



1995 54' Mediterranean Sportfisher 54

"SAMPLE REPORT"



Report of Marine Survey for Insurance

Final M/CV Report for:

"SAMPLE REPORT"

1995 54' Mediterranean Sportfisher 54

Conducted By

George Malhiot, NAMS Associate Marine Surveyor, IIMS, USPAP Compliant Appraiser, ABYC
Ocean Marine Surveyors, Inc © 2024 - All Rights Reserved

Prepared For

SAMPLE CLIENT NAME

Date Of Survey: April 4, 2024

Report Submitted On: April 6, 2024

Report of Marine Survey for Insurance	1
Introduction	1
Surveyor Notes	1
General Vessel Information	2
Engine Specifications	3
Rating & Valuation	3
Vessel Construction	3
Hull Arrangement	3
Deck Arrangement	4
Superstructure Arrangement	4
Bridge Arrangement	4
Exterior Equipment	4
Tender / Auxiliary Watercraft	6
Fishing Equipment	6
Cabin Appointments	7
Interior	7
Interior Systems & Equipment	7
Audio/Visual Equipment	7
Galley Equipment	7
Propulsion & Machinery Space	8
Propulsion System	8
Trial Run Information	8
Machinery & Bilge Space Equipment	8
Transmissions / Gears / Drives	8
Fuel Systems	9
Electrical Systems	9
DC Electrical Systems	9
AC Electrical Systems	10
Generators/Auxiliary Power	10
Generators	10
Inverters & Other Auxiliary Power	10
Water Systems	11
Freshwater System	11
Hot Water System	11
Water Filtration System	11
Blackwater System	11
Steering Systems	12
Ground Tackle	12
Electronics & Navigation Equipment	12
Safety Equipment	13
Safety Equipment (U.S.C.G.)	13
Auxiliary Safety Equipment	14
Bilge Pumping Systems	14

Underwater Equipment & Hull Inspection 14

Vessel Documentation 15

Findings & Recommendations 16

 A: First Priority / Safety and Compliance Deficiencies 16

 B: Secondary Priority / Findings Needing Timely Attention 17

 C: Surveyor's General Findings, Notes And Observations 22

Summary 25

 Summary 25

Photos 28

**NOT FOR
DRAFT
DISTRIBUTION**

INTRODUCTION

PURPOSE & SCOPE

The inspection is directed towards this vessel for insurance and desk appraisal service, and the overall assessment of the boat and its condition is considered when appraising the subject vessel and assessing the open market value of the boat.

CONDUCT OF SURVEY

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46 CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

DEFINITION OF TERMS

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

APPEARED:

This indicates that a close inspection of the related item was impossible due to constraints imposed upon the Surveyor (e.g., no power is available, the surveyor cannot remove panels, or there are 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.

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 about the lettered item. PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS, AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.

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

- ** Per Manufacturer's Documentation
- *** Per Registration Documentation
- **** Per BUC Book Data

Unless noted otherwise, no measurements or calculations were performed during the survey. The specifications in 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 not performed during the Survey inspection NOR was it requested.
Vessel did taxi with no issue to the shipyard for haulout.

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 INSPECTION COMMENTS

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

HIN (HULL IDENTIFICATION NUMBER) VERIFICATION COMMENTS

The vessel's HIN (Hull Identification Number) was verified during the Survey inspection.



Photo 1

ENGINE/MECHANICAL SURVEY

A survey of the engine(s) by the surveyor was an overview inspection and was not to be construed as an engine survey. It is recommended and understood that all propulsion & auxiliary power systems (engines, transmissions, gears, drives, generators) be inspected by their respective Manufacturer's Certified Technician to determine their condition.

GENERAL VESSEL INFORMATION

TYPE OF SURVEY REQUESTED	Condition and Value (Appraisal)/Insurance
DATE OF INSPECTION	April 4, 2024
FILE NUMBER	040424-ISGMI
VESSEL TYPE	Sportfisher Flybridge
VESSEL BUILDER	Mediterranean Yachts, Cassopolis, MI
HIN (HULL IDENTIFICATION NUMBER)	REDACTED - Per Hull Id
MODEL YEAR	(per Hull Identification Number)
DOCUMENTED HAILING PORT	San Diego, CA
U.S.C.G. DOCUMENTATION NUMBER	REDACTED *** (current)
VESSEL MATERIAL	Fiberglass Reinforced Plastic (FRP)
LENGTH OVERALL (LOA)	53' 7" ****
BEAM	16' 8" ****
REGISTERED BEAM	16.8 ***
DRAFT	4' 6" (hull draft) ****
DEPTH	8.6 ***
GROSS TONNAGE	52 ***
NET TONNAGE	41 ***
LOCATION OF SURVEY INSPECTION	REDACTED
LOCATION OF BOTTOM INSPECTION	REDACTED - Shipyard
PERSONS IN ATTENDANCE DURING SURVEY	George Malhiot, Surveyor

ENGINE SPECIFICATIONS**ENGINE MODEL**

Twin, -REDACTED - Twin Turbocharged & Aftercooled with Airseps. - Serviceable

ENGINE HORSEPOWER

1085 hp each - 2,170 Total HP @ 2300 RPM

ENGINE HOURS

REDACTED - Port

REDACTED - Stbd

ENGINE SERIAL NUMBERS

REDACTED - Port

REDACTED - Stbd

RATING & VALUATION**VESSEL OVERALL RATING**

****AVERAGE

ESTIMATED MARKET VALUE

\$300,000

ESTIMATED REPLACEMENT COST

\$1,150,000 per BUCValuPro™

VESSEL CONSTRUCTION**HULL ARRANGEMENT****HULL DESIGN TYPE**

Modified Deep-V, planing type, with rising sheer-line, flared bow, hard semi reverse chines, with no lifting strakes.

HULL MATERIAL

FRP (fiber reinforced plastic).

EXTERIOR FINISH

White Gelcoat

GENERAL EXTERIOR CONDITION

The exterior of the vessel appeared to be generally well-kept.

TRANSOM

Reportedly, cored transom with starboard transom door. - Serviceable

SWIM PLATFORM

Cored fiberglass swim platform. - Serviceable

BOARDING SWIM LADDER

Not observed

FINDING A-1

STRINGERS/TRANSVERSALS

Hull stiffness was reportedly provided by a one-piece fiberglass longitudinal & transversal stringer grid system liner, bonded to the hull with Methyl-Methacrylate bonding adhesive.

Cap type Stringer with Aluminium Support for the engines. - Serviceable

BILGES

A gel coat lining (Double Lining) surface was used in the bilges. Recommend keeping the bilges clean & dry.

GENERAL BILGE CONDITION

Some minor water noted at the aft against the transom center.
Some minor oil under stbd motor - keep clean

CHAIN LOCKER DRAINAGE

Drainage to bilge.

BILGE LIMBER HOLES

The limber holes appeared to be appropriately sized and clear, where sighted.

VESSEL LIST

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

MOISTURE COMMENTS

There did not appear to be any significantly elevated conductivity readings (possible moisture intrusion or other conductive material) around the hull, deck, and superstructure penetrations, when tested with a Moisture Meter. (See Findings)

FINDING B-1**DECK ARRANGEMENT****DECK MATERIAL**

Reportedly, cored FRP (fiber-reinforced plastic) with white gel coat and textured non-skid.

FINDING B-2**RUB-RAILS**

Stainless steel rub-rails. - Serviceable

HULL-TO-DECK JOINT TYPE

Overlap joint. No issues observed - Serviceable

SUPERSTRUCTURE ARRANGEMENT**SUPERSTRUCTURE MATERIAL**

Reportedly, cored FRP (fiber reinforced plastic).

BRIDGE ARRANGEMENT**BRIDGE MATERIAL**

Cored FRP (fiber reinforced plastic). - Serviceable

BRIDGE TYPE

The flybridge provided the helm station and crew seating area with a molded aft boat-deck overhang. - Serviceable

HARD-TOP

Fiberglass Hard-Top with pipe-welded stainless steel support piping and window enclosure curtains. - Serviceable

EXTERIOR EQUIPMENT**COCKPIT/AFT DECK EQUIPMENT**

The freezer was not tested.

GENERAL EXTERIOR SOFT-GOODS CONDITION

The vessel's exterior soft-goods appeared serviceable with no significant wear or weathering.

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

All illuminated when tested.

EXTERIOR WASHDOWNS

Freshwater and raw water washdowns were located at the cockpit. - not tested

EXTERIOR SHOWER

Hot/cold shower in the port aft cockpit. - Not Tested

CABIN VENTILATION

Provided by the foredeck hatch and the main companionway door.

DECK HATCHES

Hatches operated as intended. (See finding)

FINDING C-1

FINDING C-2

PORTHOLES/PORTLIGHTS

Fixed and opening portholes were located on the hull and house sides. - Serviceable

EXTERIOR DOORS

The watertight exterior doors was serviceable.

WINDOWS

Windows on the port and starboard had shown no signs of leakage. Monitor frequently

SAFETY RAILING

Stainless steel railings installed around the boat-deck. Serviceable (See Findings)

FINDING C-3

HAND RAILS/GRAB RAILS

Stainless steel handrails were located at convenient locations of the vessel.

DAVIT/CRANE

Was secured and covered with canvas protection - Not Tested - Brower system - Serviceable

DECK DRAINAGE

Self bailing deck drains at the port & starboard aft cockpit corners. - Serviceable

CLEATS

Cleats throughout the vessel were stainless steel horn type.

ANCHOR PLATFORM

Molded fiberglass bow pulpit with stainless steel fairlead anchor roller chute.

EXTERIOR DECK ACCESS HATCHES

Cored fiberglass deck hatches.

FENDERS

Various fenders were observed onboard (amount included unknown).

MOORING LINES

Dock/mooring lines were observed onboard and at the vessel's mooring (amount included unknown).

TENDER / AUXILIARY WATERCRAFT**TENDER/WATERCRAFT**

Novurania, rigid fiberglass bottom inflatable RIB.

MODEL YEAR

2003

HIN (HULL IDENTIFICATION NUMBER)

REDACTED - Per Hull ID

ENGINE MODEL

Yamaha 25 HP Four Stroke Outboard. 10/2003 Manufactured
F25TLRC

ENGINE SERIAL NUMBER

1013239

COMMENTS

The tender was not Surveyed/inspected. Identification was made for the main survey for insurance purposes only.

FISHING EQUIPMENT**FISHING EQUIPMENT**

Cockpit tackle drawers/storage lockers, with bait-prep rigging station and sink.

OUTRIGGERS

The make was unknown but they appeared to be a rupp Marine, double spreader anodized aluminum outriggers, with center rigger. Recommend periodically servicing/tuning the spreader cable rigging and adjusting the extension arm hardware, as necessary. - Serviceable

ROD HOLDERS

Rod holders were installed in the gunwales. - Serviceable
Also located on the center bait tank.

LIVE BAIT-WELLS

An integrated raised live bait well was located in the centerline transom. - - Serviceable
A center tank in the cockpit was serviceable

FISH BOX REFRIGERATION

The port cockpit in-deck fish box was equipped with a refrigerated cold plate.
The starboard cockpit in-deck fish box was equipped with a refrigerated cold plate.

They were not tested but they were clean and appeared - Serviceable

WASH DOWNS

Freshwater & raw water washdowns were located in the port cockpit. Not tested

BAIT PUMP

The bait pump were not tested

CABIN APPOINTMENTS***INTERIOR*****SALON ARRANGEMENT**

Galley starboard with service bar and sofa to port. forward down to stateroom to port and starboard bunks. Heads to port and starboard and Vee Berth Master stateroom - All were serviceable

HEAD ARRANGEMENT

Electric Flush heads were tested were serviceable

SHOWER ARRANGEMENT

Stall-type shower in the Heads. - Serviceable

Tub in Guest head - Serviceable

INTERIOR CABINetry & TRIM

No significant wear & tear was observed on the interior cabinetry and trim.

INTERIOR STORAGE

The cabinets, lockers, drawers, and shelving was serviceable, where sighted.

FLOORING

Carpeting in the Salon and cabins - Serviceable

GENERAL INTERIOR & SOFTGOODS CONDITION

The general maintenance of the vessel's interior was serviceable.

GENERAL INTERIOR FURNISHINGS & SOFT-GOODS CONDITION

The general maintenance of the interior soft goods was in above average condition.

WATER INTRUSION COMMENTS

None sighted.

INTERIOR ODOR COMMENTS

None noted

INTERIOR SYSTEMS & EQUIPMENT**LIGHTING**

All lights illuminated

HVAC/AIR CONDITIONING SYSTEM

Systems were not tested.

AUDIO/VISUAL EQUIPMENT**TELEVISION SYSTEM**

Television was operating at the time of the survey

STEREO SYSTEM

Not tested- Home system for Surround Sound was not tested.

ONBOARD WIFI SYSTEM

Star-Link System - Serviceable

GALLEY EQUIPMENT**REFRIGERATION**

Norcold - Refrigerator/Freezer. - Serviceable

STOVE

Princess by Seaward electric double burner Stove - Serviceable

GALLEY SINK

Double plastic or a Corian-type sink. - Serviceable

PROPULSION & MACHINERY SPACE***PROPULSION SYSTEM*****ENGINE LABELS & NOTICES**

The data tags were in place with no obstructions

ENGINE EXHAUST SYSTEM

Closed System Cooling with Raw water-cooled raw water/exhaust gas mixing risers, and flexible hoses to fiberglass surge pipes & mufflers, exiting through transom-mounted discharges.

FINDING B-3**ENGINE COOLING SYSTEM TYPE**

Closed reservoir-type cooling with raw water-cooled exhaust. - Serviceable

ENGINE DRIVE BELTS

The serpentine belt condition appeared serviceable.

ENGINE BED MOTOR MOUNTS

Adjustable motor mounts on cored fiberglass longitudinal engine bed stringers appeared serviceable.

MAIN ENGINE OIL LEVEL

Normal level was observed on the engine sump dipstick.

TRIAL RUN INFORMATION**ENGINE CONTROL STATION OPERATION**

Engine controls were operated at all helm station without exception.

MACHINERY & BILGE SPACE EQUIPMENT**ENGINE SPACE VENTILATION**

Natural air flow ventilation was provided by the hull side vents.

SEACOCKS/SEA-VALVES

All valves throughout the vessel operated well without issue for a couple of exceptions

FINDING B-4**HOSES**

Appeared serviceable, where sighted. Monitor frequently for dry cracking, degradation, damage or chafing. - Serviceable

HOSE CLAMPS

Double clamped where sighted, except where noted. Always recommend installing corrosion resistant marine grade stainless steel T-bolt type hose clamps and/or solid banded (non-open slotted) hose clamps where appropriate.

All appeared to be in good condition

TRANSMISSIONS / GEARS / DRIVES**DRIVE SYSTEM TYPE**

Direct Drive.

TRANSMISSIONS/GEARS

Unknown (data tags were illegible).

FINDING C-4**PROPELLER SHAFT PACKING GLANDS**

The driplless system operated well and dry, Monitor Frequently. - Serviceable

FUEL SYSTEMS**FUEL SYSTEM TYPE**

Diesel. (Mexico Fuel - no dye)

FUEL TANK MATERIAL

Integral fiberglass.

FUEL TANKAGE CAPACITY

1400 gallons per manufacture specs

FUEL TANKAGE SECURING

Bonded/glassed to the hull.

FUEL FILL LOCATION

starboard aft side decks, marked for diesel.

FUEL TANK VENTILATION

starboard hull sides, below the fuel fills.

FUEL TANKAGE & FUEL FILL GROUNDING

Plastic tank, not needed.

FUEL LINES/HOSES

USCG Approved Type A1 fuel lines, where sighted.

ELECTRICAL SYSTEMS**DC ELECTRICAL SYSTEMS****DC SYSTEMS VOLTAGE**

24/12 volt systems. - Serviceable

BATTERIES

Always recommend load testing the batteries for condition (all terminal conductors should be wholly disconnected from the batteries before load testing).

All batteries were secured per ABYC E 11 recommendations

FINDING B-5**BATTERY SWITCHES**

All switches were tested and operated well without any apparent issue(s)

DC ELECTRICAL PANEL BREAKERS/FUSES

DC breakers at the helm. DC branch breakers in the Salon electrical panel. Serviceable

BATTERY CHARGERS

Newmar Phase Three PT24-45F - 24 volt / 45 amp. Battery Charger. - Serviceable

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

Bonding system was serviceable

AC ELECTRICAL SYSTEMS**AC SHORE POWER SYSTEM VOLTAGE**

120/240 Volt @ 60Hz.

AC SHORE POWER CORDS

One (1) vinyl 50 amp. shore power cords.

MAIN AC SHORE POWER BREAKERS

The main AC breaker was installed in the main electrical panel.

AC ELECTRICAL PANEL BREAKERS

AC branch breakers in the main cabin AC electrical panel.

AC ELECTRICAL SYSTEM MONITORS

AC voltage & amperage gauges in the main AC electric panel.

AC ELECTRICAL OUTLET POLARITY

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

GENERATORS/AUXILIARY POWER**GENERATORS****GENERATOR MODEL**

Center - Norpro 21 kW - XBCI184E1N

Stbd Side - Norpro 10 kW

GENERATOR FUEL TYPE

Diesel.

GENERATOR STARTER VOLTAGE RATING

12 Volt.

GENERATOR HOURS

3,240.8 hours - Port 21 kW

1,209.6 hours - Stbd 10 kW

GENERATOR SERIAL NUMBERS

No number found - Stbd 10 kW

Engine SN#165788 BAAD

Gnerator SN# 0164863-03 - Center 21 kW

GENERATOR EXHAUST SYSTEM

Raw water cooled with fiberglass Water-Lift type muffler. - Serviceable

GENERATOR COMMENTS

Both generators were not tested under load - Serviceable

INVERTERS & OTHER AUXILIARY POWER**INVERTER SYSTEMS (ABYC E-11, A-31)**

Heart Interface Freedom 20, 2500 Watt Inverter.

INVERTER SYSTEM LOCATION & VENTILATION

Ventilation was adequate.

WATER SYSTEMS***FRESHWATER SYSTEM*****WATER TANKAGE MATERIAL**

Fiberglass.

NUMBER OF FRESHWATER TANKS

One (1).

WATER TANKAGE CAPACITY

Reportedly, 365 gallons (per builder).

WATER FILL LOCATION

Port forward marked for water.

FRESHWATER TANKAGE VENTILATION

Hull sides, below the fill pipes.

FRESHWATER PUMPS

Powered up. Demand type Freshwater Pumps.

COMMENTS

Recommend periodically sanitizing the vessel's water tankage and water delivery systems.

HOT WATER SYSTEM**WATER HEATER**

Two (2) Seaward Products. 11 Gallons - See Findings

FINDING B-6

WATER HEATER TYPE

Marine Grade 120 volt.

WATER HEATER CAPACITY

11 Gallons each

WATER HEATER PRESSURE RELIEF VALVE

Relief valve at the tanks.

WATER HEATER HEAT EXCHANGER SYSTEM

Not Connected

COMMENTS

Recommend monitoring the water heater, as it is generally known that they can fail internally without warning.

WATER FILTRATION SYSTEM**DESALINATION (FRESHWATER MAKING) SYSTEM**

Village Marine Tec - Pickled - not tested and not recommended to use in the harbor.

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

Fiberglass blackwater (sewage) holding tank.

BLACKWATER TANKAGE VENTILATION

The Blackwater tank's vent fitting was plumbed overboard at the hull side.

BLACKWATER SYSTEM DISCHARGE

Powered up. Operated 12 volt

HEAD/BLACKWATER SYSTEM COMMENTS

Holds about 75-gallons

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.

STEERING SYSTEMS**STEERING SYSTEM TYPE**

Hydraulic.

NUMBER OF STEERING STATIONS

One (1) helm station at the CENTER bridge.

STEERING HOSES/LINES

Reinforced flexible hoses with metallic fittings. Serviceable

STEERING FLUID RESERVOIR PRESSURE

Tank pressure was - Serviceable

RUDDER LOG SEALS

Hex Nut and Gland Rudder Shaft Seals. Monitor frequently. They were Dry - Serviceable

RUDDER LOG PACKING GLANDS

Bronze hex nut type packing glands. Monitor frequently. - Serviceable

THRUSTERS

Bow Thruster operated.

GROUND TACKLE**ANCHORS**

Galvanized Claw Anchor. 60 LBS - Serviceable

ANCHOR RODE TYPE

Combined Chain and Rode - 200' Chain 5/16 and 450' of Rode.

Stern anchor was located.

ANCHOR WINDLASS

Maxwell 2200 operated - Serviceable

ELECTRONICS & NAVIGATION EQUIPMENT**VHF RADIOS**

Icom IC-M330 VHF Radio - Serviceable

Icom IC Radio in the salon - Serviceable

LOUD HAILER

Raytheon RAY-430 Loud Hailer. - Serviceable

COMPASSES

Small 2" Ritchie - Serviceable

MULTI-FUNCTIONAL NAVIGATION DISPLAYS

Simrad Simrad GPS/Chartplotter/Sonar.

AUTOPILOT

Simrad AP11 Autopilot. - Serviceable

MARINE RADAR

Furuno Radar NAVnet - Serviceable

GPS (GLOBAL POSITIONING SYSTEM)

SIMRAD EQ42 - Serviceable

Furuno GPS/WAAS Navigator GP-32 - Serviceable

Raytheon NAV398 GPS/Loran - Antiquated - may not work.

Raytheon RAYcharrt 610 - Control panel with chip - unknown

DEPTH DISPLAY

Lowrance HDS 10 - Sounder - Fishfinder - Serviceable

WIND INSTRUMENT

Wind Apparent was serviceable

SEAWATER TEMPERATURE DISPLAY

Dytek ST-500 Seawater Temperature Gauge. - Serviceable

INTERCOM SYSTEM

Present but was not tested. Old technology

ANTENNAS

The antennas appeared to be well mounted where sighted.

STEREO SYSTEM

Was not tested by surveyor

SAFETY EQUIPMENT***SAFETY EQUIPMENT (U.S.C.G.)*****WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)**

It is highly recommended that U.S.C.G. Type I Offshore Life Jackets be provided for each passenger on board if the vessel will be operating offshore. U.S.C.G. Type II Near-Shore Buoyancy Devices & Type III Flotation Aids are not recommended for offshore use.

Type II jackets were observed 4 pak

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Throwable devices must be immediately available for use. They should be on the main deck within arm's reach, hanging on a lifeline or other easily reached location.

Throwables were observed

FIRE EXTINGUISHERS (33 CFR 175.310)

All fire extinguishers onboard should be inspected/serviced annually by qualified service personnel and securely mounted in prominent locations.

Fire Extinguishers were located in the salon, engine room and flybridge. All were tagged approved ABC and should be re-certified or replaced.

VISUAL DISTRESS SIGNALS (33 CFR 175.101)

None sighted.

NAVIGATION LIGHTS (33 CFR 83)

All Navigation Lights illuminated when tested.

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 were not observed on board. This official government rulebook is required on all vessels over 39'4" in length. Also known as Nav-Rules CG169, contains the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS).

AUXILIARY SAFETY EQUIPMENT**LIFE RAFTS**

Viking Life Saving Equipment 6-Person Life Raft. - Expired

FINDING B-7

E.P.I.R.B.

ACR Electronics Global-Fix iPRO EPIRB (not tested). May be expired

CARBON MONOXIDE DETECTORS (ABYC A-24)

Kidde Carbon Monoxide/Smoke Detector. Test sounded.

SMOKE DETECTORS (NFPA 302)

Smoke detectors were observed

SEARCH LIGHT

SearchLight was tested -

FINDING B-8

BILGE PUMPING SYSTEMS**ELECTRIC BILGE PUMPING SYSTEMS**

All were tested and operated well manually as well as with float switches.

UNDERWATER EQUIPMENT & HULL INSPECTION**PROPELLERS**

5 Bladed props tracked with no variance - scratch tested and sounded with mallet - Serviceable

PROPELLER SHAFTS

Stainless Steel - Serviceable

PROPELLER SHAFT LOGS

Shaft log was fiberglass, with a bronze shaft log bearing mounted in the hull. Serviceable

PROPELLER SHAFT STRUTS

Bronze V-type main struts, with I-Beam or Flat type intermediate struts. - Scratch Tested - Serviceable

SHAFT STAVE BEARINGS (CUTLESS BEARINGS)

The Cutlass Bearings showed no signs of significant wear.

TRIM TAB SYSTEM

Bennett Marine 24-volt Electro-Hydraulic Trim Tabs. - Serviceable

THRUSTERS

Three bladed Bow Thruster propellers. - Serviceable

HULL SEA-STRAINERS

The hull was equipped with raw water strainer screens and scoops. Monitor/clean often.

SACRIFICIAL ANODES

All were replaced while we were on the hard. Transom plate, shaft and trim tabs - Serviceable

ANTIFOULING PAINT

Paint was Serviceable for about another season.

OSMOTIC HULL BLISTERS

No osmotic laminate blisters were 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 percussion hammer sounding was performed on the hull's accessible wetted surfaces.

VESSEL DOCUMENTATION**HIN (HULL IDENTIFICATION NUMBER) COMPLIANCE (33 CFR 181)**

The vessel's HIN (Hull Identification Number) displayed on the starboard transom did match the HIN recorded with U.S.C.G. Documentation.

DOCUMENTATION COMPLIANCE (46 CFR 67)

The vessel's name and hailing port were displayed according to U.S.C.G. Documentation Standards. The vessel's U.S.C.G. Documentation Number decal was displayed onboard. - See Finding

FINDING A-2

The specific purpose of this Survey and Appraisal is for Insurance.

The Findings & Recommendations section is only one section of the "SAMPLE REPORT" survey report. If received independently, 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 "FIRST PRIORITY/SAFETY FINDINGS" should be addressed before the vessel is next underway. These findings could endanger personnel and/or the vessel's safe operating condition. Findings may also violate U.S.C.G. Regulations, ABYC Voluntary Safety Standards & Recommended Practices, or NFPA Codes & Standards.

Deficiencies noted under "SECONDARY PRIORITY/FINDINGS NEEDING TIMELY ATTENTION" should be corrected shortly to maintain and adhere to specific codes, regulations, standards, or recommended practices (and safety in some cases) and to help the vessel retain its value.

Deficiencies noted under "SURVEYOR'S GENERAL FINDINGS, NOTES, AND OBSERVATIONS" are lower priority or cosmetic findings, which should be addressed in keeping with marine maintenance practices and, in some cases, as a desired upgrade.

Deficiencies will be listed under the appropriate heading:

- A. FIRST PRIORITY/SAFETY FINDINGS
- B. SECOND PRIORITY/FINDINGS NEEDING TIMELY ATTENTION
- C. SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

A: FIRST PRIORITY / SAFETY AND COMPLIANCE DEFICIENCIES

FINDING A-1 BOARDING SWIM LADDER

The vessel did not have an approved boarding ladder installed for safe boarding of the vessel from the water in an emergency.

RECOMMENDATION

Install an approved emergency boarding ladder (ABYC H-41.10.1), as necessary.

FINDING A-2 DOCUMENTATION COMPLIANCE (46 CFR 67)

In the USA, the Waters - USCG Documentation number was not observed.

O.N. REDACTED is a number not registered with the USCG.

RECOMMENDATION

Install the proper - correct number for US Waters



B: SECONDARY PRIORITY / FINDINGS NEEDING TIMELY ATTENTION

FINDING B-1 MOISTURE COMMENTS

Some elevated conductivity readings (possible moisture intrusion or other conductive material) were electronically detected with an FM Wave type Moisture Meter around some of the vessel's laminate installation penetrations (notably)

See Decking Findings

RECOMMENDATION

See Decking Findings

FINDING B-2 DECK MATERIAL

Sounding anomalies were discovered:

* Forward bow decking between the vent hatch and large hatch - Starboard side - Soft Decking - internal wood decay

RECOMMENDATION

Repair in accordance with good marine practice, as necessary.



Photo 3: Starboard side - Soft spots

FINDING B-3 ENGINE EXHAUST SYSTEM

Stbd Side exhaust dump - missing bolt

RECOMMENDATION

Install proper bolt



Photo 4: Keep an even seal on the exhaust by placing a new bolt on the exhaust.

FINDING B-4 SEACOCKS/SEA-VALVES

* Bait Inlet with strainer - stiff valve located in the transom lazarette.

RECOMMENDATION

* Excercise or replace



Photo 5: Aft center Lazarette



Photo 6: Engine room - no movement

FINDING B-5 BATTERIES

Wingnuts were utilized to connect the cables to the batteries.

NOTE: IT IS NOT CRITICAL, BUT THEY CAN LOOSEN AND CAUSE ISSUES WHILE UNDER POWER.

RECOMMENDATION

Install properly sized hex nuts to secure battery cable conductors.



Photo 7



Photo 8



Photo 9

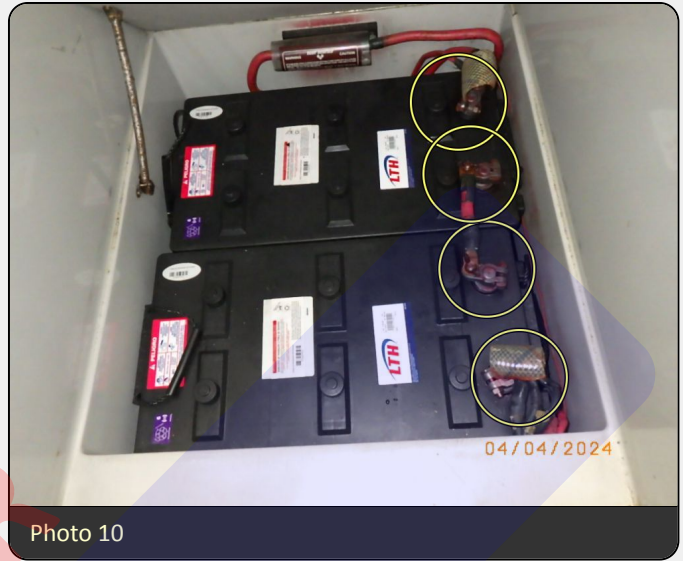


Photo 10

FINDING B-6 WATER HEATER

Both water heaters are leaking

RECOMMENDATION

Replace both water heaters



Photo 11: leak - heavy corrosion



Photo 12

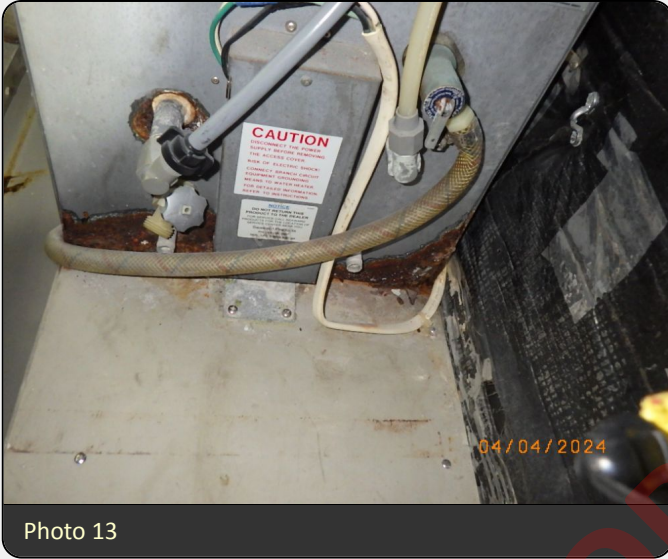


Photo 13



Photo 14

FINDING B-7 LIFE RAFTS

The Life Raft did not have a current inspection tag. The Life Raft did have an inspection tag, but it was due for inspection

RECOMMENDATION

If cruising offshore, have authorized personnel inspected and repacked the Life Raft.



Photo 15



Photo 16

FINDING B-8 SEARCH LIGHT

The controller did not turn the light side to side.

RECOMMENDATION

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



Photo 17

C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

FINDING C-1 DECK HATCHES

Head Ventilation hatch on the port side was broken

RECOMMENDATION

Replace hatch



Photo 18



Photo 19

FINDING C-2 DECK HATCHES

Dog Ear latch was broken to the anchor locker on the port side

RECOMMENDATION

Replace latch.



Photo 20

FINDING C-3 SAFETY RAILING

Port side impact downward

RECOMMENDATION

Repair according to correct marine standards



Photo 21



Photo 22

FINDING C-4 TRANSMISSIONS/GEARS

Tags on transmission were unreadable

RECOMMENDATION

Unable to obtain and viable information to report.



Photo 23



Photo 24

SUMMARY

VESSEL CONDITION

It is the Surveyor's experience to develop an opinion of the OVERALL VESSEL RATING OF CONDITION after the Survey has been completed and the findings have been organized logically.

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 ship sold within a given 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 maintained in mint or Bristol fashion (usually better than factory new, loaded with extras, a rarity).

"ABOVE AVERAGE CONDITION" has had above-average care and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION", ready for sale, requiring no additional work, and typically equipped for her size.

"FAIR CONDITION" requires usual maintenance to prepare for the sale.

"POOR CONDITION", substantial yard work required and devoid of extras.

"RESTORABLE CONDITION", enough hull and engine exist to restore the boat to a 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 my experience, my opinion is:

AVERAGE

STATEMENT OF VALUATION

1. 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.

2. Estimated Fair Market Value is determined using a cross-reference of data from Soldboats.com, BUC Used Boat Pricing Guides, NADA, Yachtworld.com, and other online sales listings or dealers. Adjustments are made for conditions and related equipment. The Estimated Market Value is for the vessel in its condition on the date or dates of the Survey, before any repairs or maintenance.

BucValuPro sets the value at a range of \$181,500 - \$199,500 with a replacement value of \$1,150,000. Buc does not take into account that the engines were an upgrade from Detroit to MANN 12V. Additional \$250,000 upgrade.

Soldboats.com has two (2) sold listings from \$250,000 in 12/2010 in Dana Point CA and \$225,000 in Alaska in 10/2016. No others were recorded for this year.

Yachtworld.com currently has one active listing, 1996 for \$220,000, and the subject vessel for \$300,000. There were newer models: a 2005 listed for \$459,995 and \$475,000 and a 2000 model listed for \$429,000. All boats that were listed were recently experienced a price drop.

The Subject vessel had some cosmetic deferred maintenance, and the equipment was antiquated but still operational.

Soldboats.com is the MLS of boats that reflect what the market is paying for this vessel. That range was from \$225,000 - \$250,000. The engines of the subject vessel operated well but did smoke which may suggest injection service may be needed, but I would refer

to a MANN Technician to diagnose and service. The engine hours are greater than what the market would desire, though its a good indication for a diesel motor that they have operated and remained serviced and in serviceable condition.

With the current listing of the 1996 model in Long Beach, CA for \$220,000 and soldboats.com would support the value range of \$250,000 - \$300,000.

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

\$300,000
Three Hundred Thousand US Dollars (USD)

Estimated Replacement Cost is determined using a cross-reference of data obtained from Boat Dealers and other online resources.

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. The "ESTIMATED REPLACEMENT COST" of the vessel is:

\$1,150,000 per BUCValuPro™
One Million, One Hundred Fifty Thousand US Dollars (USD)

SURVEYOR CREDENTIALS

Surveyor Credentials Include:

NAMS Associate Marine Surveyor, IIMS Affiliate Marine Surveyor, USPAP Compliant Appraiser, recognized with the ASA, Trained at Chapman School of Seamanship basic and advanced Damage Claims. Member of the following associations: ABYC, MICA, MUSC, NFPA, NSBC, TAPA, and a former USGC Auxiliary member.

Acceptance and use of this report by the client acknowledge the client's understanding that the report has been composed of information that is believed to be true after reasonable investigation and inquiry but is not warranted to be so. The information was obtained without drilling, diving, ultrasonic, cleaning, or opening to expose parts or conditions ordinarily concealed. No tests for tightness or soundness were conducted other than the conditions noted visually.

Acceptance and use of this report acknowledge the client's understanding that no determination of stability or structural strength has been made, and no opinion is expressed.

Acceptance and use of this report acknowledge the client's understanding that Ocean Marine Surveyors, Inc and its employees do not accept any responsibility for damage or deterioration not found or discovered during the survey nor for consequential damage, deterioration, or loss due to any error or omission.

The Client hereby undertakes to keep the Surveyor/Consultant and its employees, agents, and subcontractors indemnified and to hold them harmless against all actions, proceedings, claims, demands, or liabilities whatsoever or howsoever arising which may be brought against them or incurred or suffered by them, and against and in respect of all costs, loss, damages, and expenses (including legal costs and expenses on a full indemnity basis) which the Surveyor/Consultant may suffer or incur (either directly or indirectly) in the course of the services under these Conditions.

Notwithstanding the above clause, in the event that the Client proves that the loss, damage, delay, or expense was caused by the negligence, gross negligence, or willful default of the Surveyor/Consultant aforesaid, then, save where loss, damage, delay or expense has resulted from tile Surveyor's/Consultant's personal act or omission committed with the intent to cause same or recklessly and with the knowledge that such loss, damage, delay or expense would probably result, the Surveyor's/Consultant's liability for each incident or series of incidents giving rise to a claim or claims shall never exceed a sum calculated on the basis of ten times the Surveyor's/Consultant's charges.

SUMMARY

In accordance with the request for a Marine Survey of the SAMPLE REPORT, 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 April 4, 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 documented 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 concerning the parties involved.

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

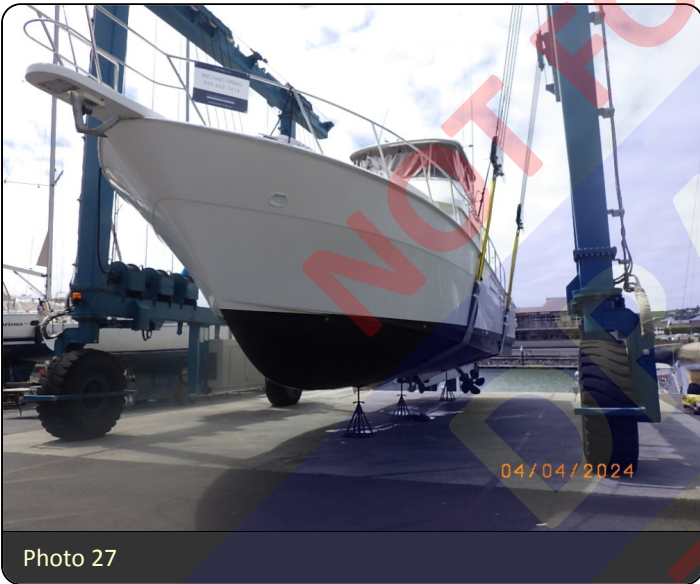
I have personally inspected the vessel that is the subject of this report.

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

The report was written on April 6, 2024



George Malhiot
NAMS Associate, IIMS Affiliate Surveyor
Member of ABYC, MICA, MUSC, NFPA, NSBC, TAPA
USPAP Compliant Appraiser and Damage Claims



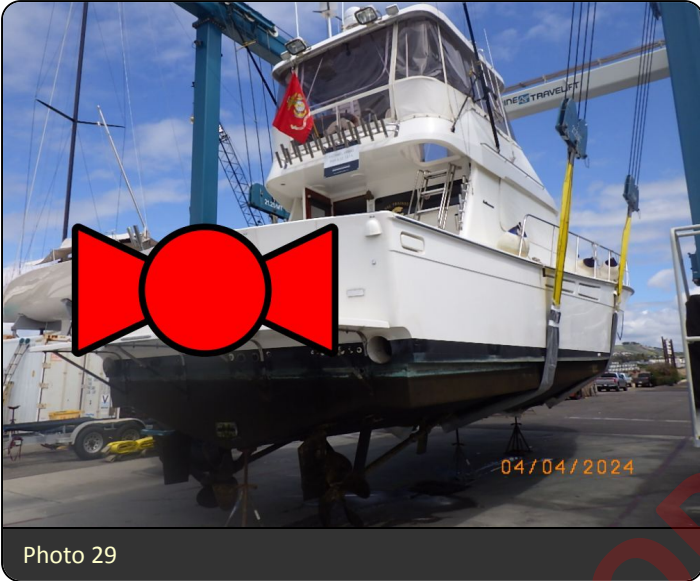


Photo 29



Photo 30



Photo 31



Photo 32



Photo 33



Photo 34



Photo 35



Photo 36



Photo 37



Photo 38



Photo 39



Photo 40

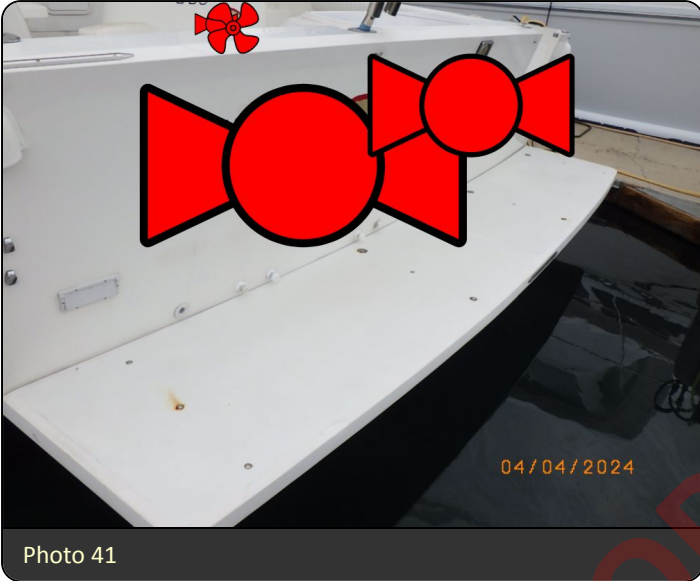




Photo 45



Photo 46



Photo 47



Photo 48



Photo 49



Photo 50



Photo 51



Photo 52



Photo 53



Photo 54



Photo 55



Photo 56

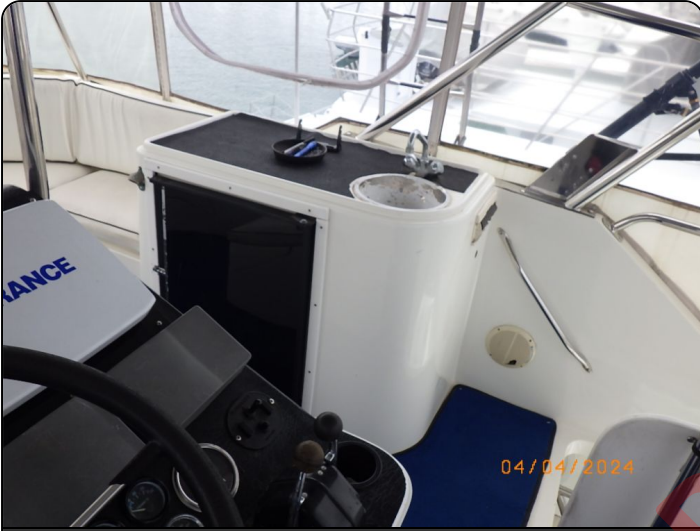


Photo 57



Photo 58



Photo 59



Photo 60



Photo 61



Photo 62

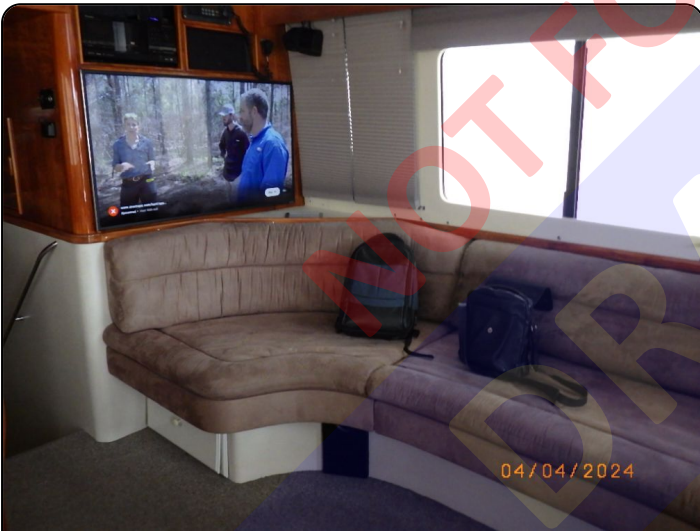


Photo 63



Photo 64



Photo 65



Photo 66

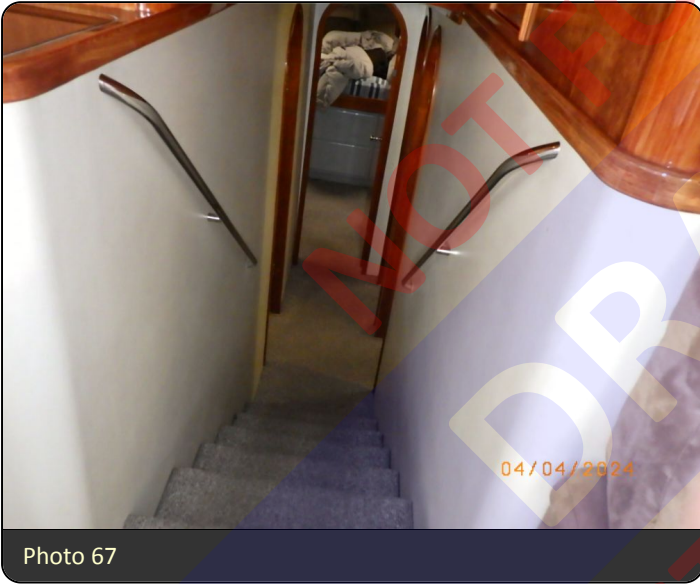


Photo 67

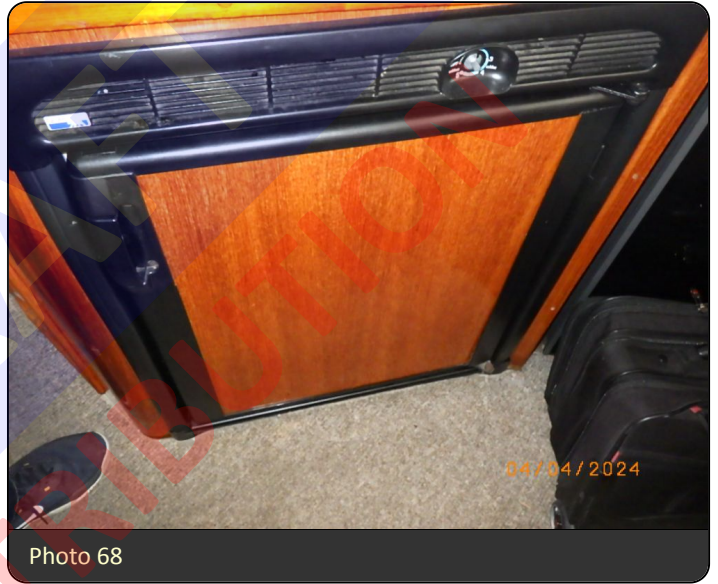


Photo 68



Photo 69



Photo 70



Photo 71



Photo 72



Photo 73



Photo 74



Photo 75



Photo 76



Photo 77



Photo 78



Photo 79



Photo 80



Photo 81



Photo 82



Photo 83



Photo 84



Photo 85



Photo 86



Photo 87



Photo 88



Photo 89



Photo 90



Photo 91

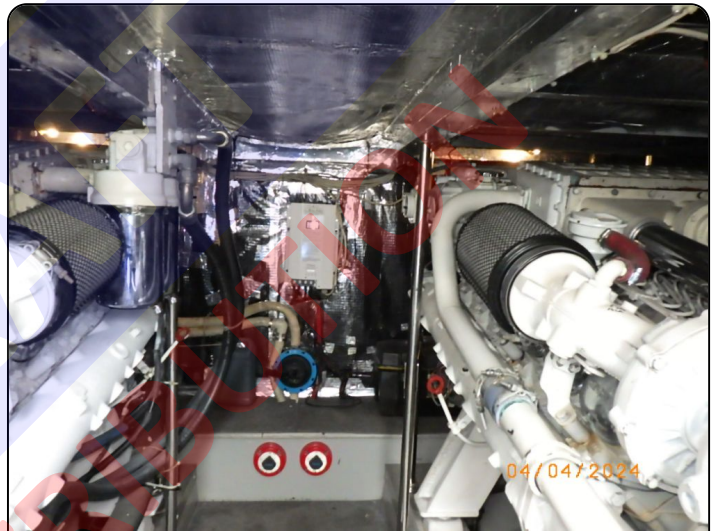


Photo 92



Photo 93



Photo 94



Photo 95



Photo 96