# BOATNOUSE AUCTIONS

On March 7, 2023, Tony Theriault from Theriault Marine Consulting, surveyed the 53' Beneteau Oceanis SUNFLOWER at Safe Harbor Great Island in Harpswell, Maine. In the pages that follow, you will read the March 7th survey which is then followed by a survey addendum from March 17th, beginning on page 23. The addendum was issued to document the repair work that was mentioned in the original March 7th survey. The remaining elements of the survey and an engine survey will be completed during sea trials on April 4.

# **Certificate of Marine Survey THERIAULT MARINE CONSULTING, LLC**

## SURVEY NUMBER: 23TS2621



**PREPARED EXCLUSIVELY FOR:** 

MR. MARK LENCI

# **Theriault Marine Consulting, LLC**

21 Juneberry Lane Scarborough, Maine 04074

207.232.8820 www.theriaultmarine.com

# Survey Number: 23TS2621

VESSEL NAME:	SUNFLOWER
TYPE OF VESSEL:	FRP; AUXILIARY SLOOP [Beneteau Oceanis 523 Clipper]
HULL IDENTIFICATION NUMBER:	BEYE3009B505
VESSEL HAILING PORT:	HARPSWELL, ME
FLAG:	United States of America
DATE SURVEYED:	07 March 2023
LOCATION SURVEYED:	Safe Harbor Great Island Harpswell, Maine
CLIENT/ADDRESS:	Mr. Mark Lenci 18 Woronoco Drive Natick, MA 01760
TELEPHONE:	617.525.8050
EMAIL:	marklenci@gmail.com
VESSEL BUILDER:	BENETEAU YACHTS
BUILDER LOCATION:	Marion, SC & Chantiers, France
YEAR VESSEL BUILT:	2005
LENGTH OVERALL:	53'01"
BEAM:	16'00"
DRAFT:	7'06″

HULL MATERIAL:		Fiberglass Reinforced Plastic
AUXILIARY ENGINE:		YANMAR
HORSEPOWER:	+/-	100 hp @ 3,800 RPM's
FUEL:		Oil (Diesel)
OFFICIAL NUMBER:		1190462
GROSS TONNAGE:		29 Tons
NET TONNAGE:		26 Tons
DISPLACEMENT:	+/-	32,800 lbs.
BALLAST:	+/-	4,900 lbs.
FUEL CAPACITY:	+/-	180 Gallons (US) [2 Tanks]
WATER CAPACITY:	+/-	250 Gallons (US) [2 Tanks]
HOLDING TANK CAPACITY:	+/-	45 Gallons (US) [3 tanks - 15 gallons each]

(The preceding information regarding the vessel's particulars are as reported but have not been verified by the surveyor).

The undersigned surveyor did, on this date, attend upon the vessel "SUNFLOWER" while ashore keel-blocked & on support stands inside a heated yacht storage/work shop facility at Safe Harbor Great Island - Harpswell, Maine at the request of Mr. Mark Lenci for the purpose of conducting a condition and valuation survey for financial evaluation. Mr. Lenci attended the survey. The undersigned surveyor did upon this vessel previously on March 11, 2022/Survey#22TS2506 for insurance purposes. The vessel has been well maintained and shows in much above average condition.

Also in attendance during the survey were Mr. Scott Woodruff of East Coast Yacht Sales.

#### SCOPE:

The vessel's inspection is based solely on a careful visual and non-destructive process of the easily and readily accessible portions of its structure and equipment. Complete inspection can be made only by removal of soles, decking, headliners, insulation, hull liners, tanks and their access ports and joiner work. In all likelihood, the disassembly required would be both damaging and prohibitively time consuming. As such, Theriault Marine Consulting, LLC has conducted this inspection with out the benefit of such disassembly. Machinery, auxiliaries, systems, plumbing, electrical and electronic equipment can only be done by continuous operation or by disassembly - testing was only conducted as a "limited time" operation as noted in the testing phase of the survey and during sea trial exercises. No determination regarding the stability or inherent structural integrity of the vessel is made.



#### GENERAL:

The subject vessel is a fifty-two (2) foot fiberglass auxiliary sloop built by Beneteau Yachts in 2005; they are a popular and well thought of yacht. The general standard of finish is to above average for age standards; the main FRP moldings retain a good and fair appearance. The vessel was not taken on a sea trial so that no comments can be made regarding speed and other factors such as noise levels and general motion at sea. A sea trial is planned when the vessel is "fully" commissioned & placed overboard.

The hull is of the round bilge, fin keel, displacement form, looks typically standard of this type, and would be expected to perform accordingly.

The auxiliary engine running hours on the engine hour meter will be recorded at time of sea trials when the engine is first started. The vessel is presently equipped for offshore navigation (see equipment list and recommendations).

The general impression is that this is a vessel that has received very good care & maintenance with some very significant upgrades.

#### OBSERVATION & COMMENT:

The owner continues to maintain this vessel to a very high standard. As aforementioned in the earlier survey dated March 11, 2022, the upgrades in electrical systems, mast & rig and systems place this vessel in higher category than the original build. Recently, the owner has completed significant deck work to mitigate high moisture meter readings by cutting out affected panels (see recommendations section of this survey) and recoring/refinishing. These efforts greatly influence the vessel's long-term serviceability and current estimated market value.

#### HULL AND DECK STRUCTURES:

The subject vessel is constructed of conventional fiberglass reinforced plastic (FRP). The hull is a reinforced fiberglass molding, hand laid up, using unidirectional fabrics

with resin and stiffened with "glassed" in bulkheads, structural members, joinery flanges, and fittings. The deck structure is a single unit and was molded using layers of woven roving and mat in an unverified core construction. The deck structure is fitted with seven (7) hatches and molded non-skid surface in weather deck traffic areas. The vessel is of the fin keel design with the keel attached to the hull by means of stainless steel keel bolts.

Visibility from the helm position appears in compliance with A.B.Y.C. general requirements for same.

Random portions of the exterior underwater body, exterior sideshells, and exposed exterior portions of the deck structure were sounded by means of steel and phenolic hammers and inspected visually. The vessel's hull and deck structures were examined externally and internally (where accessible) and found to be in acceptable structural condition. The underwater body shows no evidence of hard grounding, stranding or similar damage. The vessel's underwater body shows no areas damaged by "panting" and the vessel's underwater body and sideshell shape was typical without any unusual distortion or protrusions found. The underwater body areas are in acceptable structural condition; the surface is smooth and free of active and visible osmotic blisters. The internal athwartship bulkheads and structural members are adequately attached at hull intersections. Secondary bonds, where visible for examination, were found to be in acceptable condition with the evidence of adequate surface preparation. The vessel's structure is generally longitudinally oriented with the members and bulkheads transferring the load to the sideshells in sheer. The vessel's sideshells are basically unstiffened, except at athwartship bulkheads, deck join, shelves and liners. The reinforcements at the stem, keel, shelves and transom areas appear, where available for examination, to be well attached.

The hull to deck casting join was examined and found to be even, well fitted and weathertight. The hull to deck join is secured mechanically and is covered externally by teak toe rail.

The weather deck hatches are reasonably weathertight, demonstrated the required ease of operation, and are mostly equal to the parts of the vessel to which they are attached. The interior of the vessel shows good housekeeping and maintenance. Interior joiner work and finishes were found to be in good condition.



The ventilation of the interior spaces appears to be good via opening port lights, hatches & vents.

The cockpit is constructed in such a manner that the cockpit will drain under normal operating conditions of heel and trim, and the configuration is such that drainage is directed to the scuppers under normal conditions.

In general, the fluid lines penetrating the hull at, or below, the load waterline are connected to through hull connections which are adequately secured to the hull, and where equipped with sea valves, demonstrated positive operation, and will require just routine servicing and greasing. OBSERVATION: ALL SEA VALVES ARE LABELED & EQUIPPED WITH "DAMAGE" CONTROL PLUGS. The sea valves were arranged to be reasonably accessible.

#### MOISTURE METER TESTING:

A portable **TRAMEX SKIPPER PLUS** electronic moisture meter was used to obtain multiple readings on the vessel's sideshells, underwater body, and deck casting. Moisture content of the laminate was found to be within industry accepted limits. Notably, the new deck panels where recored were found to be "dry" and solid.

#### MACHINERY:

The vessel's auxiliary power is supplied by a YANMAR i (Model 4JH3-HTE; Serial Number E23465), four (4) cylinder, inboard 2.0 L, turbo charged, direct drive, fresh water cooled diesel engine. The exterior of the engine is in very good cosmetic condition. The engine turns a 1 1/8" stainless steel shaft through a ZF Hurth Marine 30 M Ser#30794 reduction gear with a 2.63:1 ratio terminating in a bronze 23" diameter MAXPROP three (3) bladed "feathering" propeller with a 2 1/4" overhang. The vessel's propeller shaft, cutlass bearing and stern tube glands were examined and found to be in good condition. Targets were placed on the hull and the propeller shaft rotated. The shaft turned true within visual tolerance and the wheel tracked



properly. The vessel's sacrificial zinc anodes do not require replacement.

Fuel for the engine is drawn from two (2) +/- ninety (90) gallon fuel tank located below the main cabin sole. Same are adequately secured, valved, grounded, and vented. Fuel supply lines are in good condition. The system is equipped with two (2) RACOR "R2OT" primary water separator/fuel filters.

In general, the engineering systems on the vessel look to be adequately installed, reasonably clean and with good access for service.

#### SEA TRIALS:

The vessel will be sea-trialed when "fully" commissioned and placed overboard and the propulsion machinery and systems subjected to the following tests:

- A). Various cruising engine revolutions.
- B). Full power trials (maximum engine revolutions).
- C). Emergency stop.
- D). Hard over to hard over (steering systems test).
- E). Steering astern.
- F). Instrumentation check.
- G). Operation of marine electronics and navigation gear.
- H). Demonstration of electrical system(s).
- I). Demonstration of engine controls system.

#### ELECTRICAL:

The vessel's primary electrical system is twelve (12) volt DC and is supplied by two (2) Mastervolt DC Lithium 5,000 Watt 14 volt DC batteries and a Master Volt 130 amp continuous belt driven engine alternator. The batteries are secured in liquid as recommended by ABYC and NFPA. The wiring system, where available for examination, is generally is recent and in very good condition with labeled circuit breaker switch panels and safety disconnect switches. The electrical system is used for auxiliary engine starting, navigation lights, interior lights, pumping, electronics, etc. The electrical system, where available for examination, appeared adequately grounded. Switches and electrical controls are marked to indicate their usage, and the panelboard is placed in a permanently mounted enclosure.



The vessel is also fitted with a 120 volt AC dockside electrical system which serves outlets, domestic fresh water heater, air conditioners, and battery chargers.

Supporting electrical equipment includes: An Onan 11.5 KW Auxiliary Generator, a Battery Condition Indicator, a Mastervolt 12/100-3 Battery Charger, MMPT Mastervolt Solar Chargermaster 60 12V/24V/45V with regulator and Solar Panels.

#### TESTING OF EQUIPMENT:

Testing of machinery/gear/equipment will be examined, tested at time of sea trials when the vessel is "fully" commissioned At time of sea trials.

#### STEERING GEAR:

The vessel's FRP rudder [+/- 34"W X 68"H] and steering gear were examined. The rudder is sound and well attached. The rudder is controlled by two (2) 40" diameter "leather wrapped" wheel steerers chain to cable to quadrant drive manually operated mechanical system; this appears in good serviceable condition. The system is supported by a Raymarine autopilot which will be tested/proven in a "loaded" state during sea trial exercises.



#### SPARS, RIG & SAILS:

The vessel's mast and boom are constructed of aluminum oval with stainless steel masthead fittings and stainless steel cable standing rigging.

The mast, boom and standing rigging appear sound. The mast and rig were examined on mast storage horses where available, and no deficiencies noted.

Winches were examined and found to be in acceptable working order.

#### WINCHES:

- (2) Lewmar "62ST"
- (2) Harken "66ST"
- (2) Lewmar "44ST

The exposed portions of the chain plates were examined, appear to be in alignment with the rigging, to be in good order with the weatherdeck penetrations watertight. The condition of the chain plates where covered by fixed joiner work and abutting areas are excluded from the scope of the survey. The chain plates appear adequately grounded.

The mast is stepped on the hull structure and shows no signs of heavy loading at the mast step area. The mast and boom were not in place at time of the survey.

The sails were not examined at this time as they are currently in winter storage. The sails will inspected at time of sea trials.

Running rigging was examined and found to be in good and serviceable condition.



#### DOMESTIC FRESH WATER SYSTEM:

The vessel's domestic fresh water system is supplied by two (2) tanks located below the main cabin sole. Pressure to the system is provided by manually and twelve (12) volt DC electrically operated pumps. The system appeared to be complete with the connections in good condition. The system is equipped with an ISOTEMP electric fresh water heater which is also plumbed to gain exchanged heat when the vessel's engine is in operation. The heater is equipped with a "mixing" valve for temperature control. The system is currently "winterized/ decommissioned" and remain to be "fully" test/proven at time of in water testing/sea trials.

#### MARINE SANITATION SYSTEM:

The subject vessel is equipped with three (3): (1) forward & (1) aft electrically operated VACUFLUSH/SailVac marine toilets, three (3) poly plastic holding tanks, "Y" valves, discharge pumps, dockside pumpout lines and direct discharges. A high loop and vacuum release valve are provided for the overboard discharge lines. The system is in compliance with current USCG regulations for marine sanitation devices. The system is currently "winterized/decommissioned" and remains to be "fully" tested/proven at time of in water testing/sea trials.

#### FIRE PROTECTION:

The vessel's fire protection consists of five (5) A:B:C & B:C hand-held fire extinguishers.

#### BILGE PUMPING:

The vessel's bilge pumping is accomplished by means of two (2) manual Plastimo bilge pumps (1) in cockpit & (1) in main cabin and a RULE 1500 GPH and a RULE 4000 GPH 12 Volt DC submersible electric bilge pumps which will be tested at time of in water testing/sea trials.

#### GROUND TACKLE:

The vessel's ground tackle consists of (1) ROCNA 30 PLOW anchor [rigged at bow]with good amounts of 3/8" galvanized chain rode and a Fortress Anchor.

The system is supported by an IDEAL WINDLASS "WILDCAT STYLE" Twelve (12) volt DC anchor windlass.

#### EQUIPMENT/GEAR:

A partial list of the equipment noted to be on board the vessel at the time of the survey includes:

#### Life Saving & Safety:

- (1) Stainless Steel Bow/guardrail
- (1) Two part Stainless Steel Stern/guardrails
- (2) Sets of Life Lines [preferred cable uncovered type]
- (1) Survitec group Crew Saver ISO Ocean ISO9650 1A-8 Person Ser#5232710100002 Inflatable Life Raft with Hydrostatic Release.
- Assorted compressed Air Horns at each Emergency Station
- (1) Transom mounted Boarding Ladder for unassisted boarding
- (1) Fully equipped ACR Ditch Bag including EPIRB & Hand Held Marine VHF Radio
- (1) Throw Rope in a Bag
- (1) Collision Mat located in Emergency Locker
- (1) Bag of Damage Control Tools located in Emergency Locker
- Assorted PFD's including Automatic Inflatable Type with Harnesses and Tethers
- (1) Fire Blanket
- (2) Mast mounted Oort & starboard shrouds Radar Reflectors

<u>Noted:</u> Sea Valves are diagramed and posted at navigation station.

#### Electronics & Navigation Gear:

Helm Stations:

Port Side -

- (1) New 4 1/2" Card Ritchie Magnetic Navigation Compass
- (1) Sailcomp 103AC Digital Compass
- (1) Raymarine Autopilot
- (1) Raymarine Depth, Speed, Wind
- (1) Set Engine Instruments/Gauges
- Stbd. Side -
  - (1) New 4 1/2" Card Ritchie Magnetic Navigation Compass
  - Raymarine Marine VHF Radio
  - (1) Raymarine Marine Depth & Speed
  - (1) Raymarine "GS165" GPS/Plotter/Radar mounted at to stbd. side of companionway

Navigation Station:

• (1) Icom "IC-M504" Marine VHF Radio w/AIS

#### Entertainment:

- (1) Sony Cd/Stereo Player
- (1) VIZO Flat Screen Television
- Supported by KVH Television & KVH Telephone Satellite Systems & (1) Over the Air Television Antenna

#### Additional:

- (1) Bow Thruster
- (1) Propulsion shaft mounted Shark "rope cutter" (serrated edge type)
- (1) Hard Dodger
- (1) Bimini with connector piece & enclosures
- (3) Windshield Wipers
- (1) Stainless Steel Arch for Dinghy Davits, Antennas, & lights
- Bow/Anchor Washdown System both salt & fresh water
- (1) 50 Amp Shore Power Cord
- (1) Stern rail mounted Dinghy Outboard Engine Bracket
- (1) Boson's Chair
- Boat Hooks
- (1) US FLAG
- (1) Stern Staff
- Assorted Owner's Manuals
- (1) Magma Grill

#### ADDITIONAL GEAR/EQUIPMENT SUGGESTIONS:

During the course of the survey the following required/ generally recommended items of equipment were not observed to be on board the vessel:

One (1) <u>currently prepared</u> (within past 12 months) compass deviation card for each compass.

These safety recommendations are generally based on standards of the ABYC (American Boat and Yacht Council), the NFPA (National Fire Protection Association), and other recognized Marine Safety Organizations.

#### **RECOMMENDATIONS:**

The following recommendations and/or suggestions are offered to improve the safety of the vessel and to provide compliance with customary underwriter's standards.

Carry out sea trials as outlined in text of survey.

#### HULL

For the Record: The "cutlass" bearing at shaft stern tube was adjusted during time of survey.

#### DECK

For the Record: Sections of the deck have been and are to be repaired due to high moisture meter readings they include:

- Starboard weather deck walk walk way amidships
- Bow foredeck +/- 24" inches aft of anchor windlass across port to starboard
- Port side weather deck walk way in way of 3rd stanchion aft.

#### INTERIOR

No Deficiencies to report.

## Deficiency Priority Assignment:

- \* Item should be complied with/corrected immediately
- \*\* Item should be complied with/corrected within the next 30
  days
- \*\*\* Item should be complied with/corrected at the next shipyard
  availability period
- \*\*\*\* Item should be complied with/corrected at the owner's
  convenience
- **SUGGESTION** offered only to improve cosmetics or usefulness of the vessel

### PHOTOS:



FOREDECK DECK WORK COMPLETED AND TO BE DONE



INTERIOR FORWARD CABIN



SHIP'S DIAGRAM OF THROUGH HULL FITTINGS & DC GEAR



CHARGING SYSTEM FOR LITHIUM BATTERIES

#### SUMMATION:

"SUNFLOWER" was found to be in much above average good condition and is deemed to be an acceptable marine risk for its intended use and route in the hands of an experienced crew under reasonable operating conditions.

The **ESTIMATED MARKET VALUE** of the vessel is approximately, in the opinion of this office, \$485,000.00

The **ESTIMATED REPLACEMENT VALUE** of the vessel, as like equipped, is approximately \$1,225,000.00.

#### METHOD OF VALUATION

The like vessel was adjusted for geographic location, vessel age, engine hours, vessel options and vessel condition.

BUC, <u>YACHTWORLD.COM</u> <u>SOLDBOATS.COM</u> and office archives were used to resource comparables

For the purpose of this survey, **MARKET VALUE** is defined as the most probable price in terms of money that a vessel should, being in 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, sell for.

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

- 1. Buyers and sellers are under no duress.
- 2. Both parties are well-informed and acting in what they consider their own best interests.
- 3. A reasonable time is allowed for exposure in the open market.
- 4. Payment is made in cash or its equivalent.
- 5. Financing, if any, is on terms generally available in the community at the specified date and typical for the vessel type in its locale.
- The price represents a normal consideration for the vessel sold unaffected by special funding amounts and/or terms, services, fees, costs of credits incurred in the transaction.

For the purpose of this survey, **<u>REPLACEMENT VALUE</u>** is defined as the cost of replacing the subject vessel with identical or equivalent vessel with identical or equivalent equipment and gear.

This survey was performed for the exclusive use of **Mr. Mark Lenci** and is based on our opinion of the facts presented and discovered with no warranty either specified or implied. Defects not to be found without opening or removal of sheathing, joiner work, tankage, deck covering, plumbing, wiring, or other parts of the vessel are not intended to be covered by this report. If this survey does not discuss a specific item, equipment or machinery, it is not covered by this survey. This survey has no force and affect whatsoever after *March 7th, 2024* and may not be relied upon for any purpose after that date. The auxiliary engine and/or auxiliaries were not surveyed other than mentioned in the text of the survey and the client is advised to have an independent machinery survey conducted and a thorough sea trial performed.

The undersigned certifies that the surveyor has personally surveyed the subject vessel; that the surveyor has no past, present, or prospective, direct or indirect interest in said vessel or the use of this survey; that this the surveyor's employment in this survey is not in any manner contingent upon returning findings in any specified or implied amount or condition or otherwise contingent upon anything else other than the delivery of this survey; that to the best of the surveyor's knowledge and belief, all of the statements and opinions contained in this survey are correct.

This survey is subject to the following underlying assumptions and qualifying and limiting conditions. Responsible ownership, competent management is assumed. No responsibility is assumed for matters involving legal, warranty, documentation, or title considerations. The information identified in this survey as being furnished by others is believed to be reliable, but no responsibility for its accuracy is assumed.

Possession of this survey does not carry with it the right of publication, nor may it be used for any purpose by any but the client for whom it was conducted without the prior written consent of the surveyor. The surveyor is not required to give testimony or attendance in court by reason of this survey unless written arrangements have been previously made. The assignment of market value of the subject vessel, as shown in this survey, is invalidated if used separately in conjunction with any other survey. Any photographs submitted with this report were taken by the undersigned surveyor during the course of the survey unless indicated otherwise.

ANTHONY M. THERIAULT, NAMS-CMS SURVEYOR SIGNING WITHOUT PREJUDICE FOR THE COMPANY THERIAULT MARINE CONSULTING, LLC





# ADDENDUM TO SURVEY NUMBER: 23TS2621 PREPARED EXCLUSIVELY FOR:

#### MR. MARK LENCI

VESSEL NAME: SUNFLOWER TYPE OF VESSEL: FRP; AUXILIARY SLOOP [Beneteau Oceanis 523 Clipper] HULL IDENTIFICATION NUMBER: BEYE3009B505 VESSEL HAILING PORT: HARPSWELL, ME FLAG: United States of America DATE SURVEYED: 17 March 2023

LOCATION SURVEYED:		Safe Harbor Great Island Harpswell, Maine
CLIENT/ADDRESS:		Mr. Mark Lenci 18 Woronoco Drive Natick, MA 01760
TELEPHONE :		617.525.8050
EMAIL:		marklenci@gmail.com
VESSEL BUILDER:		BENETEAU YACHTS
BUILDER LOCATION:		Marion, SC & Chantiers, France
YEAR VESSEL BUILT:		2005
LENGTH OVERALL:		53'01"
BEAM:		16′00″
DRAFT:		7'06″
HULL MATERIAL:		Fiberglass Reinforced Plastic
AUXILIARY ENGINE:		YANMAR
HORSEPOWER:	+/-	100 hp @ 3,800 RPM's
FUEL:		Oil (Diesel)
OFFICIAL NUMBER:		1190462
GROSS TONNAGE:		29 Tons
NET TONNAGE:		26 Tons
DISPLACEMENT:	+/-	32,800 lbs.
BALLAST:	+/-	4,900 lbs.
FUEL CAPACITY:	+/-	180 Gallons (US) [2 Tanks]
WATER CAPACITY:	+/-	250 Gallons (US) [2 Tanks]

# HOLDING TANK CAPACITY: +/- 45 Gallons (US) [3 tanks - 15 gallons each]

(The preceding information regarding the vessel's particulars are as reported but have not been verified by the surveyor).

The undersigned surveyor did, on this date, attend upon the vessel "SUNFLOWER" while ashore keel-blocked & on support stands inside a heated yacht storage/work shop facility at Safe Harbor Great Island - Harpswell, Maine at the request of Mr. Mark Lenci for the purpose of documenting repair work as aforementioned in the survey March 7th, 2023 Survey#23TS2621. This document is an addendum that survey.

## Findings:

The panels that were described in survey #23TS2621 - the bow foredeck & port side weather deck have been repaired.

The following procedure was followed:

- Areas of wet core cut open & wet core material removed
- Sections dried
- Section ground back to good laminate
- Fresh Corecell foam core epoxied in place
- FRP skins epoxied in place

Care was used to match waterway ways and patterns in the deck. At the time of this survey cosmetic work just commenced.

For the Record: The port side shroud that the chrome was peeling back from the bronze has been replaced new.

<u>SUMMARY:</u> The work was to solid dry and performed in a good workmanship manner.

# PHOTOS



Fore deck



Portside water deck walk way

This portion of the survey was performed for the exclusive use of **Mr. Mark Lenci** and is based on our opinion of the facts presented and discovered with no warranty either specified or implied. Defects not to be found without opening or removal of sheathing, joiner work, tankage, deck covering, plumbing, wiring, or other parts of the vessel are not intended to be covered by this report. If this survey does not discuss a specific item, equipment or machinery, it is not covered by this survey. This survey has no force and affect whatsoever after *March 17th, 2024* and may not be relied upon for any purpose after that date.

The undersigned certifies that the surveyor has personally surveyed the subject vessel; that the surveyor has no past, present, or prospective, direct or indirect interest in said vessel or the use of this survey; that this the surveyor's employment in this survey is not in any manner contingent upon returning findings in any specified or implied amount or condition or otherwise contingent upon anything else other than the delivery of this survey; that to the best of the surveyor's knowledge and belief, all of the statements and opinions contained in this survey are correct.

This survey is subject to the following underlying assumptions and qualifying and limiting conditions. Responsible ownership, competent management is assumed. No responsibility is assumed for matters involving legal, warranty, documentation, or title considerations. The information identified in this survey as being furnished by others is believed to be reliable, but no responsibility for its accuracy is assumed.

Possession of this survey does not carry with it the right of publication, nor may it be used for any purpose by any but the client for whom it was conducted without the prior written consent of the surveyor. The surveyor is not required to give testimony or attendance in court by reason of this survey unless written arrangements have been previously made. The assignment of market value of the subject vessel, as shown in this survey, is invalidated if used separately in conjunction with any other survey.

Any photographs submitted with this report were taken by the undersigned surveyor during the course of the survey unless indicated otherwise.



ANTHONY M. THERIAULT, NAMS-CMS SURVEYOR SIGNING WITHOUT PREJUDICE FOR THE COMPANY THERIAULT MARINE CONSULTING, LLC

