Homeport
marine surveys

2005 73' Park Isle Marine, Sooke, BC Canada Snowbird

"True Love"

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Report of Marine Survey

Of the Vessel

"True Love"

2005 73' Park Isle Marine, Sooke, BC Canada Snowbird

Conducted By

Eric P. Smith, SAMS AMS®
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Prepared For

Jackson Creek Outfitters LLC: POC: Keith & Jaqui Ruse

Date Of Survey: July 31, 2024 & August 1, 2024
Report Submitted On: August 5, 2024

SOCIETY OF ACCREDITED MARINE SURVEYORS, AMS, ABYC Standards Certified

INTRODUCTION

PURPOSE & SCOPE

The attending Surveyor attended aboard the 2005 Park Isle Marine, Sooke, BC Canada Snowbird True Love, at the request of Jackson Creek Outfitters LLC: POC: Keith & Jaqui Ruse, beginning July 31, 2024 & August 1, 2024. The Survey was requested to determine the physical condition and value of the vessel. No reference or information should be construed to indicate evaluation of the internal condition of engines, transmissions, drives or generators, nor the propulsion system's or the auxiliary power system's operating capacities. Electrical and electronic equipment was powered up and some electrical equipment may have been tested for basic and/or limited function only. The wiring was inspected where accessible and was found to be in generally serviceable condition, unless otherwise noted. A significant amount of wiring could not be observed due to the wiring looms and conduits that transit areas which would require dismantling and removals for their inspection. If a detailed report as to the condition and capacities of the wiring and electrical components is desired, it is recommended that a qualified ABYC Certified Marine Electrical Engineer be engaged. Vessel tankage was visually inspected where accessible. No obvious leakage was observed, unless otherwise noted; however, the tanks were not confirmed to be full at the time of inspection. If a more thorough assessment is desired, the tanks should be filled and checked under full tank status or pressure tested to attest to their condition.

The vessel was Surveyed without the removal of any parts, including fixed partitions, fastened panels, fittings, headliners & wall-liners, heavy furniture, tacked carpeting or other fixed flooring material, appliances, electrical equipment or electronics, instruments, anchors line & chain, spare parts, personal gear, clothing, miscellaneous items in the bilges, cabinets, lockers or other storage spaces, or other fixed or semi-fixed items. Only installed items were inspected, including but not limited to enclosures, covers and tops. Locked compartments or otherwise inaccessible areas would also preclude inspection. Survey requester is advised to open up all such areas for further inspection. A visual inspection was conducted only on accessible structures and no destructive testing was performed. Naval architecture and engineering analysis were not a part of this Survey. Furthermore, no determination of stability characteristics or inherent structural integrity has been made, and no opinion is expressed with respect thereto. Complete compliance with, identification of, and reporting on all standards, codes and regulations is not guaranteed. This signed report represents the findings of the Survey and supersedes any and all conversations, statements and representations, whether verbal or in writing. This Survey Report represents the condition of the vessel on the above date or dates and is the unbiased opinion of the undersigned, but it is not to be considered an inventory, warranty or guarantee, either specified or implied. The Survey Report is for the exclusive use of the client and those lenders and underwriters that will finance and insure the vessel for this client only and is not assignable to any other parties for any purpose.

CONDUCT OF SURVEY

This survey was conducted using as reference the federal regulations and amendments issued and enforced by the United States Coast Guard under authority of Titles 33 and 46 of the United States Code of Federal Regulations (CFRs) in effect at the time of the survey inspection. In addition, the American Boat and Yacht Council (ABYC) and National Fire Protection Association (NFPA-302) voluntary standards in effect at the time of the survey inspection were used as reference. These ABYC and NFPA voluntary standards are generally followed by most vessel manufacturers today. 100% adherence is not guaranteed.

In addition, the Society of Accredited Marine Surveyors (SAMS) survey guidelines in effect at the time of the survey inspection were used as reference.

SURVEY INSPECTION COMMENTS

All systems and components inspected and described herein apply only at Time of Survey and are considered serviceable and / or functional except as indicated in the survey report and listed in the Findings and Recommendations section. Electronic devices and instruments were checked for power up only - not for functionality. Areas not inspected include vessel structure areas where covered, unexposed or inaccessible such as screwed down or false panels or bulkheads, moldings or any other area that were not readily open for visual inspection.

INTENDED USE

This survey is prepared for the exclusive use of Jackson Creek Outfitters LLC: POC: Keith & Jaqui Ruse.

This survey report is for the sole use of the Client. This report is non-transferable and no other person or entity, including other potential buyers of the vessel surveyed pursuant to this Agreement, shall be entitled to use this survey report or to enforce, make any claim, or have any right pursuant to the provisions of this Agreement.

No part of this report may be reproduced or utilized in any form or by means, electronic or mechanical, including photocopying, recording, or electronic or digital information or storage retrieval system, without Homeport Marine Surveys, LLC express written permission. However, release of copyright is granted to Jackson Creek Outfitters LLC: POC: Keith & Jaqui Ruse and insurers, or lenders related with the client for the purposes of assisting with financing, insuring, or repairs to the vessel.

DEFINITION OF TERMS

The terms and words used in this report have the following meanings as used in this Report of Survey:

APPEARED:

Indicates that a very close inspection of the related item was not possible due to constraints imposed upon the Surveyor (e.g., no power available, inability to remove panels or requirements not to conduct destructive testing, etc.).

SERVICEABLE:

Fulfilling its function adequately (usable at the time of Survey).

POWERED UP:

Power was applied only. This does not refer to the operation of any system or component, unless specifically indicated.

DEMONSTRATED:

Exhibit the basic operation, functionality or use of the related item. This does not imply a complete & thorough test of the item was completed.

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

Shows minimal wear with possible minor cosmetic discrepancies.

FAIR CONDITION:

Denotes that system, component or item is functional as is with minor repairs. (Monitor Often).

POOR CONDITION:

Unusable as is. Requires repair or replacement of system, component or item to be considered fully usable.

USE OF "A", "B" or "C":

Use of the letters "A", "B" or "C" in the body of this report will indicate that a finding will be listed in the ''Findings and Recommendations'' Section pertaining to the lettered item. PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS, AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.

Deficiencies will be listed under the appropriate heading:

A = Priority I: USCG Requirements / Critical Safety Findings.
B = Priority II: Deficiencies Needing Attention.
C = Other Notes & Observations: These are items that are relatively minor in nature.

The number of asterisks in this General Information section refers to the source of related information as follows:

* Per HIN (Hull Identification Number)
** Per Manufacturer's Documentation
*** Per Registration Documentation
**** Per BUC Book Data

Unless specifically noted otherwise, there were no measurements or calculations performed during the Survey. The specifications listed within the report are believed to be correct; however, accuracy is not guaranteed. Recommend obtaining accurate measurements and performing calculations as desired or verifying all vessel specifications and capacities with the vessel's builder.

SURVEYOR NOTES

TRIAL RUN COMMENTS

A trial run was performed on August 1, 2024, during the Survey inspection.

OUT OF WATER INSPECTION COMMENTS

An out of the water inspection of the hull's wetted surfaces and running gear was performed during the Survey inspection.

ELECTRICAL SYSTEMS COMMENTS

AC and DC power was used to power up the electrical systems specified in this report only, unless otherwise noted.

ENGINE/MECHANICAL SURVEY

Chris Diggs of Diggs Diesel was onboard on August 1, 2024, during the Hull Survey and trial run. He performed a separate Mechanical Survey on the engines, gears and generator. Questions about the condition of these systems should be directed to that Surveyor.

ULTRASONIC METAL THICKNESS AUDIO GAUGING

Randomized Ultrasonic Metal Thickness Audio Gauging was performed on the vessel's hull bottom below the waterline using a Phase II Ultrasonic Thickness Meter, model UTG-2900. All readings obtained verified the aluminum alloy plating thicknesses to be of their original milled thickness in the areas measured. No recommendations have been made to perform any service to the vessel's aluminum alloy structures.

GENERAL VESSEL INFORMATION

TYPE OF SURVEY REQUESTED	Condition and Value
DATE AND TIME OF SURVEY	July 31, 2024 & August 1, 2024, between the hours of 9:00 AM & 4:00 PM
HULL ID# / FILE #	1
VESSEL TYPE	Performance semi-displacement long-range coastal trawler.
VESSEL BUILDER	Park Isle Marine.
VESSEL DESIGNER	Gregory Marshall
YEAR / MAKE / MODEL	2005 Park Isle Marine, Sooke, BC Canada Snowbird
ENGINE INFO / SERIAL NUMBERS	Twin SCANIA DI 12 69 (YANMAR 6SY-STP) 720HP Diesel engines. Serial numbers: Port: 6516380, Starboard: 6516375. Hours: Port: 3211, Starboard 3210.
HAILING PORT DISPLAYED	Deltaville, VA
U.S.C.G. DOCUMENTATION NUMBER	1298112
U.S.C.G. DOCUMENTED FOR	Recreation
LENGTH OVERALL (LOA)	73' 0" **
LENGTH WATERLINE (LWL)	61' 8" **
BEAM	18' 0" **
DRAFT	5' 7" **
OVERHEAD CLEARANCE	Mast Down 21' 7" ** Mast Up 29' 6" **
DISPLACEMENT	129,500 lbs. Full Load ** 129,200 lbs. Half Load **
DEPTH	5.4' ***
GROSS TONNAGE	46 GRT ***
NET TONNAGE	37 NRT ***
LOCATION OF SURVEY INSPECTION	Deltaville Boat Yard, Deltaville, VA
LOCATION OF BOTTOM INSPECTION	Deltaville Boat Yard, Deltaville, VA
VESSEL OWNER	Jackson Creek Outitters LLC
PERSONS IN ATTENDANCE DURING SURVEY	Eric Smith (Attending Hull Surveyor 7/31 & 8/1/24) Chris Diggs (Attending Engine Surveyor 8/1/24) Eric Valliere (Captain 8/1/24) Ronnie Haynes (Crew 8/1/24)
WEATHER CONDITIONS PRESENT	7/31/24 Sunny, low of 74F and high of 89F, Winds SW @ 4-12 MPH. 8/1/24 Mostly Sunny, low of 77F and high of 93F, Winds SW @ 5-9 MPH, seas 1-2' in the bay.

RATING & VALUATION

VESSEL OVERALL RATING
ABOVE AVERAGE

ESTIMATED MARKET VALUE
$1,200,000

ESTIMATED REPLACEMENT COST
7,500,000

VESSEL DOCUMENTATION

DOCUMENTATION COMPLIANCE (46 CFR 67)

The vessel's U.S.C.G. Documentation Number was improperly displayed.

FINDING C-1

VESSEL CONSTRUCTION

HULL EXTERIOR - TOPSIDES

HULL DESIGN TYPE

Semi-displacement trawler.

HULL MATERIAL

Aluminum alloy plating. (3/8" below waterline, 1/4" above) over longitudinal & athwartships framing. Welding details provided in onboard documentation.

EXTERIOR FINISH

Awlgrip, moondust hull with green trim striping and white superstructure.

GENERAL EXTERIOR CONDITION

The exterior of the vessel was well-kept and in excellent condition.

RUB-RAILS

Heavy duty black rubber over aluminum.

TOPSIDES THRU HULL FITTINGS

Welded aluminum alloy.

TRANSOM

A full-width dock-sized swim platform with Marine 2000 decking for boarding, an adjustable safety rail, and a detachable swim ladder. Large, hinged storage lockers are conveniently installed outboard in the transom, where freshwater hoses, shore power, and miscellaneous gear are secured. The centerline promenade stairwell is broad, with large steps that transition to the aft deck cockpit. The stairwell includes a hot and cold freshwater shower (demonstrated) and has two opening port lights for the aft stateroom.

VESSEL LIST

The vessel did not have any significant listing, during the Survey (a nearly straight waterline was observed).

INTERIOR HULL STRUCTURAL COMPONENTS

BILGES

Aluminum alloy with a mixture of spray foam and foil-backed insulation in various areas, access via numerous removable deck plates throughout. Presented in generally clean condition.

FINDING C-2

BALLAST

Approximately 2,000 lbs. of lead ballast ingots - sighted secured in the tiller flat ballast boxes.

STRINGERS/TRANSVERSALS

Hull stiffness was provided by electrically welded longitudinal stringers and primary & intermediate frames.

BULKHEADS

All accessible bulkheads appeared well secured.

DECK ARRANGEMENT

DECK MATERIAL

Marine 2000 non-slip material on main and fore decks with synthetic Teak on upper decks.

FINDING C-3

ANCHOR / WINDLASS & GROUND TACKLE EQUIPMENT

-Lofrans Titan 2000W electric 24V horizontal windlass with capstan (powered up).
-Two Delta deep set 110 lb. galvanized anchors with 200’ of G4 3/8” high test chain & Chain stoppers.

FINDING C-4

CLEATS

Aluminum welded, well secured and appropriately placed throughout.

DECK HATCHES

Two watertight Freeman deck hatches at the foredeck for the anchor locker access. Three Bomar-style aluminum framed ventilation and egress hatches along with a concealed engine room and aft cabin emergency egress hatches.

FINDING B-1

PORTHOLES / PORTLIGHTS

Recessed stainless framed opening portlights split port and starboard.

COMMENTS

Covered aft and side decks lead to the foredeck, which provides a large open space with high bulwarks and tall aluminum tubular railing for safety. The anchor deck was a raised stage with the windlass and chain lockers. The dual anchor well was angled forward for drainage from anchor wash down. There were two anchors ready to deploy with chain stoppers and cleats. The sizeable deep chain lockers have a separate shelf aft for the Glendinning shore power retrievers and freshwater hoses. There were rollers and cleats for dock lines as well. Fender storage racks, cleats, and freeing ports were along the side decks. Aft below the reverse-raked windows was a large, hinged deck box for stowing lines and shore power attachments. Safety railings with lots of open sundeck space surrounded the upper boat deck area. There were two large storage lockers; the starboard one contained
a wash-down hose, and there was a low box fridge/freezer alongside. The 15' APEX tender was mounted across the beam aft and can be launched off the transom or to either side with the Steelhead crane (demonstrated).

SUPERSTRUCTURE ARRANGEMENT

SUPERSTRUCTURE MATERIAL

Aluminum Alloy

BRIDGE ARRANGEMENT

BRIDGE TYPE

The flybridge stairs from the main deck level below lead to a sliding door separating the interior living areas from the upper deck. This top deck was all on one level, with the area forward of the mast enclosed with clear Lexan panels. The side panels were mounted on separate tracks, allowing them to be opened or removed independently. Centered forward was the helm station with accompanying navigation & communication electronics. Two-seater Stidd helm bench. Below the console was storage space for life jackets, etc., and there was a movable chart box on top. Crew forward-facing seating port and starboard and U-shaped seating area with a drop-leaf table. The aluminum hardtop had opening hatches providing extra lighting and ventilation. The flybridge and boat deck were divided by the mast, which has a lowering apparatus for lowering the air draft and easy access to the masthead electronics. There was a custom dumbwaiter from the galley which powered up. The lower helm station was incorporated forward into the open-concept salon. The forward reverse-raked windows provide excellent visibility ahead. The forward helm station included a folding helm chair to starboard with a navigation console, thrusters, and engine controls. Electrical sub-panel breakers were concealed behind the helm cabinetry door. An office-like desk was to port with drawers and a printer. There was a wraparound counter behind the window with several storage compartments.

FINDING C-5

UNDERWATER EQUIPMENT & HULL INSPECTION

HULL BOTTOM

KEEL

Aluminum alloy is shallow and tapered from 0 approximately 20' aft of the stem to approximately 2' at the aft end. A Delrin skid plate has been added aft.

STRESS CRACKS

None sighted.

GROUNDING DAMAGE

None Sighted.

ANTIFOULING PAINT

During the haul-out, the vessel's bottom was pressure washed, and the propellers were scraped. Some of the antifouling bottom paint was worn thin around the aft waterline.

FINDING C-6 **FINDING C-7**

TYPE AND CONDITION THRU-HULL FITTINGS ABOVE AND BELOW WATERLINE.

Stainless steel above the waterline and aluminum alloy welded fitting below. Sea chests incorporated stainless steel hull grates. All appeared serviceable.

HULL TRANSDUCERS

Furuno DST800 S/N 1741829 & Airmar PN: 44-127-1-01. The transducers appeared serviceable where sighted.

HULL INSPECTION COMMENTS

Inspection of the hull's wetted surface was partially hindered due to the vessel's position on the travel-lift straps and the presence of antifouling paint/coatings covering the hull's wetted surface. Unexposed areas precluded inspection. A randomized UT test was performed along the hull's accessible wetted surfaces without exceptions found.

UNDERWATER EQUIPMENT & RUNNING GEAR

PROPELLERS

Two 5-Blade bronze Nibral 36”D x 28”P. No dings or damage were sighted; both were in excellent serviceable condition.

PROPELLER SHAFTS

Aquamet 22, 3” diameter propeller shafts.

PROPELLER SHAFT STRUTS

V-type in good serviceable condition.

SHAFT STAVE BEARINGS (CUTLESS BEARINGS)

The Cutless Bearings showed no signs of significant wear.

LINE CUTTING DEVICES

Line cutting spurs were installed between the shaft struts and the propellers.

RUDDER TYPE / MATERIAL

Alloy rudders coated with anti-fouling paint.

RUDDER MOUNTING / ALIGNMENT

Mounted in Tides Marine dripless rudder seal carrier bearings. Well mounted and serviceable.

THRUSTERS

Hydraulic ABT TRAC 12 stern and bow thrusters were in serviceable condition. Demonstrated during trial run.

ANTI-ROLL CONTROL STABILIZER SYSTEM

Trac Digital Electro-Hydraulic Anti-Roll Control Stabilizers (TRAC 370 Active Fins). All components were in serviceable condition. Demonstrated serviceable during trial run.

FINDING C-8

SACRIFICIAL ANODES

Aluminum anodes along the keel & stern thruster were serviceable with less than 1 Ohm of resistance measured with DVOM between the anodes and hull. Anode wastage to approximately 80% of mass observed.

EXTERIOR EQUIPMENT

GENERAL HARDWARE CONDITION

No significant corrosion was observed on the vessel's hardware.

GENERAL CAULKING/SEALANT CONDITION

No significant weathering was observed on the vessel's exterior caulking sealants.

EXTERIOR LIGHTING

LED exterior courtesy and overhead lighting installed throughout. All illuminated except where noted when tested.

FINDING C-9

CABIN VENTILATION

Natural ventilation provided by the hatches, portholes, sliding salon windows and salon entry doors. Salon forward also had aluminum weathertight doors port and starboard. Serviceable.

WINDOWS

Diamond Sea Glaze doors and windows.

WINDSHIELD

Tempered glass windshield The forward 3 panels have wipers which powered up. No signs of water intrusion found. Serviceable.

FINDING C-10

SPRAY-SHIELD

Some of the upper bridge Lexan side panels were UV-crazed/cloudy.

FINDING C-11

DAVIT/CRANE

Steelhead Marine CT900 (Powered up and demonstrated).

EXTERIOR STORAGE

Various exterior lockers, storage areas, and deck boxes incorporated throughout were in serviceable condition.

FINDING C-12

EXTERIOR COVERS

Tender canvas cover in place was in serviceable condition.

COMMENTS

Exterior equipment included the following in serviceable condition:
-Spot Free water filtration system
-Shore water intake system with filters
-Hoseowner freshwater hoses forward and aft
-Hot and cold freshwater shower in swim platform steps
-Icer-ette ice maker and refrigerator with a cupboard above for glasses
-Retractable railing, mid-ship port and starboard to access dock cleats
-Recessed life rings in outboard gunwales (port and starboard)
-Large hawsers
-Fender with storage holders

FINDING C-13

TENDER / AUXILIARY WATERCRAFT

TENDER/WATERCRAFT

2012 APEX 15' RHIB, HIN# ABLB1513G112 cradled at the aft boat deck, in worn but serviceable condition.


YAMAHA
T/T TRUE LOVE
APEX


ABLB1513G 112


50
YAMAHA
FOUR STROKE

ENGINE MODEL

2005 50 HP Yamaha 4-stroke F50TLRD gasoline outboard, Serial # 1005458.

FINDING C-14

PROPULSION & MACHINERY SPACE

PROPULSION SYSTEM

ENGINE MODEL INFO

Twin SCANIA DI 12 69 (YANMAR 6SY-STP) 720HP Diesel engines. Serial numbers: Port: 6516380, Starboard: 6516375. Hours: Port: 3211, Starboard 3210.

ENGINE DISPLAYS

Maretron engine performance displays powered up.

ENGINE ALARM SYSTEM

Audible/visual engine alarms at the helm.

MACHINERY SPACE INSULATION

Thermal & acoustical sound deadening insulation built into the engine room.

ENGINE SPACE ACCESS

Entry through a Diamond Sea Glaze door with a viewing window. The engine room is easy to move around in and has a railing inboard of the engines for hand support. The sure-footed flooring locks in place. The centerline walkway enables instant access forward to the stabilizers and Watermaker. The two generators are installed aft. There are three fuel tanks, two outboard and one beneath the sole. Aft is an electrical panel with breakers and spare fuses. Each raw water system has a separate through hull for intake. A unique discharge water sea chest returns overboard. The Delta T ventilation system moves a high volume of air. A fire suppression system, an emergency escape hatch with built-in steps, and a signal alert red light on the flybridge to notify the crew in an emergency.

COMMENTS

During the Hull Survey and trial run, Chris Diggs of Diggs Diesel was onboard on August 1, 2024. He performed a separate mechanical survey of the engines, gears, and generator. Questions about the condition of these systems should be directed to that Surveyor.

TRANSMISSIONS / GEARS / DRIVES

DRIVE SYSTEM TYPE

Direct Drive.

TRANSMISSIONS/GEARS

ZF Friedrichshafen ZF 350A marine gears with 2.636: 1 ratios. Gear Serial #s: Port: 20047196, Starboard: 20047197 sighted at the data tags.

PROPELLER SHAFT SEALS

Tides Marine Dripless Shaft Seal Systems. Aqua Drive thrust bearings. Monitor frequently.

MACHINERY & BILGE SPACE EQUIPMENT

SEACOCKS/SEA-VALVES

TCI seacocks - flanged ball valves, Miller-Leaman seawater strainers, & Sea chest raw water discharge manifold all in serviceable condition.

LUBE TRANSFER SYSTEM

Reverso Lubrication Transfer Pump System.

SHIP'S AIR COMPRESSOR

Buell air compressor. Powered up.

STEERING SYSTEMS

STEERING SYSTEM TYPE

Hydraulic Jastram steering helm cylinders with Accusteer dual autopilot pumps. Serviceable.

NUMBER OF STEERING STATIONS

Two: pilothouse helm and flybridge helm.

HELM WHEEL

Stainless steel destroyer-style helms at the flybridge and pilothouse.

RUDDER STOCKS

Stainless Steel Rudder Stocks.

RUDDER POSITION INDICATOR

Autopilot rudder angle function. Demonstrated.

EMERGENCY STEERING SYSTEM

The steering bypass system is incorporated via a jog lever and selector switch at the lower helm to the starboard.

FUEL SYSTEMS

FUEL SYSTEM TYPE

Diesel.

FUEL TANK(S) INFO

5052 Aluminum tanks, three total (Port, starboard & centerline with a combined capacity of 1,710 gallons. Well mounted and secured.

FUEL LEVEL MONITORING

Analog Fuel gauges were installed at the superstructure side decks' recessed fuel fill port and starboard.

FINDING C-15

FUEL TANK MANUFACTURER LABELING

None sighted, due to access.

FUEL FILL MARKING

Port & starboard side deck superstructure, clearly marked for diesel.

FUEL TANKAGE & FUEL FILL GROUNDING
Fuel tanks and fills appeared properly grounded.

FUEL FILL HOSE/PIPE
Type A2 USCG Approved Fuel Hoses, where sighted.

FUEL LINES/HOSES
USCG Approved Type A1 fuel lines, where sighted.

FUEL SHUT-OFF VALVES
Vetus Electric Ball Valves at the base of each wing tank.

MAIN ENGINE PRIMARY FUEL FILTERS
Dual Racor 900MA Primary fuel filter/water separators (30 MIC elements) with vacuum gauges.

FUEL FILTER CONDITION
No significant sediment was observed in the Primary fuel filter's sight bowls. Monitor/service often.

GENERATOR FUEL FILTER CONDITION
No significant sediment was observed in the generator Primary fuel filter sight bowl or diffuser. Monitor and service often.

FUEL TRANSFER SYSTEM
Reverso GP-301 AC Pump.

FUEL POLISHING SYSTEM
Reverso fuel polishing, priming, and transfer system. Reverso 210GPH Separ pump - Algae X fuel conditioner.

WATER SYSTEMS

FRESHWATER SYSTEM

WATER TANKAGE MATERIAL
Polyethylene, two total each (250 gallons combined), split mounted port, and starboard below the aft cabin bunks. They are well-secured and serviceable. Note that the starboard tank area showed indications of a previous leak that had been repaired.

WATER FILL LOCATION
Port and starboard transom swim deck area clearly marked for water.

FRESHWATER PUMPS
Two 115VAC Head Hunter Mach 5 pumps in the engine room. Pump 2 Demonstrated.

FINDING B-2

FRESHWATER FILTRATION
Primary & secondary filtration along with spot-free 5000 water softener and Trojan UV Max, Model C UV Light Filter.

FRESHWATER PIPE/HOSE PLUMBING
PEX type (Cross-linked Polyethylene) tubing and rubber hoses.

FRESHWATER ACCUMULATOR TANK
Two Headhunter AVF-6 tanks.

CITY WATER/DOCKSIDE INLET CONNECTION
Port side stern locker on Hose-master reel.

HOT WATER SYSTEM

WATER HEATER

Torrid Marine Systems, MVS-40, 40-gallon capacity, 3000 Watt, 240VAC 12.5 Amp water heater in the engine room. Demonstrated.

WATER HEATER PRESSURE RELIEF VALVE

Relief valve built into the tank.

WATER FILTRATION SYSTEM

DESALINATION (FRESHWATER MAKING) SYSTEM

Village Marine Tec., PWV 1200, 220 VAC with pilothouse remote. Production components forward in the engine room.

DESALINATION SYSTEM RATING

1,200 gallons per day (per data tag).

COMMENTS

The desalination system was not powered up, due to poor water quality during the Survey (no offshore testing).

BLACKWATER SYSTEM

MSD (MARINE SANITATION DEVICE) SYSTEM (33 CFR 159)

Type III MSD Waste System (utilizes a holding tank or similar device that prevents the overboard discharge of treated or untreated sewage).

BLACKWATER TANKAGE

There are three blackwater holding tanks on the centerline below decks (one aft of the engine space and two forward), with a combined capacity of 309 gallons. There are exterior pump outs and a Headhunter Mako I-230 VAC discharge pump.

COMMENTS

The vessel's operator is responsible for determining what type of MSDs (marine sanitation devices) are prohibited & permitted by law in the location of the vessel's intended use.

GREYWATER SYSTEM

GREYWATER TANKAGE

Three greywater holding tanks on centerline below decks (1 aft of the engine space and 2 forward) with a combined capacity of 334 gallons. Pump out and Headhunter Mako I-230 VAC discharge pump.

COMMENTS

The vessel's operator is responsible for determining whether direct greywater overboard discharge is prohibited or permitted by law in the location of the vessel's intended use.

ELECTRICAL SYSTEMS

DC ELECTRICAL SYSTEMS

DC SYSTEMS VOLTAGE

24/12 volt systems.

BATTERIES

Batteries: Lifeline AGM 105 (GPL-31T) x 6 is split into three banks and mounted in a sliding shelf cabinet to the starboard below the starboard generator. Individual battery banks serve the generator sets, port and starboard engines, starting with rotary switches, including a parallel switch to the starboard of the engine room entry. The house bank consists of Lifeline AGM-8DL x 6 and is located at the aft engine room bulkhead behind a fixed screen vent panel.

DC ELECTRICAL PANEL BREAKERS/FUSES

24VDC & 12VDC Main distribution panels (MDPs) are located forward in the engine space along with sub-panels in the salon forward. Digital voltage and amperage gauges at the MDPs & sub-panels. All well labeled and powered up.

DC ELECTRICAL SYSTEM MONITORS

Via Maretron network. Powered up.

BATTERY CHARGERS

Two Outback VFX 3524 3500-Watt inverter/chargers, powered up.

BONDING SYSTEM (ABYC E-2 & E-11)

There were no bonding or grounding exceptions identified during the Survey.

FINDING C-16

DC SYSTEM WIRING TYPE

Serviceable for intended use, where sighted.

COMMENTS

Always recommend verifying that the AC/DC electrical systems have properly sized & rated overcurrent circuit protection and conductor sizes.

FINDING C-17

AC ELECTRICAL SYSTEMS

AC SHORE POWER SYSTEM VOLTAGE

120/240 Volt @ 60Hz.

AC SHORE POWER INLETS

50-Amp for house and air conditioning (connections fore and aft), Dual 50A/240V shore power cords by Glendinning retrieval systems (fore and aft), dual Charles 12 KVA isolation transformers for 50-amp power feeds (fore and aft). The cord reels were demonstrated.

FINDING B-3

MAIN AC SHORE POWER BREAKERS

Main 50A breakers and MDP panel in the engine room forward and sub-panels in the salon forward. Dual analog and digital gauges for Voltage & amperage. Analog frequency gauges at the main breaker panel.

AC ELECTRICAL SYSTEM MONITORS

Digital Amperage and voltage gauges in the MDP and sub-panels powered up.

FINDING C-18

AC ELECTRICAL SOURCE SELECTOR SWITCHING

Manual slide type for shore or ship power with transfer breakers.

AC ELECTRICAL POWER OUTLETS

The AC outlets were tested using an Ideal SureTest 165 Circuit Analyzer. Except where noted, all GFCI-protected outlets tripped at their test buttons.

FINDING A-1

AC ELECTRICAL OUTLET POLARITY

AC electrical outlet polarity was checked and found to be wired correctly.

AC SYSTEM WIRING TYPE

Appeared serviceable for intended use, where sighted.

GENERATORS/AUXILIARY POWER

GENERATORS

GENERATOR INFO

30KW 125/250 VAC Northern Lights/LUGGER Model# M944W3-30KW serial# 9442-44968C diesel generator located aft to starboard in the engine space and additional 12KW 120/240 VAC Northern Lights Model M843NW3-12KW serial# 8432-43342C diesel generator located aft to port in the engine space. Both with sound shields in place. Powered up and demonstrated under full house load during the trial run.

GENERATOR HOURS

The 12KW unit showed 6,019.6 hours, and the 30K unit showed 3,867 hours.

COMMENTS

During the Hull Survey and trial run, Chris Diggs of Diggs Diesel was onboard on August 1, 2024. He performed a separate mechanical survey of the engines, gears, and generator. Questions about the condition of these systems should be directed to that Surveyor.

INVERTERS & OTHER AUXILIARY POWER

INVERTER SYSTEMS (ABYC E-11, A-31)

Dual Outback model VFX 3524 3500-Watt inverter/chargers. Powered up.

ELECTRONICS & NAVIGATION EQUIPMENT

VHF RADIOS

Two: Individual Icom IC-M604 VHF Radios at each bridge and Icom HM-157 (Commandmic) remote in the flybridge connected to the lower station VHF. All powered up.

COMPASSES

Serviceable Ritchie magnetic at the flybridge and KVH digital at the lower helm (powered up).

MULTI-FUNCTIONAL NAVIGATION DISPLAYS

Furuno MU-120C at lower helm and MU-170C on upper bridge. The lower Powered up.

FINDING B-4

AIS (AUTO IDENTIFICATION SYSTEM)

Furuno FA-50 Class B AIS (Automatic Identification System) Transponder. Powered up.

AUTOPILOT

Simrad AP25 on the flybridge and lower helm. Powered up.

MARINE RADAR

Demonstrated via multi-function display, open array mounted on the signal mast.

FISH FINDER

Furuno DFF1 on the flybridge with Simrad combo transducer and MB-1100 matching equipment.

DEPTH DISPLAY

Furuno, F1-50 Multi at the upper and lower helms. Powered up.

WEATHER INSTRUMENT

Furuno PB150 on the flybridge.

ANTENNAS

The antennas appeared to be well mounted where sighted.

STEREO SYSTEM

AV Surround receiver: - Denon AVR-2106. Speaker control: - Russound SDB series speaker selector with speakers in the salon, galley, aft deck and flybridge headliners. All systems and speakers powered up and demonstrated.

ELECTRONICS COMMENTS

Furuno Software Installed: - NavNet, MaxSea navigation, Network sounder DFF1, PG 500 Heading sensor, Radar sensor, Sirius satellite weather, plus BBWX1 receiver with the additional equipment below installed:
-Control units: - Furuno MCU001 at the upper and lower helm.
- Processor Unit: - Furuno MPU001 at the upper flybridge.
- Heading sensor: - Furuno PG 500.
- AIS system: - Furuno FA-59 Class B transponder.
- Black Box: - Furuno MFDBB on the flybridge.
- Radar sensor: - Furuno DRS6A on flybridge.
- Additional monitors: - Starboard side on the flybridge.
-Antennas: - Airmar weather, VHF, Maretron GPS, Trac phone and vision, AIS-GPA-017. Mounted outboard of the flybridge and on the signal mast.
- Video Monitoring: - Axis Network Cameras. (2) 211M in the engine room, (1) 215 PTZ on the aft deck. Closed-circuit television.
- Phone System: - Charles Industries C-Phone communications system 9404 model; Panasonic KX-Tg6411T cordless phone stations - office, saloon, three cabins, hard-wired – engine room and flybridge; Telular SX5T wireless terminal.
- Internet: - access via TracPhone; Thrane & Thrane Fleet 33 Inmarsat.
- Ethernet Hub: - Furuno HUV-101 on the flybridge.
- Internet switch: -Netgear EN104TP; in entertainment cabinet.
- Printer: - Canon MG5120 in lower helm desk.
- Engine and systems monitoring: - Maretron DSM250 displays at flybridge, lower helm, and OEM displays in the engine room.
- Headsets: - (2) pair Tech Link radio headsets.
- Electronic chart chip.
All systems except where noted were demonstrated in serviceable condition.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (U.S.C.G.)

WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Nine Adult, One Youth & One Child Type II, and Two Type V inflatable, all U.S.C.G. Approved PFDs stowed onboard. All were serviceable and readily accessible. Noted additional NON-USCG inflatable types stowed on the upper bridge starboard helm console.

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Two Type IV - U.S.C.G. Approved Throwable Devices (rings) stowed readily accessible along port and starboard side decks in recessed bulwark pockets.

FIRE EXTINGUISHERS (33 CFR 175.310)

Eight rechargeable models onboard with One 20LB CO2 at the upper helm, One 10LB CO2 at the aft deck, One 20LB CO2 at the lower helm along with a 40BC by the stairwell, One CO2 and one B-II in the master stateroom, one 5LB CO2 in the office/guest berth, One B-II in the aft guest berth. All with 2024 inspection tags.

VISUAL DISTRESS SIGNALS (33 CFR 175.101)

A new 4/24 Orion Locator Plus signal kit was on the galley countertop. It expires on 9/27. Multiple additional expired flare kits were noted onboard.

SOUND PRODUCING DEVICES (33 CFR 83)

Buell air horns powered by Buell model 1604-24VDC compressor in the engine room. Additional Speco SPC-60RP weatherproof 5x8" speaker horn. Powered up.

NAVIGATION LIGHTS (33 CFR 83)

All Navigation Lights illuminated when tested.

"NO OIL DISCHARGE" PLACARD (33 CFR 151/155)

Found properly displayed.

"TRASH DISPOSAL" PLACARD (33 CFR 151/155)

Found properly displayed.

"WASTE MANAGEMENT" PLAN (33 CFR 151) VESSELS OVER 39'4"

Found properly displayed.

U.S.C.G. NAVIGATION RULE BOOK (33 CFR 83) VESSELS OVER 39'4"

The U.S.C.G. International and Inland Navigation Rule Handbook was observed onboard.

GASOLINE ENGINE SPACE VENTILATION (33 CFR 175/183, 46 CFR 25)

The Delta T ventilation system powered up.

AUXILIARY SAFETY EQUIPMENT

FIXED FIRE SUPPRESSION SYSTEM

Fireboy CO2 fire protection system with automatic shutdown in engine room. The inspection expired, and the current owner decommissioned the system in 2024.

FINDING C-19

BILGE HIGH WATER ALARMS

Via Maretron monitors & seven Maretron BHW100 sensors located at each bilge pump. Each alarm powered up and demonstrated.

LIFE RAFTS

The 6-person Viking liferaft inspection expired (disclosed by the owner in the listing).

FINDING C-20

E.P.I.R.B.

None sighted. Highly recommended.

MAN OVERBOARD SYSTEM (MOB)

Lifesling M.O.B. Rescue Sling.

FINDING C-21

CARBON MONOXIDE DETECTORS (ABYC A-24)

First Alert and Kiddie combo devices in cabins and upper helm console. Units powered up & test sounded with exceptions.

FINDING A-2

VESSEL FIRE ALARM SYSTEM

Integrated Smoke & Heat detection via Maretron SH-449CSTE & SIM100 switch module. Powered up & tested.

SEARCH LIGHT

Stryker by Golight, remote controlled unit powered up.

BILGE PUMPING SYSTEMS

ELECTRIC BILGE PUMPING SYSTEMS

Seven total: 5 Rule 3700 (2 engine room split port and starboard, 1 lazarette, 1 aft stateroom, 1 forward stateroom) plus 2 additional Rule 2000 in the engine room aft split port and starboard. All with one exception powered up when tested.

FINDING C-22

EMERGENCY BILGE PUMPING SYSTEMS

120 VAC Johnson, model 10-10216-01.

CABIN APPOINTMENTS

INTERIOR

SALON ARRANGEMENT

Upper deck flybridge with helm forward, U-shaped dinette. The main deck has a lower helm forward and a galley aft of the helm area. Salon aft of galley. Forward lower cabins accessed via spiral stair opposite galley; Laundry area starboard at the bottom of the stairway; third stateroom/office opposite laundry with ensuite head with shower, sink, and Royal Flush commode. Forward centerline master cabin with port and starboard twin berths, walk-in hanging closet forward, head with sink, shower & Royal Flush commode. Aft lower cabin and engine room accessed via spiral staircase port side aft in the salon. Aft guest cabin has two double berths and ensuite head with shower, sink and Royal Flush commode.

HEAD ARRANGEMENT

Four with Headhunter - Royal Flush freshwater commodes. Demonstrated.

SHOWER ARRANGEMENT

Four; Stand up in owner head with door, stand up in guest head with bi-fold door, stand up in VIP head with door & Cockpit shower. All demonstrated.

INTERIOR CABINETRY & TRIM

Interior joinery crafted from American cherry, Ultra suede on outboard walls, Majelite overhead panels. All in serviceable condition.

FINDING C-23

INTERIOR DOORS

American Cherry cabin doors in excellent condition.

FINDING C-24

FLOORING

Barriga natural cork flooring is used throughout interior living spaces (some covered with edge-bound carpet liners), and PYI floor anchors are used for cork sole latches.

GENERAL INTERIOR & SOFTGOODS CONDITION

No significant wear & tear was observed on the interior surfaces and soft-goods Ultraleather upholstery.

FINDING C-25

WATER INTRUSION COMMENTS

None sighted.

COUNTER TOPS

Corian counter tops in excellent condition.

GALLEY EQUIPMENT

REFRIGERATION

The Uline bar-size refrigerator has two refrigerated drawers below, and there is also a chest freezer in the laundry area, all powered up.

STOVE

Miele electric four-burner cooktop with Barbeque in the center and Vent-a-hood above the cooktop. All powered up.

FINDING B-5

MICROWAVE OVEN

Sharp Grill 2 convection microwave oven powered up.

TRASH COMPACTOR

Broan trash compactor powered up.

GALLEY SINK

Stainless Steel under-mount sink with dual wash basins.

FINDING C-26

GARBAGE DISPOSAL

Insinkerator 555SS garbage disposal powered up.

INTERIOR SYSTEMS & EQUIPMENT

LIGHTING

Various model overhead and courtesy foot LED lighting systems throughout the interior powered up.

HVAC/AIR CONDITIONING SYSTEM

Eight Dometic/Cruisair 230VAC air handler units were installed throughout the vessel, with two chillers in the engine room forward. All in serviceable condition.

FINDING C-27

CABIN VENTILATION FANS

Hella ventilation fans installed onboard throughout the cabins and head, approximately half of them did not power up.

FINDING C-28

HEAD EXHAUST VENTILATION FANS

The exhaust fans installed in the Heads powered up.

LAUNDRY SYSTEMS

A stacked full-size Miele frontloading washer and dryer set are located on the starboard forward in the laundry cabinet. Both powered up.

AUDIO/VISUAL EQUIPMENT

TELEVISION SYSTEM

Direct TV: - HD Receiver, Sony flat screen in salon entertainment center, TracVision 4 plus Multi-Sat control. Clarion VS755 digital media player along with Denon DVD-1720 in the third cabin. All systems powered up and demonstrated in serviceable condition.

TRIAL RUN

TRIAL RUN DETAILS

DATE & TIME

8/1/24 between the hours of 10:30 AM - 12:00 PM.

VESSEL OPERATED FROM / TO

Jackson Creek to the Chesapeake Bay and return.

ATTENDEES

Eric Smith (Attending Hull Surveyor)
Chris Diggs (Attending Engine Surveyor)
Eric Valliere (Captain)
Ronnie Haynes (Crew)

WEATHER CONDITIONS

8/1/24 Mostly Sunny, low of high of 93F, Winds SW @ 5-9 MPH, seas 1-2' in the bay.

TRIAL RUN DOCKSIDE OBSERVATIONS

ENGINE STARTUP

The engines started without excessive cranking or excessive exhaust smoke.

ENGINE ALARMS

Audible and visual at the lower helm, powered up and demonstrated on start up.

FINDING B-6

COOLING WATER

Adequate raw water cooling observed at the exhaust outlets.

INSTRUMENTS

Digital Maretron engine instruments at the upper and lower helms along with the Yanmar digital gauges in the engine room powered up without exception.

TRIAL RUN UNDERWAY OBSERVATIONS

TRIAL RUN CONDITIONS

An inshore trial run was performed in calm conditions.

VESSEL LOADS

Approximately 75% fuel load, 60% freshwater load, 40% greywater load, medium gear load, and four people onboard.

ENGINE CONTROL STATION OPERATION

Engine controls were operated at the upper and lower helm stations without exception.

ENGINE BACKDOWN TEST

The engine motor mounts were observed while the engines were placed in forward & reverse gear several times under load without exception.

STEERING TEST

The Tiller flats steering components were observed while the steering wheel was turned hard over several times at approximately 1,950 RPM in forward gear without exception.

VIBRATION COMMENTS

No significant hull or running gear vibrations were observed while underway.

ENGINE SPACE COMBUSTION AIR VOLUME

The engine appeared to have adequate air flow and combustion during the trial run.

LEAKS SIGHTED

No leaks were observed in the engine space during the trial run.

COMMENTS

Several variables affect vessel speeds & engine RPM (vessel trim, weight/load, running gear & wetted hull surface conditions, air, fuel and cooling water restrictions, atmospheric conditions, sea conditions, current, wind speed, depth, etc.).

TRIAL RUN ENGINE / PERFORMANCE DATA

ENGINE PERFORMANCE

Recorded Engine Performance and Average Speed:

Speed Port / Stbd
5.6 knots @ 770 / 797 RPM.

6.0 knots @ 895 / 820 RPM.
8.4 knots @ 1245 / 1250 RPM.
11.3 knots @ 1730 / 1742 RPM
11.6 knots @ 1978 / 1942 RPM
13.1 knots / full power recorded @ 2290 / 2300 RPM. The oil pressure read 67 Port / 73 Stbd PSI and water temp read 201F Port and 196F starboard. Battery voltage showed.

FINDING C-29

The Findings & Recommendations section is only one section of the "True Love" survey report. If received on its own, this section should not be mistaken as this vessel's full survey report. **PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS, AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.**

Deficiencies noted under ''A: USCG Requirements / Critical Safety Findings'' should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. Findings may also violate U.S.C.G. Regulations.

Deficiencies noted under ''B: Deficiencies Needing Attention'' should be corrected soon to maintain the vessel, system, or associated equipment. Monitor for changes & properly secure (or tag) if possible.

Deficiencies noted under ''C: Other Notes & Observations'' are lower priority or cosmetic findings that do not need immediate or timely repair. Monitor for changes affecting other systems & if necessary, properly secured/tagged.

Deficiencies will be listed under the appropriate heading:

- **A.** USCG Requirements / Critical Safety Findings
- **B.** Deficiencies Needing Attention
- **C.** Other Notes & Observations

A: FIRST PRIORITY / SAFETY AND COMPLIANCE DEFICIENCIES

FINDING A-1 **AC ELECTRICAL POWER OUTLETS**

The aft upper helms did not power up. Found the GFCI outlet beneath the helm console to starboard to be tripped. Reset, and the outlet tripped again immediately upon reset.

RECOMMENDATION

Have ABYC-certified electrician service/check for ground fault issues and repair as necessary.

FINDING A-2 **CARBON MONOXIDE DETECTORS (ABYC A-24)**

The upper bridge helm console combo unit and the Laundry area unit did not test sound (no batteries installed).

RECOMMENDATION

Replace batteries and test as necessary.

B: SECONDARY PRIORITY / FINDINGS NEEDING TIMELY ATTENTION

FINDING B-1 **DECK HATCHES**

The forward deck center Bomar egress hatch had a shrink wrap cover over the top, and the interior frame was missing. Signs the hatch had been leaking and in a process of repair.

RECOMMENDATION

Repair as necessary.

FINDING B-2 **FRESHWATER PUMPS**

The freshwater pump #1 was tagged out "Do Not Operate" in the engine room MDP panel.

RECOMMENDATION

Investigate further, and service, repair or replace as necessary.

FINDING B-3 **AC SHORE POWER INLETS**

The forward Glendinning 50 Amp cable had a split in the cable sheath.

RECOMMENDATION

Replace as necessary.

FINDING B-4 **MULTI-FUNCTIONAL NAVIGATION DISPLAYS**

The upper helm Furuno system and display did not power up. It would initially start to power up but immediately shut down before displaying any data from Navnet.

RECOMMENDATION

Investigate further. NOTE: the Furuno Navnet system installed is obsolete, and upgrading the Nav-system electronics is recommended.

FINDING B-5 **STOVE**

The starboard side glass cooctop panel was cracked.

RECOMMENDATION

Replace the panel as necessary.

FINDING B-6 **ENGINE ALARMS**

The upper helm engine alarm speaker was missing/disconnected.

RECOMMENDATION

Replace as necessary.

C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

FINDING C-1 **DOCUMENTATION COMPLIANCE (46 CFR 67)**

The vessel's U.S.C.G. Documentation Number was improperly displayed.

RECOMMENDATION

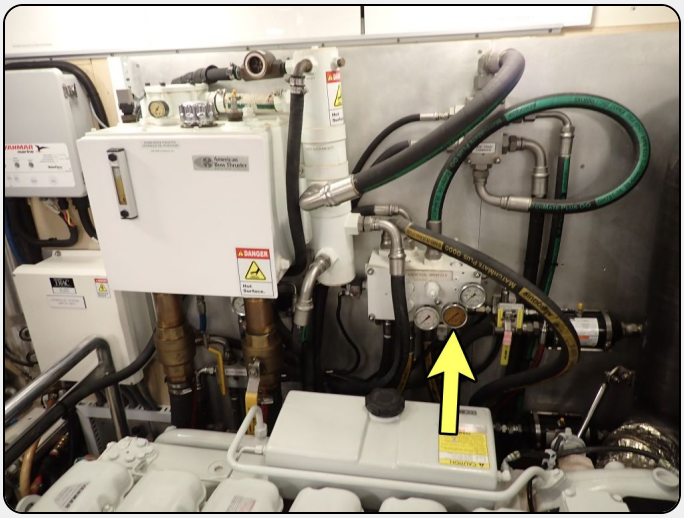
Properly display U.S.C.G. Documentation number for compliance. The vessel must have the official documentation number permanently affixed in block-type Arabic numerals of not less than 3 inches in height, preceded by the letters "NO ." on some clearly visible interior integral structural part of the vessel. The number must be permanently affixed so that alteration, removal or replacement would be obvious and cause some scarring or damage to the surrounding hull area.

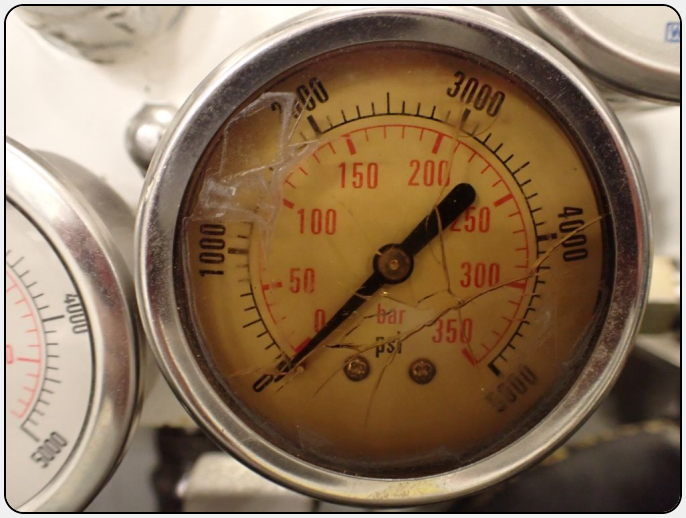
FINDING C-2 **BILGES**

Some residual oil was on the foamed bilge area around the starboard side of the engine space beneath the universal hydraulic manifold. Noted one of the hydraulic gauge lenses was shattered.

RECOMMENDATION

Clean bilge areas and replace gauge hardware as necessary.





FINDING C-3 **DECK MATERIAL**

The Plasteak deck plank seams at the aft upper sundeck are UV-worn with separation along several areas.

RECOMMENDATION

Re-finish seams as necessary.

FINDING C-4 **ANCHOR / WINDLASS & GROUND TACKLE EQUIPMENT**

The foot switches for the anchor windless power up in reverse order (Down is wired for Up and Up for down).

RECOMMENDATION

Reverse switch wiring as necessary.

FINDING C-5 **BRIDGE TYPE**

The poly-sliding door for the upper bridge access is too stiff to slide open at the last 1/4 of the track slide.

RECOMMENDATION

Service track hardware as necessary.

FINDING C-6 **ANTIFOULING PAINT**

The majority of the antifouling bottom paint appeared to be serviceable; however, slight marine growth was observed along the hull's wetted surfaces around the waterline and the aft waterline was worn thin after pressure washing.

RECOMMENDATION

Clean, prepare and touch-up repaint, as necessary.

FINDING C-7 **ANTIFOULING PAINT**

There were two small 2-3" areas of faring compound separation along the chines port and starboard.

RECOMMENDATION

Clean, prepare, re-fair and repaint, as necessary.

FINDING C-8 **ANTI-ROLL CONTROL STABILIZER SYSTEM**

The stabilizer display is dim at the mounted viewing angle of the upper helm, even with brilliance turned all the way up.

RECOMMENDATION

No action required but changing the viewing angle would increase visibility of the display and shade from glare.

FINDING C-9 **EXTERIOR LIGHTING**

The following exterior light exceptions were noted:

- The forward port side brow overhead light did not power up.
- The anchor deck step lights did not power up.
- The upper deck aft lounge seat area courtesy lights did not power up.
- The aft deck port aft overhead light did not power up.
- The side deck lights powered up but would not turn off when the salon and or the lower helm switch labeled for the side deck lights were turned off.

RECOMMENDATION

Repair or replace the lighting, as necessary.

FINDING C-10 **WINDSHIELD**

The windshield spray washer system was not demonstrated. Noted the washer bottle inside the forward stowage box was empty.

RECOMMENDATION

Service and prove function as necessary.

FINDING C-11 **SPRAY-SHIELD**

Some of the upper bridge Lexan side panels were UV-crazed/cloudy.

RECOMMENDATION

Cosmetic issue. No action is required.

FINDING C-12 **EXTERIOR STORAGE**

The port side aft deck locker, port side cabinet door is stiff to open/close.

RECOMMENDATION

Service hinge hardware as necessary.

FINDING C-13 **COMMENTS**

The aft deck Sidebar beverage system was disconnected/not tested.

RECOMMENDATION

Connect and test to prove function.

FINDING C-14 **ENGINE MODEL**

The tender outboard aluminum prop had multiple blade tip chips and dings.

RECOMMENDATION

Replace prop as necessary.

FINDING C-15 **FUEL LEVEL MONITORING**

The port side deck fuel gauge lenses were UV-clouded.

RECOMMENDATION

Replace lenses as necessary.

FINDING C-16 **BONDING SYSTEM (ABYC E-2 & E-11)**

There was no indication of a corrosion issue where it was accessible. The vessel had a ProMariner Yacht Corrosion Control system with a monitor located in the engine room. The monitor powered up, but the gauge shows "Freely Eroding" on the aluminum scale when tested.

RECOMMENDATION

Further investigate, calibrate, or replace system components as necessary.

FINDING C-17 **COMMENTS**

The following interior light issues were found:

- The laundry area hanging closet light did not power up.
- The aft guest berth lower closet light did not power up.
- The tiller flats light did not power up.

RECOMMENDATION

Repair or replace lighting as necessary.

FINDING C-18 **AC ELECTRICAL SYSTEM MONITORS**

The lower helm area Blue Seas 8247 digital multimeters powered up, but the displays flickered on and off steadily.

RECOMMENDATION

Replace as necessary.

FINDING C-19 **FIXED FIRE SUPPRESSION SYSTEM**

Fireboy CO2 fire protection system with automatic shutdown in engine room. The inspection expired, and the current owner decommissioned the system in 2024.

RECOMMENDATION

Not required based on vessel's gross tonnage but based on size and layout; I Recommend having the system inspected, parts replaced as necessary to restore function and recommissioning.

FINDING C-20 **LIFE RAFTS**

The 6-person Viking liferaft inspection expired (disclosed by the owner in the listing).

RECOMMENDATION

Replace or have the Life Rafts inspected and repacked by authorized personnel.

FINDING C-21 **MAN OVERBOARD SYSTEM (MOB)**

The lifesling bag was worn and tattered.

RECOMMENDATION

Replace.

FINDING C-22 **ELECTRIC BILGE PUMPING SYSTEMS**

The tiller flats bilge pump would not power up via float switch, but would by manual switch.

RECOMMENDATION

Service, repair, or replace float switch as necessary.

FINDING C-23 **INTERIOR CABINETRY & TRIM**

One of the forward lower galley cabinet door stiles was loose.

RECOMMENDATION

Repair as necessary.

FINDING C-24 **INTERIOR DOORS**

The aft retractable screen door screens were pulled loose from the bottom of the frames.

RECOMMENDATION

Re-seat screens as necessary.

FINDING C-25 **GENERAL INTERIOR & SOFTGOODS CONDITION**

Several of the below deck overhead upholstered panels were puckered.

RECOMMENDATION

Cosmetic upholstery issue. Address as necessary.

FINDING C-26 **GALLEY SINK**

The laundry area sink supply lines were secured with valve handles removed.

RECOMMENDATION

Service and demonstrate function.

FINDING C-27 **HVAC/AIR CONDITIONING SYSTEM**

The master stateroom air intake down forward to starboard had a damaged louvered register.

RECOMMENDATION

Replace the register as necessary.

FINDING C-28 **CABIN VENTILATION FANS**

Hella ventilation fans installed onboard throughout the cabins and head, approximately half of them did not power up.

RECOMMENDATION

Investigate further/trace, and service, repair or replace, as necessary.

FINDING C-29 **ENGINE PERFORMANCE**

The port engine approached an overheating temperature above 200F during the Full power trial.

RECOMMENDATION

See the engine surveyor report for more details.

SUMMARY

VESSEL 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 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 for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted Marine Grading System of Condition:

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

''ABOVE AVERAGE CONDITION'', has had above average care, requires some routine maintenance and is equipped with upgraded operational systems, electrical and electronic gear.

''AVERAGE CONDITION'', has had average care, ready for sale requiring some additional work or maintenance and normally equipped for her size and intended use.

''FAIR CONDITION'', requires more than normal maintenance to prepare for sale.

''POOR 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 the Survey, as shown in the REPORT OF MARINE SURVEY & FINDINGS AND RECOMMENDATIONS sections of this report and by virtue of my experience, my opinion is:

ABOVE AVERAGE

STATEMENT OF VALUATION

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.

APPRAISAL METHODOLOGY:

This FMV opinion is based on figures compiled from research using the Martin Scale of Depreciation for vessel appraisal, BUC Used Boat Price Guide, similar boats for sale, and similar vessels recently sold. We will retain the supporting research in our file.

After consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is the Surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel is:

$1,200,000
One Million, Two Hundred Thousand

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" based off of the present day BUCValuPro® data for the subject vessel is:

7,500,000
Seven Million, Five Hundred Thousand

SUMMARY

In accordance with the request for a Marine Survey of the True Love, 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 July 31, 2024 & August 1, 2024. Subject to correction of deficiencies listed in sections A and B, the vessel is considered to be reasonably suitable for its intended use. Other deficiencies listed should be attended to in keeping with good maintenance practices or as upgrades.

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.

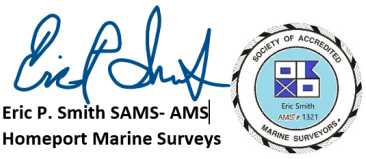
I have no present or prospective interest in the vessel that is the subject of this report and I have no personal interest or bias with respect to the parties involved.

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

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

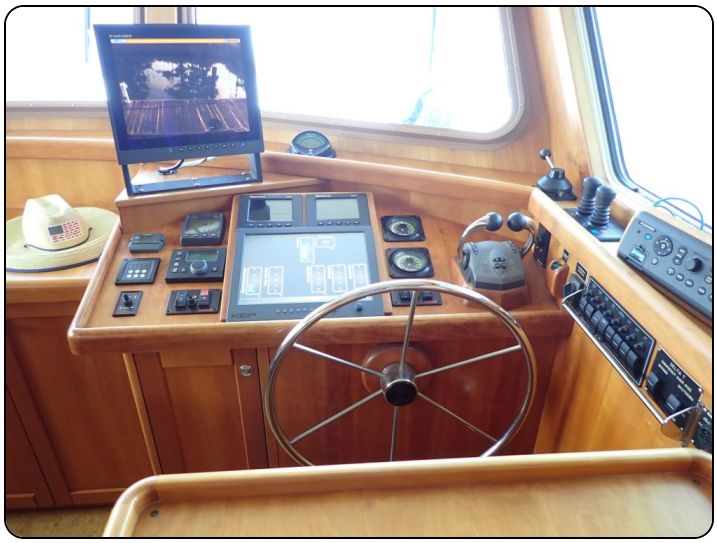
This report is submitted without prejudice and for the benefit of whom it may concern.

Eric P. Smith, SAMS AMS®



Eric P. Smith SAMS- AMS
Homeport Marine Surveys

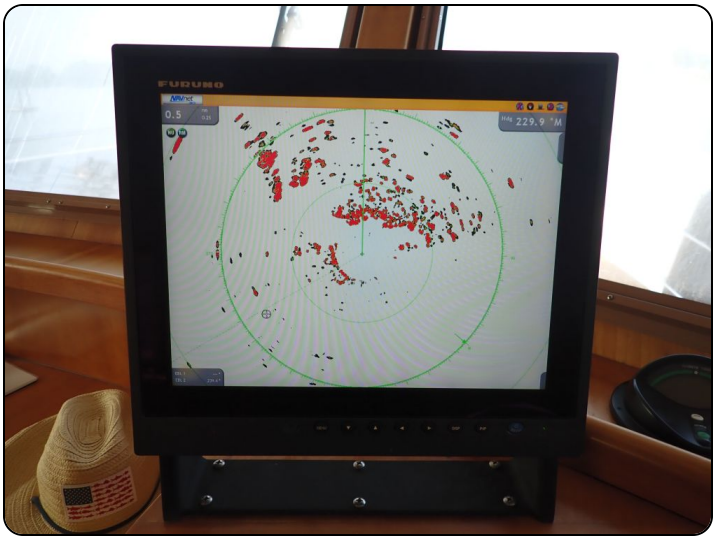
Signed and submitted on: August 5, 2024

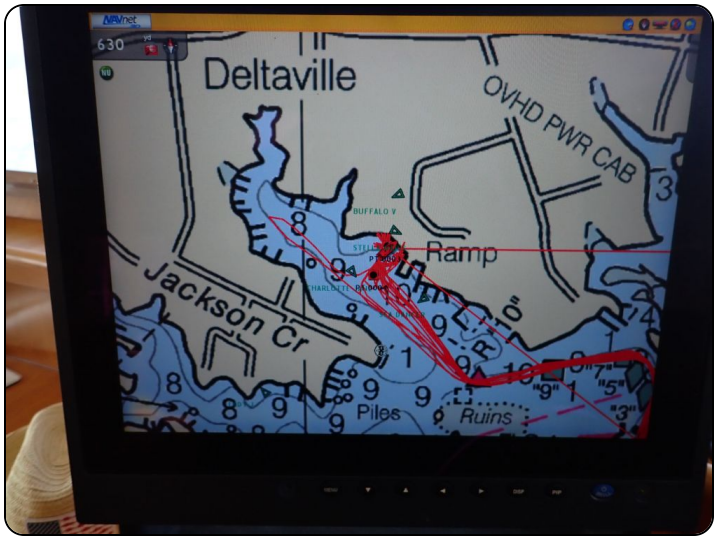



CAUTION


YANMAR


BOESHIELD
T-9


FURUNO


Deltaville
OVHD PWR CAB
Ramp
Jackson Cr
Piles
Ruins


FURUNO
275
STELLA MARIS


Maretron
Maretron


Maretron
Maretron
Fresh Water
154
Master Shower Grey Water
Master Black Water
Crew Black Water
Aft Grey Water
Aft Black Water
DISABLED


DELTAVILLE BOATYARD