GLADDING MARINE SURVEYING AND CONSULTING, LLC
1738 PICKWICK PLACE-FLEMING ISLAND-FLORIDA-32003
PHONE: 904-945-0511 EMAIL: gladdings@msn.com

SURVEY REPORT VESSEL: ***xxxxxxxx***

Prepared by: Bill Gladding SAMS-AMS® #810
Society of Accredited Marine Surveyors

TABLE OF CONTENTS

SURVEY BASIC DETAILS 3
VESSEL & MACHINERY DATA 3
RECOMMENDATIONS 3
VALUATION 4
APPROVAL 4
SCOPE OF SURVEY 6
VESSEL GENERAL DESCRIPTIONS 6
SURVEY FINDINGS 7
UPGRADES/REBUILDS 7
TRIAL RUN 7
HULL ABOVE WATERLINE AND RELATED 8
Structural elements 8
Topsides 8
Deck drainage 8
Decks & superstructure 8
Exterior soft goods 9
Exterior hardware 9
Tie-up gear 9
Anchoring gear 9
Glazing materials 9
Exterior hatches, portlights and doors 9
HULL BELOW WATERLINE AND RELATED 10
Hull below the waterline 10
Trim tabs 10

Thru-hulls, seacocks, transducers 10
ACCOMMODATIONS, HOUSEHOLD SYSTEMS & COMFORT SYSTEMS 10
Interior spaces 10
Entertainment equipment 10
Sanitary system 11
TANKS, PIPING AND RELATED 11
Fuel 11
Potable water 11
Black water 12
ENGINES, AND ENGINE AND VESSEL CONTROLS 12
Engines 12
Engine controls 12
Engine instrumentation 13
Steering 13
EQUIPMENT 13
Pumps dewatering and utility 13
Windlass 13
ELECTRICAL SYSTEMS 14
Galvanic corrosion protection 14
DC electrical system 14
Battery charging devices 14
Storage batteries 14
ELECTRONICS AND NAVIGATION EQUIPMENT 15
SAFETY EQUIPMENT 15
Fire safety equipment 15
Signaling devices 15
Navigation lights 15
Flotation devices 15
Ground tackle 16
Additional required (non-safety) 16
SUMMARY REMARKS AND NOTES 17
REGULATORY AND/OR STATUTORY DEFICIENCIES 17
STANDARDS DEFICIENCIES 17
SUGGESTED REPAIRS AND/OR CHANGES 17
PHOTOS 19

GLADDING MARINE SURVEYING AND CONSULTING, LLC
1738 PICKWICK PLACE-FLEMING ISLAND-FLORIDA-32003
PHONE: 904-945-0511 EMAIL: gladdings@msn.com

SURVEY BASIC DETAILS

SURVEY PURPOSE: prepurchase
REQUESTED BY: xxxxxxxx
FILE #: 2024-03-08 Grady White 275 Freedom 2017
REPORT DATE: March 9, 2024

CLIENT INFORMATION: xxxxxxxxxxxxxxxxxxxxxxx

SURVEY DATE: March 8. 2024
SURVEY LOCATION: Amelia Island Marina, Fernandina Beach, Florida
ATTENDING: xxxxxxxxxxxxxxxxxxxxxxxxx
ENGINE INSPECTION: basic external checks, compression testing, computer downloads & crankcase lube oil analysis

VESSEL & MACHINERY DATA

Vessel identification numbers (source: HIN on hull, documentation not found)
Hull ID #: xxxxxxxxxxxx Documentation #: xxxxxxx

Vessel type and dimensions (source: 2024 Powerboat Guide)
Manufacturer: Grady White Model: Freedom 275 Model year: 2017 Length: 26'11" Beam: 8'6"
Draft: 20" (hull) Weight lbs.: 4,972 Hull composition: fiberglass
Engines (source: engine decals & data display)
Type and #: outboard twin Horsepower: 200@5,500 rpms Fuel type: gas Manufacturer: Yamaha
Model: LF & F200XCA Serial #: port (6DWX10030784), stbd (6DVX10052554)
Hours: port (xxx), stbd (xxx)

RECOMMENDATIONS

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

1. **Unexpired visual distress and/or electronic distress signals & flags not found aboard; put aboard at least three unexpired USCG approved day/night visual distress signals or other type USCG Approved system that satisfies the requirement (certain battery powered beacons accompanied with day signal are now approved).**
2. **Cockpit aft end below sole livewell seacock is seized; service/replace as necessary and leave closed except when livewell is in use.**
3. **Stern dewatering bilge pump is inoperative manual and automatic; service as necessary.**

(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*****

VALUATION

Subject vessel was found to be in overall above average condition. It has very little wear and tear and average time on its engines. In the valuation determination, cost and market comparison approaches to value were considered on March 8, 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 cases where limited relevant comparables are available for comparison a depreciated replacement cost may be used to develop a value. 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: $275,000 (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…….....$79,641 to $101,696 ($132,525)
Bucvalupro……..$126,000 to $138,500
Jdpower.com…….……..$123,850 to $141,700
Powerboat Guide..…….. $122,000 to $143,000
(Options not added to guide values unless noted otherwise)
Current listings
Yachtworld.com……. $124,900 to $209,000
(4 results – searched 2015 to 2021 years of production)
Reported sales
Soldboats.com…….$120,000 to $180,000
(14 results – searched 2015 to 2019 model years sold since January 2023)
Valuation based upon depreciated replacement cost
$275,000 depreciated annually……$143,619
(Depreciation rate based upon surveyor's experience)

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.

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

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 hard chines; stem is raked, curved sheer slopes downward from the bow to amidships then continues level to the stern; outer transom has integral swim platforms and engine well with full height transom forward of it
- Decks and superstructure – short foredeck with gunwales surrounding the single level cockpit; seats at bow and folding type at transom; side consoles amidships behind windshield, molded fiberglass shade on welded aluminum supports
- Helm(s) – stbd console

Interior arrangement – head enclosure in port console

Structural elements

- Hull skin material and type cosmetic finish – molded fiberglass foam cored above the chines, gelcoat cosmetic finish
- Hull grid system layout and materials – composite fiberglassed to hull
- Hull deck joint – overlapping flanges mechanically fastened
- Continuous transverse bulkhead locations and materials – n/a

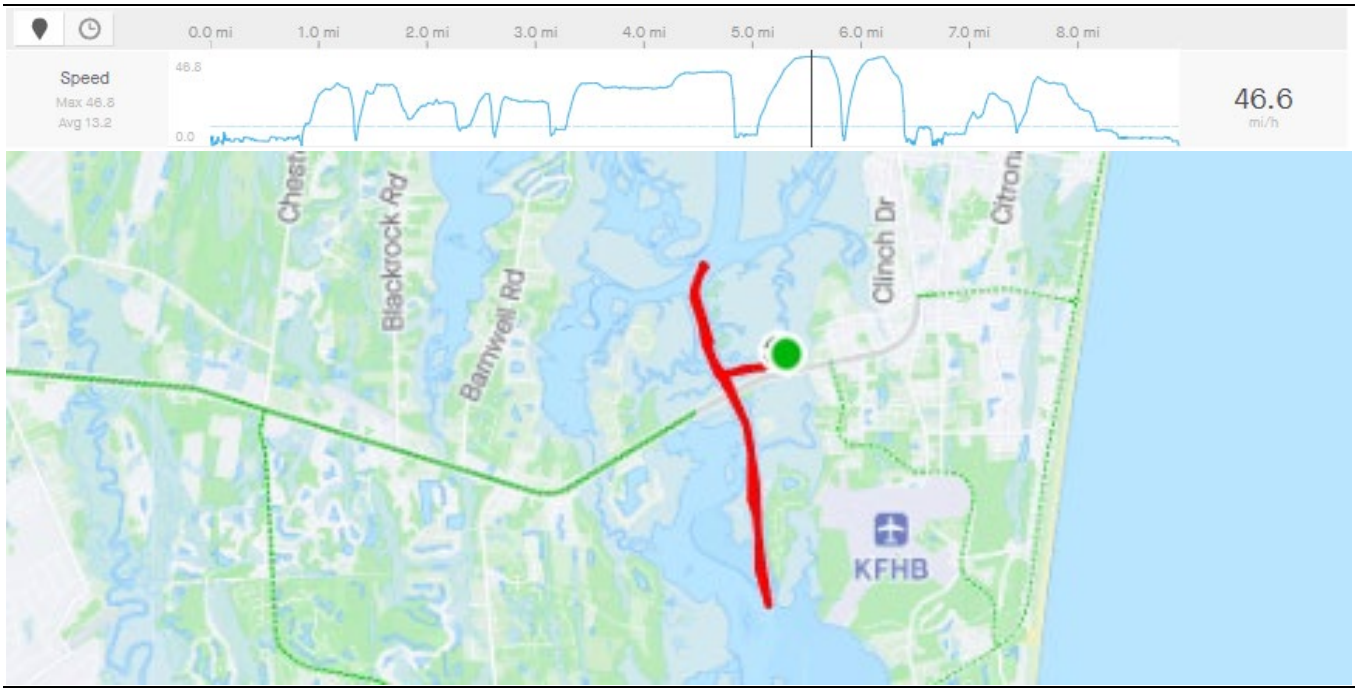
- Decks and superstructure materials and type cosmetic finish – solid and foam cored molded fiberglass, gelcoat cosmetic finish

SURVEY FINDINGS

UPGRADES/REBUILDS

Vessel remains as originally constructed without significant changes

TRIAL RUN



- Date – March 8, 2024
- Location – ICW in the vicinity of Amelia Island Marina
- Conditions:
  - Temperature °F (73)
  - Wind direction & velocity mph (east@8.9)
  - Wave height estimated (calm)
- Duration – 50 minutes
- Number of passengers - three
- Tanks levels:
  - Fuel – 100%
  - Water - unknown
  - Waste - unknown
- Hull performance – vessel performed well in all respects. Engine RPMs – speed in knots – headings degrees noted as follows:
  - 3,900 – 26.7 – 002
  - 4,000 – 27.2 – 192
  - 4,500 – 33.3 – 358
  - 54K/55K – 40.6 – 349

  - 54K/55K – 39.9 - 172
- Engine performance:
  - Cold start - normal
  - Wide open throttle rpms (5,000 to 6,000 desired) – 54K/55K
  - Temperatures and pressures – no alarms occurred
- Comments – uneventful trial-run

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 rub rail)
- Swim platform – integral to hull
- Permanently installed means for reboarding – telescoping stainless-steel ladder

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

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

Exterior soft goods

Condition/appearance: above average Wear & tear: not significant Serviceable: yes
Location & type (installed at time of survey):

- Seat cushions & bolsters (vinyl skins)

Exterior hardware

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

- Handrails (stainless-steel)
- Hard-top (molded fiberglass on welded aluminum frame)

Tie-up gear

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

- Inside anchor locker (1 x stainless-steel horn cleat)
- Deck edge (6 x stainless-steel pop-up horn cleats)

Anchoring gear

Condition/appearance: above average Function: normal
Descriptions:

- Anchor pulpit – n/a
- Chute(s) – single stainless-steel (plastic roller)

Glazing materials

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

- Fixed windshield with hinged center section (stainless-steel and aluminum frame, glass glazing)

Exterior hatches, portlights and doors

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

- Hinged hatches & locker lids (molded fiberglass)
- Head door (molded fiberglass)
- Console gate (plastic)
- Locker doors & drawers (plastic)
- Transom gate (molded fiberglass)

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

Trim tabs

Condition/appearance: above average Exceptions noted: none

- Manufacturer – Bennett Marine
- Type – 12-volt electric hydraulic
- Controls – dual rocker switches with position indicators
- Pump – helm console (not sighted)
- Planes – 14" wide x 12" long recessed hinged stainless-steel
- Test performed – observed working while on work rack, verified auto-retract function, and used underway to adjust trim and running angle

Thru-hulls, seacocks, transducers

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

- Underwater - bronze alloy fitted with ¼ turn valves with stainless-steel clamps on hoses connections at the following bilge locations:
  - Cockpit forward end below sole – **toilet inlet & blackwater tank overboard discharge**
  - Cockpit aft end below sole – **livewell & washdown pump inlets**
  - Transom exterior – **hull drain plug**
- Topsides – stainless-steel
- Transducers – transom mounted

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

Entertainment equipment

Condition/appearance: average or better Exceptions noted: none
Locations/descriptions:

- Port dashboard – stereo (Fusion MS-UD750)
- Cockpit port side – stereo remote (Fusion MS-NRX300)
- Helm console – stereo remote (Fusion MS-NRX300)

- Test performed – played FM station

Sanitary system

Condition/appearance: above average Exceptions noted: none
Locations/descriptions:

- Quantity - one
- Manufacturer - Jabsco
- Type – manual marine toilet, raw-water rinse
- Y-valves (direct overboard discharge) - none
- Vented loops (if required) – n/a
- Test performed – verified flush works

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 significant corrosion or evidence of leakage to level filled where accessible for inspection:

- Tanks – 184-gallon aluminum secured cockpit middle below sole
- Fills – port side gunwale amidships
- Vents – hull side
- Plumbing materials – USCG Approved hose
- Shut-off valves – antisiphon valves at tank outlets
- Filters – transom bilge area (Yamaha stainless-steel)
- Pumps – n/a
- Level gauges – engine panel
- Test performed – examined for evidence of leakage
- Comments – use grease or sealant on tank access handholes to prevent seawater from entering tank compartment

Potable water

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

- Tanks – 20-gallon capacity plastic secured cockpit below sole between consoles
- Fills – inboard side of helm console
- Vents – hull side
- Plumbing materials – plastic tubing
- Filters – screen at pump inlet
- Pressure pump – cockpit below sole between helm consoles (Shurflo 4148-153-J75)
- Level gauges – none
- Test performed – verified pressure pump works

Black water

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

- Tanks – 10-gallon capacity plastic secured cockpit below sole between consoles
- Deck fitting – port gunwale forward of console
- Vents – hull side
- Plumbing materials – sanitary hose
- Y-valves – none
- Overboard valve – cockpit below sole between consoles
- Discharge pump – cockpit below sole between consoles
- Vented loop (if required) - yes
- Treatment device - none
- Level gauges – inside head enclosure
- Test performed – turned on level gauge and attempted to run discharge pump

ENGINES, AND ENGINE AND VESSEL CONTROLS

Engines

Condition/appearance: above average Exceptions noted: none

- Location – outer transom
- Type/description – gas outboard 4-cycle 4-cylinder
- Cooling system – raw-water
- Power transmission - integral
- Mounting – bolted on outer transom
- Cleanliness – average or better
- Fluid levels and condition – visual inspection of the following (full/low/add):
  - Engine oil – full/normal
  - Engine coolant – n/a
  - Gear case oil – appeared clean
- Trim tilt - functioned normally except as noted
- Propeller – 3-blade stainless-steel (Yamaha Reliance Series 18 x 14 ¼ right & left)
- Test performed – examined the following:
  - Computer downloads – no active codes present and no overheats recorded
  - Compression tests – port (190 to 200 psi), stbd (195 to 200)
  - 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 console
- Manufacturer/model - Yamaha
- Description – single lever type electronic
- Neutral safety interlock (prevents starting in gear) – yes
- Test performed – operated during trial-run

Engine instrumentation

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

- Manufacturer - Yamaha
- Type – color graphical data display
- Locations – helm console
- Alarms – yes
- Test performed – operated during trial-run and verified alarm signal functions

Steering

Condition/appearance: above average Exceptions noted: none

- Locations – helm console
- Manufacturer/model – Teleflex Seastar
- Description – wheel type manual hydraulic
- Reservoir – integral to helm unit
- Test performed – operated lock to lock several times and used during trial-run

EQUIPMENT

Pumps dewatering and utility

Condition/appearance: above average Exceptions noted: yes (see summary remarks & notes)
Type & location – DC electric unless noted otherwise:

- Cockpit between consoles below sole – dewatering (Rule-Mate 1100 gph)
- Cockpit aft end below sole:
  - Livewell (Shurflo Bait Sentry 1100)
  - Raw-water washdown (Shurflo 4248-153-J09)
- Below engine well – dewatering (Rule 1500 gph)
- Test performed – attempted to operate all pumps

Windlass

Condition/appearance: above average Exceptions noted: none
Descriptions (windlass located at foredeck unless noted otherwise):

- Manufacturer/model – Lewmar Pro-Fish Series 700
- Type – 12-volt horizontal with freefall launch
- Control locations – foredeck & helm
- Battery service-disconnect – main DC breaker
- Overcurrent protection – disconnect is breaker
- Clutch lever location – n/a

- Test performed – anchor lowered to ground and back while boat was on work rack. Controls operated helm and foredeck

ELECTRICAL SYSTEMS

Galvanic corrosion protection

Condition/appearance: average Exceptions noted: none
Descriptions:

- Anodes (zinc unless noted otherwise) – quantities each location:
  - Outboard engine (2)
- Bonding system - none
- Galvanic isolators/Isolation transformers – n/a
- Test performed – examined condition of anodes

DC electrical system

Condition/appearance: above average Exceptions noted: none
Locations & descriptions of significant components:

- Voltage - 12
- Panel locations – helm console
- Panel instrumentation – voltmeter on engine panel
- Branch circuit protection:
  - Helm switches (breakers)
  - Inside console (fuses)
- Main disconnect switch – cockpit aft end stbd side locker
- Primary circuit protection – cockpit aft end stbd side locker (breaker)
- Test performed – various DC equipment operated

Battery charging devices

Condition/appearance: above average Exceptions noted: none
Locations/descriptions:

- AC electric – none
- Alternators – engines
- Renewable – none
- Controllers – n/a
- Test performed – verified function of alternators

Storage batteries

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

- Batteries – cockpit aft end below sole (2 x Group-27 800cca FLA)
- Disconnects – cockpit aft end stbd side locker
- Test performed – batteries conditions evaluated using Midtronics conductance type tester

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: yes (see summary remarks & notes)

- Magnetic compass
- 1 x windshield wipers
- Multifunction display (Garmin GPSmap 7616xsv)
  - Chart plotter
  - Radar (GMR18XHD)
  - Fishfinder
- VHF radio (Garmin VHF 300)
- VHF mic (Garmin GHS10)
- Test performed – all equipment and features operated

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 no:

- Portable handheld USCG Approved Sizes located as follows – (indicated fully charged):
  - Inside helm console (BCI date: 2017)

Signaling devices

Equipment types and quantities compliant no:

- Distress signals – one of the following required:
  - Pyrotechnics – expired
  - Electronic & flag – not found
- Sound signaling devices – one of the following required:
  - Hull mounted sound - yes
  - Handheld sound - yes
- Epirb – not found
- Test performed – verified sound devices are working

Navigation lights

Configuration defects: none Function: normal

- Side – foredeck
- All around white – hard-top aft end
- Test performed – verified lights are working

Flotation devices

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

- Lifejackets – hard-top overhead (6 x Type III adult)

- Throwables – hard-top overhead (1 x Type IV cushion)
- Liferafts – not found
- Immersion suits – not found

Ground tackle

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

- Ready anchors & rodes – in chute:
  - Plow type anchor, chain lead & brait
- Back-up anchors & rodes – not found

Additional required (non-safety)

Equipment types and quantities compliant no:

- Marpol Trash Placard (Vessels 26 feet and over) – not found
- Vessel identification locations:
  - HIN – transom upper stbd corner
  - Documentation # - not found
  - Name – inner transom portside

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. **Unexpired visual distress and/or electronic distress signals & flags not found aboard; put aboard at least three unexpired USCG approved day/night visual distress signals or other type USCG Approved system that satisfies the requirement (certain battery powered beacons accompanied with day signal are now approved).**
2. Marpol trash placard not found aboard; install one or more at prominent location(s).
3. Vessel official number was not found aboard; install vessel documentation number according to the following: The official number of the vessel, preceded by the abbreviation "NO." must be marked block-type Arabic numerals not less than three inches in height on some clearly visible interior structural part of the hull. The number must be permanently affixed so that alteration, removal, or replacement would be obvious.

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:*

4. None currently.

SUGGESTED REPAIRS AND/OR CHANGES

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

5. Hull above waterline & related:
    a. Elevated moisture recorded stbd hull side along chine between two and seven feet from the stern; monitor periodically for evidence or progression, rebed thru-hulls in area if necessary.
6. Hull below waterline & related:
    a. **Cockpit aft end below sole livewell seacock is seized; service/replace as necessary and leave closed except when livewell is in use.**
7. Tanks, piping & related:
    a. Blackwater tank discharge pump is inoperative; service/replace as necessary to restore its normal function.
    b. Tanks gunwale caps are corroded; replace with new to improve their cosmetic appearance.
8. Engines, controls & related:

a. Stbd engine tilt cylinder appears to be leaking; service as necessary.
b. Stbd engine umbilical cover is loose from cowling; refasten cover.
c. Port engine trim/tilt runs slowly; service as necessary.
d. Port engine cowling has crushed spot on back end; repair and refinish to match.
e. Engine instrument panel coolant temperature and speed are inoperative; service panel as necessary to restore its full function.

9. Equipment & related:
    a. **Stern dewatering bilge pump is inoperative manual and automatic; service as necessary.**
    b. Windlass helm rocker switch sticks on; service/replace as necessary.
    c. Windlass tripped the main DC breaker when its helm rocker switch stuck on; suggest installing separate breaker/disconnect for the windlass.
10. Electrical systems & related:
    a. Vessel is not equipped with AC powered battery charger; suggest installing a marine battery charger to maintain batteries when vessel is not in use.
    b. Batteries tested poorly; replace with new.
11. Navigation equipment & related:
    a. Compass dampening fluid is missing; replace compass with new.
12. Safety equipment & related:
    a. Vessel is not equipped with back-up anchor and rode; suggest putting aboard at least one additional anchor and rode to replace primary in the event it becomes lost or fouled in anchor locker or if additional holding power is required.

(End of report photo pages to follow)

PHOTOS


YAMAHA


GRADY-WHITE



GARMIN




200
200