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1994 44' Moody



HIN:

File ID: 06122024PS

Pre-Purchase Report of Marine Survey

Survey Conducted by C&R Consulting of Jacksonville
Robert Gulledge

1994 44' Moody

Conducted By

SAMS Accredited Marine Surveyor - AMS #1440

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Prepared For

Date Of Survey: 5 Dec 2024 and 27 Dec 2024

Report Submitted On: 28 December 2024

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1 INTRODUCTION

1.1 Purpose & Scope

Acting at the request of , ROBERT G. WILSON, did attend onboard the 1994 44' Moody on 5 Dec 2024 and 27 Dec 2024 to conduct a Pre-Purchase marine survey.

The weather during the survey did not hinder completing any portion of the inspection.

The Hull Identification Number was verified with the photographed image of the vessel's Hull Identification Number (HIN), which appears in this report, is true and accurate and was taken on the date indicated below.



Photo 1: HULL ID

The reason for the survey was to ascertain the physical condition and value of the vessel.

A limited trial run was performed and an out-of-the-water inspection of the exterior of the hull's wetted surfaces and running gear was performed.

AC and DC power was used to power up the electrical systems specified in this report only, unless otherwise noted. Electrical and electronic equipment was powered up and some systems may have been tested for basic and/or limited function only. GFCI's, Ground Faults, were tested in most of the AC system. The wiring was inspected where accessible and was found to be in generally serviceable condition, unless otherwise noted. A significant amount of wiring could not be observed due to the wiring looms and conduits that transit areas which would require dismantling and removal for their inspection. If a detailed report as to the condition and capacities of the wiring and electrical components is desired, it is recommended that a qualified marine electrical engineer be engaged. GFCI's, Ground Faults, were tested in most of the AC system.

No reference or information should be construed to indicate evaluation of the internal condition of engines, transmissions, drives or generators, nor the propulsion system's or the auxiliary power system's operating capacities, as this machinery and related mechanical systems are not within the scope of this inspection. Vessel tankage was visually inspected where accessible. No obvious leakage was observed, unless otherwise noted; however, the tanks were not confirmed to be full at the time of inspection. If a more thorough assessment is desired, the tanks should be filled and checked under full tank status or pressure tested to attest to their condition.

This vessel was surveyed without the removal of any parts, including fixed partitions, fastened panels, fittings, headliners and wall-liners, heavy furniture, tacked carpet, appliances, electrical equipment or electronics, instruments, anchors line and chain, spare parts, personal gear, clothing, miscellaneous items in the bilges, cabinets, lockers or other storage spaces, or other fixed or semi-fixed items. Only installed items were inspected, including but not limited to enclosures, covers and tops. Locked compartments or otherwise inaccessible areas would also preclude inspection. Survey requester (client) is advised to open up all such areas for further inspection. A visual inspection was conducted only on accessible structures and no destructive testing was performed. Naval architecture and engineering analysis were not a part of this survey. Furthermore, no determination of stability characteristics or inherent structural integrity has been made, and no opinion is expressed with respect thereto. The surveyor has noted in this survey report any adverse conditions and deficiencies observed during the inspection of the subject vessel. Unless otherwise stated in this report, the surveyor has no knowledge of any hidden or unapparent physical deficiencies or adverse conditions of the vessel (such as, but not limited to, undisclosed past incidents, needed repairs, deterioration, the presence of hazardous or toxic substances, etc.) that would make the vessel less valuable, and has assumed that there are no such conditions. The surveyor will not be responsible for any such conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because the surveyor is not an expert in the field of Naval engineering/marine construction, marine electrical, nor marine mechanics, this survey report must be considered a general assessment of the overall vessel. The surveyor will not be responsible for matters of a legal nature that affect either the vessel being surveyed or the Title to it, except for information that they became aware of during the research involved in performing this survey. The surveyor assumes that the Title is good and marketable and will not render any opinions about the Title. The surveyor will not give testimony or appear in court because they made a survey of the vessel in question, unless specific arrangements to do so have been made beforehand, or as otherwise required by law. Additionally, the surveyor will only make a predetermined court appearance if located within the surveyor's county of residence. If the surveyor has based their survey report and valuation conclusion on an appraisal that is "subject to the satisfactory completion of any repairs or alterations" it is on the hypothetical condition that the completion

of these repairs or alterations will be performed in a professional and workmanlike manner. This survey is subject to the hypothetical condition that the deficiencies listed in sections A and B are corrected in order for the vessel to be considered reasonably suitable for its intended use. This survey is also made subject to the extraordinary assumption that the vessel's uninspected areas/components (due to inaccessibility) are average to good in condition with no substantial defects.

This signed report represents the findings of the survey and supersedes any and all conversations, statements and representations, whether verbal or in writing. This survey report represents the condition of the vessel on the above date or dates and is the unbiased opinion of the undersigned, but it is not to be considered an inventory, warranty or guarantee, either specified or implied, nor does it warrant the future condition of the vessel. The survey report is for the exclusive use of the client and those lenders and underwriters that will finance and insure the vessel for this client only, and is not assignable to any other parties for any purpose.

1.1.1 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. Complete compliance with, identification of, and reporting on all standards, codes and regulations is not guaranteed.

This survey may be used for valuation, insurance, or mortgage requirements. This survey checks for compliance with U.S. Coast Guard regulations and American Boat and Yacht Council, Inc. Recommended Standards and Practices. In addition, the general structural condition of the vessel and suitability for its intended service will be examined. The undersigned has conducted this survey and issued this report for the sole use of the specified requesting party for an agreed fee based upon the intended use of the report; accordingly, others are not to use this report and not rely upon the contents of this report without payment to the Company of an additional agreed fee based upon the reevaluation of the same factors. The survey contains opinions and observations based on my skill, experience and training as a marine surveyor and consultant. Acceptance and use of this report by the client acknowledges 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, cleaning, or opening to expose parts or conditions ordinarily concealed. There were no tests for tightness or soundness conducted other than the conditions noted visually. Acceptance and use of this report acknowledges 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 acknowledges the client's understanding that C& R Consulting of Jacksonville Inc. does not accept any responsibility for damage or deterioration not found or discovered during the course of 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 the Surveyor's/Consultant's personal act or omission committed with the intent to cause same or recklessly and with 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.

ROBERT GULLEDGE
SAMS Accredited Marine Surveyor - AMS #1440

1.1.2 DEFINITION OF TERMS

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

APPEARED: 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, inability to remove panels or requirements not to conduct destructive testing, etc.).

SERVICEABLE: Sufficient for a specific requirement. Or; Fulfilling its function adequately (usable at the time of survey). Or; Provides service as intended by the manufacturer.

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

DEMONSTRATED: The system or equipment was operated as intended for its use.

SUITABLE FOR INTENDED USE: The vessel, or its individual specified component(s), can be utilized for the purpose indicated by the manufacturer/builder or end-user (present or prospective owner or operator).

SUBJECT: The object of the survey being discussed, described, or dealt with; the vessel being surveyed herein. Or; Dependent or conditional upon.

ABYC: The American Boat and Yacht Council creates the standards within the boating industry that have become the authoritative reference for evaluating issues of design, construction, maintenance, safety, and product performance.

CFR: Code of Federal Regulations is a codification of the general and permanent rules that were published in the Federal Register by the Executive departments and agencies of the Federal Government. It is divided into 50 titles that represent broad areas subject to Federal regulation.

NFPA: National Fire Protection Association is a global self-funded nonprofit organization, established in 1896, devoted to eliminating death, injury, property and economic loss due to fire, electrical and related hazards.

USCG: United States Coast Guard - The United States Coast Guard (USCG) is the maritime security, search and rescue, and law enforcement service branch of the United States Armed Forces, and one of the country's eight uniformed services. The Coast Guard is a maritime, military, multi-mission service unique among the U.S. military branches for having a maritime law enforcement mission with jurisdiction in both domestic and international waters and a federal regulatory agency mission as part of its duties.

DELAMINATION: Separation into constituent layers.

PHENOLIC SOUNDING: Phenolics are the result of polymerization between layers of materials (e.g. fiberglass) impregnated with synthetic thermosetting resins. The purpose of a "phenolic hammer" is to use the percussion of the hammer to identify sound anomalies caused by any disbonding in the layers of materials.

CONDUCTIVITY: Electronic moisture meters are designed to detect the 'conductivity' of substrates; including moisture, among various other conductive materials, and their ability to detect conductivity can be limited by many factors, such as the depth of the conductive material, air space present in between the laminate, the conductivity of the material, etc. Boat builders utilize various construction materials, fasteners, coatings, fairings and composites, many of which have been proven to trigger higher conductivity readings and false positive readings for moisture on moisture meters.

PROPERLY SECURED: Stowed and/or fastened in an acceptable or suitable way free from risk of loss or physical damage.

ACCESSIBLE: Capable of being reached for inspection without removal of installed fixtures, cabinetry, equipment or structure.

READILY ACCESSIBLE: Capable of being reached quickly and safely for effective use under emergency conditions without the use of tools.

Unless specifically noted otherwise, the surveyor determined the subject vessel's details based on official documentation, manufacturer/builder information, or a reliable source indicated herein, and no physical measurements were taken by the surveyor. The specifications listed within the report are believed to be correct; however, accuracy is not guaranteed. Recommend obtaining accurate measurements and performing calculations as desired, or verifying all vessel specifications and capacities with the vessel's builder.

1.1.3 USE OF "A" "B" OR "C"

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

Deficiencies noted under "A" findings are deemed "FIRST PRIORITY/SAFETY FINDINGS" and should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. Findings may also be in violation of U.S.C.G. Regulations, ABYC Voluntary Safety Standards & Recommended Practices or NFPA Codes & Standards.

Deficiencies noted under "B" findings are deemed "SECONDARY PRIORITY/FINDINGS NEEDING TIMELY ATTENTION" and should be corrected in the near future, so as to maintain and adhere to certain codes, regulations, standards or recommended practices (and safety in some cases) and to help the vessel to retain its value.

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

1.1.4 ENGINE SURVEY

There was an overview survey of the mechanical/engine survey performed during the survey. It is highly recommended and understood that periodically the propulsion and auxiliary power systems (engines, transmissions, generators) be inspected by their respective manufacturer's certified technician to determine their condition. The Surveyor performed a separate overall mechanical survey on the engines, transmissions and generator. Further questions about the condition of these systems should be directed to a respective manufacturer's certified technician. Also, recommend further investigation to determine what scheduled service work has been performed or is due to perform on the engines, transmissions and generator.

1.1.5 SAILS & RIGGING INSPECTION

An inspection of the rigging was conducted at deck level and aloft to insure rigging condition and insure no lighting strikes and or damage has occurred. The rigging looks to be in very good condition with no apparent damage. It is highly recommended and understood that all rigging and sailing systems be inspected periodically by a certified rigger to determine their condition. Questions about the condition of the rigging and sails should be directed to that specialized technician when a rigging inspection is conducted.

1.1.6 GENERAL RECOMMENDATIONS

- Recommend implementing/maintaining vessel trip and machinery maintenance log books.
- It is highly recommended that the buyer spend an adequate amount of time aboard with the vessel's owner or captain, in order to learn important details specific to the vessel, and also be educated about any unconventional system installations and electronics/electrical configurations and operations. Special consideration should be given to details regarding periodic maintenance schedules, systems operation, maneuverability and any safety concerns.
- If not already educated on vessel operation and damage control, a boater's safety course can prove invaluable, including

familiarity with proper vessel handling in all conditions, handling of onboard fires, man overboard procedures and administering emergency first aid.

- The vessel's owner/operator manuals and equipment operating manuals should be sourced and/or carefully studied. Any missing equipment manuals can typically be obtained by the manufacturer, sourced online or by third parties.

- Recommend obtaining a detailed list of equipment that conveys with the sale of the vessel.

1.1.7 **REPORTED VESSEL DISCLOSURE COMMENTS**

The surveyor was not made aware of any prior damage or insurance claim disclosures on this vessel.

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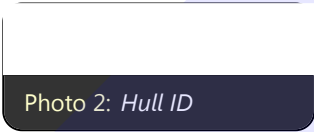
2 GENERAL INFORMATION

2.1 General Survey Information

2.1.1	FILE NUMBER	06122024PS
2.1.2	TYPE OF SURVEY REQUESTED	Pre-Purchase Report of Marine Survey
2.1.3	SURVEY REPORT PREPARED FOR	
2.1.4	SURVEY DATE/TIME	Survey inspection performed on 5 Dec 2024 and 27 Dec 2024 from 8am - 5pm.
2.1.5	LOCATION OF SURVEY INSPECTION	Oasis Marine and Boatyard St. Augustine, Florida
2.1.6	LOCATION OF BOTTOM INSPECTION	Oasis Marine and Boatyard St. Augustine, Florida
2.1.7	PERSONS IN ATTENDANCE	Attending the survey was the hull surveyor ROBERT G. EDGE, current owners, buyers and broker.

2.2 General Vessel Information

2.2.1	VESSEL BUILDER	A. H. Moody & Son Ltd./Halmatic
2.2.2	HIN (HULL IDENTIFICATION NUMBER)	



2.2.3	MODEL YEAR	1994 (per Hull Identification Number)
2.2.4	DOCUMENTED HAILING PORT	London
2.2.5	HAILING PORT DISPLAYED	(Displayed on transom of vessel per regulations).
2.2.6	VESSEL MATERIAL	Fiberglass
2.2.7	LENGTH OVERALL (LOA)	44' 00" (per manufacturer)
2.2.8	REGISTERED LENGTH	44' 00"
2.2.9	LENGTH WATERLINE (LWL)	34'00" (per manufacturer)
2.2.10	BEAM	12.58' (per manufacturer)
2.2.11	DRAFT	6.5' (per manufacturer)
2.2.12	DISPLACEMENT	24,641.00 lb (per manufacturer)

Note: This is approximant dry weight.

2.3 Rating & Valuation Summary

2.3.1	VESSEL OVERALL RATING	ABOVE AVERAGE CONDITION
2.3.2	ESTIMATED MARKET VALUE	\$143,000.00
2.3.3	ESTIMATED REPLACEMENT COST	\$519,500.00 per BUCValuPro™

3 SAFETY EQUIPMENT

3.1 Safety Equipment (U.S.C.G.)

3.1.1 WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

6 each type II U.S.C.G. approved PFDs. (located under V-berth bunk)

2 each type V/III inflatable U.S.C.G. approved PFDs. (Located in Locker aft Starboard side)

Note: Recommend to use Type I when sailing offshore.



Photo 3: Type II PFD's



Photo 4: Type V PFD's

3.1.2 THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

2 each Type IV U.S.C.G. approved throwable devices (horseshoe ring mounted to port side aft, and a lifesling mount at aft).

Note: Throwable devices should always be immediately available for use, within arm's reach, hanging on a lifeline or other easily reached location.



Photo 5: Horseshoe



Photo 6: Life Sling

3.1.3 FIRE EXTINGUISHERS (33 CFR 175.310)

Several Type ABC-I 2.5 lb. dry chemical We're permanently mounted throughout the vessel located in the V-Birth, Salon, Galley, and Master Suite in aft of vessel.

Note: Recommended that Fire extinguishers should be inspected/serviced annually by qualified service personnel and securely mounted in prominent locations.



Photo 7: ABC Fire Extinguisher



Photo 8: ABC Fire Extinguisher



Photo 9: ABC Fire Extinguisher



Photo 10: ABC Fire Extinguisher

3.1.4 VISUAL DISTRESS SIGNALS (33 CFR 175.110)

Day/night visual distress signals, smoke canisters and handheld flares where located on the vessel during the time of survey.

2 x Red Flare July 2026

3 x Orange Smoke July 2026



Photo 11: Signal Flares



Photo 12: Expires Date July 2026



Photo 13: Date Expired Feb 2023

3.1.5 SOUND PRODUCING DEVICES (33 CFR 83)

Sound producing Device found onboard vessel.

3.1.6 NAVIGATION LIGHTS (33 CFR 83)

All navigation lights illuminated when tested.

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

None sighted. Required in U.S. waters.

Finding A-1

The required "Oil Discharge Prohibited" placards were not sighted in the engine spaces.

Recommendation

Display the approved placard to comply with USCG regulations. Fine for non-compliance.

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

The "Trash Disposal" placard was found properly displayed in the galley.

Finding A-2

A 'Garbage Disposal Rules' placard was not observed onboard.

Recommendation

Display approved pollution placard to comply with USCG regulations for trash dumping and plan (CFR 151.59). Required on vessels over 26' in length. Fine for non-compliance.

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

None sighted. Required in U.S. waters. Vessels over 39'4" are required to have a written 'Waste Management Plan' onboard as well as the pollution placard.

Finding A-3

A vessel owner/captain written 'Waste Management Plan' was not observed onboard

Recommendation

(vessels over 39'4" are required to have a written 'Waste Management Plan' onboard).

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

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

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

The engine/machinery space appeared to have adequate ventilation as built.

3.1.12 CONSIDERATIONS

Recommend verifying what safety equipment conveys with the sale of the vessel.

It is highly recommended that U.S.C.G. Type I offshore life jackets be provided for each passenger onboard, if the vessel will be operating offshore. Wearable life jackets must be readily accessible. You should be able to put them on in a reasonable amount of time in an emergency (vessel sinking, on fire, etc.). They should not be stowed in plastic bags, in locked or closed compartments, or have other gear stowed on top of them.

(Note: All safety equipment should be checked periodically for serviceability. Know where all safety equipment is at all times and know how to use all safety equipment properly).

3.2 Auxiliary Safety Equipment**3.2.1 FIXED FIRE SUPPRESSION SYSTEM**

Fireboy automatic fire extinguisher clean Agent located in engine space port side of engine.



Photo 14: fireboy automatic fire extinguisher

3.2.2 BILGE HIGH WATER ALARMS

Bilge high water alarms were located in the bilges, under salon deck. (Tested Good)

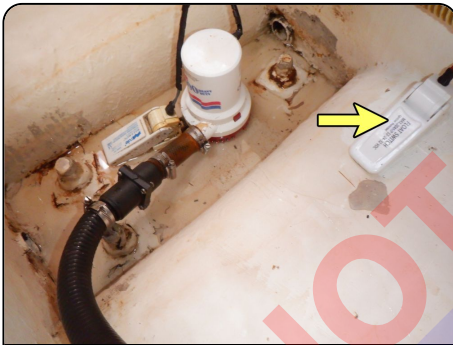


Photo 15: High water alarm switch

3.2.3 LIFE RAFTS

Data tags were weathered and illegible.

Note The current owner stated that it has not been re- certified several years beyond expiration date.



Photo 16: 6 person Life raft Needs Re-certified

3.2.4 E.P.I.R.B.

Registration expired. Re-register with new ownership, as necessary.

3.2.5 MAN OVERBOARD SYSTEM (MOB)

Lifesling M.O.B. Rescue Sling. U.S.C.G. Type IV throwable ring with rescue throw rope.

3.2.6 FIRST AID SUPPLIES

Highly recommend a full medical kit and the periodic renewal of any outdated medical supplies.

3.2.7 CARBON MONOXIDE DETECTORS (ABYC A-24)

CO –Carbon Monoxide detector located on vessel through sleeping spaces and common areas of vessel. Highly recommend installing a carbon monoxide detector in the accommodation space.

3.2.8 SMOKE DETECTORS (NFPA 302)

None sighted. Highly recommend installing smoke detectors in all of the accommodation spaces.

3.2.9 VESSEL SAFETY PLAN

Recommend implementing/maintaining, posting and continually updating a 'vessel safety plan', outlining all of the vessel's specific safety procedures and the locations, maintenance protocols and serviceability or expiration dates of all onboard safety equipment.

3.2.10 ADDITIONAL SAFETY EQUIPMENT

Radar Reflector mounting bracket is missing several rivets for attachment.



Photo 17: Missing Rivets



Photo 18: Missing Rivets



Photo 19: Missing Rivets

3.2.11 CONSIDERATIONS

All safety equipment should be checked periodically for serviceability. Know where all safety equipment is at all times and know how to use all safety equipment properly

3.3 Bilge Pumping Systems

3.3.1 ELECTRIC BILGE PUMPING SYSTEMS

All of the vessel's bilge pumps were powered up, but it is always recommended to check the pumps for adequate dewatering.

3.3.2 CONSIDERATIONS

Surveyor has witnessed several sinking and flooding events due to clogged deck drains backing up rainwater on deck then flooding to hull interior. In order to prevent this type of event from occurring deck drain fittings and piping should be maintained leak free, kept clean and free of debris and hatch seals maintained to prevent water from leaking to hull interior or accumulating on weather decks and spilling to hull interior.

4 VESSEL CONSTRUCTION

4.1 Hull Arrangement

4.1.1 HULL DESIGN TYPE

Modified-V, planing type, with rising sheer-line, flared bow, and full keel which protects the running gear if a **soft** grounding occurs.

4.1.2 HULL MATERIAL

Reportedly, solid FRP (fiber reinforced plastic) below the waterline and fiberglass above the waterline.

Note: Moody's have solid hulls, and so while sea-kindly and strong, they are not very fast. The last generation of English Moody's have fully cored hulls and longer waterlines and are already much faster. By the '90's, all Moody's have more efficient rudders with partial skegs, and have lead keels.

4.1.3 EXTERIOR FINISH

White gelcoated hull with boot stripe and matching gelcoat above the sheer-line.

4.1.4 GENERAL EXTERIOR CONDITION

The exterior of the vessel was well maintained with an overall well-kept appearance although the exterior of the vessel required general cleaning at time of survey.

4.1.5 TRANSOM

Transom was checked for moisture using a moisture meter and thermal imagery. No signs of moisture intrusion was noted.

4.1.6 BOARDING SWIM LADDER

A fold down boarding ladder was installed starboard aft. The boarding swim ladder was inspected and found to function as intended.

The vessel does have safe boarding of the vessel from the water in an emergency as required by ABYC H-41.10.1 (means of unassisted reboarding shall be provided on all boats).

4.1.7 BULKHEADS

Athwartships reinforcement provided by bulkheads, bonded/tabbed to the hull with FRP (fiber reinforced plastic). A complete inspection was not possible due to limited access.

4.1.8 STRINGERS/TRANSVERSALS

Hull stiffness was reportedly provided by cored fiberglass longitudinal stringers and athwartships transversals. A complete inspection was not possible due to limited access in areas.

Tap testing, moisture meter and thermal imagery was used to detect moisture in the stringers. Readings were well within the normal limits during the survey where tested.

4.1.9 BILGES

No significant water was collected in the bilges during the survey.

4.1.10 GENERAL BILGE CONDITION

Some of the bilge spaces required general cleaning.

4.1.11 CHAIN LOCKER DRAINAGE

Overboard at the centerline bow stem' as well as overboard at the port & starboard lower bow.

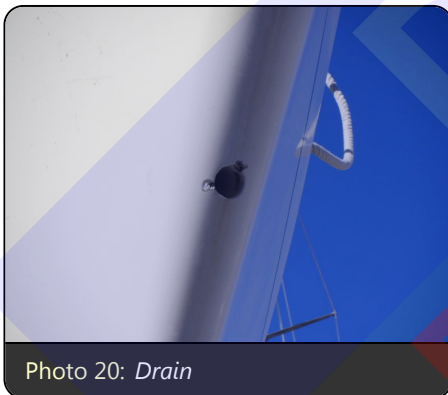


Photo 20: Drain



Photo 21: Drain

4.1.12 BILGE LIMBER HOLES

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

(Note: A limber hole is a drain hole through a frame or other structural member of a boat designed to prevent water from accumulating against one side of the frame, and allowing it to drain toward the bilge).

4.1.13 VESSEL LIST

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

4.1.14 MOISTURE COMMENTS

An FM Wave type moisture meter was used as a reference gauge for conductivity in various areas of the vessel, with particular attention given to areas around the hull, deck and superstructure penetrations. 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 FM Wave type moisture meter.

4.2 Deck Arrangement

4.2.1 DECK MATERIAL

Reportedly, sandwich cored FRP (fiber reinforced plastic) with white gelcoat and textured nonskid.

4.2.2 TOE-RAILS

Anodized aluminum toe-rails.

4.2.3 HULL-TO-DECK JOINT TYPE

Overlapping 'shoe box' type joint.

Hull and deck are constructed of fiberglass cloth and mat which are fastened to the hull on an inward flange at the hull to deck joint. The deck-to-hull joint is completely through bolted, this is only able to be seen in a few areas of the vessel.

4.2.4 HULL-TO-DECK JOINT FASTENERS

Reportedly, stainless steel through bolted and screwed.

4.2.5 HULL-TO-DECK JOINT REINFORCEMENT

The hull-to-deck joint was fiberglass tabbed internally where sighted.

4.3 Bridge Arrangement

4.3.1 BIMINI TOP

The bimini top was Sunbrella type fabric with stainless steel support piping.

Note: The front lower edge of the Dodger canvas has shrunk and does not meet the velcro enclosure strip, recommend to have a piece fabricated to extend the lower end of Dodger to maintain water intrusion.



Photo 22: Bottom edge of dodger does not reach Velcro to close

5 EXTERIOR EQUIPMENT

5.1 Exterior Hardware/Equipment

5.1.1 GENERAL EXTERIOR SOFTGOODS CONDITION

The vessel's exterior softgoods were in excellent condition.

5.1.2 GENERAL HARDWARE CONDITION

No significant corrosion was observed on the vessel's exterior and below decks & bilge hardware.

Recommend coating metallic components with Collinite Metal Polish, Corrosion-X, Boeshield T-9, LPS-3 or similar corrosion inhibitor.

5.1.3 GENERAL CAULKING/SEALANT CONDITION

Typical common weathering was observed on the vessel's exterior caulking sealants with no apparent areas of significant separation or deterioration.

5.1.4 EXTERIOR SHOWER

Hot/cold shower in the starboard aft on transom was not tested.

Note: The aft shower Appear to have new water lines, although the valve is very corroded during time of survey.



Photo 23: Aft deck shower water lines



Photo 24: Aft deck shower

5.1.5 CABIN VENTILATION

Provided by the foredeck hatches and the main companionway door.

Note: it is highly recommended that emergency escape/egress openings be kept operational and clear of obstructions in case of an emergency evacuation.

5.1.6 DECK HATCHES

The hatches were Lewmar Hatches operational and fit for use with no significant UV crazing in the hatch glass. Monitor frequently for signs of leakage.

5.1.7 PORTHOLES/PORTLIGHTS

The portholes were operational and fit for use. Monitor frequently for signs of leakage.

5.1.8 WINDOWS

The vessel's windows were well fit with some glazing from the sun was observed.



Photo 25: Port and starboard windows have glazing from the sun

5.1.9 SPRAY-SHIELD

canvas and Isinglass Dodger

5.1.10 SAFETY RAILING

The railing mounts were found to be secure.

5.1.11 HANDRAILS

The handrails were found to be secure.

5.1.12 DAVIT/CRANE

A stainless St Croix Removable Davit Was mounted securely on pork transom.

5.1.13 DECK DRAINAGE

The drains were clear and unobstructed where sighted.

(Note: Surveyor has witnessed several sinking and flooding events due to clogged deck drains backing up rainwater on deck then flooding to hull interior. In order to prevent this type of event from occurring deck drain fittings and piping should be maintained leak free, kept clean and free of debris and hatch seals maintained to prevent water from leaking to hull interior or accumulating on weather decks and spilling to hull interior. Highly recommend frequent testing of bilge pump operation, adequate dewatering ability and removal of any bilge pump debris).

5.1.14 CLEATS

12" cleats were located at the bow of the vessel as we the cleats were found to be secure. LI as the aft of the vessel, 10" cleats were located midship of the vessel.

5.1.15 ANCHOR PLATFORM

The anchor fairlead chute and its associated hardware were inspected, the rollers moved freely and all components were found to function as intended when briefly tested.



Photo 26: Anchor chute and roller

5.1.16 EXTERIOR STORAGE

The hardware and/or seals on the vessel's exterior lockers and storage areas were inspected for normal operation/condition and found fit for their intended use.

NOTE: some of the exterior storage areas and lockers were due for mildew cleaning.

5.1.17 EXTERIOR DECK ACCESS HATCHES

Composite sandwich cored fiberglass deck hatches.

5.1.18 ESCAPE HATCHES

One (1) 24"x24" escape hatch was installed over the forward VIP stateroom, one (1) 22"x22" escape hatch was installed over the master stateroom, and one (1) 22"x22" escape hatch was installed in salon just behind mast.

Note: All escape hatches were clear and operational at the time of survey.



Photo 27: Salon escape hatch

5.1.19 FENDERS

The fenders observed onboard and at the vessel's mooring will reportedly convey with the sale of the vessel.

5.1.20 MOORING LINES

The dock/mooring lines used to secure the vessel at the time of survey were adequately sized with no significant wear & tear or chafe damage observed.

Note: several extra dock/mooring lines were observed onboard. All lines reportedly convey with the sale of the vessel.

5.2 Ground Tackle

5.2.1 ANCHORS

73lb. Rocna Galvanized Anchor The anchor was ready to deploy although its shackle bolt was not properly secured with safety wire (seizing wire) to prevent accidental anchor loss.

A secondary anchor with rode undersized for vessel was located under the salon deck which was screwed down.

Note:

1. Recommend confirming that the anchor's shackle bolts are properly secured with safety wire (seizing wire) to prevent accidental anchor loss, as necessary.
2. 1 x Secondary Anchor, and 1x Fortress FX23.



Photo 28: No safety wire just a zip tie



Photo 29: Rocna 73lb. Anchor

5.2.2 ANCHOR WINDLASS

Lofrans Cayman 88 Windlass 12volt 1000 Watt.

Demonstrated from the foredeck hand control and flybridge helm switch.

Note: The breaker for the windlass is located in the V-berth on the front side of the bunk.



Photo 30: Hand held windless control



Photo 31: Hand held control port



Photo 32: Windlass



Photo 33: Windless Breaker

5.2.3 CONSIDERATIONS

House/main engine cranking –Main DC panel Battery disconnects or primary circuit protection for high amperage DC systems such as engine cranking, windlasses, should be toggled off when not in use to prevent them from energizing unexpectedly due to failed components or short circuits that can lead to equipment damage or fire while vessel is not in use or unattended.

Not required although, highly recommend at least one additional spare anchor and rode for emergencies and added anchoring options.

5.3 Tender/Auxiliary Watercraft

5.3.1 TENDER/WATERCRAFT

AB Inflatables rigid aluminum bottom inflatable RIB.



Photo 34: RIB



Photo 35: AB Inflatable

5.3.2 HIN (HULL IDENTIFICATION NUMBER)

HIN: (see Photo Appendix for image).



5.3.3 ENGINE MODEL

Mercury Marine 9.9HP Four Stroke outboard.

Model Number: 1F10201KK

Not Demonstrated.



5.3.4 ENGINE SERIAL NUMBER

Serial Number: **OR836190**

5.3.5 TENDER COMMENTS

General wear & tear was observed on the tender, the tender is weathered and the aluminum paint coating has started to peel.

6 RIGGING & SAILS

6.1 Standing Rigging

6.1.1 MAST

Anodized aluminum mast.

6.1.2 MAST SPREADERS

Double spreader rig also with compression spreaders (anodized aluminum).

Note: The rigging tape on the spreader boots is sun damaged and need to be retaped.

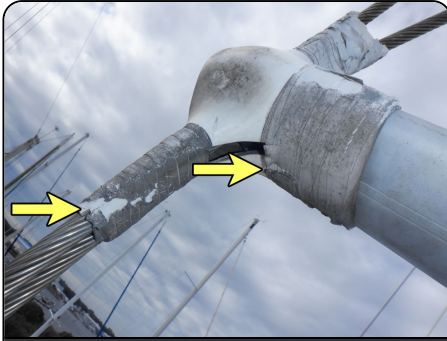


Photo 38: Rigging tape is sun damaged and starting to rip.

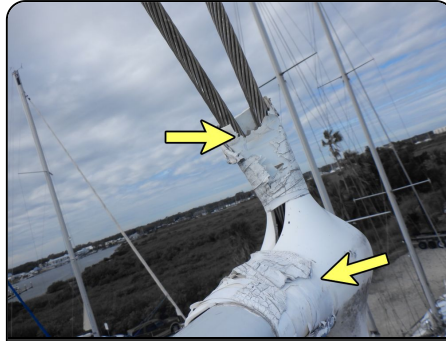


Photo 39: Rigging tape is sun damaged and starting to rip.

6.1.3 BOOM

Anodized aluminum boom by Kemp.



Photo 40: Kemp Boom

6.1.4 BOOM VANG

Anodized aluminum boom vang.

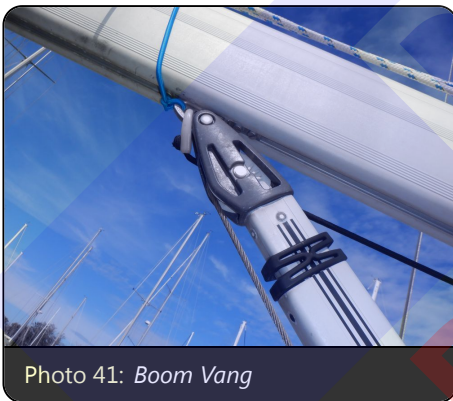


Photo 41: Boom Vang

6.1.5 WHISKER POLE

The whisker pole was not utilized at the time of survey, however, the hardware attachment points were operational and the pole did not have any obvious visual defects.

Note: The traveler for the mast pole lift is bent and should be watched and replaced if starts to crack. (See Photo), also the screws at the top of the track are backing out and should be retightened. (see Photo).



Photo 42: Bent traveler Car



Photo 43: Screws backing out of top of track

6.1.6 RIGGING CHAIN PLATES

The chain plates were visually not inspected and inaccessible, and no exceptions were observed.

6.1.7 SHROUDS/STAYS/TERMINAL ENDS

3/8" 1 X 19, 816 stainless steel cable.

6.1.8 RIGGING TANG ENDS

The condition of the tang ends were visually inspected from deck level only, with no exceptions observed.

6.1.9 RIGGING TURNBUCKLES

Some significant corrosion had developed on a few of the open design turnbuckles. Recommend further investigation and the periodic exercise/adjustment of the turnbuckles.

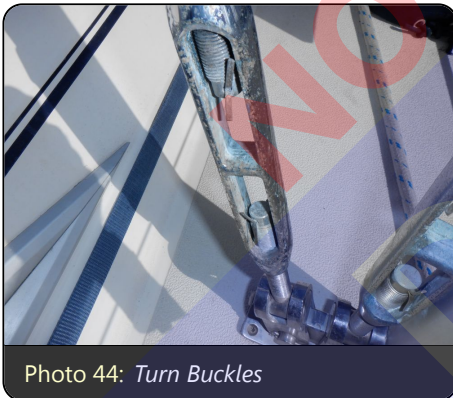


Photo 44: Turn Buckles

6.1.10 RIGGING TOGGLES

Stainless steel toggles.

6.1.11 RIGGING CLEVIS PINS & COTTER PINS

All pins, keepers, and cotter pins at deck level and aloft were all secure at time of survey.

6.1.12 STANDING RIGGING COMMENTS

The rigging was indicated as being older and could be tuned for better performance , keep watch and replace when needed.

6.1.13 CONSIDERATIONS

It is generally recommended to inspect the standing rigging every four (4) years and replace the standing rigging every ten (10) years depending on manufactures guidance. Unless sooner in the event of lightning strike or damage.

6.2 Running Rigging

6.2.1 MAIN SHEET TRAVELER

The mainsheet traveler and its attachment hardware were visually inspected with no exceptions observed.

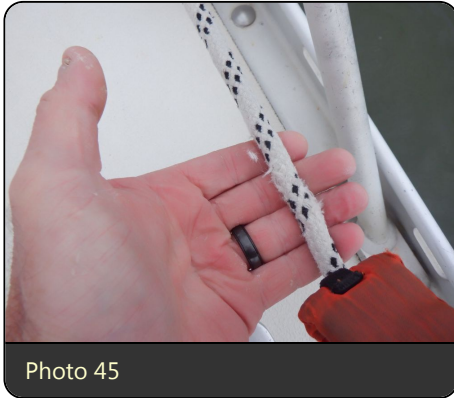
6.2.2 TOPPING LIFT

The boom's topping lift attachment points and line appeared fit for its intended use (observed from deck level only).

6.2.3 ROLLER FURLING GEAR

Roller furling for all three sails worked smoothly with no binding during the trial run.

Note: The staysail retrieval roller furling line is frayed and possibly has broken core line. (See Photo)

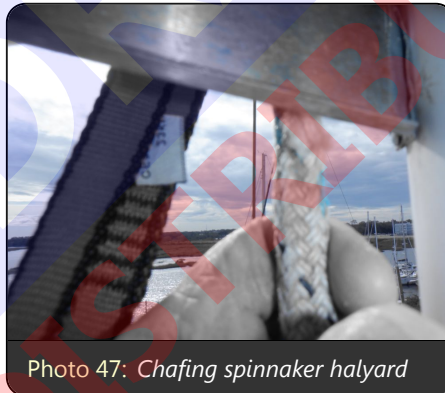
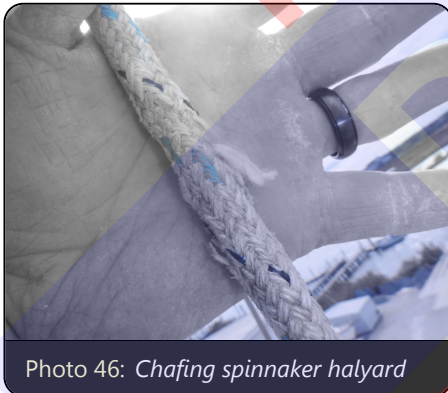
**6.2.4 HALYARDS**

Halyards were braided and color coded lines.

Note: The Speaker Sail Halyard has started to chafe from rubbing on the radar reflector bracket, and needs to be replaced. The new halyard needs to be fished through the mast and over the correct shive at the top of the mast.

It was reported by the current owner that the halyard had broke in the past due to rubbing on the bracket.

Recommend to somehow prevent chafing when new halyard is installed.

**6.2.5 SHEETS**

Sheets were braided and color coded. The sheets were visually inspected only and appeared fit for their intended use.

Note:

1. The headsail sheet lines appear to be starting to chafe and possibly have broken core lines within the center part of the line. (Noticed on port side)

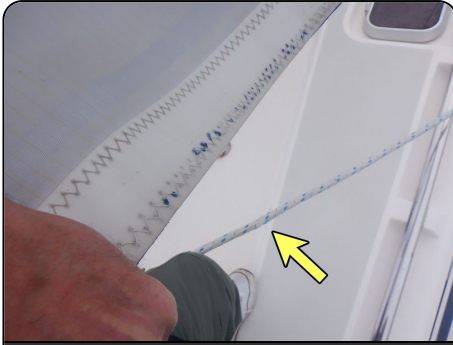


Photo 48: Port side Headsail Sheet line frayed and inner core lines possibly broken

6.2.6 **SNAP SHACKLES**

The snap shackles latched securely and their swivels moved freely.

6.2.7 **TRACKS & CARS**

The tracks were visually inspected and appeared to be securely fit while not under load. The cars slid freely and latched into place when demonstrated.

Note: A few of the car stops need to be replaced. (See Photo)



Photo 49: Stops are weathered and need to be replaced

6.2.8 **SAILTRACKS**

No signs of damage or significant wear was observed on the mast and headsail's sailtracks and sailtrack slides where sighted from deck level only.

6.2.9 **BLOCKS & TURNING BLOCKS**

The turning blocks were securely fit (while not under load) and the sheaves moved freely when tested.



Photo 50: Turning blocks

6.2.10 SWIVEL BLOCKS

The swivel blocks were securely fastened where sighted and their roller sheaves moved freely when tested by hand.

Some of the shives at the bottom of the mast are becoming damaged by the sun and edges are starting to chip which can cause chafing to running rigging, recommend to keep watch and replace as needed.

Swivel block on top of boom is chipped and should be replaced to prevent chafing line. (See Photo)

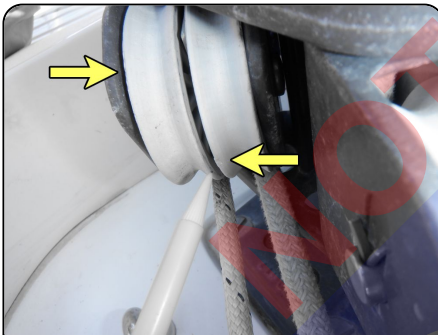


Photo 51: Chips in the edge of shives



Photo 52: Chips in the edge of shives



Photo 53: Shives at the top of the mast



Photo 54: Shives at the top of the mast



Photo 55: Swivel block on top of boom is chipped and will start to cut and chafe line

6.2.11 LINE CLUTCHES

The line stop clutches/jammers were operated by hand-weight only, no exceptions were observed.

6.2.12 CAM CLEATS

The cam locks and their springs were rotated by hand, no exceptions were observed.

6.2.13 WINCHES

The winches were operational when spun by hand. Recommend periodic service/lubrication maintenance.

6.2.14 RUNNING RIGGING COMMENTS

Running rigging is older although still servicable and needs to be cleaned replace when needed. Some exceptions were observed (see Findings Section).

6.2.15 CONSIDERATIONS

Recommend servicing and/or lubricating all of the sailing component's moving parts (cam cleats, clutches, blocks, tracks, furling gear, winches, etc.) as necessary.

6.3 Sails

6.3.1 MAINSAIL

One (1) mainsail. Mast furling mainsail.

The Mainsail has been Used extensively indicated by the current owner of the vessel.

The current owner of the vessel also indicated it was slightly difficult to start to furl back in the mainsail possibly due to wear at the foot of the sail, although during the inspection of the sail during survey this problem did not happen.

Note:

1. Rippling in the belly of the sail is an indicator that the sail has been used extensively and the sail fabric has stretched, the sail is still servicable but will be needing to be replaced soon depending on the amount of use.
2. Bottom Batton looks too short and the bottom batton pocket looks to be torn.
3. The back edge of the Mainsail has sun damage.

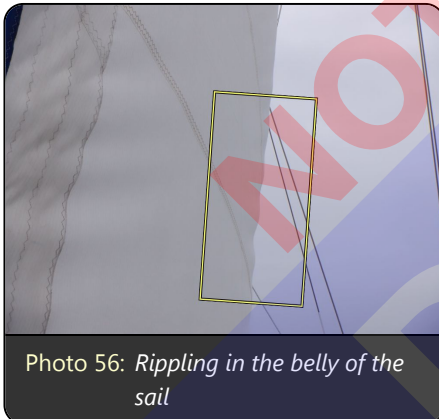


Photo 56: Rippling in the belly of the sail

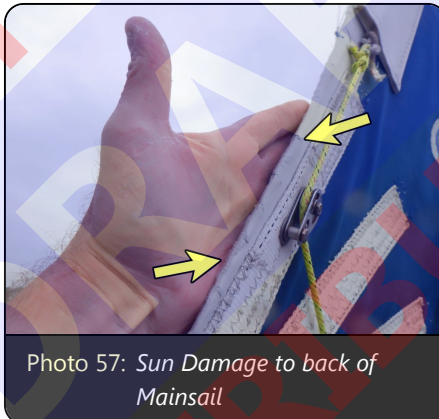


Photo 57: Sun Damage to back of Mainsail

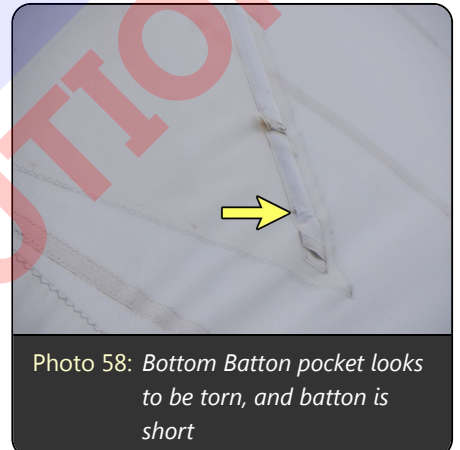


Photo 58: Bottom Batton pocket looks to be torn, and batton is short

6.3.2 HEADSAIL

Roller furling headsail.

The sail is in good serviceable condition during the survey.

Note:

1. Areas of the stitching on the Sacrificial Canvas has started to come undone and should be restitched.
2. A small rip in the sail material at the roller track at the bottom.
3. Webbing at roller attachment is worn and starting to fray (Keep Watch)

Roller Furling Stay sail.

The sail is in good serviceable condition during the survey.

Note:

1. Areas of the stitching on the Sacrificial Canvas has started to come undone and should be restitched.

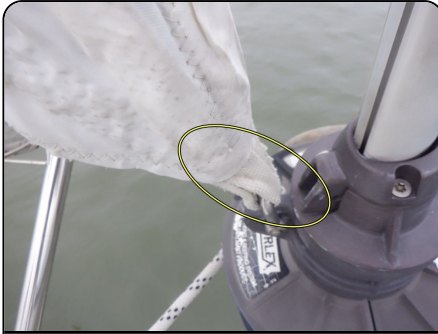


Photo 59: Headsail : Some Chafing and wear on the webbing at roller attachment point



Photo 60: Headsail: Small rip in sail material at bottom of the track slide

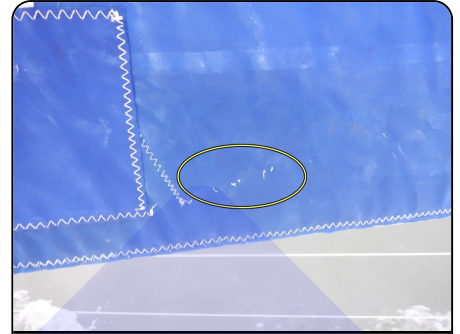


Photo 61: Stitching

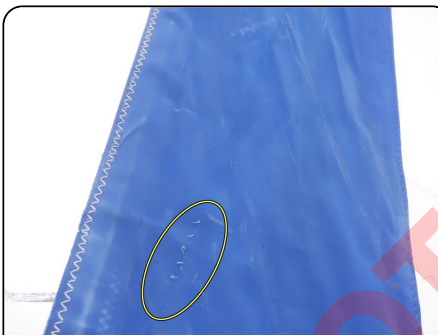


Photo 62: Stitching

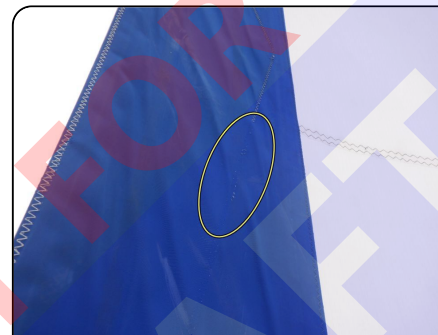


Photo 63: Stitching

6.3.3 SAIL SEAMS

NOTE: some common general fraying was observed in the sail seams.

6.3.4 SAIL BATTENS

The Main sail has (3) three battens, the bottom looks to be too short and has started to tear the batten Sleeve.

6.3.5 SAIL GROMMETS

No exceptions were observed, where sighted.

6.3.6 SAILS COMMENTS

General weathering was observed on the installed sails.

6.3.7 CONSIDERATIONS

Sails should be routinely checked at the head, tack and clew for stress or loose threads and signs of mildew. It is always recommended that the sails be inspected by an expert sailmaker for fit, cut and suitability to task.

7 CABIN APPOINTMENTS

7.1 Interior

7.1.1 SALON ARRANGEMENT

Salon sectional sofa to port and starboard with port dinette.

7.1.2 MAIN CABIN ARRANGEMENT

Forward cabin V-berth which shares the head with the common area of the vessel, Aft cabin queen berth with in suite head.

7.1.3 GALLEY ARRANGEMENT

The galley was located add to starboard.

7.1.4 ACCOMMODATION ARRANGEMENT

Master stateroom berth with ensuite head. Forward VIP berth and starboard aft bunk berth with shared ensuite/guest head.

7.1.5 HEAD ARRANGEMENT

Manually operated hand-pump head.

7.1.6 SHOWER ARRANGEMENT

Integral shower in the head. Demonstrated.

7.1.7 INTERIOR CABINETRY & TRIM

No significant wear & tear was observed on the interior cabinetry and trim. The interior cabinetry was finely crafted and well fit.

Note: On port side some cosmetic water damage from past leak was observed. (See Photo)

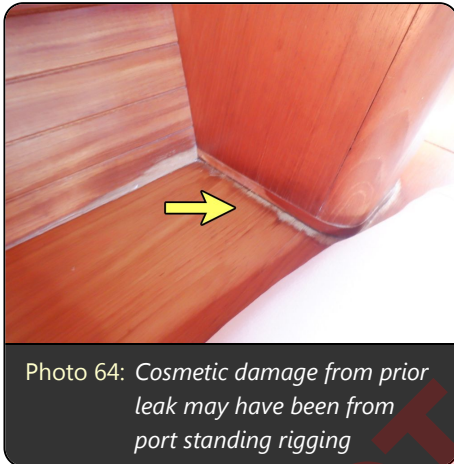


Photo 64: Cosmetic damage from prior leak may have been from port standing rigging

7.1.8 INTERIOR STORAGE

The cabinets, lockers, and drawers were operational at the time of survey.

NOTE: Several of the cabin and bilge access panels were screwed in place and not accessed during the survey.

7.1.9 INTERIOR BULKHEADS

The interior bulkheads were well-fit and properly secured where sighted. A complete inspection was not possible due to limited access.

Note: Cosmetic damage to bulkhead due to the shower pan overflow noted at floor of the V-berth/common head. See Photo)



Photo 65: Cosmetic water damage

7.1.10 INTERIOR DOORS

The interior doors opened/closed suitably during the survey.

7.1.11 INTERIOR MIRRORS

No significant desilvering was observed on the interior mirror's reflective coatings.

7.1.12 CEILING HEADLINERS

The interior headliners were generally well-fit with no visible tears and no significant staining.

7.1.13 WINDOW TREATMENTS

Silhouette window shades in salon.

7.1.14 FLOORING

Tekken Holly souls throughout look to be in brand new condition, It was indicated by the current owner that the interior team was redone in Antigua.

7.1.15 CABIN SOLE FOUNDATION

Plywood cabin sole foundation.

7.1.16 GENERAL INTERIOR & SOFTGOODS CONDITION

The vessel's interior was generally well maintained.

7.1.17 GENERAL INTERIOR FURNISHINGS & SOFT-GOODS CONDITION

The vessel's interior soft-goods were generally well maintained.

7.1.18 INTERIOR JOINER WORK COMMENTS

The interior joiner work was well fit where sighted.

7.1.19 WATER INTRUSION COMMENTS

There were no signs of water intrusion observed at the vessel's interior at the time of survey other then the two areas indicated of prior leaks.

7.1.20 INTERIOR ODOR COMMENTS

No significant interior odor was observed at the time of survey.

7.2 Interior Systems & Equipment**7.2.1 LIGHTING**

All interior lights illuminated when tested.

7.3 Audio/Visual Equipment**7.3.1 STEREO SYSTEM**

The audio components powered up but required a full test/prove for all functionality.



Photo 66: Stereo

7.4 Galley Equipment**7.4.1 REFRIGERATION**

Powered up/produced ice.

7.4.2 FREEZER

Powered up.

7.4.3 STOVE

Levante Propane stove. All of the stove's elements were individually demonstrated.

Note the Propane has off valve at the bottles in the locker and a valve under the stove.

There is **NO** 12 volt solenoid on the propane tanks as recommended by ABYC for safety, recommend to install a propane solenoid for extra safety.

Although there is a gas alarm sensor in the galley.



Photo 67: Stove and oven.

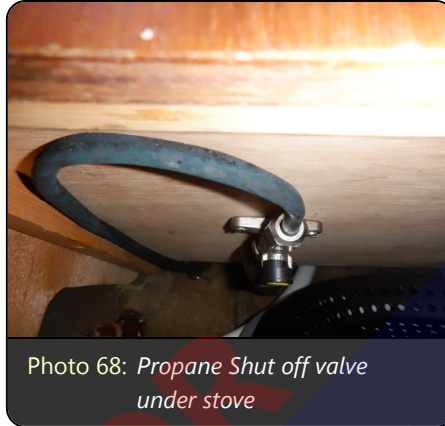


Photo 68: Propane Shut off valve under stove

Finding C-1

There was no DC solenoid on the propane tanks as recommended by ABYC for safety.

Recommendation

Investigate further, and service, repair or replace as necessary, recommend to install a propane solenoid for extra safety.

7.4.4 GALLEY SINK

Stainless steel sink with dual wash basins. The galley sink was properly fit where sighted, the faucet fixture was operational and the sink drained appropriately.

8 PROPULSION & MACHINERY SPACE

8.1 Propulsion System

8.1.1 ENGINE MODEL

Volvo-Penta MD 22L diesel inboard.

8.1.2 MANUFACTURE DATE

Unknown

8.1.3 ENGINE HORSEPOWER

50 HP

8.1.4 ENGINE STARTER VOLTAGE RATING

12 volt starting voltage.

8.1.5 ENGINE HOURS

Engine Hours - 4925.3. Hours were observed on the engine's analog hour meter.

Note: The engine has had a rebuild and recent work after the rebuild. Unsure hours at rebuild.



Photo 69: Engine Hours - 4925.3

8.1.6 ENGINE SERIAL NUMBERS

Unknown (the data tags were illegible).

8.1.7 ENGINE LABELS & NOTICES

The engine was painted. No readable labels were observed.

8.1.8 ENGINE DISPLAYS

Powered up.

8.1.9 ENGINE INSTRUMENTATION

Main engine instrument gauges were located at the helm. Engine analog tachometer working.

8.1.10 ENGINE ALARM SYSTEM

Test sounded/illuminated.

8.1.11 ENGINE EXHAUST SYSTEM

Raw water cooled with cast iron raw water exhaust gas mixing risers and flexible hoses to fiberglass mufflers, exiting through transom mounted discharges.

8.1.12 ENGINE COOLING SYSTEM TYPE

Raw water cooled. No significant corrosion or leakage were observed on the engine cooling system components.

Note: The raw water coming into the engine was cold and the engine room being warm caused condensation to collect on the raw water hoses and is dripping in the engine space.

8.1.13 THROTTLE & SHIFT CONTROLS

Demonstrated. No significant stiffness was observed in the control cables.

8.1.14 EMERGENCY ENGINE SHUTDOWN

The engine control's neutral safety cut-out was demonstrated.

8.1.15 ENGINE BED MOTOR MOUNTS

Adjustable motor mounts on cored fiberglass longitudinal engine bed stringers.

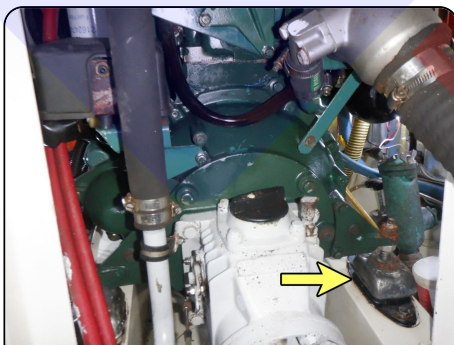


Photo 70: Engine Mounts

8.1.16 ENGINE BED SUMPS

Integrated drip sumps were located under the engines.

8.1.17 MAIN ENGINE OIL LEVEL

Normal level was observed on the engine sump dipstick.

8.1.18 ENGINE COMMENTS

The engines instruments operating limits per the manufacture is 3200 RPM maximum throttle. Permission from the owner to run the boat at Wide open Throttle (WOT), was given and enough time to determine if there is going to be any mechanical or maintenance issue with the engines.

Using a digital tachometer the engine speed at maximum throttle was 2783 RPM's, this is just under the manufactures specification.

During this time the Tachometer at the vessel helm indicated only 2900 RPM's as Max.

At lower RPMs the vessels tachometer was off by approximately 100 RPMs, for instance @ 1500 RPMs at the helm the actual RPM's of the engine taken with a digital tachometer was 1406 RPMs.

It should also be noted that the RPM's could differ due to the cpropeller size or number of blades, currents, sea conditions, and wind are all a factor to what the manufacture says the output should be.

The operating Max RPMs for the engine should be at approximately 80% -85% of the Max RPM.

Engine Max Temp reached 174.6 degrees Fahrenheit well within limits and coold quickly when engine RPM's were slowed down.

Thermal Imagery shows the heat exchanger working well with cool raw water circulating as needed.

NOTE: With the difference of the Vessels Tachometer to the actual RPMs the engine is putting out, it should be taken in to consideration to run at a MAX RPMs of approximately 2320 to 2465 RPMs MAXIMUM using the helms tachometer for longer periods of time. This is up to the owner although a recommendation and a cruising speed currents, sea conditions, and wind will also become a factor.



Photo 71: 1406 RPM's when
Tachometer showed 1500
RPM's



Photo 72: 669.3 RPM's when
Tachometer showed Idel
speed at 700 RPM's



Photo 73: Engine Temperature
average through the trial
run.



Photo 74: Max Temperature during Max RPM's

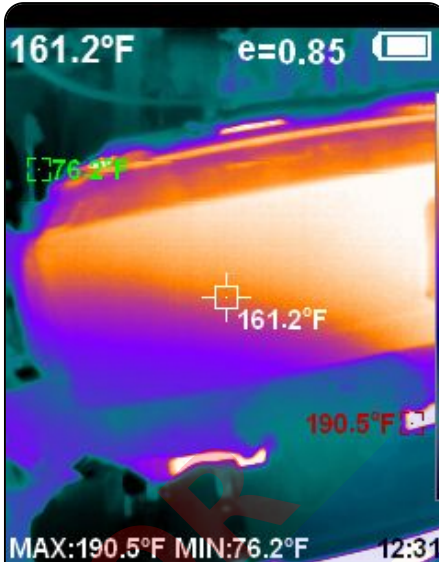


Photo 75: cool water entering heat exchanger

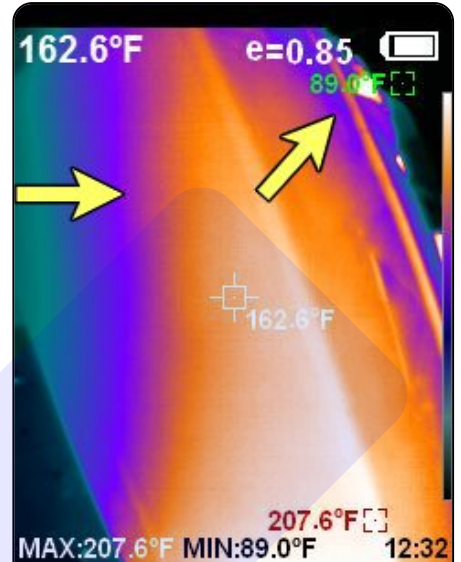


Photo 76: cool water entering heat exchanger Temp is 89.0 F degrees

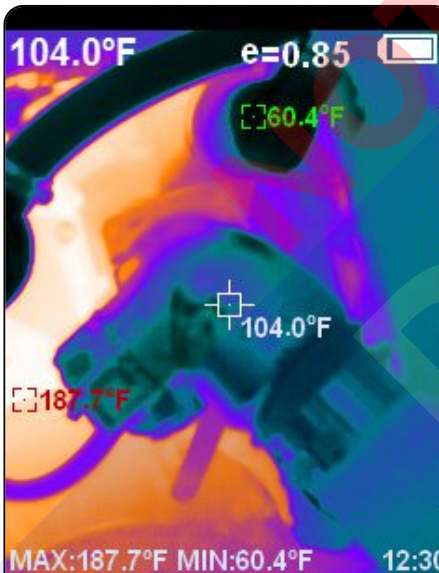


Photo 77: Exhaust mixing elbow raw water cooled, cool to touch at 104 degrees F



Photo 78: Raw water entering water jacket of engine at 76.2 degrees F

8.2 Transmissions/Gears/Drives

8.2.1 DRIVE SYSTEM TYPE

Direct drive.

8.2.2 GEAR RATIO

Unknown

8.2.3 GEAR SERIAL NUMBERS

Unknown (data tags were illegible).

8.2.4 GEAR FLUID LEVEL

Normal levels were observed on the transmission sump dipsticks.

Note: A Phillips screw holds the dipstick in place.

8.2.5 PROPELLER SHAFT COUPLERS

Safety wiring was installed on shaft couplers.

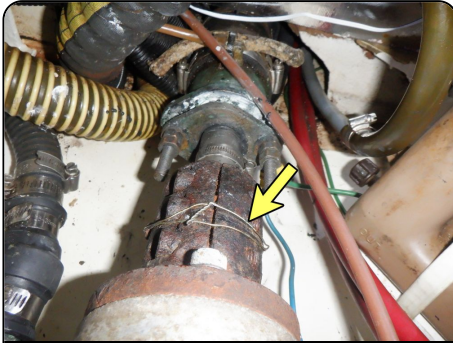


Photo 79: Coupler safety wire

8.2.6 PROPELLER SHAFT SEALS

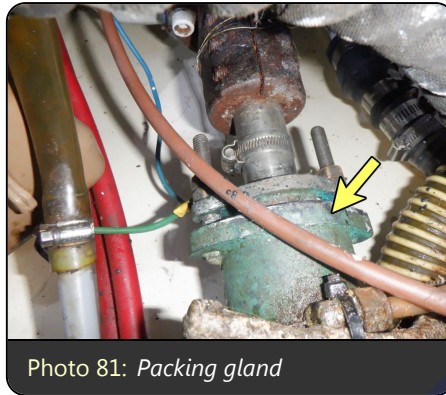
Two drips per minute was noticed during the trial run at idle speed.

Thermal imagery was used to check temperature of packing seals to ensure that they were not overheating.

Shaft temp 93.5 degrees Fahrenheit and the Shaft seal packing gland is 159.0 degrees Fahrenheit this is well within the limits.

Note: At idel speed the shaft seal should drip 1 to 3 drops of water with-in every 1 minute, a packing gland seal too tight will not allow the water to keep it cool and will cause the packing gland to oveheat.

Recommend to periodically check to insure proper cooling of packing gland.



8.2.7 PROPELLER SHAFT PACKING GLANDS

Flange & bolt stuffing box type packing glands. An appropriate drip rate was observed during the trial run. Monitor for an appropriate drip rate frequently.

8.3 Machinery & Bilge Space Equipment

8.3.1 ENGINE SPACE VENTILATION

Engine space airflow adequate.

8.3.2 SEACOCKS/SEA-VALVES

The valves moved freely when tested.

Some valves have corrosion and should be cleaned and periodically exercised, it is also recommended that below the waterline and near the waterline through-hulls have a properly sized wooden plug attached to function as an emergency plugging device.

8.3.3 RAW WATER STRAINERS

Monitor and clean the strainers frequently.

8.3.4 HOSES

The hoses appeared serviceable where sighted. Monitor frequently for dry cracking, degradation or damage and recommend a thorough inspection for any hose chafing and reroute hoses or install chafe guards.

Note: Recommended to always use two (2) each hose clamps where ever possible.

8.3.5 HOSE CLAMPS

The hose clamps appeared serviceable where sighted. Recommend installing corrosion resistant marine grade stainless steel T-bolt type hose clamps and/or solid banded (non-open slotted) hose clamps where appropriate.

8.3.6 MACHINERY SPACE INSULATION

Aluminized Mylar faced foam thermal and acoustical insulation was installed in the engine room.



Photo 82: Sound insulation

8.3.7 SPARES

This survey report does not include an inventory of the vessel's spares; however, numerous spares were observed onboard. All spares and equipment were stored were not inventoried boxed or labeled accordingly.

8.3.8 CONSIDERATIONS

Recommended to take it to consideration inventory all spare parts and extra equipment that will convey with this vessel.

9 LIMITED TRIAL RUN

9.1 Trial Run Information

9.1.1 TRIAL RUN CONDITIONS

An inshore trial run was performed in choppy/windy conditions.

9.1.2 ENGINE STARTUP

The engines started without excessive cranking yet had excessive exhaust smoke during start up and lasted approximately 15 min.

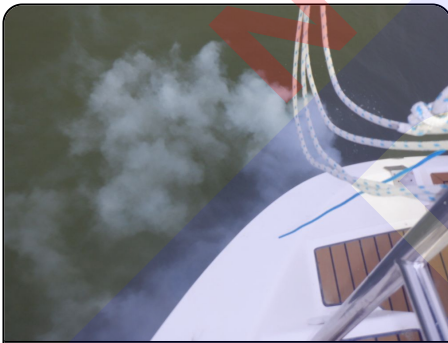


Photo 83: Engine at cold start

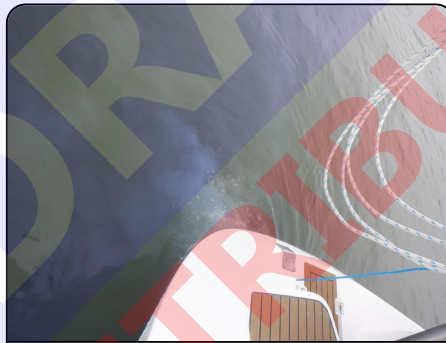


Photo 84: 10 Min after start up

9.1.3 VIBRATION COMMENTS

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

9.1.4 ENGINE BACKDOWN TEST

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

9.1.5 ENGINE CONTROL STATION OPERATION

The engine controls were operated at the helm station without exception.

9.1.6 STEERING TEST

The steering components were observed while the helm was turned hard over several times without exception.

9.1.7 ENGINE PERFORMANCE

Recorded engine performance:

At Idel 700 RPM's at the helm, and 669.3 RPM's with digital tachometer.

At 1500 RPM's at the helm, and 1406 RPM's with digital tachometer.

At Maximum RPM's it was 2900 RPM's at the helm and 2783 RPM's with the digital tachometer.

Temperature was well with in the limits with a max temp of 174.6 and average temperature of 168.8 - 169.2 degrees Fahrenheit.

9.1.8 ENGINE SPACE COMBUSTION AIR VOLUME

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

9.1.9 CONSIDERATIONS

Recommend to change the oil after the engine has 150 hours of time after the engine work, and then win that newer oil has 150 hours, recommend to have oil sample taken to start maintenance log and keep track of engine wear.

10 STEERING SYSTEMS

10.1 STEERING SYSTEM TYPE

Cable and pulley type mechanical steering.



Photo 85: cables to steering quadrant



Photo 86: Steering quadrant



Photo 87: Cable tensioner for steering quadrant

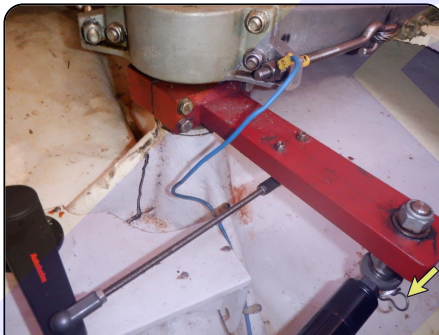


Photo 88: Autopilot actuator arm bracket
NOTE: KEEP WATCH
KEEPER CLIP DOES NOT
UN-CLIP (Bottom right of
picture)

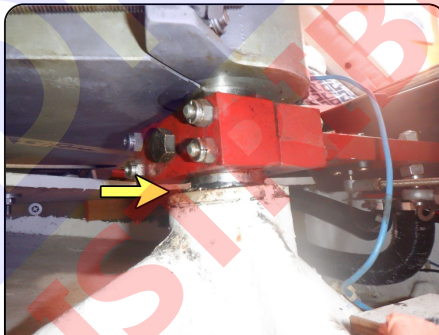


Photo 89: Rudder shaft and seal

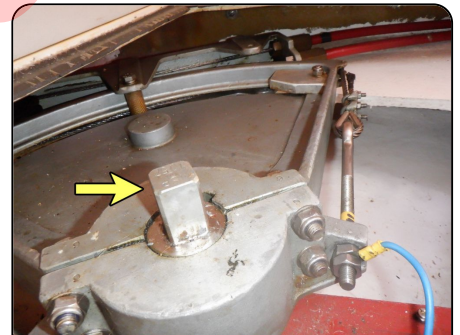


Photo 90: Top of rudder where
emergency tiller attaches

10.2 NUMBER OF STEERING STATIONS

One (1) helm station was located in cockpit.

10.3 STEERING SYSTEM ACTUATORS

The steering system's actuator was observed to operate smoothly.



Photo 91: Autopilot steering actuator

10.4 STEERING SYSTEM PULLEYS/CABLES

The cable and pulley system was well secured where sighted and operational during the survey.

10.5 UPPER RUDDER BEARINGS & RUDDER SUPPORT

The upper rudder bearing was well secured where sighted.

10.6 RUDDER STOCKS

Stainless steel rudder stock.

10.7 RUDDER LOG PACKING GLANDS

No leaks were observed. Monitor frequently.

10.8 RUDDER POSITION INDICATOR

Powered up. Demonstrated.

10.9 EMERGENCY STEERING SYSTEM

The emergency tiller handle was located in the starboard Lazarette Locker it is a three piece unit.

10.10 THRUSTERS

The bow thruster was demonstrated from the home controls. It was noticed that the valve thruster 2 installed in the bow of the vessel was off center in a perfectly perpendicular to the center line of the hull.

The valve thruster itself is sitting squarely in the mouth of the thruster tube as per manufacturers recommendation, this offset of the bow thruster has not hindered the performance of the valve thruster.

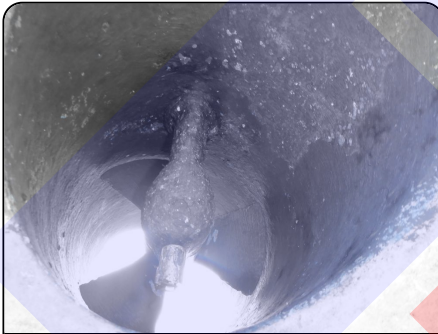


Photo 92: Bow thruster



Photo 93: Bow thruster



Photo 94: Bow thruster tube is off center line of vessel (Slightly forward on starboard side)

11 FUEL SYSTEMS

11.1 FUEL SYSTEM TYPE

Diesel.

11.2 NUMBER OF FUEL TANKS

One (1).

11.3 FUEL TANKAGE CAPACITY

120 U.S. Gallons (per manufacturer's specifications).

11.4 FUEL TANKAGE SECURING

Unknown due to poor/limited access.

11.5 FUEL FILL LOCATION

Center line behind the mast and just forward of the engine space.

11.6 FUEL FILL MARKING

The deck fuel fill fitting was clearly marked as to fuel type. (Located in Aft of Cockpit)

**11.7 FUEL TANK VENTILATION**

Port hull side below the fuel fill.

11.8 FUEL FILL HOSE/PIPE

USCG Approved Type A2 fuel hoses where sighted.

11.9 FUEL LINES/HOSES

USCG Approved Type A1 fuel lines/hoses where sighted.

11.10 FUEL SHUT-OFF VALVES

The valves moved freely when tested.

11.11 FUEL MANIFOLD VALVES

Ball valves.

11.12 FUEL ODOR COMMENTS

There were no significant diesel fumes observed inside the engine tank space.

11.13 CONSIDERATIONS

Access to fuel tankage and some fuel system components was mostly inaccessible due to the tankage and fuel system components being enclosed within vessel structures and in some cases, completely obscured from visual inspection.

The Generator runs on 50 Hertz, it was tested and meter indicated the Generator was at 49.7 Hz. (See Photo)



Photo 96: Generator Hertz

12 ELECTRICAL SYSTEMS

12.1 DC Electrical Systems

12.1.1 DC SYSTEMS VOLTAGE

12 volt systems.

12.1.2 BATTERIES

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

12.1.3 BATTERY SWITCHES

Powered up.



Photo 97: Battery Switches

12.1.4 MAIN DC BREAKERS

The main DC breaker was located in the main DC electrical panel.



Photo 98: DC Panel

12.1.5 DC ELECTRICAL PANEL BREAKERS/FUSES

Individually switched DC branch breakers.

12.1.6 DC ELECTRICAL SYSTEM MONITORS

Victron monitor Powered up.

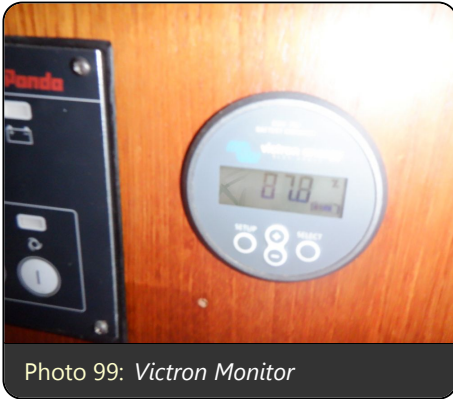


Photo 99: Victron Monitor

12.1.7 BATTERY CHARGERS

1 each 12 volt / 40 amp. battery charger, and one 12 volt / 60 amp. battery charger. located forward in engine space.

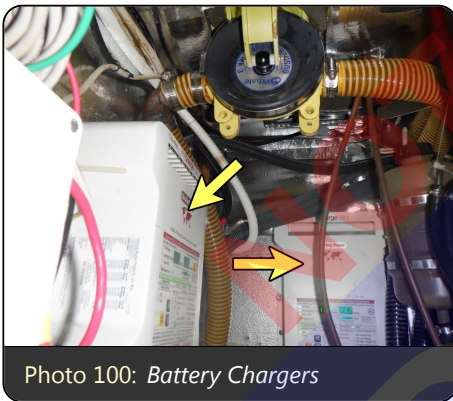


Photo 100: Battery Chargers

12.1.8 MAIN ENGINE ALTERNATORS

Voltage increased at the engine's volt gauge while running underway.



Photo 101: Alternator AMP's at Idel speed

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

A continuity test was conducted during the haul out of the vessel ,bonding was not tied to any of the through holes, although the bonding system was all tied together to the hull zinc, shaft, and standing rigging as well as the refrigeration cooler.

Note: This is just a recommendation and would be up to the owners, to separate the bonding of the vessels rigging from the remainder of the vessels bonding system. It is a preference of many to separate the two bonding systems one by itself for just the mast and rigging.

12.1.10 DC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

The wiring appeared to be well supported and secured where sighted. Always recommend installing chafe gear at all key friction points where wires/cables and hoses transit the vessel against sharp edges. Also recommend waterproofing all wiring connections that may be exposed to moisture.

12.2 AC Electrical Systems**12.2.1 AC SHORE POWER SYSTEM VOLTAGE**

120 volts AC @ 60Hz. when using shore power in the U.S, and 240 volts AC @50Hz on European shore power.

The generator produces 240 volts AC @ 50 Hertz.

The power inverter creates 240 volts AC @ 50 Hertz.

The current owner also described only two receptacles would be 240 volts during generator operations, it is recommended to understand where these receptacles are located and use with proper appliances.

NOTE: THIS SHOULD BE UNDERSTOOD TO PREVENT ANY DAMAGE TO U. S. STANDARD APPLIANCES.

Recommend to Consult with a marine electrician to possibly install a frequency converter or reconfigure power system to U.S. standards if wanted.

12.2.2 AC SHORE POWER INLETS

Aft of vessel port side.

12.2.3 MAIN AC SHORE POWER BREAKERS

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



Photo 102: Main AC Panel

12.2.4 AC ELECTRICAL PANEL BREAKERS

AC branch breakers were located in the AC electrical panel.

12.2.5 AC ELECTRICAL SOURCE SELECTOR SWITCHING

Manual rotary type 'make-or-break' switches were located in the salon AC electrical panel.

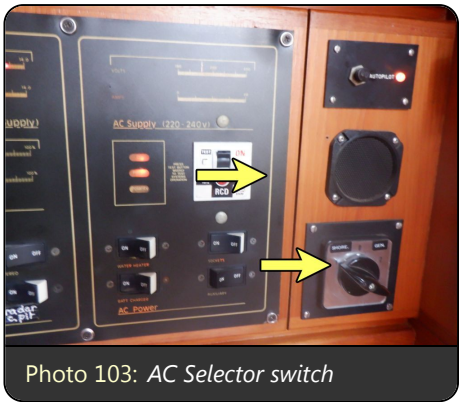


Photo 103: AC Selector switch

12.2.6 AC ELECTRICAL POWER OUTLETS

The AC outlets appeared to be conveniently located. European style outletsno GFCI.

12.2.7 AC ELECTRICAL OUTLET POLARITY

The polarity was checked at all outlets sighted and was proved to be normal.

12.2.8 AC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

Recommend periodic maintenance of the vessel's AC and DC wiring by checking the security of all electrical conductor terminations (destructive testing), cleaning any corrosion off of the electrical conductors and applying a corrosion inhibitor where appropriate.

Note: The generator powers **ALL** sockets connected to the shore power system, and the Inverter is only connected to 2 sockets located in the galley and aft of the vessel.

12.2.9 CONSIDERATIONS

Always recommend having an ABYC certified marine electrician inspect the vessel's electrical system.

13 GENERATORS/AUXILIARY POWER

13.1 Generators

13.1.1 GENERATOR MODEL

Fischer Panda 6500PMS

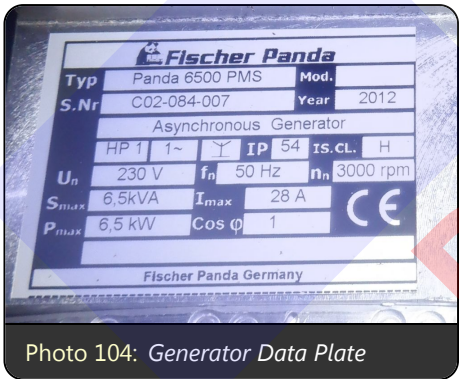


Photo 104: Generator Data Plate

13.1.2 GENERATOR FUEL TYPE

Diesel.

13.1.3 GENERATOR KILOWATT RATING

6.5 KW.

13.1.4 GENERATOR ENGINE RPM RATING

3000 RPM's

13.1.5 GENERATOR VOLTAGE RATING

230 VAC @ 50Hz.

13.1.6 GENERATOR STARTER VOLTAGE RATING

12 volt.

13.1.7 GENERATOR HOURS

906.0 hours were observed on the generator mounted hour meter.



Photo 105: 906.0 Hours

13.1.8 GENERATOR SERIAL NUMBERS

Serial Number: C02-084-007

13.1.9 GENERATOR INSTRUMENTATION GAUGES

All of the generator instrumentation was operational at the time of survey.

13.1.10 GENERATOR LUBRICATION SYSTEM

Engine mounted mechanical oil pump with spin-on type filter.

13.1.11 GENERATOR OIL LEVEL

Oil levels were **low** on the generator's oil sump dipsticks.



Photo 106: Generator oil dip stick LOW

13.1.12 GENERATOR COOLING SYSTEM TYPE

Closed coolant and raw water exhaust type. Service zinc anodes regularly.

13.1.13 GENERATOR EXHAUST SYSTEM

The generator exhaust system was visually inspected with no deficiencies observed.



Photo 107: Generator exhaust

13.1.14 GENERATOR SPACE VENTILATION

Natural air ventilation for the generator space was adequate.

13.1.15 GENERATOR LOCATION

Center line of vessel in engine space

13.1.16 GENERATOR ACCESSIBILITY

Fair/poor (future service and maintenance will prove challenging due to access).

13.1.17 GENERATOR LOAD TEST INFORMATION

The port generator operated 49.70 Hz. under an approximately 45 amp. load.

13.2 Inverters & Other Auxiliary Power**13.2.1 SOLAR POWER SYSTEM**

2 each Topunive Solar panels attached to the bimini top (Unknown Watts)

2 each Kyocera KD140GX-LP 105 Watt photovoltaic solar panels with MPPT solar chargers. Powered up.



Photo 108: 2 each Topunive Solar panels

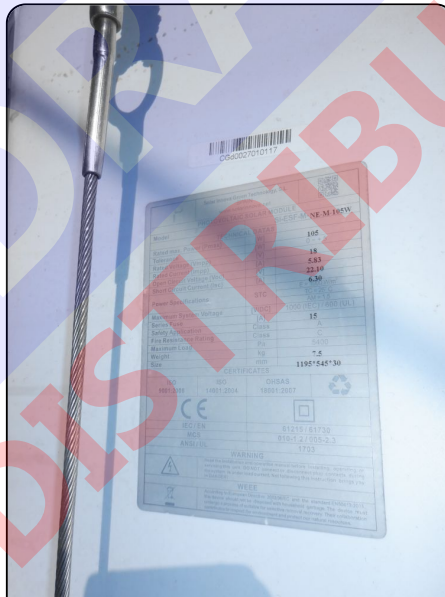


Photo 109: 105 Watt Panels 2 each

13.2.2 WIND GENERATOR SYSTEM

Silent wind 400 watt was disconnected for haul out and it will be reconnected and owner indicated he would install the new controller.

Note: Recommend to ensure installation is completed before taking possession of the vessel.



Photo 110: Silent wind 400 watt

14 WATER SYSTEMS

14.1 Freshwater System

14.1.1 WATER TANKAGE MATERIAL

Aluminum.

14.1.2 NUMBER OF FRESHWATER TANKS

Two (2).

14.1.3 WATER TANKAGE CAPACITY

50 imperial gallons each (per current owner's).

14.1.4 WATER TANKAGE SECURING

The water tankage appeared to be well secured where sighted.

14.1.5 WATER TANKAGE LOCATION

Port & starboard outboard amidships under salon seats.

14.1.6 WATER FILL LOCATION

Port amidships side deck.



Photo 111: water fill

14.1.7 WATER FILL MARKING

Properly marked for water.

14.1.8 FRESHWATER TANKAGE VENTILATION

Port hull side below the water fill pipe.

14.1.9 FRESHWATER PUMPS

The freshwater system held pressure throughout the survey with no abnormal cycling or water leaks observed.

14.1.10 FRESHWATER FILTRATION

Monitor, clean or replace often.

14.1.11 FRESHWATER ACCUMULATOR TANK

Leaks were observed at the accumulator tank, during the first part of survey.

New Jabsco accumulator tank fitted 9th December 2025.



Photo 112: *Leaking at top*

14.1.12 FRESHWATER PIPE/HOSE PLUMBING

No leaks were observed at the freshwater system's hose/pipe connections.

14.1.13 CONSIDERATIONS

Spectra Water was not tested during the survey.

Note: Recommend To consult with the current owner to understand if the water maker has been pickled, and also the operation of the water maker.

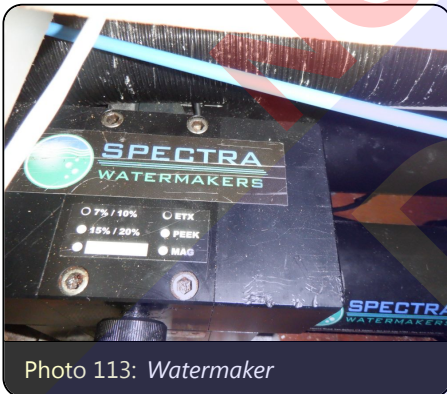


Photo 113: *Watermaker*



Photo 114: *Watermaker*

14.2 Blackwater System**14.2.1 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).

14.2.2 BLACKWATER TANKAGE

Unknown

14.2.3 BLACKWATER TANKAGE VENTILATION

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

14.2.4 BLACKWATER SYSTEM DISCHARGE

Discharge can be pumped out at deck or manually overboard, pump located under forward sole.

Always ensure that the blackwater waste tank's overboard discharge seacock valve remains closed, as the vessel's operator is responsible for sewage discharge in areas prohibited by law.



Photo 115: Valve for overboard discharge.

15 ELECTRONICS & NAVIGATION EQUIPMENT

15.1 VHF RADIOS

Transmitted/received radio check signals.

15.2 COMPASSES

Recommend having the compass swung, providing a current deviation card.

15.3 MULTI-FUNCTIONAL NAVIGATION DISPLAYS

Interfaced with the bridge monitors.

NOTE: several of the multi-functional navigation display's available features were c powered up. Onnected, configured or interfaced for use at the time of survey.

15.4 AIS (AUTO IDENTIFICATION SYSTEM)

AIS target data was observed on the interfaced multi-function navigation units.



Photo 116: AIS Targets shown

15.5 AUTOPILOT

The autopilot components and functions were demonstrated during the trial run.

15.6 MULTI-INSTRUMENTS

Powered up.

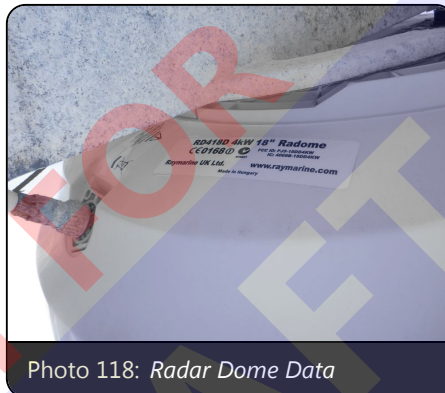
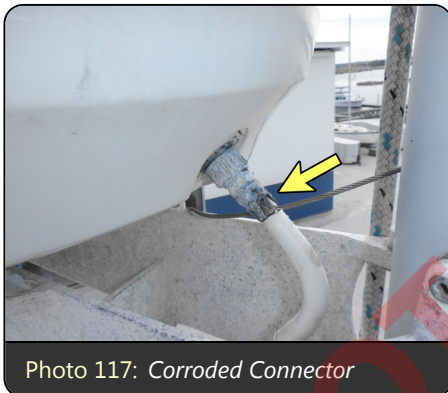
Note: Enter button on Helm chartplotter is old and care should be taken (No longer manufactured).

15.7 MARINE RADAR

Note:

Radar was working at time of survey, although the cable connector to the radar dome was corroded and needed to be replaced. It was indicated by the current owner that a replacement connector would be installed while the vessel was worked on at the yard. During haul-out.

Recommend to check invoice from yard to ensure that installation was completed.



15.8 WIND INSTRUMENT

The Windex was still operational although it had a small piece missing out of the tail. (See Photo)
Does not seem to hinder the Windex.



15.9 ANTENNAS

The antennas were well mounted where sighted.

16 UNDERWATER EQUIPMENT & HULL INSPECTION

16.1 PROPELLERS

Two (2) bronze alloy, three bladed unknown pitch propeller with nut and locking ring.

Note: Looking close at the propeller although they have been coated with an antifouling paint they show signs of pitting. This pitting could be caused from either cathodic corrosion, or cavitation. Due to the anti-falling pin covering the propeller.

(See Photo's)

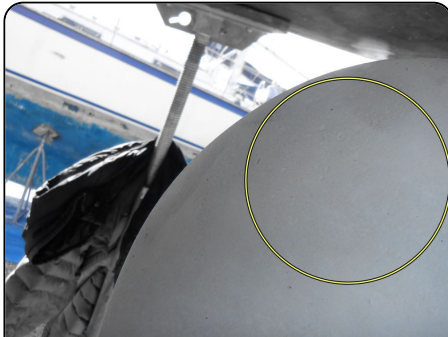


Photo 120: Pits in the propeller



Photo 121: Pits in the propeller

16.2 PROPELLER SHAFTS

Stainless steel 1 1/4"

16.3 LINE CUTTING DEVICES

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

Note: it was indicated by the current owner that the manufacture of the line cutters stated that there were no Zinc's for the Sail Drive versions of line cutters.

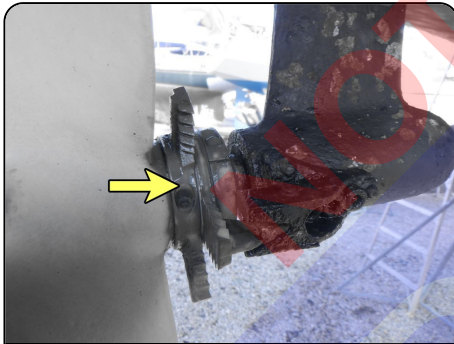


Photo 122: Line cutter

16.4 PROPELLER SHAFT LOGS

The shaft logs appeared to be constructed of fiberglass composite built into wooden blocks.

16.5 PROPELLER SHAFT STRUTS

The shaft struts were visually inspected with no significant corrosion or visible signs of damage. Also, the strut's internal securing bolts and backing plate(s) were inspected (where accessible) with no excessive corrosion or evidence of leakage.

16.6 SHAFT STAVE BEARINGS (CUTLESS BEARINGS)

The cutless bearings showed signs of excessive wear, due for replacement during the first part of the survey.

Note: **New** Cutlass bearing replaced 8th December 2025.



Photo 123: Cutless Bearing set screws in place



Photo 124: Cutless Bearing set screws in place

16.7 RUDDER MATERIAL

Sandwich cored fiberglass (no laminate voids/delamination were observed).

Note Thermal Imagery indicated a small repair was made on the starboard side of the rudder just above the pental strap. (See Photo)

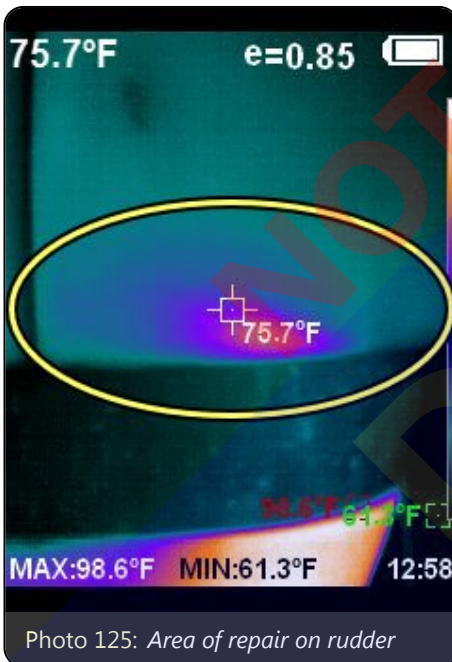


Photo 125: Area of repair on rudder

16.8 RUDDER MOUNTING

Mounted in bronze rudder logs.

16.9 THRUSTERS

The bow thruster's external components and propeller blades were inspected without notable exception.

16.10 HULL SEA-STRAINERS

The hull bottom mounted sea-strainers were serviceable. Monitor/clean often.

16.11 DRAINAGE THROUGH-HULLS

The hull side's discharge/drainage through-hulls were visually inspected and all appeared well fit and functional.

Moisture meter readings were taken around the hull side discharge through-hulls with no significantly elevated readings.

Note: Drain hole center of bow has slight gelcoat chips which is cosmetic. (see Photo)

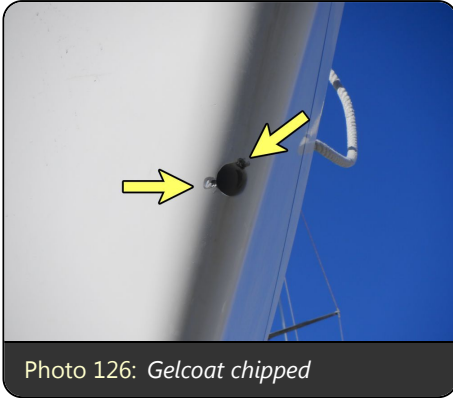


Photo 126: Gelcoat chipped

16.12 BELOW WATERLINE THROUGH-HULLS

The below waterline intake/discharge through-hulls were visually inspected and all appeared well fit and functional.

16.13 HULL TRANSDUCERS

The hull bottom mounted transducers were inspected with no evidence of exterior damage or excessive corrosion, and all were found well secured.

Note: Speed wheel was removed during the hallout to prevent damage.

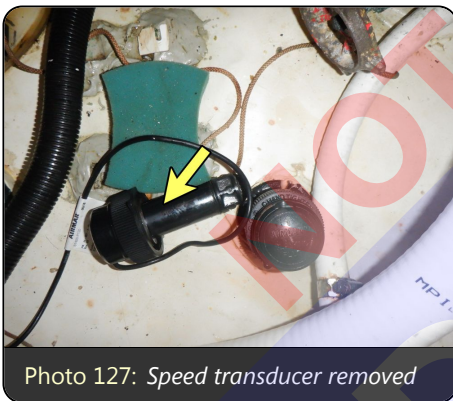


Photo 127: Speed transducer removed

16.14 SACRIFICIAL ANODES

The underwater hull zinc anodes were wasting but were not yet past their 50% wastage point. Shaft zinc was new at time of survey. Monitor frequently.



Photo 128: Hull Zinc



Photo 129: Shaft Zinc

16.15 ANTIFOULING PAINT

The antifouling bottom paint appeared to be at the end of its serviceable life, was worn thin or flaked off in several areas and some areas of previously flaked off bottom paint were painted over.



Photo 130: Paint peeling in areas and was recoated with ablative bottom paint.

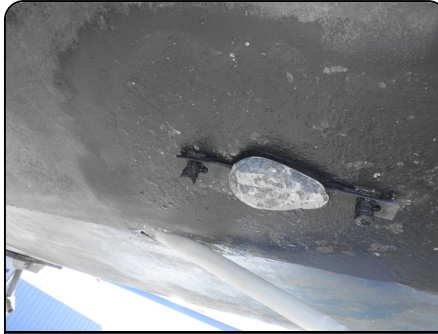


Photo 131: Paint peeling in areas and was recoated with ablative bottom paint.



Photo 132: Paint peeling in areas and was recoated with ablative bottom paint.

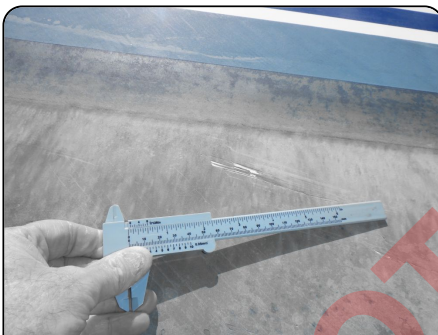


Photo 133: Deep scrapes in bottom paint possibly caused while retrieving anchor

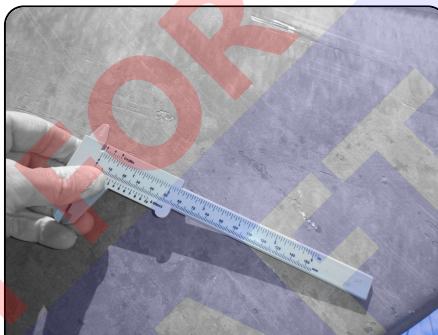


Photo 134: Deep scrapes in bottom paint possibly caused while retrieving anchor

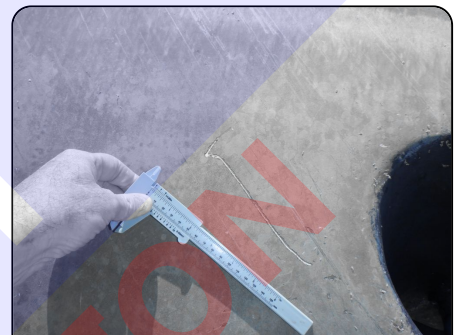


Photo 135: Deep scrapes in bottom paint possibly caused while retrieving anchor

16.16 OSMOTIC HULL BLISTERS

No osmotic laminate blisters were sighted.

16.17 HULL SURFACE COMMENTS

No abnormal phenolic hammer percussion sounding were identified on the hull bottom.

No delaminated areas were identified on the hull's wetted surfaces.

16.18 HULL INSPECTION COMMENTS

Electronic moisture testing was limited during the short-haul. Antifouling bottom paints retain moisture and the antifouling bottom paint's metal oxide content triggers a false positive for high conductivity on the electronic FM Wave or capacitive type moisture meters. Further, boat builders utilize various construction materials, fasteners, coatings and composites, many of which will trigger a false positive for moisture. In order to perform an electronic moisture test on a hull's wetted surfaces, the vessel must be dry docked for a minimum of 48 hours and the vessel's antifouling bottom paint & all coatings must be completely removed in the areas to be tested for moisture. It must be understood that moisture meters are designed to detect the "conductivity" of substrates; including moisture, among various other conductive materials, and their ability to detect conductivity can be limited by many factors, such as the depth of the conductive material, air space present in between the laminate and the conductive material, etc. If a more thorough assessment of possible moisture content in the vessel's laminates is desired, it is recommended that a non-destructive thermal imaging survey be performed to the "Infraspection Institute's Standards for the Inspection of Recreational Yachts & Small Craft Constructed of Fiberglass Reinforced Plastic and Composite Materials". Destructive testing may also be considered if a more definitive conclusion regarding possible moisture content is desired.

Thermal Imagery was also used to determine moisture in the hull and nothing was indicated during the time of the survey.

16.19 CONSIDERATIONS

The running gear was painted/coated which hindered inspection of their underlying materials.

The keel has areas that the bottom paint is gone and the cast iron is exposed causing rust, recommend to have keel grit blasted re-primed and coated with bottom paint.



Photo 136: Keel exposed and rusting



Photo 137: Keel *exposed* and rusting
Bottom *paint* peeling

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

Deficiencies noted under "FIRST PRIORITY/SAFETY FINDINGS" should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. Findings may also be in violation of 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 in the near future, so as to maintain and adhere to certain codes, regulations, standards or recommended practices (and safety in some cases) and to help the vessel to 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 good 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

This survey may be used for valuation, insurance, or mortgage requirements. This survey checks for compliance with U.S. Coast Guard regulations and American Boat and Yacht Council, Inc. Recommended Standards and Practices. In addition, the general structural condition of the vessel and suitability for its intended service will be examined. The undersigned has conducted this survey and issued this report for the sole use of the specified requesting party for an agreed fee based upon the intended use of the report; accordingly, others are not to use this report and not rely upon the contents of this report without payment to the Company of an additional agreed fee based upon the reevaluation of the same factors. The survey contains opinions and observations based on my skill, experience and training as a marine surveyor and consultant. Acceptance and use of this report by the client acknowledges 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, cleaning, or opening to expose parts or conditions ordinarily concealed. There were no tests for tightness or soundness conducted other than the conditions noted visually. Acceptance and use of this report acknowledges 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 acknowledges the client's understanding that C&R Consulting of Jacksonville Inc. does not accept any responsibility for damage or deterioration not found or discovered during the course of 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 the Surveyor's/Consultant's personal act or omission committed with the intent to cause same or recklessly and with 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.

ROBERT GULLEDGE
SAMS Accredited Marine Surveyor - AMS #1440

A: FIRST PRIORITY / SAFETY AND COMPLIANCE DEFICIENCIES

Finding A-1 "No Oil Discharge" Placard (33 CFR 151/155)

The required "Oil Discharge Prohibited" placards were not sighted in the engine spaces.

Recommendation

Display the approved placard to comply with USCG regulations. Fine for non-compliance.

Finding A-2 "Trash Disposal" Placard (33 CFR 151/155)

A 'Garbage Disposal Rules' placard was not observed onboard.

Recommendation

Display approved pollution placard to comply with USCG regulations for trash dumping and plan (CFR 151.59). Required on vessels over 26' in length. Fine for non-compliance.

Finding A-3 "Waste Management" Plan (33 CFR 151) vessels over 39'4"

A vessel owner/captain written 'Waste Management Plan' was not observed onboard

Recommendation

(vessels over 39'4 are required to have a written 'Waste Management Plan' onboard).

C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

Finding C-1 Stove

There was no DC solenoid on the propane tanks as recommended by ABYC for safety.

Recommendation

Investigate further, and service, repair or replace as necessary, recommend to install a propane solenoid for extra safety.

17 SUMMARY

17.1 *Summary of Condition & Valuation*

17.1.1 **VESSEL CONDITION**

It is the surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION, after the survey has been completed and the findings have been organized in a logical manner.

The grading of condition determines the adjustment to the range of base values for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted Marine Grading System of Condition:

"EXCELLENT (BRISTOL) CONDITION": a vessel that is new or maintained like new, with all systems and units fully functional.

"ABOVE AVERAGE CONDITION": a vessel that has above average care and is well equipped and in better average condition for her age and class.

"AVERAGE CONDITION": a vessel ready for sale, requiring normal maintenance work and comparably equipped to other similar vessels on the market.

"FAIR CONDITION": a vessel that is in need of a fair amount of maintenance work and some systems are due to be serviced or replaced.

"POOR CONDITION": a vessel that requires substantial work to be fit for its intended purpose (may require structural repairs, extensive refit and replacement of several systems).

"RESTORABLE CONDITION": a vessel with extensive structural deficiencies that is in need of major work on most systems and hull integrity to be fit for its intended purpose.

As a result of my survey, as shown in the REPORT OF MARINE SURVEY & FINDINGS AND RECOMMENDATIONS sections of this report and by virtue of my experience, my opinion is:

ABOVE AVERAGE CONDITION

17.1.2 **APPRAISAL METHODOLOGY**

The following method of valuation was used to obtain the FAIR MARKET VALUE of the vessel:

Similarly equipped, same, or similar model vessels that have been verified as recently sold on soldboats.com (Yachtworld MLS) were adjusted for differences in model year, length, quality, condition, upgrades/equipment, date of sale, etc., and after matched pair analysis market adjustments were made to the comparable data, a weighted average was determined for the subject vessel's estimate of fair market value.

MARKET ANALYSIS

The comparable sales of vessels analyzed in this Market Analysis were verified through soldboats.com [Yachtworld's Multiple Listing Service (MLS)] data between the years 2020 to 2023. Based on market research of the boat industry's recent reaction to a decreasing supply chain and increasing demand for boats in the United States, the surveyor determined that the most accurate and recent data reflecting the current market conditions is supplied by the boating industry's brokers/brokerages to the Multiple Listing Service (created by Yachtworld). Many other data sources (e.g. BUC and NADA) rely on aggregates of comparatively dated information, and are considered to be less reactive and accurate to current market conditions. Based on this information, the surveyor used the most accurate and recent sales comparable data in a matched pair study Market Analysis as indicated below.

17.1.3 STATEMENT OF VALUATION/ADJUSTMENTS

The surveyor has included reference data above from BUCValuPro™ and NADA as well as comparisons from SoldBoats.com. In the case of this valuation, the BUCValuPro™ and NADA data is shown for reference only and the surveyor has relied on the data of actual reportedly sold prices from SoldBoats.com for the subject vessel's fair market value. As some of these comparison vessels were either older or newer than the subject vessel, the surveyor determined an annual depreciation, and has made adjustments either up or down to each of the sold comparisons before recalculating the resulting average. Finally, considering the subject vessel's overall condition and equipment and upgrades, the surveyor has determined to add to the average which results in the estimated fair market value.

Fair market Value= \$139,500-\$146,500 per BUCValuPro™

17.1.4 VALUATION CONCLUSION

The definition of Fair Market Value, as used in this report, is the estimated amount, expressed in terms of money, that may be reasonably expected for a property in an exchange between a willing buyer and a willing seller, with equity to both, neither under any compulsion to buy or sell, and both fully aware of all relevant facts, as of the specific date stated above. Valuations are the opinion of the surveyor(s) and are intended to be used for insurance or financing purposes only; they are not intended to influence the purchase or purchase price of the subject vessel. The surveyor(s) have no interest in the vessel, financial or otherwise. Valuation is primarily determined by comparison to comparable vessels listed in the SoldBoats.com database, but may also be derived from consultation with manufacturers or knowledgeable boat brokers, personal experience, current listings of boats available for sale, and commercial boat value guides such as the BUCValuPro™ and NADA online price guides. Current local market values may vary widely from such valuation resources due to current local market conditions. The term "Market Value" is defined by Uniform Standards for Professional Appraisal Practice (USPAP) standards. Implicit in this definition are the consummation of a sale as of a specified date and the passing of a Title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto &
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

This report is subject to the limiting conditions and assumptions stated. Values are based on the whole and possessory interests of the owner of the property, undiminished by liens, fractional interest or other encumbrances.

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

\$143,000.00

One Hundred Forty-Three Thousand US Dollars (USD)

NOTE: VALUE OF THE TENDER AND OUTBOARD NOY INCLUDED IN THIS ABOUT

The "ESTIMATED REPLACEMENT COST" indicates the retail cost of a new vessel if the same make/model with similar equipment offered by the same manufacturer. The "ESTIMATED REPLACEMENT COST" of the vessel is:

\$519,500.00 per BUCValuPro™

Five Hundred Nineteen Thousand, Five Hundred US Dollars (USD)

17.1.5 SUMMARY

In accordance with the request for a Marine Survey of _____ 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 5 Dec 2024 and 27 Dec 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. The vessel's valuation is subject to the hypothetical condition that the deficiencies listed in sections **A** and **B** are corrected, and this survey is also made subject to the extraordinary assumption that the vessel's uninspected areas/components (due to inaccessibility) are in reasonable condition with no substantial defects.

NOTE: Work was preformed while the vessel was hauled-out and in the yard. Recommend to check invoice to insure what work was done and if any warrenty comes with the work.

- 1. New Cutless Bearing**
- 2. New Water Accumulator**
- 3. Cable connector for radar**
- 4. Wind Generator controller installed and tested.**
- 5. Ect.**

17.1.6 SURVEYOR'S CERTIFICATION**APPROVAL**

This survey may be used for valuation, insurance, or mortgage requirements. This survey checks for compliance with U.S. Coast Guard regulations and American Boat and Yacht Council, Inc. Recommended Standards and Practices. In addition, the general structural condition of the vessel and suitability for its intended service will be examined. The undersigned has conducted this survey and issued this report for the sole use of the specified requesting party for an agreed fee based upon the intended use of the report; accordingly, others are not to use this report and not rely upon the contents of this report without payment to the Company of an additional agreed fee based upon the reevaluation of the same factors. The survey contains opinions and observations based on my skill, experience and training as a marine surveyor and consultant. Acceptance and use of this report by the client acknowledges 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, cleaning, or opening to expose parts or conditions ordinarily concealed. There were no tests for tightness or soundness conducted other than the conditions noted visually. Acceptance and use of this report acknowledges 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 acknowledges the client's understanding that C & R Consulting of Jacksonville Inc. does not accept any responsibility for damage or deterioration not found or discovered during the course of 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 the Surveyor's/Consultant's personal act or omission committed with the intent to cause same or recklessly and with 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.

Robert Gulledge Associate Surveyor's Associates (SA) ,

SCOPE OF SURVEY

The vessel was inspected in the water without making removals or opening parts normally concealed and without making borings to ascertain thickness or condition of structural members. Because of this, some areas were not reached behind cabinetry, under decks and other areas not readily accessible. Fixtures and appliances were powered up and exercised where indicated. Locker doors and drawers were worked and examined for proper function. Potential leak sources such as portlights and deck hatches were examined for evidence of water stains or other indications of leakage. The hull exterior was inspected visually for defects. In addition, other non-destructive methods may have been used such as tap testing or employing moisture detection equipment, and thermal imagery. The underwater gear and other fittings were inspected and checked for indications of damage, abuse, or excessive wear. The vessel was attended during a trial run during which various readings regarding the vessel performance were monitored and systems aboard were observed while functioning.

Test equipment that may be referenced in the report:

- a) MMD7NP Pinless, Non-Invasive, Non-Marring, Digital Moisture Meter
- b) FLIR E85-42-NIST Advanced Thermal Imaging Camera
- c) AC electrical circuit analyzer
- d) AC electric three light plug in tester
- e) Non-contact digital tachometer
- f) Multi-meter electrical tester
- g) Assorted hammers and measuring devices
- h) Loos gauges to check rigging tension
- i) Teslong Dual Lens Inspection Endoscope Camera
- j) AC/DC Voltmeter
- k) Fluke AC AMP Meter
- l) Voltage Leak Detector Clamp
- m) Assortment of hand tools
- n) Digital Laser Tachometer

I certify that, to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct. The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions and conclusions. I have no present or prospective interest in the vessel that is the subject of this report and I have no personal interest or bias with respect to the parties involved. My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result or the occurrence of a subsequent event. I have made a personal inspection of the vessel that is the subject of this report.

This report should be considered as an entire document. No single section is meant to be used except as part of the whole.

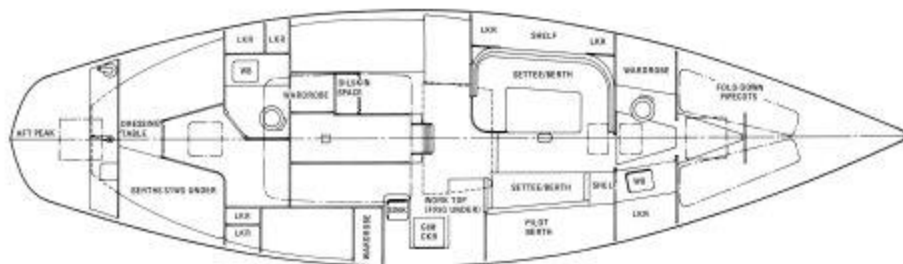
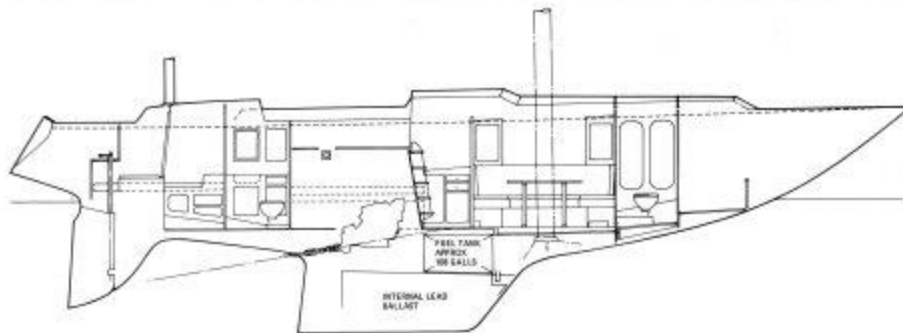
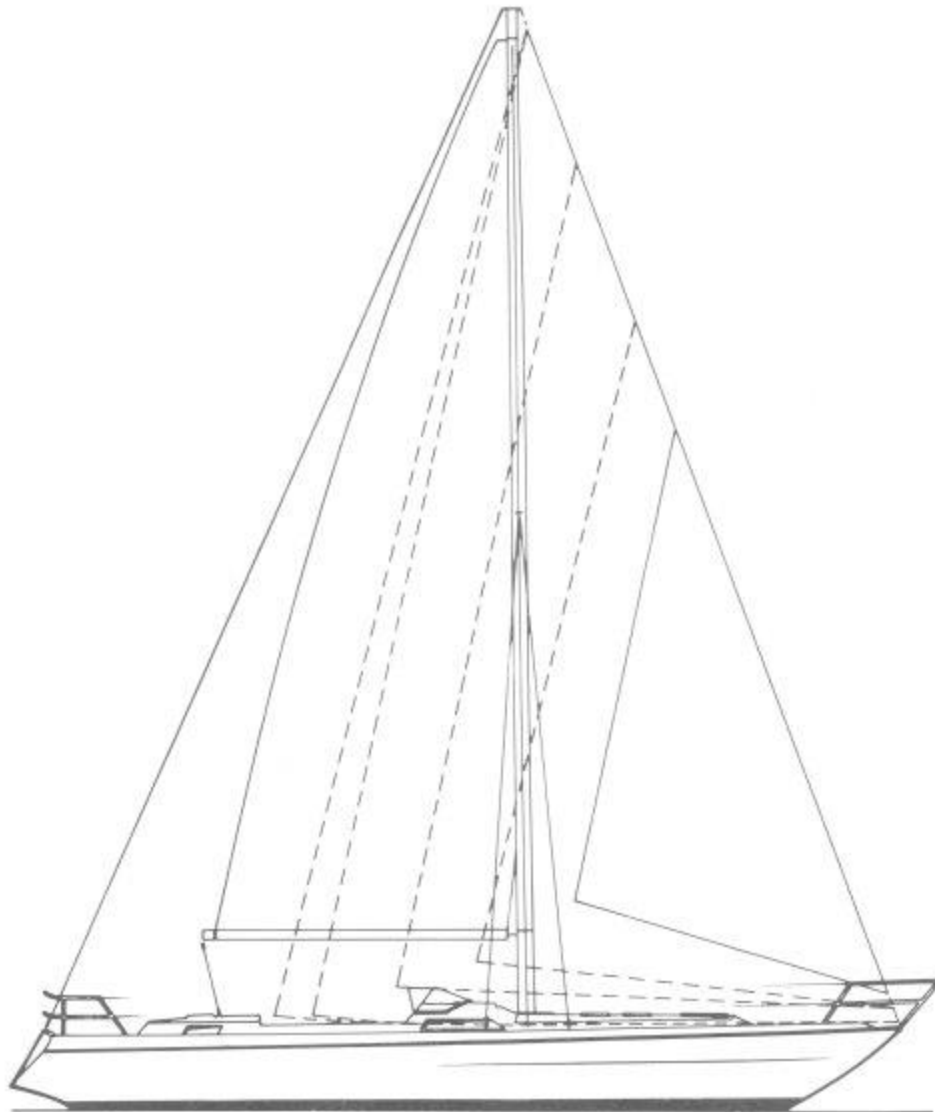
This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only.

Robert Gulledge, SAMS Accredited Marine Surveyor - AMS #1440



Signed and submitted on: 28 December 2024

NOT FOR
DRAFT
DISTRIBUTION



CENTER COCKPIT CRUISER DESIGNED BY BILL DIXON AND BUILT BY MARINE PROJECTS (PLYMOUTH) MARINE PROJECTS (PLYMOUTH) LTD			
Model Year	1994	Hull Material	Fiberglass
Model	MOODY 44C	Hull Configuration	Keel
Length Overall	44' 0"	Draft	6' 6"
Length On Deck	43'	Beam	13' 8"
Boat Type	Sailboat -Center Cockpit Sloop Rig	Weight	23000 lbs.
Engine Type	Inboard Single M50 Perkins / Volvo Penta	Ballast	8900
Current Retail Value Range		\$131,000-\$145,000 127th edition.	
Fair Market Value Adjusted for <u>Better Condition</u> in the South Atlantic & Florida		\$149,500-\$156,500	
Replacement Value		\$519,500	

The information presented here is believed to be reliable but not guaranteed. For various reasons, including the subjective nature of vessel evaluations and the possibility of incomplete or inaccurate information regarding comparable vessels and sales thereof, we do not make any warranties whatsoever regarding this report, and WE EXPRESSLY DISCLAIM ALL WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. BUC does not provide expert witness testimony.