 1800 she ran 18.5 knots, 1600 she ran 15.1 knots. Port side shaft seal was leaking excessively, at all speeds, starboard side rudder seal was leaking excessively. The generator was run with a full load but running hot, 213 degrees but did not climb higher during the sea trial. (Possible needs heat exchanger cleaning). A back down test was done to check engine mounts.

HAUL OUT INSPECTION 02/27/2025

Propellers: Port and Starboard were both checked, both proved to be true. Both are 4 Blade props, Zincs are new. Props are believed to be 26 x 30 with 2" shafts. Both shafts are true and have new cutlass bearings on all four struts.

Rudders: Rudders were checked and have minimal play and serviceable.

Bottom was sounded with a phenolic hammer and overall was Good. Bottom painted in February 2025. No issues noted.

Hull was just repainted from Blue to white with awl craft 2000, January 2025.

Transom sanded down and clear coated with new name repainted.

RECOMMENDATIONS AND FINDINGS

1. For US Coast Guard regulations: The vessel needs a copy of the Rules of the Road to be on board for inland waters and a waste management plan, bell, and a current Florida registration and distress flares per 175.125 CFR.

2. High water alarms are inoperative and need to be repaired or made operative forward and aft.

3. In the aft lazarette, electrolysis was noted around the rudder shafts, broken bonding wires and leaks. Also, the trim tab actuators appear to have issues where they go through the hull. Bonding is crucial to a cold molded vessel and fasteners, suggest a marine electrician to prove bonding system and eliminate any stray current.

4. All portable fire extinguishers and both engine room fixed systems need to be inspected and tagged per 46 CFR 25.30. Last tagged 2022.

5. Fuel tanks need to be topped off or pressurized as they are low on fuel per sight tube per CFR 183.586 to prove the integrity of the tanks. Fill tanks with fuel or pressure test at 3 PSIG. That area smelled of diesel.

6. Fuel and water separators show algae in the Racor bowls; fuel tanks need to be cleaned, and the fuel polished, then change all fuel filters.

7. Both dripless seals are leaking while at the dock, clean shafts and replace seals.

8. All limber holes in the vessel need to be cleaned as water does not flow properly back to the bilge pumps. Excessive water forward around holding tank area and bilge needs to be cleaned in that area. The engine room has the same issues and can cause excessive corrosion issues with high pressure hose ends attached to the transmissions, engine pans etc.

9. Forward windows have been leaking and need to be resealed. Areas inside the salon are already damaged.

10. All battery cables are hard and should be replaced for carrying proper voltage to components.

11. Compartments on the back deck show lots of dry rot and will need repair. Check out pictures. Aft teak deck sole is losing its integrity, dry rot by the cabinets, see pictures, Teak on the gunwales will need to be replaced soon from cracks, age and water intrusion.

12. The top side of the keel inside the vessel under the staterooms shows

high contents of moisture and some bolt deterioration. Needs to be checked thoroughly to see if the keel is compromised after that area is dried out.

13. Windlass motor comes on periodically when left on. It has a short and needs to be repaired.

14. Platform under the horn compressor in the engine room is dry rotted and needs to be replaced.

15. There appears to be an exhaust leak by the muffler in the engine room on the port engine and it will need to be repaired or replaced.

16. Service and prove all seacocks to open and close throughout, and the emergency pump on the port engine.

17. Shaft seal boot on the port engine needs new clamps and seal for safety.

18. Intake hose on starboard engine needs a new fitting from sea strainer as hose does not fit tight. Replace fitting or hose.

19. Aft deck refrigeration is inoperable and needs to be serviced and repaired by a qualified technician.

20. All bright work is going away fast and needs immediate attention.

21. Both TV's and stereo inside need to be proven. Could not get to work. Replace it if needed.

22. Central vacuum needs to be proven. Repair if needed.

23. Water maker pump runs but not making water. Have membranes check, repair parts that are needed.

24. Both head blowers were found to be inoperable. Engine room blower also found inoperable, all need to be repaired or replaced.

25. Screws missing in the rub rail aft. Replace those as needed.

MOISTURE ISSUES (FINDINGS)

1. Moisture was noted by the windlass foot switch area. Should be caulked to prevent any further damage.
2. The port and starboard side of windows show high contents of water, and the black painted area is showing some delamination. Repair and repaint. Several areas on the house show paint blisters and will need to be sanded, primed and repainted.
3. The flybridge teak area by the venturi in the center has delamination of the teak and shows high moisture contents. That area needs to be repaired or replaced. Support bases for bridge hardtop show moisture, re-bed screws.

OVERALL RISK EVALUATION

Currently the vessel's overall risk is FAIR. It's the Undersigned Surveyor's Opinion that the vessel needs additional inspections for the vessel to be considered structurally sound, taking fastener samples throughout the vessel's hull, bottom and keel or destructive testing to determine if there are any electrolysis and or stringer support issues to support the surveyor's concerns that the vessel may have some structural electrolysis issues because of fasteners or lack of. With the recommendations completed the overall risk could be upgraded to AVERAGE if the hull and bottom fasteners are proven not to have issues and the longitudinal stringers are sound.


VALUATION

The vessel shows well cosmetically from a distance. She was built in 1970. Many issues are noted in the recommendations and as they are resolved the FAIR MARKET VALUE should increase for Ta-BOO. Based on recent selling prices of similar vessels of make, manufacture, construction and condition from Yachtworld, Used Boats.com, Boat trader, it is the UNDERSIGNED SURVEYORS' OPINION that a FAIR MARKET VALUE for Ta-BOO considering her current known issues is \$225,000 US Dollars.

REPLACEMENT VALUE

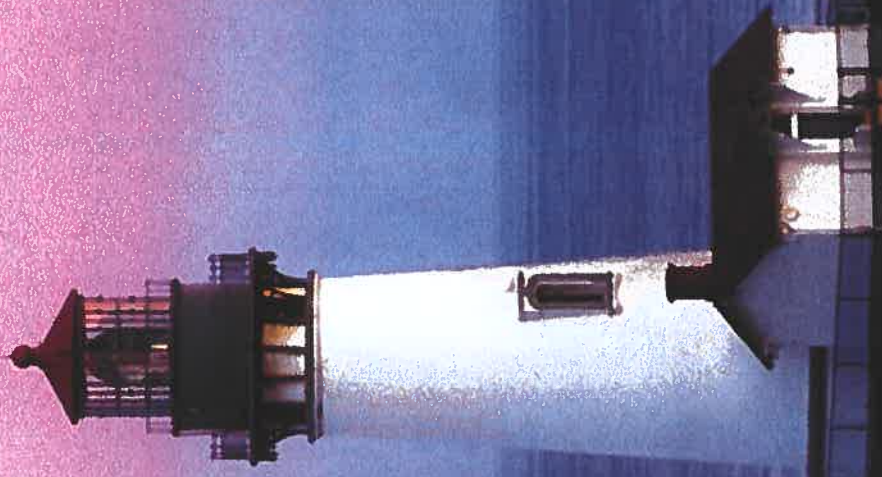
The replacement cost was derived from recent year's custom built sportfisherman's. Replacement cost is believed to be \$5,950,000 as equipped approximately.

The recommendations will be discussed with Mr. Matteson, the owner.
Remarks: Mr. Matteson is made aware of the condition of the vessel and is considering auctioning the vessel.

06/27/2025
Cert # 12008004

Surveyor's Signature *Master Marine Surveyor*
Submitted Without Prejudice *ABYC-NEPA*
NAVTECH USSA CERTIFIED

The above represents the opinion based on the facts presented, while not limiting the generality of the above vessel Ta-BOO, this survey specifically does not cover latent defects that cannot be discovered without removal of decking, sheathing, tankage, joinery work or other fixed materials. Disassembly of machinery, plumbing, wiring or other fixed parts.

This survey has been prepared and submitted in good faith for Mr. Matteson. It is a description of the condition as then found, examined and **VISIBLE**. The surveyor assumes no responsibility for any defects and shall be held harmless for any subsequent conditions arising. **THIS SURVEY DOES NOT GUARANTEE EITHER EXPRESSED OR IMPLIED THE CONDITION OF THE ABOVE SURVEYED VESSEL.**



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SURVEYOR

NAVTEC CERTIFIED FOR RECREATION
AND SMALL COMMERCIAL

27 YEARS IN THE BOATING INDUSTRY

11 YEARS LAND/SEA BOAT DELIVERY
SERVICE

10 YEARS U.S.C.G. LICENSED CAPTAIN
AND YACHT MANAGER

LONG TIME INDEPENDENT MARINE
CONSULTANT FOR MAJOR RESTORATIONS

6 YEARS EXPERIENCE IN YACHT MAINTENANCE,
RETROFITTING AND RESTORATION

SALES CONSULTANT FOR SEA RAY BOATS

12 YEARS CUSTOM FABRICATION OF
OVER-THE-ROAD AND HYDRAULIC TRAILERS

OWNER/MANAGER OF BOAT REPAIR
AND STORAGE FACILITY

Navtech USSA
Master Marine Surveyors International

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Presented to

Clint Yates

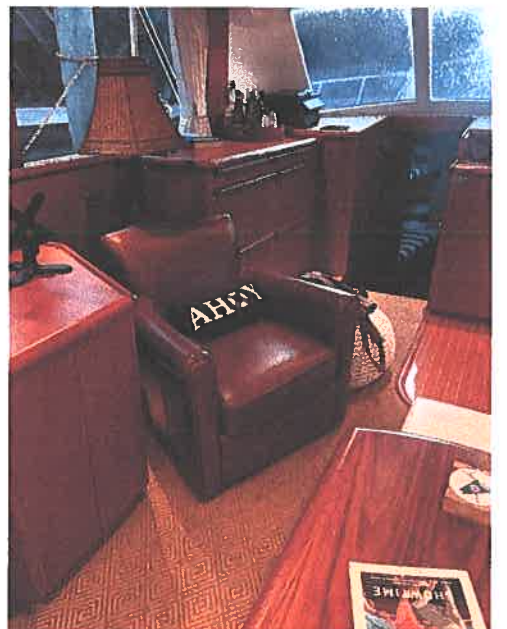
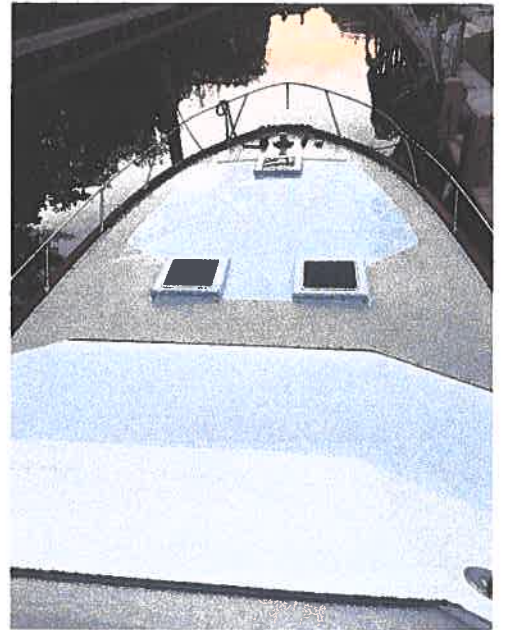
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Virginia E. Harper Ed.D.
Dr. Virginia Harper Ed.D. / Chief Academic Officer

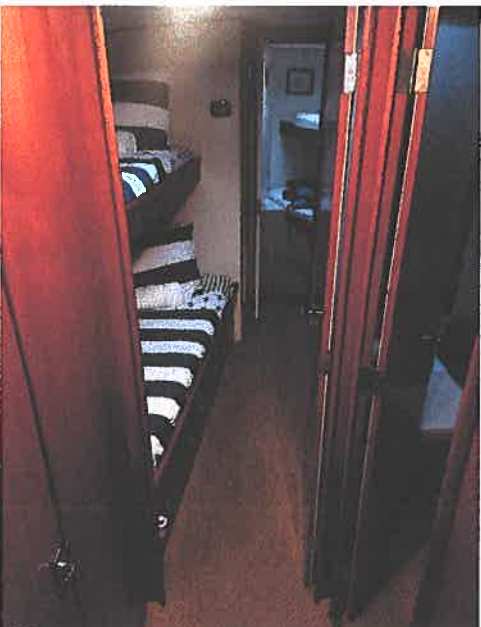
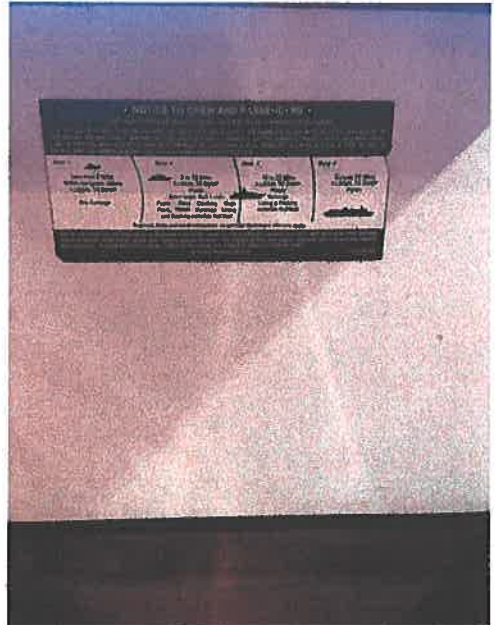
Since December 5, 2000



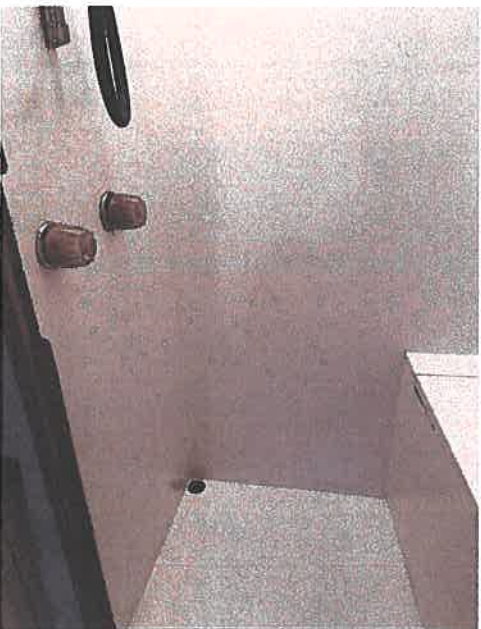
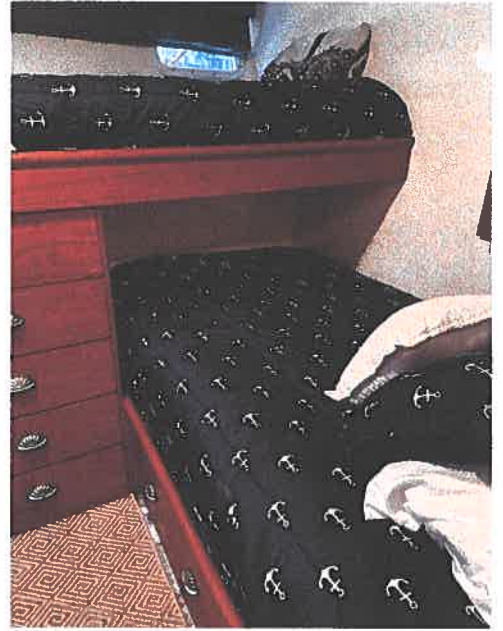
GENERAL PICTURES



GENERAL PICTURES



GENERAL Pictures



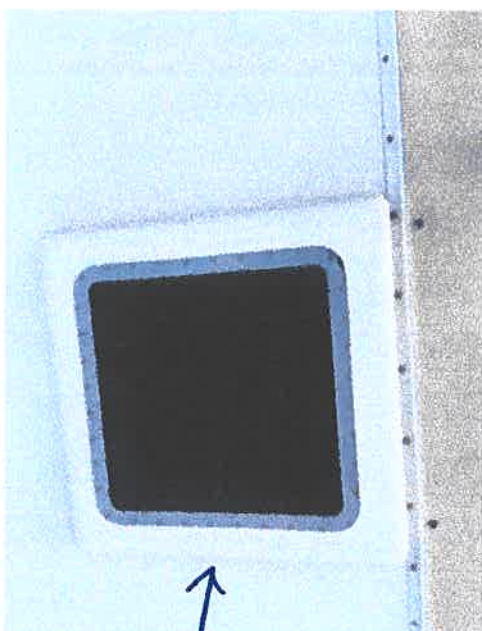
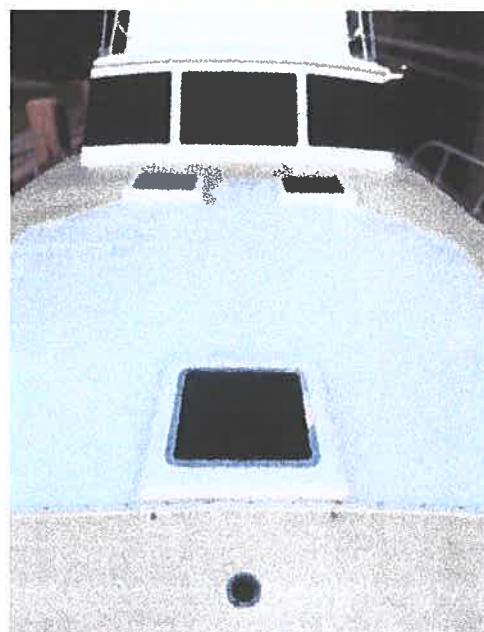
NO WATER
Crew Head. Coming IN *



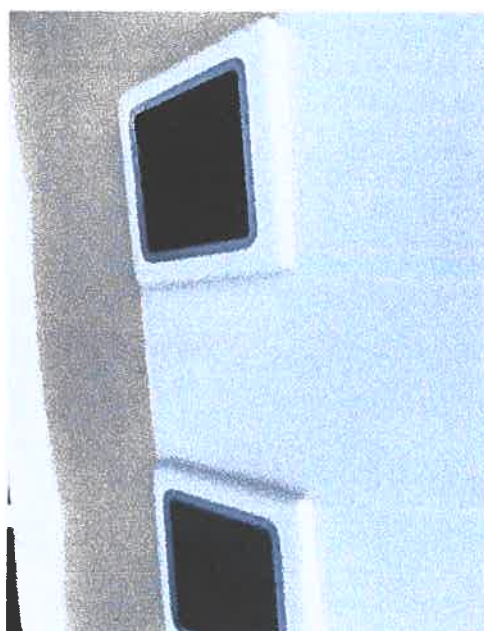
ICE MAKER IN OP *



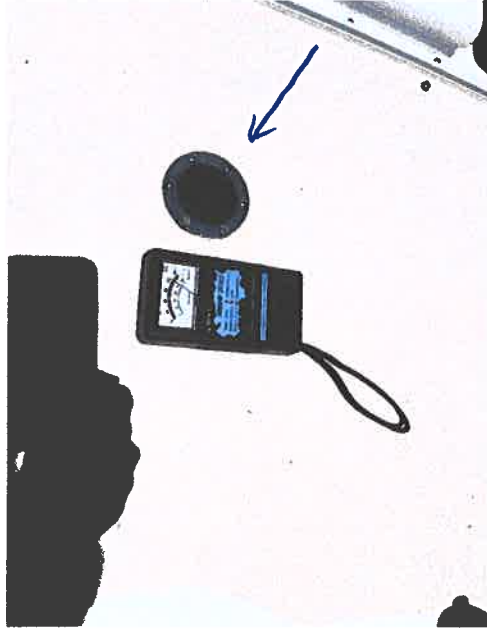
Stove Lots of
CORROSION *



Forward Hatch Appears
to be leaking *



HIGH MOISTURE
WINDASS FOOT SWITCH



NEED INSPECTION & TAGGED
EXPIRED FIRE EXTINGUISHERS *



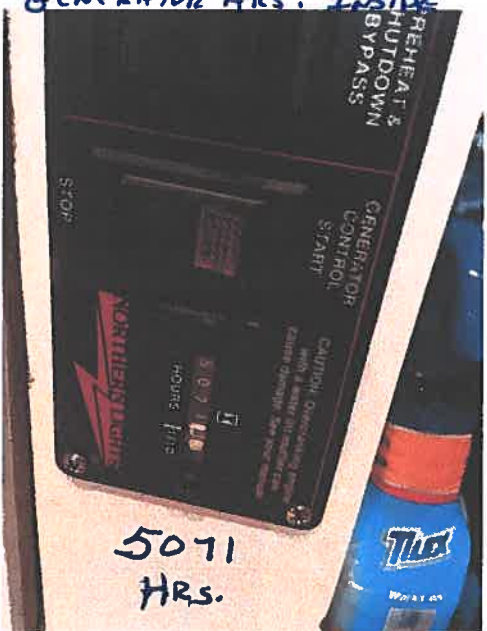
GENERATOR HRS. INSIDE



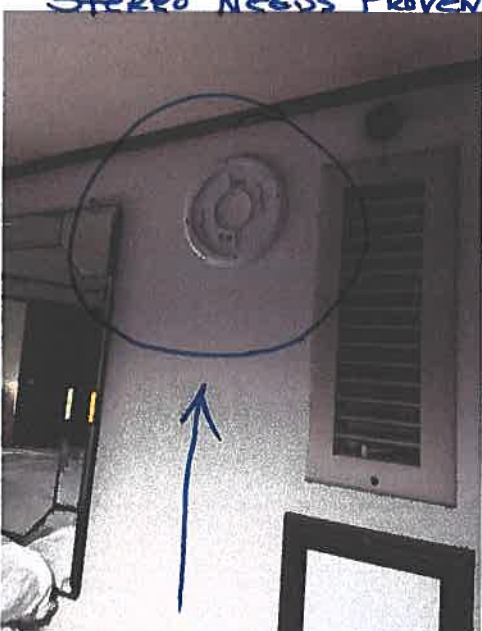
STEREO NEEDS PROVEN



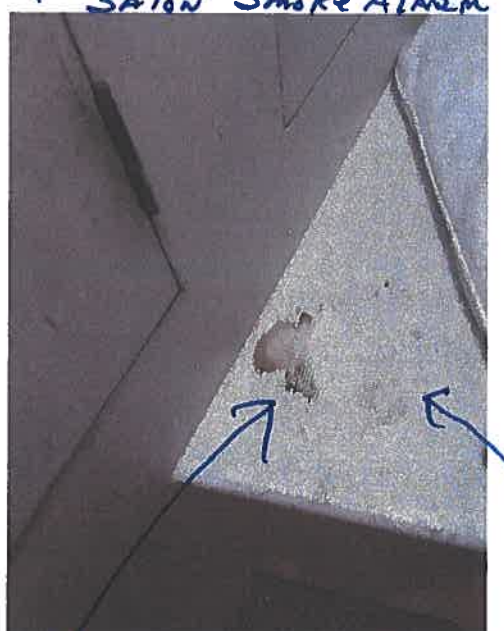
SALON SMOKE ALARM



5071
HRS.



MISSING SMOKE ALARM
ENGINE ROOM

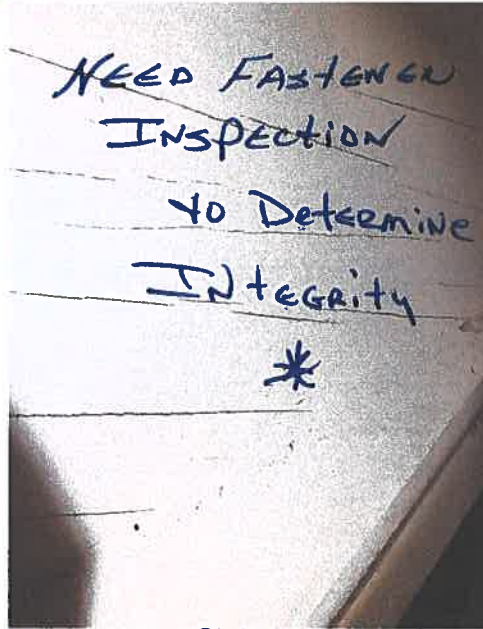


LEAK FROM FORWARD
HATCH

Hatch Stb (Good)



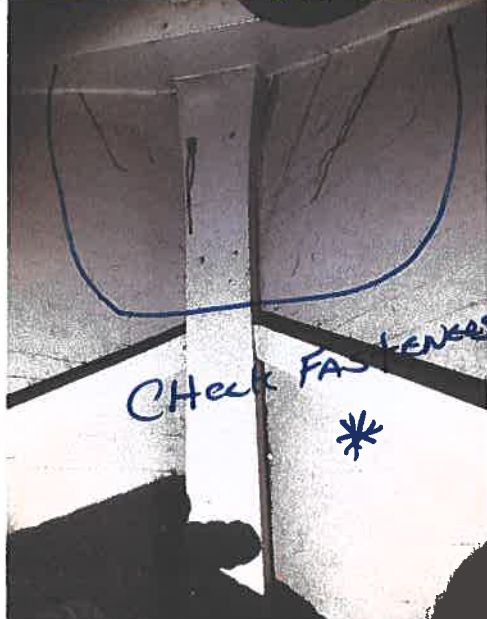
FORWARD INSIDE



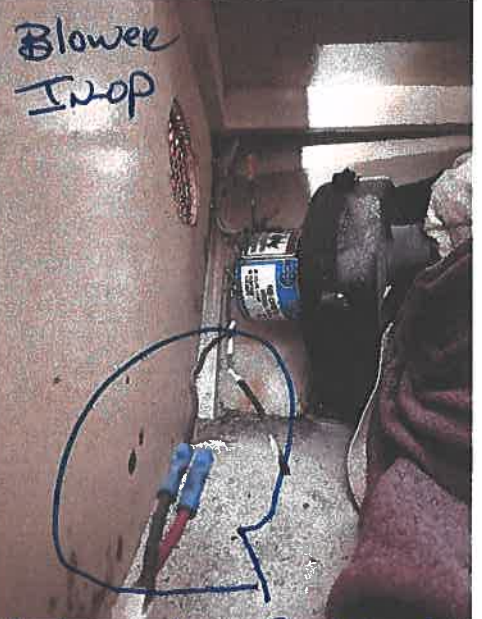
INSIDE ANCHOR LOCKER PLANKING



FORWARD PLANKING AROUND STEM



WINDLASS MOTOR



Automotive Connectors



3/AC units

FLATSCREEN TV



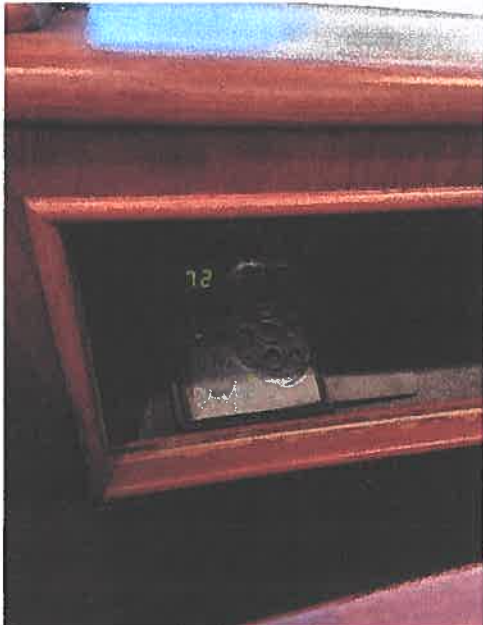
CENTRAL A/C
NEEDS PROVEN



PANEL



WATER DAMAGE SALON



WATER DAMAGE SALON

CONTROL PANELS SALON

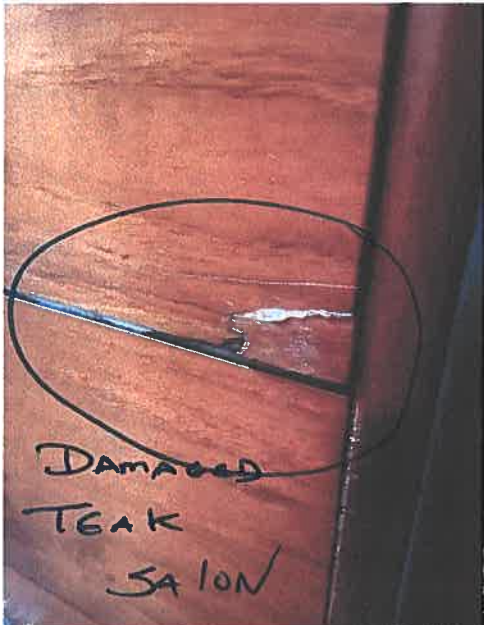
WATER DAMAGE
SALON *



Forward Bilge



Inspect &
Replace Hose Forward
Bilge



UNITED STATES OF AMERICA					
DEPARTMENT OF HOMELAND SECURITY UNITED STATES COAST GUARD					
NATIONAL VESSEL DOCUMENTATION CENTER					
CERTIFICATE OF DOCUMENTATION					
VESSEL NAME	OPTIONAL NUMBER	SERVICE TYPE & NUMBER	DATE	ISSUED	EXPIRATION
ALBION	1000	1000	1000	1000	1000
PORT OF REGISTRY	DATE OF REGISTRY	ISSUED	EXPIRATION	ISSUED	EXPIRATION
ALBION	1000	1000	1000	1000	1000
VESSEL TYPE					
1000					
VESSEL LENGTH					
1000					
VESSEL WIDTH					
1000					
VESSEL WEIGHT					
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VESSEL VALUE					
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VESSEL TYPE					
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VESSEL WIDTH					
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VESSEL WEIGHT					
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VESSEL VALUE					
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NEWER A/C



Bilge Under Master Companionway



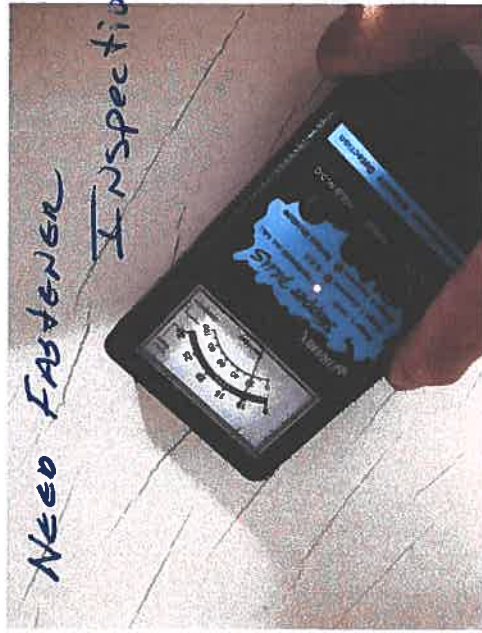
Need Further Inspection



Planking Throughout Vessel



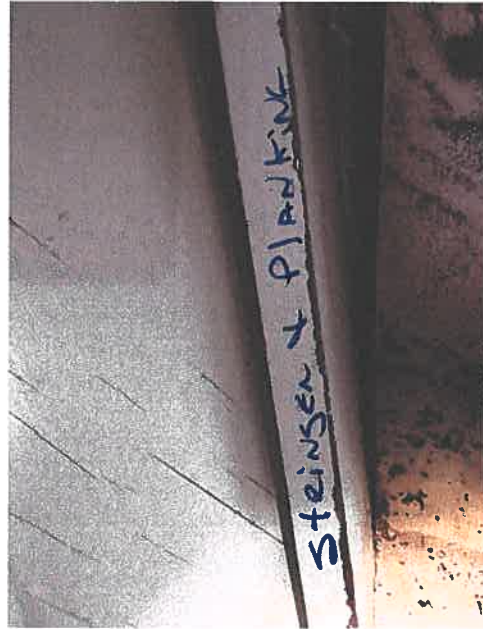
Need Fastener



Inspections



Planking



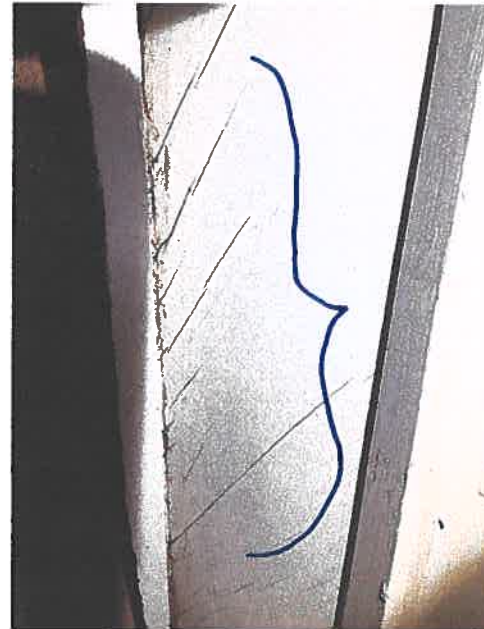
Steinsen & Planking



Steinsen & Planking



Rice Engine Room Bulkheads



*

Keel Inside - High Moisture

FORWARD DISC
KEEL



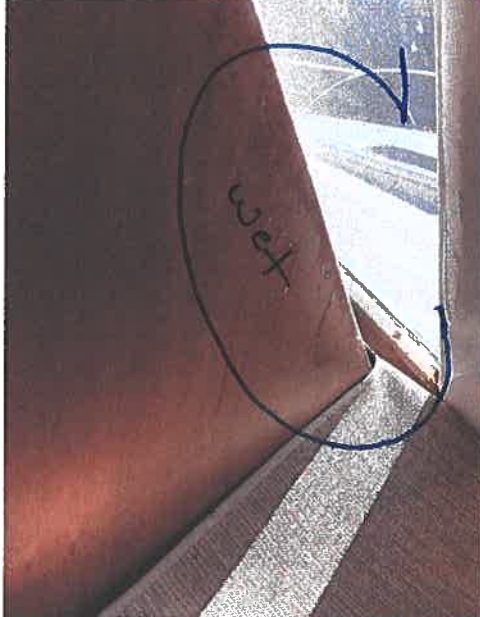
VOIDING TANK
(AREA HAS HAD)



DAMAGE BY
FORWARD WINDOW
DAMAGE
AREA



FORWARD WINDOW LEAKING



High water Alarm



water pump



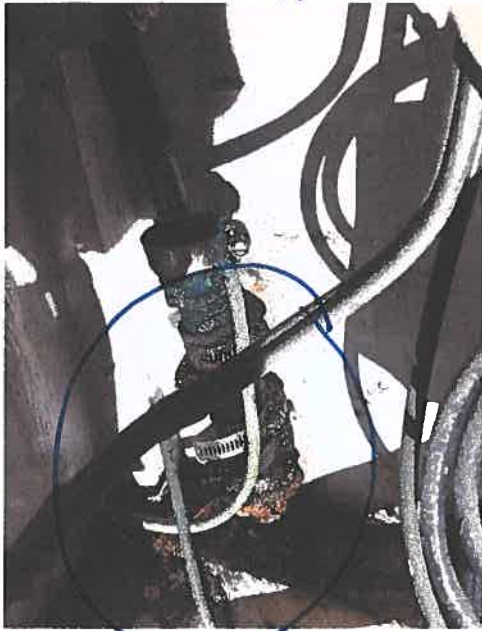
Rudder Shaft
Electronics



BROKEN BONDING WIRE

FROM THE HULL + INSIDE
NEEDS EXTENSIVE INSPECTIONS *

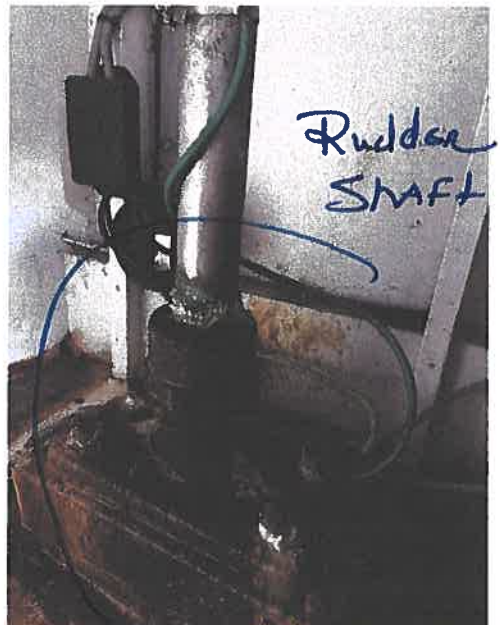
Check out of the water



Bottom
Trim
at Hull



Poor
Bonding



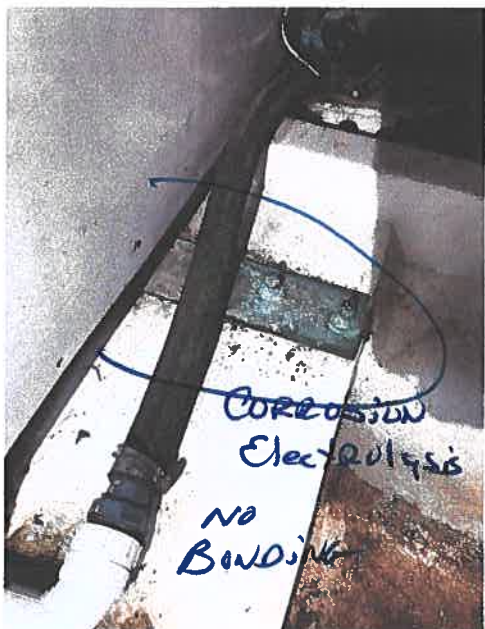
Rudder
Shaft

Rudder Shaft

CORROSION Poor Bonding



Poor Bonding

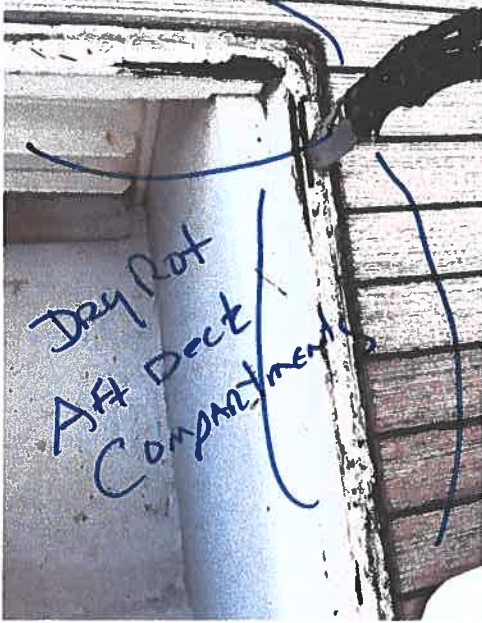


CORROSION
Electrolysis
NO
Bonding



Dry Rot

Aft Deck Compartments AND Dry Rot *



Aft Deck Table