

GLADDING MARINE SURVEYING AND CONSULTING, LLC

1738 PICKWICK PLACE-FLEMING ISLAND-FLORIDA-32003

PHONE: 904-945-0511 EMAIL: gladdings@msn.com



SURVEY REPORT VESSEL: *Indigo*

Prepared by: **Bill Gladding SAMS-AMS® #810**

Society of Accredited Marine Surveyors

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SURVEY BASIC DETAILS

SURVEY PURPOSE: prepurchase

REQUESTED BY: xxxxxxxxxx

FILE #: 2022-02-19 Cutwater 248 Coupe 2022

REPORT DATE: February 20, 2024

CLIENT INFORMATION: xxxxxxxxxx

SURVEY DATE: February 19, 2024

SURVEY LOCATION: Port 32 & Sadler Point Marina, Jacksonville, Florida

ATTENDING: xxxxxxxxxx, Barbara Burke & boat pilot Mark Zeigler

ENGINE SURVEYOR: Sadler Point Marina (inspected engine for warranty transfer)

VESSEL & MACHINERY DATA

Vessel identification numbers (source: stbd hull side at stern & pilothouse sides)

Hull ID #: xxxxxxxxxxxxxx Registration #: xxxxxxxxxx

Vessel type and dimensions (source: vessel owner's manual)

Manufacturer: Fluid Motion LLC Model: Cutwater 248 Coupe Model year: 2022

Length overall: 31'4" (outboard down) Beam: 8'6" Draft: 30" Weight lbs.: 6,200

Hull composition: fiberglass

Engines (source: engine decal & data display)

Type and #: outboard Horsepower: 250@5,000 to 6,000 rpms Fuel type: gas

Manufacturer: Yamaha Model: F250NCB Serial #: 6KHN1000766 Hours: 84.1

RECOMMENDATIONS

(Items on this list should be addressed on a priority basis)

- 1. All around white navigation light is inoperative; service as necessary.**
- 2. Bilge high-water level switch was found in cockpit centerline locker and alarm is indicated on vessel electrical diagram accessories page-3 but is inoperative; service bilge high-water alarm as necessary.**
- 3. Functional CO/smoke alarm not found aboard; install at least one in main cabin area.**
(In addition, see Summary Remarks and Notes section at end of survey where the above are also cited)

This vessel was surveyed using the USCG 33CFR requirements and NFPA and ABYC standards and recommendations in effect today for guidance. This survey addresses those items thought to be necessary for safety but does not suggest complete compliance with current regulations or standards and recommendations.

INTENDED USE: recreational

SUITABLE FOR INTENDED USE: yes (upon completion of recommendations cited above)

NAVIGATIONAL LIMITS (as equipped): warm coastal waters

For regular use more than 12 miles offshore suggest carrying Epirb and offshore type lifejackets

Warm water means water where the monthly mean low water temperature is normally more than 59 degrees Fahrenheit

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VALUATION

Subject vessel was found to be in overall above average condition. It is well equipped with a small galley, air-conditioner and with a high-capacity lithium battery powered inverter system. Its’ outboard engine still has factory warranty remaining. In the valuation determination, cost and market comparison approaches to value were considered on February 19, 2024. In the sales comparison approach Yachtworld.com and the subscription website Soldboats.com was reviewed. Current listings and actual reported sales figures were taken into consideration. Price Guide “Book” values were also taken into consideration. In the opinion of the undersigned the following values should apply:

Estimated current fair market value: \$xxxxxxx

Market value assumes correction of significant survey findings

Replacement cost: \$225,000 (surveyor’s estimate)

Values are dependent on the limiting conditions and assumptions noted in the report.

These values are statements of opinion. No guarantee can be given that these opinions of value will be sustained or that they will be realized in an actual transaction.

Specific references

Pricing guides

Abos.com.....\$78,315 to \$100,002 (\$120,484 retail)

Bucvalupro.....\$145,606 to \$157,606

Jdpower.com.....\$103,520 to \$118,340

(Options not added to guide values unless noted otherwise)

Current listings

Yachtworld.com..... \$144,900 to \$181,500

(7 results – searched 2021 to 2023 model years)

Reported sales

Soldboats.com.....\$118,542 to \$159,900

(5 results – searched January 2023 to present)

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, ultrasonic testing, cleaning, or opening up to expose parts or conditions ordinarily concealed. There were no tests for tightness or soundness conducted other than the conditions noted visually.

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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 Gladding Marine Surveying and Consulting, LLC 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.



William K. Gladding, AMS® #810
Society of Accredited Marine Surveyors
Gladding Marine Surveying and Consulting, LLC

SCOPE OF SURVEY

The vessel was inspected in and out of 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. 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.

Key to highlighted comments as follows:

- Positive comment related to safety or functionality
- Informational comment no finding generated
- High priority finding related to safety, utility, or reliability
- Moderate to low priority finding related to utility or reliability

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Test equipment that may be referenced in the report:

- Tramex Skipper or GE Aquant moisture meter
- Flir® C3 infrared camera
- AC electrical circuit analyzer
- AC electric three light plug in tester
- Non-contact digital tachometer
- Multi-meter electrical tester
- Assorted hammers and measuring devices
- Loos gauges to check rigging tension

VESSEL GENERAL DESCRIPTIONS

Exterior arrangement – mono-hull powerboat noted the following:

- Hull – V-bottom planing type with lifting strakes and reverse chines; stem is raked, curved sheer slopes downward from the bow to amidships then continues level to the stern where hull sides have a reverse rake to the transom; full height transom with an integral bustle where the outboard engine attaches
- Decks and superstructure – flush main deck from the bow aft around the pilothouse/main cabin and recessed cockpit
- Helm(s) – none on exterior

Interior arrangement – lower cabin forward, pilothouse main cabin at cockpit deck level noted the following:

- Staterooms – V-berth dinette forward and ¼ berth pilothouse/main cabin port side
- Heads – lower cabin aft end stbd side
- Galley – pilothouse/main cabin stbd side
- Dinette – pilothouse/main cabin port side
- Saloon – n/a
- Helm(s) – pilothouse/main cabin forward end stbd side
- Other – large storage locker cockpit centerline

Structural elements

- Hull skin material and type cosmetic finish – molded fiberglass, gelcoat cosmetic finish (manufacturer does not advertise type of cores used)
- Hull grid system layout and materials – molded fiberglass liner
- Hull deck joint – overlapping flanges mechanically fastened
- Continuous transverse bulkheads locations and materials – anchor locker and aft end of lower cabin
- Decks and superstructure materials and type cosmetic finish – solid and cored molded fiberglass, gelcoat cosmetic finish, soft rubber overlay cockpit and swim platform

SURVEY FINDINGS

UPGRADES/REBUILDS

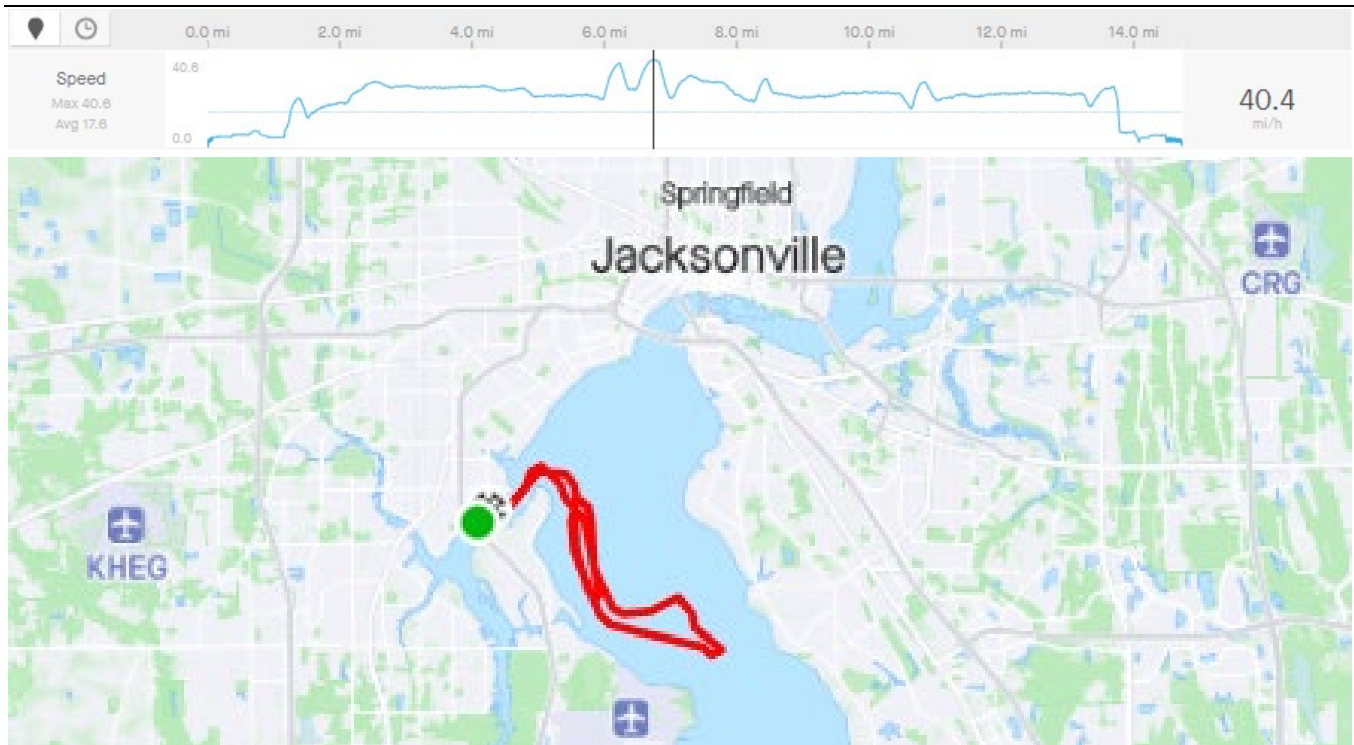
Vessel remains as originally constructed without significant changes

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TRIAL RUN



- Date – February 19, 2024
- Location – Ortega & St. Johns Rivers
- Conditions:
 - Temperature °F (47)
 - Wind direction & velocity mph (NNW@6.4)
 - Wave height estimated (small chop)
- Duration – one moving
- Number of passengers - four
- Tanks levels:
 - Fuel – 20%
 - Water – 75%
 - Waste - unknown
- Hull performance – vessel performed well in all respects. Engine RPMs – speed MPH – headings noted as follows:
 - 4,400 – 25 – 140
 - 5,600 – 40 - 140
- Engine performance:
 - Cold start - normal
 - Wide open throttle rpms (5,500 desired) – 5,600
 - Temperatures and pressures – remained normal at all operating speeds
- Comments – uneventful trial-run

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HULL ABOVE WATERLINE AND RELATED

Structural elements

Condition: above average

Condition of structural elements such as stringers, transverse framing, bulkheads, partitions, and other similar type hull supports based upon visual inspection to insure they are maintaining their proper shape and remain securely attached, tap tested to insure they are not delaminated or deteriorated and in some cases examined using a moisture meter

Topsides

Structural condition: above average

Structural assessment based upon visual examination of hull's shape for damage, distortions, sagging, hogging or other signs structure is failing or is not adequately supported; moisture testing to locate areas where abnormal readings may indicate deterioration of laminates or cores; and tap testing areas that are suspect because of abnormal indications from visual inspection and readings from moisture meter

Cosmetic condition: above average

Cosmetic condition of paint, gelcoat and varnish based upon surveyor's opinion of appearance compared to similar type vessels considering factors such as gloss, extent of oxidation, flaking, discoloration, wear and tear or other factors

Condition other features: above average

- Chaffing gear – hull deck joint (stainless-steel on PVC)
- Swim platform – integral to hull
- Permanently installed means for reboarding – folding stainless-steel

Comments - Reboarding ladders should be secured in a way they can be deployed by passengers who may find themselves in the water unexpectedly, so they may reboard unassisted.

Deck drainage

Primary drainage system: scuppers Condition: above average

Weather decks with in-hull drain systems: cockpit sole & hatch gutters

Comments - 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.

Decks & superstructure

Structural condition: above average

Structural assessment based upon visual examination of hull's shape for damage, distortions, sagging or other signs structure is failing or is not adequately supported; moisture testing to locate areas where abnormal readings may indicate deterioration of laminates or cores; and tap testing areas that are suspect because of abnormal indications from visual inspection and readings from moisture meter

Cosmetic condition: above average

Cosmetic condition of paint, gelcoat and varnish based upon surveyor's opinion of appearance compared to similar type vessels considering factors such as gloss, extent of oxidation, flaking, discoloration, wear and tear or other factors

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Exterior soft goods

Condition/appearance: above average Wear & tear: not significant Serviceable: yes

Location & type (installed at time of survey):

- Cockpit shade (canvas on stainless-steel frame)
- Cockpit cushions & bolsters (vinyl)

Exterior hardware

Condition/appearance: above average Anchoring & bedding appeared adequate: yes

Location & type – stainless-steel:

- Safety rails
- Handrails
- Signal mast (folding)

Tie-up gear

Condition/appearance: above average Anchoring & bedding appeared adequate: yes

Location & type – stainless-steel:

- Deck edge (6 x horn cleats)

Anchoring gear

Condition/appearance: above average Function: appeared serviceable

Descriptions:

- Anchor pulpit – molded fiberglass
- Chute(s) – single stainless-steel (plastic roller)

Glazing materials

Condition/appearance: above average Function: normal Gaskets and seals: appeared serviceable

Location & type:

- Pilothouse/main cabin – fixed, hinged & sliding (aluminum frame & frameless, glass glazing)

Exterior hatches, portlights and doors

Condition/appearance: above average Function: normal Gaskets and seals: appeared serviceable

Location & type:

- **Secondary egress (escape) – foredeck**
- Hull sides – portlights (plastic)
- Foredeck – hinged locker lids (molded fiberglass coaming, plastic lid)
- Foredeck – hinged hatches (aluminum frame, plastic lens)
- Pilothouse roof – sliding hatches (aluminum frame, plastic lens)
- Pilothouse roof aft end – hinged door (aluminum frame, glass glazing)
- Cockpit sole – hinged hatches (molded fiberglass)
- Transom stbd side – hinged gate (molded fiberglass coaming, plastic gate)

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HULL BELOW WATERLINE AND RELATED

Hull below the waterline

Structural condition: above average

Structural assessment based upon visual examination of hull's shape for damage, distortions, sagging, hogging or other signs structure is failing or is not adequately supported; tap testing for purposes of comparing variations in tap sound indicative of previous repairs, delaminating, moisture intrusion or blistering; and moisture testing if hull is sufficiently dried and does not have coatings that interfere with moisture meter function to locate areas where abnormal readings may indicate deterioration of laminates or cores

Cosmetic condition: above average

Cosmetic condition based upon surveyor's opinion of hull appearance compared to similar type vessels considering factors such as paint build-up, smoothness of hull, blistering and other features that affect its appearance

Bow thruster

Condition/appearance: above average Exceptions noted: none

- Manufacturer/model – Lewmar 110TT
- Type – 12-volt 4.33" tunnel type with single propeller
- Location – lower cabin forward end
- Battery service-disconnect – stbd cockpit locker outboard side
- Overcurrent protection – stbd cockpit locker outboard side (fuse)
- Test performed – operated dockside and observed in use during trial-run

Trim tabs

Condition/appearance: above average Exceptions noted: none

- Manufacturer - Lenco
- Type – 12-volt electric
- Controls – helm console
- Planes – 15" wide x 12 ½" long hinged stainless-steel, single actuators
- Test performed – function verified during haul-out and observed in use during trial-run

Thru-hulls, seacocks, transducers

Condition/appearance: above average Exceptions noted: none

- Underwater - bronze alloy fitted with ¼ turn valves, bonded with stainless-steel clamps on hoses connections at the following bilge locations:
 - Cockpit centerline locker forward end – **air-conditioner & raw-water pumps inlets**
 - Transom exterior – **hull drain plug**
- Topsides – plastic thru-hull, stainless-steel rims
- Transducers – lower cabin aft end by sump box

ACCOMMODATIONS, HOUSEHOLD SYSTEMS & COMFORT SYSTEMS

Interior spaces

Bulkheads, partitions, and cabinetry were found to be solid and in good condition, locker and cabinet doors and drawers found to be in above average condition and working order. Interior décor was found to be in overall above average condition with little noticeable wear and tear descriptions as follows:

- Doors - hinged

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- Decks – molded fiberglass, cane vinyl overlay
- Cabinetry – molded fiberglass and cherry wood
- Bulkheads and partitions – molded fiberglass and cherry wood
- Ceilings – molded fiberglass and padded vinyl
- Counters - cherry
- Cushion covers – fabric skins
- Natural ventilation – opening appliances
- Powered ventilation – n/a
- Fixtures – serviceable
- Test performed – doors, drawers and fixtures operated as required to perform inspection

Entertainment equipment

Condition/appearance: above average Exceptions noted: none

Locations/descriptions:

- Lower cabin – TV (Jensen 18”)
- Pilothouse forward end port side – stereo (Fusion MS-UD755)
- Test performed – operated all equipment

Galley & household equipment

Condition/appearance: above average Exceptions noted: yes (see summary remarks & notes)

Locations/descriptions - Located in galley except as noted:

- Single sink (stainless-steel)
- Single burner range (Kenyon alcohol electric)
- Microwave (Zest)
- Refrigerator/freezer (Nova-Kool R4500DC)
- Test performed – attempted to operate all (did not use alcohol fuel for range)

Sanitary system

Condition/appearance: average or better Exceptions noted: yes (see summary remarks & notes)

Locations/descriptions:

- Quantity - one
- Manufacturer - Jabsco
- Type – manual marine toilet
- Y-valves (direct overboard discharge) - none
- Vented loops (if required) – n/a
- Test performed – attempted to flush several times

Air-conditioning

Condition/appearance: above average Exceptions noted: none

Locations/descriptions:

- Quantity - one
- Manufacturer - Webasto

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- Type – 10,000 Btu self-contained heat pump
- Controls – main cabin aft end port side (digital type)
- Equipment – pilothouse observer's seat base
- Cooling pump – cockpit centerline locker (Koolair PM500-115)
- Test performed – operated on heat program and measured Delta-T

TANKS, PIPING AND RELATED

(Capacities listed in this section are based upon published specifications for this model unless stated otherwise. Accuracy of tank level monitors should be verified prior to relying upon their readings.)

Fuel

Found the following to be in above average condition without evidence of leakage to level filled where accessible for inspection:

- Tanks – tank label indicates 123-gallon plastic secured centerline bilge below pilothouse/main cabin
- Fills – transom stbd side
- Vents – integral to fill
- Plumbing materials – USCG Approved Type-A1 E10 fuel hose
- Shut-off valves – antisiphon valve
- Filters – cockpit centerline locker (Yamaha Mar-10MEL-00-00)
- Pumps – n/a
- Level gauges – engine instrument panel
- Test performed – examined for evidence of leakage

Potable water

Found the following to be in above average condition without evidence of leakage to level filled where accessible for inspection:

- Tanks - 22-gallon plastic secured centerline bilge below pilothouse/main cabin
- Fills – stbd side deck amidships
- Vents – hull sides
- Plumbing materials – plastic tubing
- Shut-off valves – not found
- Filters – not found
- Pressure pump – inside galley sink cabinet bottom (Jabsco Par-Max 3 32600-0592)
- Accumulator tank – not found
- Water heater – cockpit stbd side locker (Isotemp Spa 15V [4-gallon, 115-volt])
- Dock water connection – none
- Level gauges – galley sink cabinet
- Test performed – verified function of pump and water heater

Black water

Found the following to be in above average condition without evidence of leakage to level filled where accessible for inspection:

- Tanks - 11-gallon plastic secured centerline bilge below pilothouse/main cabin

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- Deck fitting – stbd side deck near cockpit
- Vents – hull side
- Plumbing materials – sanitary hose
- Y-valves – none
- Overboard valve – stbd hull side (valve in galley sink cabinet)
- Discharge pump – inside galley sink cabinet bottom (12-volt macerator)
- Vented loop (if required) - none
- Treatment device - none
- Level gauges – not found
- Test performed – verified macerator pump runs

ENGINES, AND ENGINE AND VESSEL CONTROLS

Engines

Condition/appearance: above average Exceptions noted: none

- Location - transom
- Type/description – gas 4-cycle V6-cylinder naturally aspirated
- Cooling system – raw-water
- Power transmission - integral
- Mounting – securely anchored on transom
- Cleanliness – above average
- Fluid levels and condition – checked by engine inspector
- Accessibility – very good
- Trim tilt - functioned normally
- Propeller – 3-blade stainless-steel (Yamaha Saltwater Series II 16T 15 ¼)
- Test performed – examined the following:
 - Throttle engagement idle/full
 - Cold start
 - Exhaust smoke
 - Raw-water flow
 - Noise/vibration
 - Leaks
 - Charging

Engine controls

Condition/appearance: above average Exceptions noted: none

- Locations – helm side bar
- Manufacturer/model – Yamaha
- Description – single lever type electronic
- Neutral safety interlock (prevents starting in gear) – yes
- Test performed – operated dockside and observed in use during trial-run

Engine instrumentation

Condition/appearance: above average Exceptions noted: none

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- Manufacturer - Yamaha
- Type – graphical data display
- Locations – helm console
- Alarms – yes
- Test performed – observed working dockside and during trial-run

Steering

Condition/appearance: above average Exceptions noted: none

- Locations – helm console
- Manufacturer/model – Teleflex Seastar
- Description – wheel type manual hydraulic
- Reservoir – integral to helm
- Test performed – operated dockside and observed in use during trial-run

EQUIPMENT

Pumps dewatering and utility

Condition/appearance: above average Exceptions noted: none

Type & location – DC electric unless noted otherwise:

- Lower cabin aft end below sole:
 - Dewatering (Rule Lopro 900 gph)
 - Sump box (Johnson SPX 1000 gph in plastic box)
- Cockpit centerline locker:
 - Dewatering (Rule 1100 gph)
 - Dewatering (Rule Lopro 900 gph)
- Test performed – operated all pumps

Windlass

Condition/appearance: average or better Exceptions noted: **yes** (see summary remarks & notes)

Descriptions (windlass located at foredeck unless noted otherwise):

- Manufacturer/model – Lewmar Pro-Sport 550G or similar
- Type – 12-volt horizontal with rope/chain wildcat
- Control locations – foredeck & helm
- Battery service-disconnect – inside helm console
- Overcurrent protection – disconnect is breaker
- Clutch lever location – **not found**
- Test performed – **inoperative**

Accessories

Condition/appearance: above average Exceptions noted: none

Description:

- 2 x underwater lights – mounted to trim tabs (no ID label)
- Test performed – operated during haul-out

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ELECTRICAL SYSTEMS

Galvanic corrosion protection

Condition/appearance: above average Exceptions noted: none

Descriptions:

- Anodes (zinc unless noted otherwise) – quantities each location:
 - Outboard (2)
- Bonding system - yes
- Galvanic isolators – cockpit port side locker
- Test performed - none

AC electrical system

Condition/appearance: above average Exceptions noted: none

Locations & descriptions of significant components:

- Voltage - 120
- Inlet types & locations – cockpit aft end port side (1 x 30-amp)
- Inlet circuit protection location (within ten feet unless noted otherwise) – main panel (**ELCI type**)
- Main panel:
 - Location – pilothouse/main cabin aft end port side
 - Instrumentation – voltmeter & ammeter
 - Source selector switches – toggle with interlock
 - Reverse polarity indicator - yes
- Condition of shore cord – above average
- Condition of shore cord inlet – above average
- GFCI protection – yes
- Tests and examinations:
 - Shoreline output - normal
 - Generator output – n/a
 - Inverter output - normal

DC electrical system

Condition/appearance: above average Exceptions noted: none

Locations & descriptions of significant components:

- Voltage - 12
- Panel locations – pilothouse/main cabin aft end port side
- Panel instrumentation – battery monitor and voltmeters
- Branch circuit protection – fuses
- Main disconnect switch – pilothouse/main cabin aft end port side
- Primary circuit protection – adjacent to batteries (breakers & fuses)
- Test performed – various DC equipment operated

Battery charging devices

Condition/appearance: above average Exceptions noted: none

Locations/descriptions:

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- AC electric – cockpit port side locker (Kisae Abso Charger 60-amp)
- Alternators – engine
- Renewable – none
- Controllers – n/a
- Test performed – verified function of all charging equipment

Inverters

Condition/appearance: above average Exceptions noted: none

Locations/descriptions:

- Location – inside electrical cabinet
- Make/model – Kisae SW1220 or similar
- Output:
 - AC power (2,000-watt)
 - DC current (n/a)
- Battery disconnect location – cockpit port side locker
- Battery overcurrent protection location & type – cockpit port side locker (breaker)
- AC output bypass (returns inverter supplied circuits power source to main buss) – yes
- Inverter cautionary label – panel is labeled
- Test performed – operated inverter with air-conditioner running

Storage batteries

Condition/appearance: above average Exceptions noted: none

- Batteries – cockpit below sole outboard sides:
 - Engine (Group-27 sealed lead acid)
 - Bow thruster (Group-27 sealed lead acid)
 - House (6 x Dakota Lithium 1280-watt hour Lifepo4)
- Disconnects – main cabin aft end port side
- Test performed – batteries not tested

Comments:

- Battery disconnects or primary circuit protection for high amperage DC systems such as engine & AC generator cranking, windlasses, capstans, bow & stern thrusters and davits 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

ELECTRONICS AND NAVIGATION EQUIPMENT

Condition/appearance: above average Exceptions noted: none

- Magnetic compass (Ritchie)
- 2 x windshield wipers
- Chart plotter, radar & fishfinder (Garmin GPSmap 943xsv)
- Radar dome (Garmin 18XHD)
- VHF radio (Standard Horizon Explorer)
- Test performed – all equipment operated

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SAFETY EQUIPMENT

(Items in this section checked for compliance with Code of Federal Regulations & ABYC Standards)

Fire safety equipment

Equipment types and quantities USCG compliant **yes**:

- Portable handheld USCG Approved Sizes located as follows – (**indicated fully charged**):
 - Lower cabin (BCI)

Gas detection systems

Equipment types and quantities compliant **no**:

- CO – main cabin by berth (**inoperative**)
- Smoke – not found
- Gasoline – not found
- Test performed - inoperative

Emergency bilge pumps and high-water alarms

Configuration compliant **no**:

- Dewatering pumps – vessel is equipped with three
- Audible alarms – yes (inoperative)
- Test performed – all dewatering pumps operated

Signaling devices

Equipment types and quantities compliant **yes**:

- Distress signals – one of the following required:
 - Pyrotechnics – main cabin aft end port side (**expiration: 02/2025**)
 - Electronic & flag – not found
- Sound signaling devices – one of the following required:
 - Hull mounted sound - yes
 - Handheld sound – not found
- Epirb – not found
- Test performed – verified horn works

Navigation lights

Configuration defects: **none** Function: **see summary remarks & notes**

- Side – foredeck
- All around white – top of mast
- Test performed – attempted to operate all lights

Flotation devices

Condition/appearance: **above average** Equipment types and quantities compliant **yes**:

- Lifejackets – main cabin berth (6 x Type II)
- Throwables – cockpit centerline locker (Type IV cushion)

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Ground tackle

Condition/appearance: **above average** Equipment types and quantities compliant **yes**:

Locations/descriptions:

- Ready anchors & rodes – in chute:
 - Claw type, chain lead & laid nylon rode
- Back-up anchors & rodes – cockpit centerline locker:
 - Danforth, chain lead & laid nylon rode
- Bridles – not found

Additional required (non-safety)

Equipment types and quantities compliant **no**:

- Marpol Trash Placard (Vessels 26 feet and over) – galley sink cabinet
- Vessel identification locations:
 - HIN – stbd hull side at stern
 - Registration # - main cabin sides
 - Name - transom

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SUMMARY REMARKS AND NOTES

Items on the following lists are grouped into several categories according to the surveyor's opinion of their importance:

- **Items in bold face are also listed in the Recommendations section at the beginning of this report and should be addressed on a priority basis.**
- Underlined items should be considered for timely action at your convenience.
- Remaining items on the lists that follow will likely not interfere with the safe and reliable function of the vessel but may improve its utility, and/or convenience, and value.

REGULATORY AND/OR STATUTORY DEFICIENCIES

Items on this list may not affect vessel safety but if ignored may result in fines and/or penalties:

1. **All around white navigation light is inoperative; service as necessary.**
2. State registration numbers were not properly displayed; install Florida State registration numbers displayed on the forward half of the vessel on both sides above the waterline using bold block letters at least 3" high in a color contrasting to the hull.

STANDARDS DEFICIENCIES

ABYC Standards and Technical Information Reports are advisory only; their use is entirely voluntary. They are guides to achieving a specific level of design or performance, and are not intended to preclude attainment of desired results by other means:

3. **Bilge high-water level switch was found in cockpit centerline locker and alarm is indicated on vessel electrical diagram accessories page-3 but is inoperative; service bilge high-water alarm as necessary.**

SUGGESTED REPAIRS AND/OR CHANGES

Items based upon surveyor's observations or experience that may improve the vessel's reliability, utility, or longevity:

4. Hull above waterline & related:
 - a. Aft Gutter drain fitting is leaking stbd cockpit locker hatch; repair as necessary.
 - b. Cockpit aft end port side cup holder drain leaks into bilge; install drain line on cup holder and route away from bilge.
 - c. Clean cockpit locker has standing water; clean locker, dry bilge, monitor for active leakage and repair if necessary.
 - d. One of two transom courtesy lights is inoperative; service as necessary.
5. Accommodations, household systems & comfort systems:
 - a. Toilet rinse water does not flow when toilet is operated; service toilet as necessary to restore its normal function.
 - b. Water found around base of toilet; clean, monitor for active leakage, and repair if necessary.
 - c. Refrigerator does not cool; service as necessary.
6. Tanks, piping & related:
 - a. Blackwater tank overboard discharge valve lever was not found; locate/replace and stow at readily accessible location.
7. Equipment & related:

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- a. Windlass is inoperative; service/replace as necessary to restore its normal function.
 - b. Windlass clutch lever was not found; locate/replace and stow in anchor locker.
8. Electrical systems & related:
- a. DC electrical equipment in cockpit lockers has potential exposure to water leaking in around hatch gutters; provide protection for DC equipment from water leaking into hull.
9. Navigation equipment & related:
- a. Windshield wiper blades are worn; replace blades with new.
10. Safety equipment & related:
- a. **Functional CO/smoke alarm not found aboard; install at least one in main cabin area.**

(End of report photo pages to follow)

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PHOTOS



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