



**41 North Marine, LLC
2 William Schmid Dr.
Wakefield RI 02879**

REPORT OF MARINE SURVEY

of the vessel

"XXXXXXXXXX"

2006 Viking Sport Cruiser SC57



PREPARED EXCLUSIVELY FOR:

XXXXXXXXXX

CONDUCTED BY:

**Barton P. Cerra
on
November 19, 2019**

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SURVEY SCOPE & GENERAL INFORMATION

SURVEY REQUESTED BY

Client name:
XXXXXXXXXX.

Street address:
XXXXXXXXXX.

E-mail address:
XXXXXXXXXX.

Cellular phone:
XXXXXXXXXX.

SCOPE OF SURVEY

Type of survey: VALUATION APPRAISAL INSPECTION.
Vessel Yr/Make/Model: 2006 Viking Sport Cruiser SC57.
Purpose of survey: Assess the overall condition and value of vessel for clients purpose.
Intended use: Pleasure-Atlantic coast line cruising.
Vessel surveyed at: XXXXXXXXXXXX.
Survey requested by: XXXXXXXXXXXX.
Inspection date: November 19, 2019.
Inspection time: 1000.
Conducted by: Barton P. Cerra.
How survey conducted: The vessel was surveyed out of the water only.
Weather conditions: Clear and dry.
Sea trial: No sea trial-The engine(s) were not started as a part of this survey.
Electrical systems checked: DC power was not available to check DC electrical systems or DC electronics. AC shore power was not available to check AC electrical system or AC components. On board generator was not tested.
Moisture / Delamination: The Tramex Skipper Plus moisture meter was used for moisture readings referenced in this report. All moisture readings are comparative to surrounding areas with terms of normal or relatively dry, relatively moist or relatively wet. If delamination is present with above normal moisture readings further testing is advised.

Terms of survey.

- a. The Vessel will be examined by Surveyor or Surveyor's agents from all accessible areas of the interior without removal of secured panels, destructive testing or disassembly.
- b. The hull bottom laminate, plating, and/or planking as well deck areas and their supportive structures will be examined by percussion sounding, visual inspection and moisture content readings only and no destructive testing will be performed unless otherwise authorized by the client or representative to the client.
- c. Exterior hardware will be examined for corrosion damage and drive components will be tested by sight only.
- d. Client expressly acknowledges and understands that inspection of engines, generators, machinery and related mechanical systems is not within the scope of this Agreement or the marine survey contemplated hereby. Only a brief cursory inspection of the machinery will be conducted and no opinion of their overall condition will be formed. Client shall retain the services of a qualified mechanic or engine surveyor or other expert to inspect such engines, generators, machinery and related mechanical systems.

e. Tankage will be inspected from visible surfaces only and no opinion will be rendered as to their overall condition.

f. On sailing vessels, the rig will not be inspected aloft, nor will sails be inspected unless they are visible during a sea trial. Client shall retain the services of a qualified rig surveyor or other expert to inspect such rigging and equipment.

g. The electrical system will be visually inspected where accessible, and electronic and electrical components powered only in the presence of the vessel's owner or agent. No in depth testing or examination of the electrical system schematic will be conducted.

h. Client warrants that the inspection and survey contemplated in this Agreement are authorized by the owner of the Vessel, and that the areas of the Vessel that are to be inspected will be accessible to Surveyor. If, in the sole judgment of Surveyor, inspection of the Vessel is not possible or practical because clutter from personal property, gear, or poor housekeeping render significant areas of the Vessel inaccessible, or because of poor maintenance of the Vessel, or because of the actions of the Client or the Vessel owner, the Marine Survey may, at Surveyor's option, be terminated prior to completion without the preparation of a Survey Report and with no refund or credit of the Survey Fee.

i. Reported specifications will be taken from published sources. No actual measurements or calculations will be made. The recommendations will be based on federal and state regulations, industry standards, and/or Surveyor's own personal experience. The market value will be based on research of available new/used vessel publications for the geographic area where the vessel is located and for comparable vessels, and it assumes that the recommendations listed in Surveyor's report are completed. Industry statistical information of average selling prices may also be referenced.

j. This vessel is surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty, either specified or implied.

VESSEL CONDITION & VALUE

| | |
|-------------------------------------|---------------------------------|
| Condition rating: | ABOVE AVERAGE CONDITION. |
| Estimated fair market value: | XXXXXXXXXX. |
| Estimated replacement cost: | XXXXXXXXXX. |
| NOTE: | |

The overall vessel condition and value is for the vessel in its current condition at the time of survey prior to any repairs or maintenance and was established after a complete inspection of stated vessel, the results of which are included in this report of survey. The estimated fair market value and replacement cost includes all listed

auxiliary equipment. See "Condition & Value Summary" section for additional details. This vessel is considered above average when compared to other similar aged motorized or sailing vessels. The number of findings and recommendations are mostly minor or regulatory in nature which does not affect the overall rating in this surveyors opinion.

VESSEL INFORMATION

Vessel Yr/Make/Model: 2006/Viking Sport Cruisers/SC57 Flybridge.

Vessel name: XXXXXXXXXXXX.

Hailing port: XXXXXXXXXXXX.

Hull ID number (HIN): -XXXXXXXXXX A true digital photograph of the hull ID number of the referenced vessel is shown here and was found located on the transom..



State registration no.: XXXXXXXXXXXX.

Registered owner: XXXXXXXXXXXX.

Manufacturer/Builder: Princess Yachts/ Plymouth, Devon, UK.

Month/Year built: November 2005.

Vessel Type: Motor Yacht, Planing deep vee hull with prop pockets.

Vessel Specifications: **LOA**-Length Overall: 58' 5" // **LWL**-Load Length Water Line: 57' 8" // **Beam**- 15' 10" // **Draft**- 4'2" // **Weight/Displacement**- 57,320 lbs // **Overhead Clearance**- NOT Including Antenna's. Vessel needs to be measured.

Source of Specs: BUC Research, ABOS Marine Blue Book, published manufacturer specifications.

Vessel description: The UK-built Viking SC57 Flybridge is a top-tier motor yacht with the aggressive styling and excellent performance buyers expect in a modern luxury yacht. Her efficient deep-V hull (with prop pockets to keep the draft down) delivers high cruising speeds, and the posh three-stateroom interior of the SC57 is as beautiful as it is practical. The floor plans similar in design to many European motor yachts her size is arranged with a sunken galley forward of the salon and a raised lower helm position opposite the dinette. Expansive salon windows offer panoramic outside views, and a separate utility room reached from the galley accommodates a freezer and a washer/dryer. A spiral staircase in the salon provides inside access to the flybridge a convenience not always found in a yacht under 60 feet. Under the SC57's teak cockpit sole is a huge lazarette area capable of storing all kinds of gear and extra provisions. Additional features include electric side windows at the helm and dinette, bow thruster, flybridge wet bar and sun pad, and an extended swim platform designed for tender storage. Volvo 715hp diesels cruise 2526 knots (30 top).

U.S.C.G. OFFICIAL DOCUMENTATION

Official Documentation No: XXXXXXXXXXXX.



Documented name: XXXXXXXXXXXX.
Documented hailing port: XXXXXXXXXXXX.
Documented use: Recreational.
Documented Specs: Length: 57.5, Breadth: 16.1, Depth: 7.8, Gross Tons: 48, Net Tons: 38. *Note: The measurements of breadth and depth are incorrect on documentation, correction is recommended.*
Documented restrictions: None.
Documented owner: XXXXXXXXXXXX.
Documentation current: XXXXXXXXXXXX.

SURVEY STANDARDS

Standards followed: *This survey was completed using as reference the federal regulations and amendments issued and enforced by the United States Coast Guard under the authority of Titles 33 and 46 of the United States Code of Federal Regulations (CFR's) 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 were used as reference. These ABYC and NFPA voluntary standard practices are generally followed by most vessel manufacturers today. 100% adherence is not guaranteed.*

SURVEY INSPECTION COMMENTS

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 Recommendations section. Electronic devices and instruments were checked for power up only - not for functionality. Areas not inspected include vessel structure areas which are covered, unexposed or inaccessible such as screwed down or false panels or bulkheads, moldings or any area that was not readily open for visual inspection. If a component is not identified in this report, it was not sighted/inspected or not installed.*
- *It is the nature of marine vessels that deterioration, wear and accidents do occur and as such, this report therefore represents the condition of the vessel only on the date the survey was conducted. It provides no guarantee and no prediction of the vessel's condition on any later date.*
- *"**Priority I Recommendations**" are related to Safety & Regulatory findings and are printed **RED** in the report.*
- *"**Priority II Recommendations**" are related to Maintenance & Standards findings and are printed **BLUE** in the report.*
- *"**Other Observations & Suggestions**" are items that are relatively minor in nature and are printed **GREEN** in the report.*

Report terms used:

- *FRP: Fibre reinforced plastic-Also known as Fiberglass or Fibreglass. This is the*

- typical construction material for most modern day yachts and small craft.
- **APPEARS:** Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e. g. no power available, behind screwed down panels, or requirements not to conduct destructive tests).
 - **FUNCTIONAL/OPERABLE:** Functions as intended.
 - **POWERS UP:** Device was tested for Power Up only, not for full design functionality.
 - **SERVICEABLE:** Sufficient for a specific requirement.
 - **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:** Requires repair or replacement of system, component or item to be considered fully usable.

EXTERIOR HULL & BOTTOM INSPECTION

HULL EXTERIOR-SIDES

| | |
|---------------------------------|---|
| Hull type/Construction: | Planing, deep vee hull, Hand-laid and molded fiberglass with white gel coat surface. |
| Hull cosmetics: | Excellent condition-well protected and no severe external scratches chips or abrasions sighted. |
| Moisture/Delamination: | All moisture meter readings on hull sides and surrounding thru-hull fittings were relatively dry with normal comparative moisture meter readings. |
| Stem: | Solid, no cracks on external inspection. Moisture readings relatively dry. |
| Side thru hull fittings: | All thru hull fittings are adequately secured and sealed to hull. |
| Rub rail: | Rub rail is stainless steel with backing of white plastic. Rub rail is in excellent condition. No gouges or dents in rail. |
| Port Lights: | Port side: Four, Starboard side: Four. |
| Engine room vents: | Engine room vents are molded in and in excellent condition. |

TRANSOM

| | |
|-------------------------------|---|
| Transom type: | Conventional flat transom, with molded in swim platform. |
| Moisture/Delamination: | All moisture meter readings on transom and surrounding thru hull fittings were relatively dry with normal comparative moisture meter readings. No delamination discovered when randomly testing with percussion hammer. |
| Transom cosmetics: | Very good transom surface condition. |
| Swim Platform/Step: | Molded In, fiberglass with teak inserts, teak swim platform needs cleaning and protection from the elements. |
| Swim/Boarding ladder: | The boarding ladder is stainless steel drop down that is mounted under swim platform. The ladder is well secured and functional. |
| Transom shower: | Not tested, water system was winterized. Appears functional. |

Transom storage:

Storage areas molded in at transom. Transom hatch shows signs of delamination and moisture readings are excessive. Struts are stripping out of core material and water is dripping from the hinge areas. Cracking was also sighted around the perimeter of the hatch.





Transom door: Transom door on port side off swim platform. Well secured and functional.
Transom thru hull fittings: All well secured and functional.
Trim tabs: Bennett dual ram hydraulic trim tabs. Well secured.
Transducers: NOTE: *Recommend not painting the speed or depth transducers. Paint can sometimes interfere with their proper function/readout.*
Transom anode: Well secured and functional anode on lower transom.
Other transom: Glendinning Cablemasters (2)

| Findings: | Recommendations: |
|---|--|
| Transom hatch shows signs of delamination and moisture readings are excessive. Struts are stripping out of core material and water is dripping from the hinge areas. Cracking was also sighted around the perimeter of the hatch. | Have a qualified FRP technician further investigate, evaluate and repair as necessary. |

HULL BOTTOM

Construction material: Molded fiberglass, no cracks or separation sighted on any portion of hull bottom.
Bottom paint: Anti-fouling bottom paint in good condition.
Stress cracks: None sighted.
Osmotic blistering: No evidence of blisters was found on hull bottom during bottom inspection.
Blister comments: *Blisters are an unknown factor on all boats and if not currently present, there is no guarantee that they will not appear in the future. Blisters have a tendency to dry out over winter storage unless severe or large. Blisters (if any) best appear after vessel has been in water for an entire season. In addition, the symptomatic evidence of blistering can be obscured by bottom coatings, a dry storage period during which blisters spontaneously depressurize, bottom laminate sanding, and other conditions or actions. Recommend full inspection for blisters immediately after haul-out and power wash. Surveyor has no firsthand knowledge of the history of bottom maintenance, blistering, repairs or prophylactic coatings on this vessel.*
Moisture/Delamination: All random moisture meter readings on hull bottom and surrounding thru hull fittings were relatively dry with normal comparative moisture meter readings. No

Strainers/Scoops/Screens: delamination discovered when randomly testing with percussion hammer. All strainers/screens are well secured to hull bottom. Clear of debris and marine growth.

Transducers: Transducers for speed and depth are adequately sealed and bonded to the hull. NOTE: *Recommend not painting the speed or depth transducers. Paint can sometimes interfere with their proper function/readout.*

Thru Hull fittings: Mushroom type bronze fittings for all below water line sea cock locations. Well secured to hull bottom.

PROPELLER(S)/SHAFT(S) / STRUT(S)

Prop(s) description: Props have 5 blades and are made of bronze alloy. Props are in excellent condition. No bent, chipped or damaged prop blades.

Shaft size / material: Shafts are sized 2 1/2" and made of Stainless steel. No pitting, cracks or corrosion sighted. Prop shaft(s) do not appear bent and appear to be in line.

Strut(s): Single bronze P-Strut per shaft. Strut(s) appears to be in line.

Cutlass (shaft) bearing(s): Good condition. No play found in cutlass bearing, NOTE: *Monitor condition of cutlass bearing(s) after each haul out and replace if play is excessive or if shaft vibrations are felt when underway.*

RUDDER(S)

Rudder type/condition: Bronze, Port: Well secured. No abnormal horizontal or fore/aft movement in rudder. No cracks or bending or damage sighted in rudder. Starboard: [Excess side to side or fore/aft rudder play](#). No cracks or bending or damage sighted in rudder. [RECOMMENDATION: Have rudder mounts checked for excess wear and repair as necessary.](#)

Rudder alignment/swing: Full rudder swing to both port and starboard shows equal amount of travel. Rudder is not bent and in full alignment with the keel / props.

| Findings: | Recommendations: |
|--|---|
| Starboard rudder: Excess side to side or fore/aft rudder play. | RECOMMENDATION: Have rudder mounts checked for excess wear and repair as necessary. |

STABILIZERS AND THRUSTER SYSTEMS

Bow thruster: Side Power thruster system, prop drive fitting is securely mounted inside the thruster tube which is well fared into the hull and securely fastened. No cracks sighted where thruster tube is fit into hull.

Stern thruster: Side Power thruster system, prop drive fitting is securely mounted inside the thruster tube which is well fared into the hull and securely fastened. No cracks sighted where thruster is fit into hull.

ANODES

Replacement required: All anodes are deteriorated. RECOMMENDATION: Replace all anodes.

Anode notes: *Monitor all anodes frequently on hull and underwater equipment and replace when they are no more than 50% wasted. Anodes are normal replacement items designed to help protect the running gear from electrolysis. Keep spares aboard vessel.*

INTERIOR HULL & STRUCTURAL INSPECTION

HULL INTERIOR & STRUCTURAL COMPONENTS

Hull to deck joint: Overlap (Shoe box type), Elastomeric compound sighted in hull to deck joint. No leaks thru any part of hull to deck joint area sighted.

Bilge(s): Clean and dry for areas open to inspection. NOTE: *Whenever you visit your boat, it's good practice to check the bilge area(s) for higher than normal levels of water and proper functionality of the bilge pump(s) or anything else that could be*

causing trouble.

- Stringers:** Hull stiffness provided by FRP covered wooden longitudinal stringers that run the length of the vessel. Complete inspection not possible due to limited access. Stringers were sighted in the engine compartment and under portions of cabin sole and are well glassed into hull where sighted. Stringers checked with Moisture meter where accessible and all readings were relatively dry. Stringers sounded with hammer where accessible and appeared very sound. No soft spots, separation, cracks rotting or splitting sighted. Limber holes appear to be adequately sealed where sighted.
- Bulkheads:** Athwartships reinforcement enhanced by structural bulkheads bonded to the hull with FRP (fiber reinforced plastic). All tabbing appears serviceable and sound with no cracks or separation of tabbing sighted in any compartments. No visual evidence of movement sighted in any bulkhead.
- Stem:** Solid stem, no cracks or separation sighted inside.
- Inside of transom:** Reinforced. Secure-no cracks or separation sighted.

ALL THRU HULL FITTINGS

- Sea valves:** Bronze seacock ball valve(s) installed, sea valves sighted are used for: air Conditioner(s) raw water intake(s), engine(s) raw water intake(s), generator raw water intake, waste holding tank(s) discharge.
- Sea valve condition:** Sea valves are all functional. *NOTE: All sea valves should be moved from one setting to the other a few times at least once a month to ensure that they will be in usable condition.*
- Sea strainers:** Internal strainer(s) installed for engine raw water, generator raw water, air conditioner raw water pickup. Sea strainer(s) are in good condition and clear of debris.
- Transducers:** Depth transducer installed in area. No leakage sighted inside hull.

TOP DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

- Deck Surface:** Molded, cored fiberglass deck and side deck construction (core not sampled). White gel coat with molded in non skid fiberglass surface. Good condition. Deck is solid under foot, no soft spots discovered and no visible cracks or chips sighted.
- Moisture/Delamination:** Moisture meter readings on top and side decks and surrounding thru deck fittings were relatively dry with normal comparative moisture meter readings. No Delamination discovered when randomly testing with percussion hammer.
- Anchor platform:** Integrally molded FRP platform with attached anchor roller assembly. Well secured-no cracks sighted.
- Anchor/chain locker:** Yes accessed from top deck with hatch lock. Functional.
- Windlass:** Lewmar, Pro Series 1000.
- Bow pulpit/rail:** Stainless steel, well secured.

Stanchions/side rail(s): Stainless steel, well secured.
 Moderate stress cracking sighted at the base of the sixth stanchion going forward from aft on both the port and starboard side.



Toe rail(s): Molded in, no cracks or separation sighted.
Deck hatches: Yes, well secured, seals in good condition, support arm(s) in place.
Sun pads: Yes-available but not installed. Appears to be in very good condition.
Cleats & fairleads: Horn cleats are all well secured to deck and side deck and are functional.
Fill Pipes: All fill pipes on top deck are properly marked as to purpose/use.
Cabin (house) to deck joint: Molded in -- no stress cracks noted.
Grab rail(s): Stainless steel, mounted on sides of fly bridge and well secured.
Cabin house window(s): Fixed side windows.
Windshield: Large three piece aluminum framed with tapered side panels. No cracks or separation sighted.
Spotlight: ACR Point Pad spotlight is well secured. RCL-100D S/N 005854.
Horns: Dual horns are well secured to face of fly bridge.
Damage sighted: Moderate stress cracking sighted at the base of the sixth stanchion going forward from aft on both the port and starboard side.
Recommendations: Have a qualified FRP technician further investigate stress cracks sighted at stanchion bases, evaluate and repair as necessary.

COCKPIT / AFT DECK

Cockpit area: Teak sole with two hatches, fwd hatch accesses engine room and aft hatch accesses lazarette.
Cockpit & Helm seating Padded cockpit vinyl seat cushions available and are in very good condition. No holes or tears sighted.

Moisture/Delamination: Cockpit hatches shows signs of delamination and moisture readings are excessive. Struts are stripping out of core material and water is dripping from the hinge areas. Cracking was also sighted around the perimeter of the hatch.



Scuppers/deck drain(s): Yes. Drains are clear, hoses secure.

Cabin entrance: Sliding aluminum door with tinted glass for cabin entrance with lock. Door functional and with a securing device.

Storage: Lazarette storage area. One side cockpit storage locker. Two side cockpit storage lockers. Under most cockpit seating areas.

Engine compartment access: In cockpit sole- manual lift engine compartment hatch cover with hydraulic ram assist.

Shore fresh water inlet: One, with pressure reducer installed, located on transom. *NOTE: Be sure that dockside water pressure is turned off when the boat is unoccupied for any length of time. A burst hose or other water system malfunction could cause serious damage to the vessel or possibly sink the vessel at its assigned slip.*

Dinghy launch/lift arm: Opacmare Model 679494 crane. S/N 383.10.05.05. Located in transom locker, appears functional.

FLYBRIDGE

Construction material: Fiberglass and well secured.

Accessed by: Stairs from cockpit and stairs from salon.

Sole: FRP with molded in non skid.

Moisture/Delamination: All moisture meter readings on sole were relatively dry with normal comparative moisture meter readings. Exception, aft upper deck hatch shows readings of elevated moisture.



Helm station: Wheel steering with full instrumentation. (See Helm section), Helm console canvas cover available and in good condition.

Seating: Two adjustable swivel seats at helm. J-shaped bench seating aft of helm seats. All seating vinyl in excellent condition.

Canvas: Full Canvas enclosure with stainless steel supports. Isinglass is in good condition as well as zippers sighted.

Radar arch: Fiberglass and well secured.

Storage: Beneath seats.

Windshield: Plastic spray shield. Well secured- no cracks sighted.

Side rails: Stainless steel. Well secured.

Flybridge equipment: Sink/Wet bar has, sink is molded in, w/ cold pressure faucet, table, Neff electric barbecue.

| Findings: | Recommendations: |
|---|--|
| Aft upper deck hatch shows readings of elevated moisture. | Have a qualified FRP technician further investigate, evaluate and repair as necessary. |

HELM & NAVIGATION ELECTRONICS

NAVIGATION ELECTRONICS

Helm station: Lower and Flybridge helm stations. Lower helm upholstery has deteriorated and become sticky.



Compass(es): Mounted at lower helm and upper helm: 6" Plastimo offshore 105.
VHF radio(s): Mounted at lower helm and upper helm: ICOM IC M-604. Not tested- No DC Power available. Serial # was not sighted, unit is built in.
Autopilot(s): Mounted at lower helm and upper helm: Furuno Nav Pilot 500. Not tested- No DC Power available. Serial # was not sighted, unit is built in.
Multi-function instrument(s): Mounted at lower helm and upper helm: Furuno RD-30 Not tested- No DC Power available. Serial # was not sighted, unit is built in.
Radar: Mounted at lower helm and upper helm: Furuno Navnet VX2. Not tested- No DC Power available. Serial # was not sighted unit is built in.
Chart plotter(s): Mounted at lower helm and upper helm: Garmin 5208, Not tested- No DC Power available. Serial # was not sighted, unit is built in.
GPS: Mounted at lower helm and upper helm: Garmin 5208, Not tested- No DC Power available. Serial # was not sighted, unit is built in.

| Findings: | Recommendations: |
|---|--|
| Lower helm upholstery has deteriorated and become sticky. | Have a qualified technician further investigate, evaluate and repair as necessary. |

OTHER ELECTRONICS AND CONTROLS

Antenna(s): VHF, Radar, GPS, TracVision satellite TV antennas securely mounted.
Bilge pump switches: (See bilge pumps section for details on operational status.)
Horn: Not tested- No DC Power available.
High water alarm: Not tested- No DC Power available.
Spotlight controls: ACR Point Pad, URP-102. Not tested- No DC Power available. Serial # was not sighted, unit is built in.

Trim Tabs: Lenco trim tab controls with indicators mounted at lower helm and upper helm: Not tested- No DC Power available. Serial # was not sighted, unit is built in.

Thrusters: Side Power bow and stern thruster controls mounted at lower helm and upper helm: Not tested- No DC Power available. Serial # was not sighted, unit is built in.

Windlass control: Helm controlled switch mounted at lower helm and upper helm: Not tested- No DC Power available. Serial # was not sighted, unit is built in.

Windshield wiper(s): Three wipers-- Not tested- No DC Power available. Serial # was not sighted, unit is built in.

ENGINE INSTRUMENTS AND CONTROLS

Throttle and shift controls: Mounted at lower helm and upper helm: Volvo digital control levers. Two levers for port/starboard engine throttle/shift control. Not tested- No DC Power available. Serial # was not sighted, unit is built in.

Engine alarm/shutdown: Not tested- No DC Power available.
Engine status: Mounted at lower helm and upper helm: Volvo Marine digital display for each engine. Not tested- No DC Power available. Serial # was not sighted, unit is built in.

Engines synchronizer: Mounted at lower helm and upper helm: Volvo Marine digital display for each engine. Not tested- No DC Power available. Serial # was not sighted, unit is built in.

Panel lights: Not tested- No DC Power available.
Volt meter(s): Mounted at lower helm and upper helm: Volvo Marine digital display for each engine. Not tested- No DC Power available. Serial # was not sighted, unit is built in.
Hour meter(s): Mounted at lower helm and upper helm: Volvo Marine digital display for each engine. Not tested- No DC Power available. Serial # was not sighted, unit is built in.
Oil pressure: Mounted at lower helm and upper helm: Volvo Marine digital display for each engine. Not tested- No DC Power available. Serial # was not sighted, unit is built in.
Tachometer(s): Mounted at lower helm and upper helm: Volvo Marine digital display for each engine. Not tested- No DC Power available. Serial # was not sighted, unit is built in.
Temperature: Mounted at lower helm and upper helm: Volvo Marine digital display for each engine. Not tested- No DC Power available. Serial # was not sighted, unit is built in.
Fuel: Mounted at lower helm and upper helm: Volvo Marine digital display for each engine. Not tested- No DC Power available. Serial # was not sighted, unit is built in.
GPH: Mounted at lower helm and upper helm: Volvo Marine digital display for each engine. Not tested- No DC Power available. Serial # was not sighted, unit is built in.
Boost pressure: Mounted at lower helm and upper helm: Volvo Marine digital display for each engine. Not tested- No DC Power available. Serial # was not sighted, unit is built in.

CABIN INTERIOR APPOINTMENTS

MAIN SALON

Style: Contemporary.
Cabin steps: Carpeted steps canvas runners to flybridge and forward cabin. Carpet and runners are clean.
Sole: Carpeting installed throughout with canvas runners throughout. Carpet and runners are clean.
Headliner: Padded cloth. Very clean- no stains.
Water intrusion signs: No evidence sighted.
Doors: All in excellent condition.
Hatch screens: Hatch screens available for all hatches.
Salon furnishings: Adjustable cherry wood tables. Swivel chairs. Sectional U-shaped couch. Excellent condition-Clean and No holes or tears sighted.
Light fixtures: 12 volt cabin lights throughout the vessel.
Windows: Fixed windows with blinds. All curtains/blinds shades appear to be serviceable.
Clock/Barometer: FCC clock, FCC barometer. Appeared functional.
Central vacuum system: Vacuum hose and end attachments available. Model and serial no not sighted, unit built in. Not tested.
Washer / Dryer: Splendide 2000s Combination washer/dryer unit. Model and serial no not sighted, unit built in. Not tested.
Overall interior condition: Interior is in overall excellent condition.

ENTERTAINMENT ELECTRONICS

Stereo(s): Main salon and dinette: Bose home theatre system. Port stateroom: DVD/CD receiver KD-ADV6160. Starboard stateroom: DVD/CD receiver KD-ADV6160.

Television: Fwd master stateroom: DVD/CD receiver KD-ADV6160.
Main salon: 31" Samsung flat screen. Galley: 24" Samsung flat screen. Port stateroom: 15" Sharp flat screen. Starboard stateroom: 15" Sharp flat screen. Fwd master stateroom: 15" Sharp flat screen.

TV Tuner/Receiver: Main salon, master stateroom and guest staterooms: DirecTV receiver with remote.

GALLEY

Location: Starboard side with solid surface counter top.

Sink(s): Single stainless steel deep well, Stainless steel shallow well. With pull out faucet fixture.

Water system: Pressurized hot and cold, Not tested. Water system was winterized.----- Re-test on board fresh water system after filling water tank with water.

Stove: Ceran, four burner, electric. Not tested- No AC Power available. Serial # was not sighted, unit is built in.

Refrigeration: Side by side Kenmore Elite units. Not tested- No AC Power available. Serial # was not sighted, units are built in.

Freezer-standalone: Whirlpool. Not tested- No AC Power available. Serial # was not sighted, unit is built in.

Microwave oven: Sharp Carousel Unit is built in and well secured. Not tested- No AC Power available. Serial # was not sighted, unit is built in.

Toaster: Black & Decker, two slice. Not tested- No AC Power available.

Coffee maker: Cuisinart. Not tested- No AC Power available.

Garbage disposer: Insinkerator model built in galley sink. Not tested- No AC Power available.

Galley lighting: Overhead and indirect.

Storage: Very good. Cabinets above and drawers and storage areas below the galley.

Other equipment: Samsung 24" flat screen TV.

DINETTE

Table type: Cherry wood laminate. Excellent condition.

Seating: U-shaped seating around table. Seat cushions and seat backs in excellent condition. Clean and not worn.

BERTHS / STATEROOMS

Berths: Three, Master stateroom, port guest stateroom, starboard guest stateroom.

Master stateroom: Mid cabin starboard, Amenities include: Raised island bed with custom sized mattress. Custom sized bed with mattress, hanging closet, storage drawers under bed, private head, equipped with separate controlled air conditioner. TV ---See entertainment electronics section for all details.

Guest stateroom: In V-berth area. Amenities include: Raised island bed with custom sized mattress. Custom sized bed with mattress, hanging closet, storage drawers under bed, shared head with private entry door, equipped with separate controlled air conditioner. TV ---See entertainment electronics section for all details.

Guest stateroom 2: Mid cabin port, Amenities include: Amenities include: Twin side by side beds, hanging closet, equipped with separate controlled air conditioner. TV ---See entertainment electronics section for all details.

HEAD(S)

Number/Location: Two heads: Port side, starboard side. with molded surface counter top.

Toilet(s): Raritan, VacuFlush system, Not tested Winterized.

Raw water supply: Raw water flush supply is from the on board fresh water tank. Hose is secure.

Sink: Ceramic.

Shower(s): In both heads, handheld fixture, stand up stall.

Head lighting: Overhead.

Shower sump tank/ pump: Located in sump tank with auto float and automatic bilge pump. Not tested-Float inside sealed sump container.

AIR CONDITIONING (A/C)

Manufacturer & Type: Cruisair, 230 Volt A/C, Reverse Cycle with heat.
Locations / BTU Capacity: Main salon- BTU: 16,000 Master stateroom- BTU: 10,000 Forward cabin- BTU: 10,000 Guest stateroom- BTU: 10,000 Galley- BTU: 10,000.
Temp Controls: Cruisair SMX II digital temperature controls.
Filter(s) Condition: Filters appeared clean. *Recommend that A/C filter(s) be checked and cleaned frequently to allow the A/C unit to operate at maximum efficiency.*
Drip trays: One for each condensing unit. Functional with drains.
Condensate drain: Drains into sump tank.
A/C Raw water: Bronze sea cock for A/C Raw water intake. Fully functional and hose is double clamped.
Thru hull strainer: Strainer located at A/C raw water pump inlet seacock. Strainer is clear. Hoses are clamped and secure on all fittings sighted.
Hoses & connections: Hoses appear to be adequate size and serviceable for application. No cracks or hose damage sighted. Hoses are clamped and secure on all fittings sighted.
Raw water cooling pump: 220 Volt pump, appears to be properly sized - Not tested.

ELECTRICAL SYSTEMS

D.C. ELECTRICAL SYSTEMS

D.C. Voltage system: 24 Volt system.
Battery Set One: Battery set has a total of five 12 Volt that are type Group 31 lead acid batteries that are located in the port lazarette which provide service to thruster(s) house and engine start. Batteries are well secured in boxes with straps or hold down brackets. Cables are properly color coded and positive terminals are properly covered with boots or box covers.
Battery Set Two: Battery set has a total of five 12 Volt that are type Group 31 lead acid batteries that are located in the starboard lazarette which provide service to thruster(s) house and engine start. Batteries are well secured in boxes with straps or hold down brackets. Cables are properly color coded and positive terminals are properly covered with boots or box covers.
Battery Set Three: Battery set has a total of one 12 Volt that is a type Group 31 lead acid battery that is located in the starboard lazarette, services generator. Battery is well secured in box with straps or hold down brackets. Cables are properly color coded and positive terminal is properly covered with boots or box covers.
Battery selector switch: Rotary switches, functional.
Charging system: Both engine mounted alternators. The battery charger is a Mastervolt MASS 24/75.
Distribution panel: Combined with A.C. power panel.
Battery monitor: Switched analog gauge to test battery condition.
D.C. usage meter(s): Analog type, amps, volts.
Breaker(s)/fuse(s): All DC circuits are adequately protected by branch or switched breakers. 21 single pole breakers.
D.C. wiring: All wiring runs are properly secured every 18" per ABYC E-11 recommendations. Ring spade or crimp on connectors sighted for wiring connections per ABYC recommendations. Anti Chafe protection sighted at all compartment pass through locations.
DC wiring spark prevention: All terminals sighted have spark protection covers in compliance with ABYC E-11.5.
DC Electrical ground: DC electrical system is properly tied into vessels electrical ground system using the

engine as a common ground.

Other notes: *Note: For 12 volt systems, a fully charged battery reads 12.7 Volts, 75% charged battery reads 12.4 Volts, 50% charged battery reads 12.2 Volts, 25% charged battery reads 12.0 Volts and a discharged battery reads 11.9 Volts or less. Check battery condition frequently.*

Condition summary: DC wiring system appears to be very well maintained and in excellent condition.

A.C. ELECTRICAL SYSTEMS

A.C. Voltage system: 50 Amp - 120/240 Volt system, Shore Power: Two shore power inlets provided by Glendinning Cablemaster 50 Amp shore power service with remote located on transom.

Shore power cord(s): **NOTE:** *Doing a regular inspection of your power cords is a good way to ensure that they haven't incurred heat damage that could start a fire aboard your boat. When examining your cords, start at the ends and look for brown discoloration at the base of the blades - a clear indicator of excessive heat. (Blades with a worn nickel coating or pitting are another red flag). Next, identify what caused the damage and replace any overheated connections immediately before a cord is used again. Often, a damaged inlet is the culprit and just replacing the shore power connection will only damage the new one.*

Shore power breaker: Dual pole breaker for shore power at main power distribution panel per ABYC recommendations.

A.C. power selector switch: AC/Generator manual break/make lever switch located in main AC panel.

Distribution panel(s): Yes combined with DC power panel.

Branch breakers: All A.C. circuits are adequately protected by branch breakers. 20 single pole AC breakers sighted.

Reverse polarity indicator: *Not tested. No AC Power to vessel. Test for proper polarity after AC Power is provided.*

GFCI protection: GFCI protection is provided for galley and head and other wet locations. Test regularly to be sure functional. *Not tested-No AC power. GFCI outlet should be tested when AC power is available to vessel to ensure that it trips properly. Replace outlet(s) that do not trip when tested.*

A.C. meter(s): Analog type, amps, volts.

A.C. wiring: Stranded copper boat cable- size and rating, where sighted, appears correct and serviceable for intended use. All wiring runs are properly secured every 18" per ABYC E-11 and NFPA 302 recommendations. Anti Chafe protection sighted at all compartment pass through locations. AC wiring is properly terminated. No wire nuts or loose connections sighted. Ring spade or crimp on connectors sighted for wiring connections per ABYC recommendations.

A.C. Electrical ground: AC electrical system is properly tied into vessels electrical ground system using the engine(s) as a common ground.

Galvanic Isolator: Newmar Galvanic Isolator.

Other A.C.: (2) Charles Iso Boost 50 isolation transformer S/N's J05100028, J05100030.

Condition summary: AC wiring system appears to be very well maintained and in excellent condition.

GENERATOR

Manufacturer/Location: Onan Marine 17MDKBP installed in engine space.

Generator specifications: Diesel powered S/N E050784982.

Generator hours: Hour meter was not sighted on generator.

KW/Volts/Amps rating: 17 KW, 240 Volts, AC Amps are: 70.8.

Hoses and clamps: Good condition, no cracks sighted.

Belts and pulleys: Belts condition are serviceable. No cracks or splits sighted. Pulleys/belts appear to be in line.

Cooling system(s): Fresh water / heat exchanger cooled with water intake through lever action seacock, coolant level is full and in good condition.

Oil level and condition: Clean & full on dipstick. No evidence of water or cuttings in lube oil.

Fuel pump(s): Engine mounted. No leaks sighted.

Fuel supply lines: USCG A1 flex, No cracks or soft spots.

Fuel filter(s): Racor water separator. No leaks sighted.

Engine mounts and beds: Engine mounts appear to be well secured to the support mounting.

Engine ground cable: Generator is properly grounded with a proper size conductor cable.

Exhaust piping: Flex hose and FRP elbow.

Muffler: Fiberglass in line muffler double clamped at both ends.

Ventilation: Blower and natural.

Warning labels: Sighted.

Accessibility: Good.

Generator performance: Generator was Not tested.

Findings: Sighted some DC terminal connections on the backside of the generator that are not protected which could lead to a sparking hazard. The only exception is circuits that have over current protection at the source of power.



Recommendations: **RECOMMENDATION:** ABYC E-11.5 recommends as follows: *"Continuously energized parts, such as positive battery terminals and both ends of all wire connected thereto, shall be physically protected with boots, or other form of protection, that cover all energized surfaces to prevent accidental short circuits."*

GROUND/BONDING SYSTEM

Main bonding conductor: Twin engines are properly connected to each other by a common conductor circuit. The remaining ground/bonding system is well established where sighted; Electrical system, Seacocks, Shaft logs, Rudders, Sea Strainers, Pumps, Fuel system/tanks, Hull Zincs were all bonded. The bonding system is using individual green insulated wire or copper strips.

Generator set(s) : Generator engine ground bus.

Through-hull(s) connected: All connected.

Sea strainer(s) connected: All connected.

Rudder(s) connected: Connected.

Rudder shaft log(s) connected: Connected.

Trim tabs connected: Connected.

Grounding plate(s): External-well secured to hull and ground wires well secured.

ENGINE COMPARTMENT / PROPULSION SYSTEM

MAIN ENGINE(S)

Engine specifications Two, Volvo Penta D12D-B MP in-line 6 cylinder 12.1 liter engines with electronically controlled unit injectors, 4 valve design, turbo and charge-air cooler inboards using diesel fuel. 775 hp @ 2300 rpm, 3000 Nm @ 1400 rpm.

Engine serial no(s): Port: 1012526270 Starboard: 1012526271.

Engine(s) hours: Unable to sight engine hours without DC power.

Raw water hoses: Good condition-No cracks, soft spots or leakage sighted.

Belts and pulleys: Belts condition are serviceable. No cracks or splits sighted. Pulleys/belts appear to be in line.

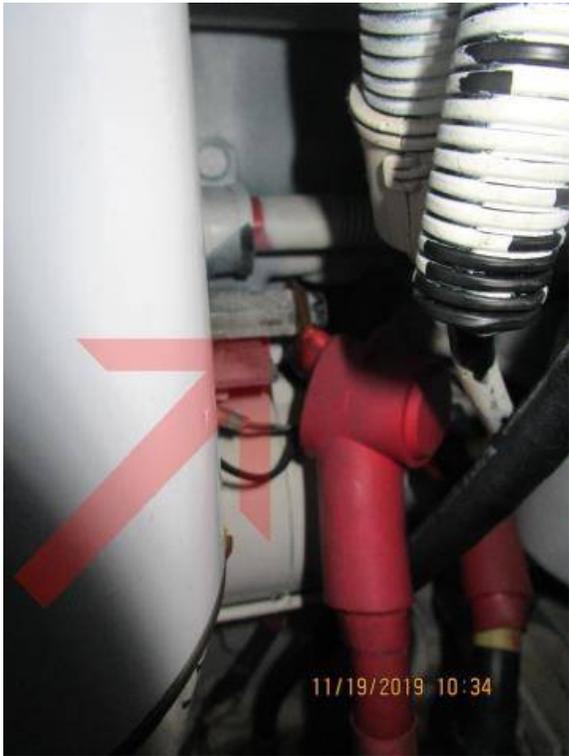
Cooling system(s): Fresh water/heat exchanger cooled, coolant level is good and appears in good condition, raw water cooled, raw water strainer(s) installed and clear. *NOTE: It is recommended that water pump impeller(s) be changed every three years. Always keep spares aboard to use when necessary.*

Engine ventilation: Natural ventilation for engine space is provided. Power exhaust ventilation blower(s) are installed. Power vents not tested.

Engine ground cable: Engines are properly grounded together with a proper size conductor cable.

Oil level and condition: Clean & full on dipstick(s). No evidence of water or cuttings in lube oil as sighted on dipstick(s).

Ignition protection: Alternator and Starter appear to be OEM and ignition protected.
Port starter: Sighted DC terminal connections that are not protected which could lead to a sparking hazard. The only exception is circuits that have over current protection at the source of power.



Fuel pump(s): Engine mounted. No leaks sighted.

Fuel supply lines: USCG A1 flex. No leaks, cracks or soft spots sighted.

Fuel filter(s): No leaks sighted at fuel filter(s).

Engine mounts and beds: Engine mounts appear to be well secured to the support stringers. **Port rear inner mount shows excessive corrosion.** NOTE: See Hull Interior section for condition of stringers themselves.



Drip pad(s): No Pads in place beneath engine(s). Fluids and debris fall into bilge area. Consider

installing drip pads beneath engine(s) to catch fluid drippings and rapidly identify leaks of any kind.

Insulation: Sighted in good condition.
Oil change system: Reverso Oil Change System.
Engine room summary: The engine room appears very clean and well maintained. Engine room is exceptionally clean and uncluttered.
Other notes:

- *It is good practice when buying a used vessel that all fluids (Engine/Transmission) be changed and the raw water cooling impeller(s) also be changed.*

As stated in the Terms and Conditions agreement, It is understood that the attending surveyor is not an engine/transmission surveyor. As such, I recommend that all engines and transmissions be inspected by a qualified expert engine surveyor/mechanic who use sophisticated electronic tools specific to the make/model of engine(s) to determine the internal condition of engine performance and determine any repairs necessary of the engine(s), transmission gears, and pumps, heat exchangers, coolers, etc.

| Findings: | Recommendations: |
|--|---|
| Port starter: Sighted DC terminal connections that are not protected which could lead to a sparking hazard. The only exception is circuits that have over current protection at the source of power. | RECOMMENDATION: ABYC E-11.5 recommends as follows: " <i>Continuously energized parts, such as positive battery terminals and both ends of all wire connected thereto, shall be physically protected with boots, or other form of protection, that cover all energized surfaces to prevent accidental short circuits.</i> " |
| Port rear inner motor mount shows excessive corrosion. | Have a qualified marine technician further investigate corrosion sighted on motor mount, evaluate and repair as necessary. |

EXHAUST SYSTEM

Exhaust manifold: Good condition- The exhaust system including exhaust connection and hoses were inspected using an inspection mirror and no obvious cracks or leakage issues were noted.
Muffler(s): No visible leaks or water tracks sighted.
Piping/Clamps: Flex hose, securely double clamped as required. No cracks soft spots or evidence of leaks sighted in exhaust system.
Discharge location(s): Aft hull/transom corners.

TRANSMISSION(S)

Manufacturer/Model: ZF Marine/ZF325-1A.
Serial no(s): Port: 20066029 Starboard: 3214001049.
Gear ratio: 2.037.
Fluid level and condition: Good, fluid levels show full, fluid is bright red and does not smell burnt.
Propeller shaft(s): No pitting, cracks or corrosion sighted. Couplers are properly safety wired.
Stuffing box(es): No leaks sighted.

STEERING SYSTEM

STEERING SYSTEM

Type: Hypro Marine Integrated Power System.
Mounting(s): Cylinder & ram actuator well secured-no leaks sighted.
Lines and fittings: No leaks sighted.
Pressure/reservoir tank: Power steering fluid reservoir is Full.

Rudder stock(s): 2" Bronze.
Packing glands: Appear well sealed- No leaks sighted. *NOTE: Rudder packing glands should always be totally dry. Check frequently and adjust if necessary.*

TANKAGE / PLUMBING

FUEL TANK(S)

No & Location: Two tanks located In engine space on the port and starboard sides.
Tank type & capacity: Tank(s) are constructed of stainless steel. The tank(s) capacity is 1419 liters (377 gallons) as sighted on each tank label.
Manufacturer' s label(s): The USCG required label was sighted on fuel tanks.
Fuel supply lines: USCG A1 flex hose from tank to fuel pump. Well secured and No cracks, soft spots or splitting sighted. Serviceable, *NOTE: Most fuel hose manufacturers now recommend fuel hoses be replaced every five years.(just like replacing older signal flares). This is more important with the introduction of ethanol into gasoline as hoses can and do deteriorate from the inside. The date of manufacture is imprinted on all USCG approved fuel hoses. Consider replacing all flexible fuel hoses every 5 years as a part of routine maintenance.*
Diesel return line(s): Engine uses grade USCG Type A1 return line. No cracks, soft spots or splitting sighted. Serviceable.
Shut off valve(s): On tank top.
Vent line/location: Vent located on hull side(s), with flame screens or cleanable vents in place and clear.
Fill line(s) located: USCG A1 No cracks, soft spots or splitting sighted. Serviceable.
Fill pipe & condition: Side decks, clearly marked for diesel fuel per ABYC recommendations.
USCG A1 flex type hose, No cracks, soft spots or splitting sighted. Serviceable. Fill hose is properly double clamped at both ends of fill hose.
Tank(s) secured: Metal straps with chafe protection are secure.
Tank(s) on flat surface: The bottoms of the tanks are adequately ventilated.
Inspection/cleaning access: Good.
Tank(s) condition: Visually good (where accessible)

FRESH WATER TANK(S)

No & locations of tanks: One tank under cabin sole.
Tank(s) type & capacity: Fiberglass type with a total capacity of 170 gallons.
Tank(s) secured: Yes.
Inspection/cleaning access: Good.
Tank(s) condition: Visually good (where accessible)
Accumulator tank(s): Jabsco 23240-2000 1.75 gallons.
Water pump(s): 24 volt Jabsco Par-Max 4. Not tested. Water system was winterized.
Tank Monitor System: Not tested. Water system was winterized.
Supply lines: Grey plastic piping for all water connections. No leaks sighted for areas open to inspection.
Filling line(s) located: Side deck clearly marked for water.
Vent(s) location(s): Side hull.

HOLDING TANK(S) - BLACK WATER

No & Location of tanks: One holding tank located under cabin sole.
Marine Sanitation Device: Certification Type: MSD U.S.C.G. Type III. (Holding tank). Waste tank is connected to deck waste fitting for pump out. Overboard discharge lines and fittings are properly disabled to comply with USCG regulations for the Great Lakes and all inland waters.
Tank(s) type & capacity: Fiberglass type with a total capacity of 70 gallons.

Tank Monitor system: Not tested. Water system was winterized.
Tank(s) secured: Yes.
Tank(s) condition: Visually good (where accessible)
Inspection/cleaning access: Good.
Lines: Lines are all well secured. No cracks or leaks sighted.
Discharge line(s) located: Deck pump out marked for Waste.
Y valve(s) installed: Yes but properly disabled to prevent overboard discharge per USCG regulations for Great Lakes and Inland waters.
Vent(s) location(s): Side hull.

WATER HEATER

Tank location: Lazarette starboard.
Manufacturer/capacity: Manufacturer label not sighted on tank. The capacity is Unknown.
How powered: 220V no heat exchanger installed.
Ignition protected: Water heater is marine type and labeled as ignition protected.
Water heater test: Not tested - water system appeared to be winterized. Test after filling water heater to be sure fully functional.
Pressure relief valve(s): Drains into bilge area.
Drain fixture(s)/plug(s): Appears functional.
Supply lines: No leaks sighted.
Outer tank material: Fiberglass.
Tank(s) secured: Tank is well secured to base.
Other notes: NOTE: *Do not leave hot water heater AC switch on unless water is in the hot water tank or the heating element will burn out. Recommend turning off water heater whenever leaving the vessel.*

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

Navigation lights: Navigation lights were not tested due to the lack of DC power.
RECOMMENDATION: Owner is advised to ensure all Navigation lights are operational to comply with 33 USC 2020/Colregs 20 before using vessel at night or in limited light conditions.
Life Jackets(PFD's): USCG Type I, Over 5 sighted aboard. All appear to be in good condition.
Throwable type PFD's: USCG approved Lifesling rescue system device, throwable PFD sighted appear to be in good condition.
Visual Distress Signals: None sighted on board. RECOMMENDATION: Ensure visual distress signals are aboard to comply with USCG regulations 33 CFR 175.110 for visual distress signals prior to using vessel. You must have at least three aerial or three red handheld signals that are current.
Sound devices: Electric horn control at helm station, not tested due to the lack of DC power.
RECOMMENDATION: Owner is advised to ensure sound devices are operational to comply with USCG regulations before using vessel.
USCG placards: Both USCG mandated placards (Oil & Garbage) are properly posted.
Engine ventilation: Natural ventilation for engine space is provided, Power exhaust ventilation blower(s) are installed, not tested due to the lack of DC power.
Ignition protection: Not applicable for diesel engine compartment.
Inland Navigation Rule Book: Sighted on board.
Waste Management Plan: A written waste management plan was not sighted on board to comply with USCG regulations. RECOMMENDATION: Vessels over 39'4" (12M) or longer with a galley and berthing require a written waste management plan describing the

procedures for collecting, processing, storing and discharging garbage, and designate the person who is in charge of carrying out this plan. This is a USCG CFR 33 151.57 requirement. Non compliance could lead to a fine.

FIRE FIGHTING EQUIPMENT- U.S.C.G. Required

Dry Chemical Size I: Five or more USCG approved extinguisher(s) sighted at: bridge area, cockpit/aft deck area galley main salon master stateroom, guest stateroom, engine space.
Fixed /Clean Agent: Two USCG approved clean agent FE241 Located: in the engine compartment and lazarette. Remote manual discharges located in starboard transom locker.

FIRE EQUIPMENT OBSERVATION:

NOTES:

- *Recommend at least one fire extinguisher be located in the galley area where fires are more likely to occur from cooking.*
- *ABYC A-4 recommends that all fire extinguishers have a full maintenance check performed at least once per year by a qualified fire extinguishing service company a tag should be attached showing the date of the maintenance check.*
- *Fire extinguisher pressure gauges should be checked monthly to assure that readings are full or in the green area.*
- *NFPA recommends that dry chemical fire extinguishers be periodically shaken to ensure the dry chemical powder is loose and is not compacted. If in doubt, replace the extinguisher.*

BILGE PUMPS

FORWARD BILGE : (1) Located at: Forward bilge. Pump sighted: Rule 24 volt, 2000 GPH not tested. Not tested, winterized.

MIDSHIP/CENTRAL BILGE: (1) Located at: Midship / Central bilge. Pump sighted: Rule 24 volt, 2000 GPH not tested. Not tested, winterized.

ENGINE COMPARTMENT: (2) Located at: Engine compartment bilge. Pumps sighted are: Rule 24 volt, 2000 GPH not tested. Not tested, winterized.

AFT BILGE: (2) Located at: Aft bilge. Pumps sighted are: Rule 24 volt, 2000 GPH not tested. Not tested, winterized.

SHOWER & SUMP PUMP(S): Sealed sump tank with one pump and auto float switch. Not tested, winterized.

MANUAL PUMPS: Whale manual operated bilge pump. Appears serviceable.

Bilge Pump Comments: *CAUTION----* Bilge pumps are high maintenance items. Bilge pumps are only the initial part of a de-watering system, which may include a strum-box, check-valves or occasionally anti-siphon loops and valves, piping, a seacock if the exit is below waterline and a thru-hull tailpiece. This entire system must be understood and maintained. Bilge pumps may fail at any time. No warranty as to longevity can be expressed or implied at survey. Tapered wooden plugs tied to seacocks are an inexpensive safety item and highly recommended under current ABYC standards. Keeping bilges clean and free of debris is a vital part of insuring proper operation. It is also recommended that each bilge pump be periodically tested by filling the immediate bilge area with water, to ensure the pump(s) and float switch(s) and or high water alarms (if equipped) are operating as designed.

AUXILIARY SAFETY EQUIPMENT

First aid kit: Not sighted. Highly recommended.

Smoke detector(s): Sighted in port stateroom, installed and tested OK. Sighted in port stateroom, **Smoke detector installed but would not test. RECOMMENDATION: Repair or replace smoke detector to make fully functional and to comply with current NFPA recommendations. Test frequently to ensure it remains fully functional.** Fwd. stateroom, none sighted. **RECOMMENDATION: Install smoke detector to make fully comply with current NFPA recommendations.** ----- Since 2004, NFPA

302-12.3 has recommended RV tested or more recently marine tested Smoke Detection devices for all vessels 26 ft (8m) or more in length with accommodation spaces intended for sleeping and is installed and maintained according to the manufacturer's instructions.

Carbon monoxide detectors:

Carbon monoxide fume detectors were not sighted but have been recommended since 2001 by both ABYC and NFPA. RECOMMENDATION: Due to the number of carbon monoxide related deaths on boats, this surveyor highly recommends the installation of CO detection devices on all gasoline and diesel powered vessels to comply with ABYC A-24 and NFPA 302 recommendations. Detectors shall be located to monitor the atmosphere in the main cabin and each sleeping area. Obtain suitable marine carbon monoxide detectors at a marine chandlery.

NOTE: During the burning of any of fuels, Carbon Monoxide (CO) gas may be created due to incomplete combustion from propulsion systems, cabin heater or stove as well as nearby boats running generators. Adequate ventilation must be provided at all times while burning any of these fuels, but CO may also be drawn into the cabin through ventilation systems. This is especially true of boats running air conditioning. Unlike smoke, CO is odorless and colorless and can't be detected by a human. CO is a silent menace and kills without warning, Regular testing of installed CO detectors in any occupied spaces below decks is highly recommended. Also, remember that CO alarms have a limited life span - five years according to most manufacturers. Check the manufacture date on the CO detectors on board and replace as recommended by the manufacturer.

GROUND TACKLE

Primary anchor: Non Hinged Plow type. Sized: size not marked, with undetermined length of raw chain 1/2" anchor line.

PHOTO PAGES

PHOTO PAGE(S)

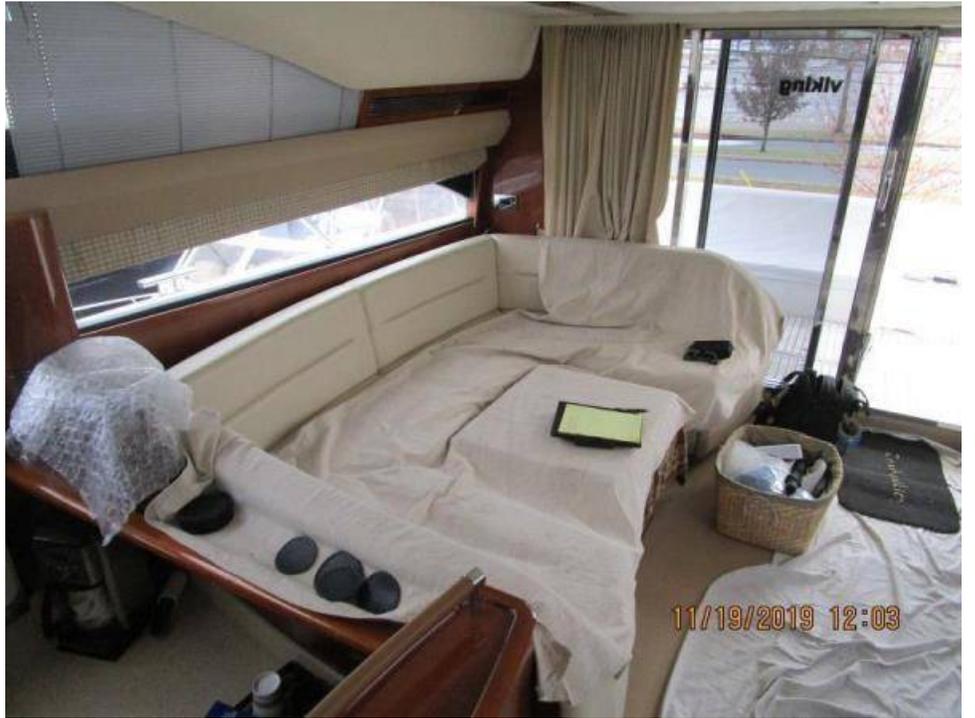
Inspection Photo's:



















INSPECTION RECOMMENDATIONS SUMMARY

PRIORITY I - SAFETY & REGULATORY RECOMMENDATIONS:

(MAY BE MANDATORY)

The items listed are required by state laws or federal laws and U.S.C.G. regulations or are considered by the attending surveyor to represent unsafe operating conditions. Recommend these items be corrected before next use of vessel.

ELECTRICAL SYSTEMS

AC ELECTRICAL SYSTEMS

Generator:

Sighted some DC terminal connections on the backside of the generator that are not protected which could lead to a sparking hazard. The only exception is circuits that have over current protection at the source of power. **RECOMMENDATION:** ABYC E-11.5 recommends as follows: "Continuously energized parts, such as positive battery terminals and both ends of all wire connected thereto, shall be physically protected with boots, or other form of protection, that cover all energized surfaces to prevent accidental short circuits."

AC ELECTRICAL SYSTEMS

GFCI protection:

GFCI protection is provided for galley and head and other wet locations. Test regularly to be sure functional. **Not tested-No AC power.** GFCI outlet should be tested when AC power is available to vessel to ensure that it trips properly. Replace outlet(s) that do not trip when tested.

ENGINE COMPARTMENT / PROPULSION SYSTEM

MAIN ENGINE(S)

Spark Protection:

Port starter: Sighted DC terminal connections that are not protected which could lead to a sparking hazard. The only exception is circuits that have over current protection at the source of power. **RECOMMENDATION:** ABYC E-11.5 recommends as follows: "Continuously energized parts, such as positive battery terminals and both ends of all wire connected thereto, shall be physically protected with boots, or other form of protection, that cover all energized surfaces to prevent accidental short circuits."

SAFETY EQUIPMENT

USCG REQUIRED

Navigation lights:

Navigation lights were not tested due to the lack of DC power. **RECOMMENDATION:** Owner is advised to ensure all Navigation lights are operational to comply with 33 USC 2020/Colregs 20 before using vessel at night or in limited light conditions.

Visual Distress Signals:

None sighted on board. **RECOMMENDATION:** Ensure visual distress signals are aboard to comply with USCG regulations 33 CFR 175.110 for visual distress signals prior to using vessel. You must have at least three aerial or three red handheld signals that are current.

Sound devices:

Electric horn control at helm station, not tested due to the lack of DC power. **RECOMMENDATION:** Owner is advised to ensure sound devices are operational to comply with USCG regulations before using vessel.

Waste Management Plan:

A written waste management plan was not sighted on board to comply with USCG regulations.
RECOMMENDATION: Vessels over 39'4" (12M) or longer with a galley and berthing require a written waste management plan describing the procedures for collecting, processing, storing and discharging garbage, and designate the person who is in charge of carrying out this plan. This is a USCG CFR 33 151.57 requirement. Non compliance could lead to a fine.

PRIORITY II - MAINTENANCE & STANDARDS RELATED RECOMMENDATIONS:

(NOT NORMALLY MANDATORY)

These are important maintenance items sighted which in this firm's opinion should be performed. They may also include recommendations to conform to current ABYC and NFPA-302 voluntary standards which may not have been in effect or may not have been adhered to by the builder when the vessel was constructed. Some of these, if not addressed, could lead to a Priority I safety issue and/or may result in a reduced vessel market value.

EXTERIOR HULL & BOTTOM INSPECTION

TRANSOM

Swim Platform/Step:

Transom hatch shows signs of delamination and moisture readings are excessive. Struts are stripping out of core material and water is dripping from the hinge areas. Cracking was also sighted around the perimeter of the hatch. **RECOMMENDATION:** Have a qualified FRP technician further investigate, evaluate and repair as necessary.

EXTERIOR HULL & BOTTOM INSPECTION

RUDDER(S)

Rudder type/condition:

Starboard rudder: Excess side to side or fore/aft rudder play. **RECOMMENDATION:** Have rudder mounts checked by a qualified marine technician for excess wear and repair as necessary.

ANODES

Replacement required:

All anodes are deteriorated. **RECOMMENDATION:** Replace all anodes.

TOP DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

Stanchions/Side rails:

Moderate stress cracking sighted at the base of the sixth stanchion going forward from aft on both the port and starboard side. **RECOMMENDATION:** Have a qualified FRP technician further investigate stress cracks sighted at stanchion bases, evaluate and repair as necessary.

FLYBRIDGE

Moisture/Delamination:

Aft upper deck hatch shows readings of elevated moisture. **RECOMMENDATION:** Have a qualified FRP technician further investigate, evaluate and repair as necessary.

ELECTRICAL SYSTEMS

A.C. ELECTRICAL SYSTEMS

Reverse polarity indicator:

Not tested. No AC Power to vessel.---- Test for proper polarity after AC Power is provided.

ENGINE COMPARTMENT / PROPULSION SYSTEM

MAIN ENGINE(S)

Engine mounts and beds:

Port rear inner motor mount shows excessive corrosion. RECOMMENDATION: Have a qualified marine technician further investigate corrosion sighted on motor mount, evaluate and repair as necessary.

SAFETY EQUIPMENT

USCG REQUIRED

Engine ventilation:

Natural ventilation for engine space is provided, Power exhaust ventilation blower(s) are installed, not tested due to the lack of DC power. Test blowers during spring commissioning.

AUXILIARY SAFETY EQUIPMENT

Carbon monoxide detectors:

Carbon monoxide fume detectors were not sighted but have been recommended since 2001 by both ABYC and NFPA. RECOMMENDATION: Due to the number of carbon monoxide related deaths on boats, this surveyor highly recommends the installation of CO detection devices on all gasoline and diesel powered vessels to comply with ABYC A-24 and NFPA 302 recommendations. Detectors shall be located to monitor the atmosphere in the main cabin and each sleeping area. Obtain suitable marine carbon monoxide detectors at a marine chandlery.

NOTE: During the burning of any of fuels, Carbon Monoxide (CO) gas may be created due to incomplete combustion from propulsion systems, cabin heater or stove as well as nearby boats running generators. Adequate ventilation must be provided at all times while burning any of these fuels, but CO may also be drawn into the cabin through ventilation systems. This is especially true of boats running air conditioning. Unlike smoke, CO is odorless and colorless and can't be detected by a human. CO is a silent menace and kills without warning, Regular testing of installed CO detectors in any occupied spaces below decks is highly recommended. Also, remember that CO alarms have a limited life span - five years according to most manufacturers. Check the manufacture date on the CO detectors on board and replace as recommended by the manufacturer.

AUXILIARY SAFETY EQUIPMENT

First aid kit:

Not sighted. RECOMMENDATION: This item is highly recommended and should be put aboard vessel immediately.

Smoke detector(s):

Sighted in port stateroom, installed and tested OK. Sighted in port stateroom, Smoke detector installed but would not test. RECOMMENDATION: Repair or replace smoke detector to make fully functional and to comply with current NFPA recommendations. Test frequently to ensure it remains fully functional. Fwd. stateroom, none sighted. RECOMMENDATION: Install smoke detector to make fully comply with current NFPA recommendations. ----- Since 2004, NFPA 302-12.3 has recommended RV tested or more recently marine tested Smoke Detection devices for all vessels 26 ft (8m) or more in length with accommodation spaces intended for sleeping and is installed and maintained according to the manufacturer's instructions.

OTHER OBSERVATIONS:

These are other less significant maintenance items or observations that if not addressed, could lead to more important priority issues and/or could lead to a reduced vessel market value. The cost of addressing these recommendations is generally minimal.

EXTERIOR HULL & BOTTOM INSPECTION

TRANSOM

Swim Platform/Step:

Teak swim platform needs cleaning and protection from the elements.

CABIN INTERIOR APPOINTMENTS

GALLEY

Water system:

Pressurized hot and cold, Not tested. Water system was winterized. Re-test on board fresh water system after filling water tank with water.

LOWER HELM

Upholstery:

Lower helm upholstery has deteriorated and become sticky. Recommend a qualified technician further investigate, evaluate and repair as necessary.

ENGINE COMPARTMENT / PROPULSION SYSTEM

MAIN ENGINE(S)

Drip pad(s):

No Pads in place beneath engine(s). Fluids and debris fall into bilge area. Consider installing drip pads beneath engine(s) to catch fluid drippings and rapidly identify leaks of any kind.

TANKAGE / PLUMBING

WATER HEATER

Water heater test:

Not tested - water system appeared to be winterized. Test after filling water heater to be sure fully functional.

CONDITION & VALUE REPORT SUMMARY

DECLARATION:

Rating of vessel condition was determined upon completion and review of all reported survey information including recommendations and comparing vessel to the same or similar age models. Possible vessel condition ratings are as follows:

- **EXCELLENT** - Essentially as new or bristol in appearance.
- **ABOVE AVERAGE** - Has had above average care with no obvious defects or limitations.
- **AVERAGE** - Ready for sale but needs some maintenance or repairs, updates or cleaning.
- **BELOW AVERAGE** - Needs significant maintenance, repair or service.

Estimated fair market value was determined by cross referencing data from Soldboats.com, BUC, ABOS, NADA, Powerboat Guide and other brokerage listings or local dealers. Adjustments are then made for condition or equipment as necessary. The fair market value is for the vessel in it's current condition prior to any repairs or maintenance.

Estimated replacement cost was determined using information obtained from BUC, ABOS or local dealer prices using the same or similar make and model with similar equipment options.

- **RATING OF VESSEL CONDITION..... ABOVE AVERAGE CONDITION**
- **ESTIMATED FAIR MARKET VALUE.....XXXXXXXXXX**
- **ESTIMATED REPLACEMENT COST.....XXXXXXXXXX**
- **INTENDED USE OF VESSEL..... Pleasure-Atlantic coast line cruising**
- **SUITABILITY FOR INTENDED SERVICE: *Vessel IS considered fit for it's intended use upon correction of all listed Priority I recommendations.***

NOTE: All "Priority II" and "Other Recommendations" should be thoroughly reviewed to bring vessel up to current standards and or improve the value of the vessel.

CONDITION & VALUE REPORT SUMMARY

CLOSING STATEMENT & SIGNATURE:

This report is submitted in confidence for the exclusive use of XXXXXXXXXXXX without prejudice to the rights and/or interests of other concerned parties and may not be used for any other purpose or relied upon by any other person.

ATTENDING SURVEYORS:



Barton P. Cerra SAMS®-SA® Marine Surveyor