

Blake Stahl & Associates
2560 SE Downwinds Road
Jupiter, Florida 33478
Phone: 561-722-1874

VESSEL: NO NAME
HULL #: MCR50001K122
FILE #: 25964
DATE: December 8, 2023 and January 26, 2024

REPORT OF SURVEY

The above captioned vessel was surveyed on December 8, 2023 and January 26, 2024, at the request of Jeremy Floden, representing Larry Drivon, for the purpose of pre-purchase hull condition and marine risk.

The vessel was inspected while afloat in its berth at North Palm Beach Marina, Slip #59, 1037 Marina Drive, North Palm Beach, Florida, and while in dry dock at Hemingway's Boatyard, 2180 Idlewilde Court, Palm Beach Gardens, Florida.

DRY DOCK [DECEMBER 8, 2023]

The bottom was sounded with a phenolic hammer and found to be sound. No moisture or thermography testing was conducted at this time.

The propellers were inspected and appear in excellent condition.

The transom zinc and Volvo anodes were noted to be within limits of acceptability, as was the antifouling paint.

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

HULLSIDES AND DECKS

The hull sides were percussion tested with a phenolic hammer where reachable and found to be sound. No moisture or thermography testing was conducted at this time.

The decks and trunk cabin were percussion tested with a phenolic hammer and found to be sound, showing no evidence of hard or abusive use.

INTERNAL STRUCTURE

All longitudinal stringers, transverse partitions and bulkheads were inspected where accessible without removals or disassembly and were found to show no signs of weakness. The overall construction of the vessel appears excellent.

TRIAL RUN [DECEMBER 8, 2023]

A trial run was conducted in Lake Worth.

The sea conditions were near flat calm, and the wind was out of the East at 10-15 knots.

Fuel load was approximately 25%. Freshwater load was unknown.

A diesel engineer, Netto from Eagle Marine, was aboard the vessel; therefore, a detailed report as to the condition of the Volvo engines and IPS drive systems will be covered in his survey.

This report is issued subject to the condition that it is understood and agreed that neither this office nor any surveyor nor any employee is, under any circumstance whatsoever, to be held responsible in any way for any error in judgment, default or negligence nor for any inaccuracy, omission, misrepresentation or misstatement in this report, and that the use of this report shall be construed to be an acceptance of the foregoing conditions.

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No excessive smoking was noted at the exhaust. The engines were noted to turn to within 30 RPM of their maximum rating.

COSMETICS

The overall cosmetic condition of the vessel was found to be excellent, with minor flaws in the wood finish throughout. A descriptive narrative as to the layout and specific cosmetic condition of this vessel will not be covered in this report since the prospective buyers will be given the opportunity to inspect the vessel in person.

NAVIGATION SYSTEMS & AUDIO / VISUAL

All electronics and audio visual components were tested and found to be operational with the exception of those noted in this report. Systems which require paid service subscriptions for functionality will need to be activated and/or transferred upon completion of the sale process.

ELECTRONICS

All electronics were found to be operational with the exception of those noted in this report.

ELECTRICAL

The vessel's wiring, breaker panels, battery charger, and other associated components were inspected where accessible and without disassembly and found to be sound.

The batteries are maintenance free and did not have marked date stamps. Load test to determine condition.

The generator was operated for an extended period of time during which it developed its normal rated voltage under load.

An in-depth report as to the condition of the generator will be covered by the diesel engineer's survey.

Due to the normal construction method of this vessel, there are sections of the vessel's wiring which are concealed within wire looms, chases and conduits. Further, some wiring transits areas which would require disassembly and/or removals for inspection. As a result, a significant amount of wiring could not be observed during the course of this survey.

If a detailed report to the condition and capacities of the vessel's wiring is desired, it is recommended that a qualified marine electrical engineer be engaged.

MACHINERY & SYSTEMS

All machinery and systems were inspected and tested during this inspection. Machinery and/or systems which could not be tested or which were found to be inoperative or in need of repair will be detailed in this report.

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TANKAGE

The gray water and black water tanks were inspected where accessible and appear to be sound. The fuel and fresh water tanks are inaccessible due to their installation method. No obvious signs of leakage were noted; however, the tanks were not full at time of inspection.

All tanks should be filled with their respective liquid and checked under full tank status and/or pressure-tested to determine their condition.

NOTE: This survey was conducted on an intensive basis with every effort made to uncover as many deficiencies as possible during the course of inspection. Many of the line items contained in this report are within the realm of normal and preventive maintenance. These items do not affect the structural integrity or seaworthiness of the vessel at this time but rather serve as a guide for maintaining a vessel in yacht condition. All items listed under the Remarks and Recommendations section of this report which are preceded by an asterisk [*] are to be considered primary recommendations and should receive priority attention.

It is the opinion of the undersigned surveyor that this vessel is a good marine risk in its present condition upon compliance with all recommendations preceded with an asterisk [*]. The majority of the recommendations fall under normal, cosmetic, and preventive maintenance.

Remarks and Recommendations pertaining to this report are as follows:

BOTTOM [DECEMBER 8, 2023]

1. The anti-foulant is within limits of acceptability.
2. The IPS drive sacrificial zincs were replaced at this haulout.
3. The transom mounted Volvo anode was within limits of acceptability.
4. See diesel survey for an in-depth report as to the condition of the IPS drive pods.
5. The port inboard LED underwater light does not illuminate fully. Service or replace. A faulty driver is suspected.

TOPSIDES

6. The vessel was noted to list to starboard. It is recommended that a list condition be corrected by relocating equipment and gear in lieu of adding dead-weight ballast.

DECKS AND SUPERSTRUCTURE

7. Consideration should be given to marking the anchor rode at measured increments.
8. The searchlight did not power on with its remote control. Trace out, service, and prove.

AFT DECK/SWIM PLATFORM

9. The icemaker was noted to trip the ELCI circuit repeatedly. The ELCI circuit did not trip when the circuit breaker to the icemaker was switched off. Service or replace. A new unit is reported on hand and is to be installed.
10. The Fusion stereo displays “check tuner” when testing the satellite radio function. Trace out, service, and prove. Note: The stereo functions normally on the FM Band.

ENGINE ROOM

11. See Netto from Eagle Marine’s diesel survey for an in-depth report as to the condition of engines, generator, IPS pod drives and the Volvo electronic engine control system.
12. Brown seepage was noted in way of the generator muffler drain plug. Reseal/service as necessary.
13. Install securement to the wire chases routed along the port hullside in the lazarette area. They are properly supported forward of this area and on the starboard side.
14. Fuel seepage was noted at the push-on fuel hose connection to the port main engine Racor fuel filter isolation valve. Service as necessary.
15. Mark the installation dates on the batteries for future maintenance reference.
16. * Lubricate and exercise the port and starboard main engine raw water intake sea valves for proper operation. Service further if deemed necessary.
17. Label all unmarked isolative valves at the raw water distribution manifold mounted above the raw water circulating pumps, portside below the generator.
18. Leakage was noted at the starboard trim motor, at the transom penetration. Service as necessary.

UPPER SALON

19. Label the D.C. voltmeter [on main breaker panel] as to which battery bank is monitored on the 3-positions of the rotary selector knob.
20. Small visible air voids were noted sporadically around the perimeter of the frameless window panels. These appear to be double pane windows. Monitor for progression. Replace if/when deemed necessary.
21. Note: The air conditioning for the port and starboard zones was noted to produce 47°F air at the cold air discharges. No recommendation is deemed necessary.

HELM

22. The autopilot has not been set-up/configured. Commission autopilot and prove. Service if necessary.
 23. An error message stating: “Radar Error Code 1024 AFC Calibration Fault” was displayed on the Garmin system when testing the radar function. Trace out, service, and prove.
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24. The port and starboard fuel gauges read ¼ full. Fill the tanks and prove the accuracy of the gauges. Calibrate if deemed necessary.
25. A message stating: “Glass cockpit needs to be connected to Volvo Penta” was displayed repeatedly on the Garmin units. The meaning of this message is unknown. Trace out, service, and prove. See diesel survey for details.
26. The “trim assist” function on the Volvo engine control head did not engage when tested. This system may not have been configured with the option. See diesel survey. Service if deemed necessary.

LOWER SALON

27. Install a means of securing the wine cooler doors in the closed position while underway.
28. Note: The air conditioning for this zone was noted to produce 54°F air at the cold air discharge. No recommendation is deemed necessary.

BOW STATEROOM

29. Note: The air conditioning for this zone was noted to produce 51°F air at the cold air discharge. No recommendation is deemed necessary.

UNDER FORWARD ACCOMMODATIONS

30. Note: The starboard unused tank is plumbed to a deck pump out fitting labeled “waste”; however, no supply hose is connected to the top of the tank. The tank does not appear to be in use. Note: This tank is reportedly to be used in areas which require holding gray water. No level gauge was noted for this tank or the freshwater tank. No recommendation is deemed necessary at this time.

COSMETICS

31. The vessel’s interior and exterior wood finishes exhibit sporadic cosmetic flaws. Refinish when deemed necessary as part of the vessel’s ongoing maintenance program.

SATELLITE TELEVISION SYSTEM

32. The vessel’s KVH automatic tracking satellite television antenna system has power but did not acquire a satellite signal. The system has not been commissioned and no satellite television receivers were sighted onboard. Commission system and prove. Service if necessary.

WATERMAKER

33. The Watermakers Inc. watermaker was operated while dockside at high tide. The unit was found to produce product at a rate of 20 gallons per hour [GPH]. The unit is not equipped with a salinity meter. It would be prudent to have the product sampled and tested on a periodic basis as part of the vessel’s ongoing maintenance program.

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UNITED STATES COAST GUARD/SAFETY

34. * Recertify all handheld fire extinguishers. If any are discharged, recharge or renew as necessary.
35. * Register/enter an MMSI number into the Garmin VHF radios to allow the integrated distress function to operate as intended.
36. * Recertify both HFC-227ea fixed fire suppression cylinders located in the machinery space. It does not appear that the cylinders are set up to discharge simultaneously. Verify the system is of adequate size to protect the entire machinery space if the cylinders do not discharge simultaneously. Alter configuration if deemed necessary by a qualified fire suppression system specialist.
37. * Strong consideration should be given to the installation of manual release cables to the two fixed fire suppression cylinders installed in the machinery space.
38. * Replace the existing 360° white navigation light with a combination forward navigation/anchor light to comply with United States Coast Guard/International COLREG lighting requirements for vessels 39'4" in length and greater. As an alternative, install a standalone forward navigation light.
39. * Install a Rules of the Road book per the United States Coast Guard Inland Navigational Rules Act of 1980, for vessels over twelve meters [thirty-nine feet four inches] in length.

The market value appearing on the second page of the Specifications section of this report is based on the average selling price of a vessel of this type and size according to materials at hand, considering all extras and accessories fairly depreciated, and is intended for insurance and financial evaluation, but is not intended to influence the purchase or non-purchase of the vessel.

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.

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This survey is issued without prejudice to the rights of whomever it may concern.

Blake R. Stahl

Blake R. Stahl
Accredited Marine Surveyor #943
Society of Accredited Marine Surveyors

BOTTOM PHOTOGRAPHS:



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END OF SURVEY REPORT

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