

GLADDING MARINE SURVEYING AND CONSULTING, LLC

1738 PICKWICK PLACE-FLEMING ISLAND-FLORIDA-32003

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



SURVEY REPORT VESSEL: xxxxxxxxxxxx

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

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SURVEY BASIC DETAILS

SURVEY PURPOSE: prepurchase
FILE #: 2024-11-25 Lagoon 42 2020

REQUESTED BY: xxxxxxxxxxxxx
REPORT DATE: December 6, 2024

CLIENT INFORMATION: xxxxxxxxxxxxx

SURVEY DATE: November 25, 26 & December 4, 2024
SURVEY LOCATION: Ortega River Marina, Jacksonville, Florida
ATTENDING: xxxxxxxxxxxxx
ENGINE SURVEYOR: basic external checks and lab fluid analysis by hull surveyor
RIGGING SURVEYOR: deck level & underway by hull surveyor

VESSEL & MACHINERY DATA

Vessel identification numbers (source: certificate of documentation and port lower cabin below sole)

Hull ID #: xxxxxxxxxxxxx Documentation #: xxxxxxx



Vessel type and dimensions (source: sailboatdata.com except as noted below)

Manufacturer: Beneteau Group America Inc Model: Lagoon 42 Model year: 2020 Length: 42'0"
Beam: 25'3" Draft: 57" (paint line), 52" (waterline) Weight lbs.: 26,460 Ballast lbs.: n/a
Hull composition: fiberglass

Engines (source: data plates & helm hour meters)

Type and #: twin Saildrive Horsepower: 57@3,000 rpms Fuel type: diesel Manufacturer: Yanmar
Model: 4JH57 Serial #: port (E16397), stbd (E16387) Hours: port (xxx), stbd (xxx)

Sail-drives (source: data plates)

Manufacturer: Yanmar Model: SD60-5 Ratio: 2.49 Serial #: port (34420), stbd (343080)

Alternating current generator (source: decals & unit hour meter)

Manufacturer: Cummins Model: 13.5MDKDN KW: 13.5 Fuel type: diesel Serial #: A190469061
Hours: xxx

TENDER DATA

Tender (source: data plates & online sources)

Hull ID #: HFM15762E021 Registration #: xxxxxxxxx Manufacturer: Highfield
Model: CL340 (Hypalon) Model year: 2021 Length: 11'2" Beam: 5'7"

Engine (source: decal)

Type and #: outboard Horsepower: 25 Fuel type: gas Manufacturer: Yamaha Model: F25SWHC
Serial #: 6FMKS1036995

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 a day signal are now approved).**

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- 2. CO/smoke alarms not found aboard; install one in each stateroom.
- 3. Shore power inlet breaker in port engine room has burned wiring insulation and has melted its enclosure; repair/replace inlet breaker, enclosure and wiring 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 life jackets

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 light wear and tear and is well equipped for its intended purpose. In the valuation determination, cost and market comparison approaches to value were considered on December 6, 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: \$849,500 (Bucvalupro.com)

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.....	builder not listed
Bucvalupro.....	\$546,000 to \$600,000
Jdpower.com.....	model year not listed

(Options not added to guide values unless noted otherwise)

Current listings

Yachtworld.com.....	\$399,000 to \$791,497
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(10 results – searched 2018 to 2022 model years)

Reported sales

Soldboats.com.....	\$425,000 to \$674,000
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(21 results – searched USA since January 2023)

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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
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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.

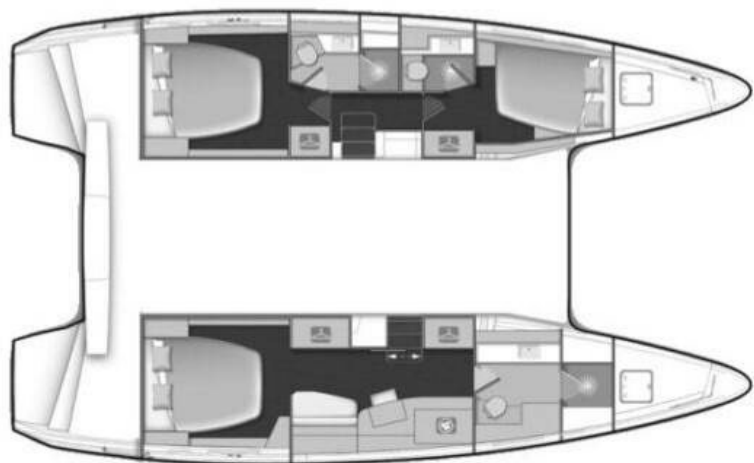
Key to highlighted comments as follows:

- 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



Drawings from sailboatdata.com

Exterior arrangement – catamaran sailboat noted the following:

- Hull – displacement type with fin keels and rudders

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- Decks and superstructure – flush main deck from the bow aft around the main cabin with steps down to the cockpit and swim platforms; raised deck at port side of cockpit for helm with hard-top shade
- Helm(s) – cockpit port side

Sailing rigging - basic elements as follows:

- Keel – integral hollow
- Rig type – fractional sloop B&R type
- Rigging brand – VMG Soromap
- Spars – aluminum:
 - Deck stepped mast with single swept spreaders
 - Boom
 - Cross beam
 - Bow sprit
- Chain plates – stainless-steel:
 - Forestay (pad eye set in cross beam)
 - Shrouds (bolted on hull exterior)
- Standing rigging:
 - Wire (1 x 19 stainless-steel)
 - Terminals (swaged)
 - Toggles (stainless-steel)
 - Turnbuckles (chromed bronze)
- Running rigging – braided synthetic
- Furlers:
 - Code zero (Facnor)
 - Jib (Facnor LS200)
- Winches:
 - Helm (2 x Harken 46.2 self-tailing 2-speed electric)
 - Cockpit coamings (2 x Harken 46.2 self-tailing)
- Sails:
 - Code zero
 - Jib
 - Mainsail (fully battened with 3 x rigged reefing points)

Interior arrangement – lower cabins in each hull, main cabin on bridge deck noted the following:

- Staterooms – one in stbd hull aft end and two in port side hull ends
- Heads – one in stbd hull and two in port hull
- Galley – main cabin aft end
- Dinette – main cabin
- Saloon – lounge areas in main cabin and cockpit
- Helm(s) - none
- Other – navigation station and two large forepeak lockers

Structural elements

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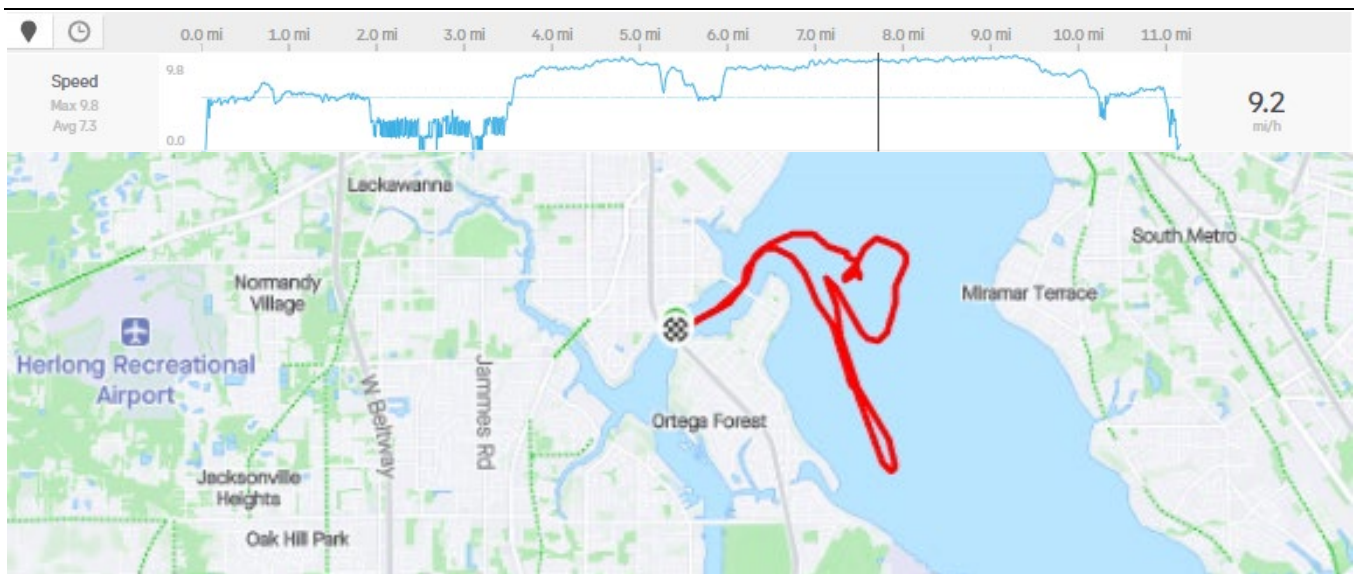
- Hull skin material and type cosmetic finish – molded fiberglass with balsa coring, gelcoat cosmetic finish
- Hull grid system layout and materials – molded fiberglass liner
- Hull deck joint - fiberglassed
- Continuous transverse bulkhead locations and materials – fiberglassed plywood at forepeak lockers and engine rooms, partial bulkheads and partitions between
- Decks and superstructure materials and type cosmetic finish – solid and balsa cored molded fiberglass, gelcoat cosmetic finish and natural teak overlay in cockpit and swim platforms

SURVEY FINDINGS

UPGRADES/REBUILDS

Vessel remains as originally constructed without significant changes

TRIAL RUN



- Date – November 25, 2024
- Location – Ortega & St. Johns Rivers
- Conditions:
 - Temperature °F (72)
 - Wind direction & velocity mph (SW 2.9)
 - Wave height estimated (calm)
- Duration – two hours moving
- Number of passengers - four
- Tanks levels:
 - Fuel – 50% (filled post trial-run)
 - Water – nearly empty
 - Waste - empty

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- Hull performance – vessel performed well in all respects. Light winds did not provide much opportunity to evaluate sailing performance. Under power engine RPMs – speed in knots – heading in degrees noted as follows:
 - 2,400 – 6.6 – 202
 - 2,500 – 7.4 – 191
 - 3,200 – 8.0 – 187
 - 3,200 – 8.2 - 329
- Engine performance:
 - Cold start - normal
 - Wide open throttle rpms (3,000 desired) – 3,000+
 - Temperatures and pressures – remained normal at all operating speeds
- AC generator performance:
 - Voltage and frequency - normal
 - Loads applied – air-conditioners and other normal house loads
- Comments – uneventful trial-run

HULL ABOVE WATERLINE AND RELATED

Hull 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 ensure they are maintaining their proper shape and remain securely attached, tap tested to ensure 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 - none
- Swim platform – integral to each hull
- Permanently installed means for reboarding – stbd swim platform (telescoping 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: direct overboard

Other drainage systems: scuppers Condition: above average

Weather decks with in-hull drain systems: sump by cabin entrance door

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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):

- Trampolines (vinyl mesh)
- Jib UV strip (canvas)
- Mainsail stack pack (canvas)
- Seat cushions (canvas skins)
- Helm line bag (vinyl)
- Enclosures (not found)

Exterior hardware

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

Location & type – stainless-steel:

- Safety rails & stanchions
- Lifelines (stainless-steel wire)
- Hard-top supports
- Tender davit
- Helm seat
- Helm cabin top ladder (molded teak treads)

Tie-up gear

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

Location & type:

- Foredeck centerline (1 x aluminum horn cleats)
- Deck edge (6 x aluminum horn cleats)

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Anchoring gear

Condition/appearance: above average Function: normal

Descriptions:

- Anchor pulpit – chutes mounted on cross beam
- Chute(s) – 2 x stainless-steel (plastic rollers)

Glazing materials

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

Location & type:

- Hull sides – fixed windows (frameless plastic)
- Inner transoms - fixed windows (frameless plastic)
- Main cabin - fixed windows (frameless plastic)

Exterior hatches, portlights and doors

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

Location & type:

- **Secondary egress (escape) – main deck hatches**
- Hull sides, inner transoms & main cabin forward end – portlights (aluminum frame, plastic lens)
- Various locations – hatches & locker lids (molded fiberglass)
- Main deck – hatches for accommodations (aluminum frame, plastic lens)
- Main cabin aft end – sliding door (aluminum frame, glass glazing)
- Helm hard-top – sliding hatch (molded fiberglass)

Comments - Hatches, portlights, doors, etc. used for primary and emergency ingress/egress, and access to gear and equipment were thoroughly checked for condition and function. Others were examined for general condition and evidence of leakage but not operated.

Rigging sailing

Inspection type - deck level & underway

Overall condition – above average

Age of rigging as reported by vessel owner - original

Examinations and comments regarding the following:

- Keel integral (inspected for spider cracking or other hull defects indicative of structural infirmity) - normal
- Mast and spars (examined for cracks, gouges, dents, bends and if standing in column) - normal
- Mast support:
 - Step (examined for deformation or other evidence of failure) - normal
 - Compression post (examined for condition & anchoring) - normal
 - Deck (examined for deformation or other evidence of failure) – normal
 - Chain plates (examined for corrosion, cracks & deformation) - normal
- Hardware & fittings (condition & function) - normal
- Standing rigging (examined for corrosion, cracks, fishhooks & deformation) – normal
- Standing rigging tension (checked for tension and uniformity) – normal
- Running rigging (examined for condition & function) - normal

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- Furling systems (examined & function tested) – normal (code zero not installed)
- Winches (examined & function tested) - normal
- Sails (material & stitching examined for wear; rigged sails shape observed) – average or better

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

Underwater gear

Condition/appearance: above average Exceptions noted: none

- Propellers – Flexofold folding type 18" diameter 3-blade bronze alloy
- Saildrive – no significant corrosion found
- Bearings – both sides spun smoothly and quietly
- Shaft seal – no leakage noted
- Fasteners – appeared secure
- Test performed – examined for damage, excessive wear and corrosion

Rudders & linkages

Condition/appearance: above average Exceptions noted: none

- Rudder description – composite fin, stainless-steel stock
- Thru-hull seal – n/a (above waterline outlet)
- Supports – rudder port is heavily reinforced in hull
- Linkages – plated steel tillers & swivel joints, aluminum drag link
- Steering components – cables and pulleys
- Emergency tiller – cockpit port side bench seat
- Test performed – examined for damage and excessive wear

Thru-hulls, seacocks, transducers

Condition/appearance: above average Exceptions noted: none

- Underwater - bronze alloy fitted with ¼ turn valves with stainless-steel clamps on hoses connections at the following bilge locations:
 - Port side forward stateroom below sole – **toilets and air-conditioner inlets**
 - Port hull head cabinetry – **blackwater tank discharges**
 - Port aft stateroom below sole – **watermaker inlet**
 - Port engine compartment – **raw-water washdown inlet & engine inlet on Saildrive**
 - Stbd shower inboard cabinet – **blackwater tank discharge**

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- Stbd companionway forward end below sole – **inlets for toilets, AC generator & air-conditioner**
- Stbd companionway aft end below sole – **galley sink raw-water inlet**
- Topsides - plastic
- Transducers – stbd hull companionway forward end below sole

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 light wear and tear descriptions as follows:

- Doors – hinged & sliding
- Decks – wood pattern synthetic
- Cabinetry – wood pattern synthetic
- Bulkheads and partitions – wood pattern synthetic
- Ceilings – vinyl skins
- Counters – stone pattern synthetic
- Cushion covers – fabric skins
- Natural ventilation – opening appliances
- Powered ventilation – 12-volt circulating fans
- Fixtures – serviceable
- Test performed – doors, drawers and fixtures operated as required to perform inspection

Entertainment equipment

Condition/appearance: average or better Exceptions noted: none

Locations/descriptions:

- Stereo (Fusion MS-AV755)
- TV (Samsung 42")
- Test performed – music played on stereo and TV station seen on TV

Galley & household equipment

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

Locations/descriptions - Located in galley except as noted:

- 3-burner range (Eno LPG)
- Oven (Eno LPG)
- Single sink (stainless-steel)
- Microwave (Danby)
- Refrigerator (Isotherm CR130CT DC electric)
- Built-in freezer (Vitrifrigo BN100BT-DE DC electric)
- Cockpit refrigerator/freezer (Vitrifrigo)
- Stbd lower cabin outboard cabinets – washer/dryer (Splendide WDC7100 XC (NA))
- Test performed – all equipment operated

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Sanitary system

Condition/appearance: above average Exceptions noted: none

Locations/descriptions:

- Quantity - three
- Manufacturer – Jabsco Quiet Flush
- Type – 12-volt electric, fresh and saltwater rinse
- Y-valves (direct overboard discharge) - none
- Vented loops (if required) – n/a
- Test performed – all toilets flushed multiple times
- Comments – each toilet has a switch and water valve to toggle between fresh and seawater flush inside head cabinetry

Air-conditioning

Condition/appearance: above average Exceptions noted: none

Locations/descriptions:

- Quantity - four
- Manufacturer - Dometic
- Type – self-contained heat pump
- Controls – each stateroom & main cabin (Vimar)
- Equipment – each stateroom berth & main cabin settee
- Cooling pump – lower cabins below sole:
 - Port (Dometic 331566)
 - Stbd (Dometic 336183)
- Test performed – all units operated on heat and cool programs

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 – 79-gallon capacity plastic contained in two tanks secured in aft berths
- Fills – cockpit aft end (2)
- Vents – hull sides
- Plumbing materials – USCG Approved hose
- Shut-off valves – tank outlets
- Filters:
 - Engines – engine bays forward bulkheads (Yanmar with push button primers)
 - AC generator – adjacent to generator (Volvo Penta 41109003)
- Pumps - none
- Level gauges – navigation station
- Test performed – examined for evidence of leakage

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Potable water

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

- Tanks – 79-gallon capacity plastic secured in foredeck port side locker
- Fills – foredeck centerline
- Vents – hull side
- Plumbing materials – plastic tubing
- Shut-off valves – not found
- Filters:
 - Port engine bay at pump (screen)
 - Adjacent to tank (UV lamp)
- Pressure pump – port engine bay forward bulkhead (Jabsco Par-Max4 31620-7005)
- Accumulator tank – part of pressure pump assembly
- Water heater – inside port side aft berth (Quick Nautic Boiler B34012SLV [10.5-gallon, 110-volt & engine heated])
- Dock water connection – not found
- Level gauges – navigation station
- Test performed – operated pressure water pump, fixtures and electric 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 – 66-gallon capacity plastic (estimated) contained in three tanks secured in head enclosures outboard side cabinets
- Deck fitting – midships port side (2) & midships stbd side (1)
- Vents – hull sides
- Plumbing materials – sanitary hose
- Y-valves – none
- Overboard valve – head cabinetry
- Discharge pump – n/a (tanks gravity drain)
- Vented loop (if required) – n/a
- Treatment device - none
- Level gauges – none
- Test performed – examined tanks and piping for evidence of leakage

LPG/CNG system

Condition/appearance: average or better Exceptions noted: none

- Storage locker – cockpit forward settee
- Tank quantity, material & capacity – 3 x steel WC-12.0
- Solenoid valve, regulator, pressure gauge and control - yes
- Leakage test (should hold steady pressure for three minutes) - **Passed**

Comments - Periodic leak testing of LPG system is recommended: (excerpt from ABYC A-1: With the appliance valves off, open the cylinder supply valve. Close the cylinder supply valve. Observe the pressure gauge reading. The pressure

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indicated should remain constant for not less than three minutes. If any leakage is indicated by a drop in pressure, check the entire system with a leak detection fluid or detergent solution to locate the leak. Test solutions shall be non-corrosive and non-toxic. Repairs shall be made before retesting and operating the system).

ENGINES, AND ENGINE AND VESSEL CONTROLS

Engines

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

- Location – aft engine bays
- Type/description – diesel 4-cycle 4-cylinder naturally aspirated
- Cooling system – closed loop freshwater, raw-water cooled heat exchanger
- Power transmission – close coupled Saildrive
- Mounting:
 - Foundations & beds – molded fiberglass liner
 - Mounts – vibration isolator type
- Cleanliness – above average
- Fluid levels and condition – visual inspection & lube oil lab analysis of the following (full/low/add):
 - Engine oil – full/normal
 - Engine coolant – full/normal
 - Saildrive oil – full/normal
- Test performed – examined the following:
 - Throttle engagement idle/full
 - Cold start
 - Exhaust smoke
 - Raw-water flow
 - Noise/vibration
 - Leaks
 - Charging

Exhaust systems

Condition/appearance: above average Exceptions noted: none

- Exhaust manifolds – freshwater cooled cast iron
- Mixing elbows – raw-water cooled stainless-steel
- Exhaust fittings – n/a
- Muffler – fiberglass boxes
- Exhaust outlet – exterior hull sides (stainless-steel thru-hulls)
- Straight runs – black rubber hose
- Connection of fittings – black rubber hose
- Hose connection clamps – double stainless-steel
- Test performed – examined for evidence of damage and leakage

Engine ventilation

Condition/appearance: above average Exceptions noted: none

Location & type:

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- Thru-hull vents – aft deck outboard sides
- Powered – 2 x DC exhaust blowers
- Test performed – verified function of blowers

Engine controls

Condition/appearance: above average Exceptions noted: none

- Locations – helm console
- Manufacturer/model – unknown (Uflex or similar)
- Description – dual single lever type sleeved cable manual system
- Neutral safety interlock (prevents starting in gear) – n/a
- Test performed – operated dockside and observed in use during trial-run

Engine instrumentation

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

- Locations – helm console
- Manufacturer - Yanmar
- Type – analog RPMs & LCD multifunction display
- Alarms – yes
- Test performed – observed working during trial-run

Steering

Condition/appearance: above average Exceptions noted: none

- Locations – helm console
- Manufacturer/model - Goiot
- Description – wheel type cable over pulley manual system
- Test performed – operated lock to lock several times and observed working 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:

- Head cabinetry:
 - 3 x shower drain pumps (Whale Gulper 220)
 - 3 x toilets rinse water pumps (Jabsco Par-Max 2.9 3133-0592)
- Stbd lower cabin below sole – AC generator electric raw-water pump (Jabsco Cyclone 50840-2012)
- Each lower cabin below sole – dewatering (Sahara S1100 gph)
- Cockpit aft ends outboard sides – dewatering (manual diaphragm type)
- Test performed – all pumps operated

Rigging utility

Condition/appearance: above average Exceptions noted: none

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Type & location:

- Tender davits – cockpit aft end (welded stainless-steel with tackles led to port side winch)
- Test performed – not operated

Windlass

Condition/appearance: above average Exceptions noted: none

Descriptions (windlass located at foredeck unless noted otherwise):

- Manufacturer/model – Quick Aleph
- Type – 12-volt vertical with wildcat & warping head
- Control locations – foredeck stbd side locker (wired remote control)
- Battery service-disconnect – stbd lower cabin aft end inboard cabinet
- Overcurrent protection – service-disconnect is a breaker
- Clutch lever location – foredeck stbd side locker (winch handle)
- Test performed – lowered anchor to water, loosened clutch to freefall anchor, then returned anchor to its rest position
- Comments – suggest periodic operation of windlass freefall function to ensure it will work if needed

Accessories

Condition/appearance: average or better Exceptions noted: none

Description:

- Tender & outboard – hanging in davits (see page-3 for details)
- Watermaker – port side aft stateroom inboard locker (Seawater Pro)
- Kayak mounts – foredeck outboard sides (padded metal)
- Test performed:
 - Started outboard engine
 - Briefly ran watermaker pumps

ELECTRICAL SYSTEMS

Galvanic corrosion protection

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

Descriptions:

- Anodes (zinc unless noted otherwise) – quantities each location:
 - Saildrives (1)
 - Propellers (1)
 - Stbd hull outboard of rudder (1)
- Bonding system - none
- Galvanic isolator – port engine room
- Test performed - none

AC electrical system

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

Locations & descriptions of significant components:

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- Voltage - 120
- Inlet types & locations – cockpit aft end port side (240-volt, 50-amp)
- Inlet circuit protection location (within ten feet unless noted otherwise) – port engine room & main panel (ELCI types)
- Main panel:
 - Location – navigation station
 - Instrumentation - voltmeters
 - 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 – all outlets
- Tests and examinations:
 - Shoreline output - normal
 - Generator output - normal
 - Inverter output – normal
- Comments – air-conditioning breakers & others in stbd lower cabin aft end inboard locker

DC electrical system

Condition/appearance: above average Exceptions noted: none

Locations & descriptions of significant components:

- Voltage - 12
- Panel locations – navigation station
- Panel instrumentation - voltmeter
- Branch circuit protection – breakers
- Main disconnect switch – stbd engine room
- Primary circuit protection – stbd engine room & stbd lower cabin aft end inboard locker
- Test performed – various DC equipment operated

Alternating current generators

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

Description:

- Location – foredeck stbd side locker
- Engine type – diesel 4-cycle 4-cylinder naturally aspirated
- AC generator mounting – close coupled
- Circuit protection:
 - Generator – yes
 - Main panel – yes
- Accessories – drip pan, sound shield & remote control
- Fuel, exhaust, cooling water and electrical connections – serviceable
- Vented loop (may be necessary for deep draft installation) – n/a
- Test performed – operated during trial-run under load

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Battery charging devices

Condition/appearance: above average Exceptions noted: none

Locations/descriptions:

- AC electric:
 - AC generator battery - foredeck stbd side locker (Cristec Ypower 12V/25A)
 - Engines & house – stbd engine room (2 x Cristec Ypower 12V/40A)
- Alternators – engines (125-amp)
- Renewable – 2 x solar panels (LG 400N2T-J5)
- Controllers – stbd engine room inboard side (2 x Victron Energy SmartSolar MPPT 100/30 Bluetooth)
- Test performed – observed equipment working

Inverters

Condition/appearance: above average Exceptions noted: none

Locations/descriptions:

- Location – stbd lower cabin aft end inboard locker
- Make/model – Mastervolt AC Master 12/2000 Pure Sine Wave
- Output:
 - AC power (2,000-watt)
 - DC current (n/a)
- Battery disconnect location – adjacent to inverter
- Battery overcurrent protection location & type – disconnect is breaker
- AC output bypass (returns inverter supplied circuits power source to main buss) – not found
- Inverter cautionary label – inverter control is at main panel
- Test performed – operated to verify correct AC output

Storage batteries

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

- Batteries – AGM types located as follows:
 - AC generator – adjacent to generator (Exide Group-H6(48) 760cca)
 - Engines – each engine bay (Exide Group-H6(48) 760cca)
 - House – stbd engine bay (4 x Exide EP1200 dual purpose)
- Disconnects – each engine bay & adjacent to AC generator
- 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: none

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- Helm:
 - Magnetic compass
 - Multifunction display (B&G Zeus3 12MFD)
 - 4" graphical data displays (2 x Triton 2)
 - Autopilot control (Triton 2 Pilot Pad)
 - Handheld VHF repeater (Simrad)
- Navigation station:
 - Multifunction display (B&G Zeus3 12MFD)
 - VHF radio (B&G V60 VHF DSC-AIS)
- Autopilot pump – stbd engine room
- Autopilot compass – stbd lower cabin below sole
- Other B&G equipment on network:
 - BT-1
 - DST200
 - Nac-3 autopilot system
 - NAIS 500
 - RI-10BB radar
- Test performed – all equipment 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 **yes**:

- Fixed - none
- Fixed fire system indicator – n/a
- Fixed fire system manual activator – n/a
- Portable handheld USCG Approved Sizes located as follows – (**indicated fully charged**):
 - Port staterooms (BCI each)
 - Stbd lower cabin locker (BCI)
 - Main cabin (BCI)

ABYC recommends compliance with this standard (A-4) for all boats, associated equipment, and systems manufactured after July 31, 2009:

- 4.5.1 Fire extinguishing equipment (portable or fixed) shall be U.S. Coast Guard approved and listed or approved by a recognized independent testing laboratory. The installation and use of such fire extinguishing equipment shall be in accordance with the manufacturer's instructions.
- 4.5.2 Inboard and stern-drive boats with engine compartments shall have either:
 - 4.5.2.1 a fixed fire extinguishing system installed to protect the engine compartment (*see A-4.7*), or
 - 4.5.2.2 a single suitably sized clean agent portable fire extinguisher provided and installed in proximity to a port to permit discharge directly into the engine compartment without opening the primary access. (*See Table IV for determination of the minimum portable clean agent fire extinguisher size for this usage*).

Gas detection systems

Equipment types and quantities compliant **no**:

- **CO/smoke** – not found
- LPG – not found
- Test performed – n/a

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Emergency bilge pumps and high-water alarms

Configuration compliant **yes**:

- Dewatering pumps – vessel is equipped with two for each hull
- Audible alarms – not found
- Test performed – all pumps operated

Signaling devices

Equipment types and quantities compliant **no**:

- Distress signals – one of the following required:
 - Pyrotechnics – not found
 - Electronic & flag – not found
- Sound signaling devices – one of the following required:
 - Hull mounted sound - none
 - Handheld sound - yes
- Epirb – main cabin (ACR Global Fix V4 battery expiration: 07/2030)
- Test performed – verified horn works

Navigation lights

Configuration defects: **none** Function: **normal**

- Side – stem heads
- Steaming – front of mast
- Stern – cockpit hard-top aft end
- Anchoring – top of mast
- Other – deck light
- Test performed – verified all are working

Flotation devices

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

- Life jackets:
 - Cockpit port side lounge seat base (5 x Type II)
 - Stbd lower cabin inboard locker (2 x Suspenders inflatable types)
- Throwables – cockpit aft end stbd side (Horseshoe & Lifesling)
- Life rafts – bridge deck aft end centerline (6-person due for inspection)
- Immersion suits – not found

Ground tackle

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

Locations/descriptions:

- Ready anchors & rodes – in chute:
 - Rocna 33kg, all chain rode (bitter end secured with line)
- Back-up anchors & rodes – foredeck port side locker:
 - Plow, brait rode (no chain)
- Bridles – ready at bow

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Additional required (non-safety)

Equipment types and quantities compliant **no**:

- Pollution placards (Vessels 26 feet and over with a machinery compartment) – engine compartment hatches
- Marpol Trash Placard (Vessels 26 feet and over) – galley sink cabinet door
- Written trash disposal plan (Vessels 40 feet and over) – not found
- Navigation rules (Vessels 39.4 feet and over) – not found
- Vessel identification locations:
 - HIN – not found on hull
 - Documentation # - port lower cabin below sole
 - Name – hull sides at bow and 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. **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 a day signal are now approved).**
2. Code of Federal Regulations requires the following placards and documents be carried aboard, placards in one or more readily accessible locations:
 - a. Oil Discharge Placard (engine hatch).
 - b. Marpol Trash Placard (galley sink cabinet door).
 - c. Written Trash Disposal Plan (<http://www.gladdingmarinesurvey.com/pdf/uscgwaste.pdf>)
 - d. Copy of Navigation Rules.
3. Vessel hull identification number was not found on transom; suggest installing numbers in locations and format as identified in 33 CFR section 181.29 to aid in accurate identification of vessel.

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. **CO/smoke alarms not found aboard; install one in each stateroom.**
5. Vessel is not equipped with audible signal to indicate when excess water is present in the bilge; install an audible alarm system with float switches at each location where bilge water may accumulate that triggers an alarm when excess water is present.

SUGGESTED REPAIRS AND/OR CHANGES

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

6. Rigging & related:
 - a. Mainsail did not hoist smoothly; clean and lubricate slides to improve its function.
 - b. Mainsail halyard shackle has loose pin; replace shackle with type that uses a captive pin to avoid losing parts when handling the halyard on and off the mainsail.
 - c. Shackles on the main sheet and other locations are not safety wired; install safety wire on all rigging shackles.
 - d. Sails are dirty; clean and/or have reconditioned.

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7. Hull above waterline & related:
 - a. Top of stbd bow forward end has a crack in the fiberglass; repair and refinish to match.
 - b. Helm and cockpit enclosures were not installed or aboard; locate and install to ensure they fit and are complete.
 - c. Hatches appear to have been leaking stbd side forepeak locker, port side forward stateroom and stbd side aft stateroom; investigate further and repair as necessary if fixtures are actively leaking.
8. Accommodations, household systems & comfort systems:
 - a. Port side aft stateroom USB outlet is damaged; replace with new.
 - b. Door knob latches are not adjusted properly one each port and stbd sides; adjust door knobs as necessary.
 - c. The aft two range burners seem to be clogged and will not light; service range as necessary to ensure reliable function of all three range burners.
 - d. Cockpit refrigerator/freezer top drawer does not fit properly, and the interior has excessive frosting possibly due to the drawer gaskets leaking; service/replace cockpit refrigerator/freezer as necessary.
 - e. A small water leak was found in the aft berth that appears to be related to the potable water system plumbing connections; locate and repair the leak source.
9. Engines, controls & related:
 - a. Stbd engine panel LCD display is damaged; repair/replace as necessary.
 - b. Stbd engine step plate bushings are worn out causing it to rattle loudly; repair/replace step plate bushings as necessary.
 - c. Water heater is plumbed to main engine cooling system to make hot water while underway; install isolation valves on or near main engine where water heater hoses attach so they can be turned off when the engine heat is not needed to make hot water to avoid possible leakage and loss of main engine coolant that may result in overheating damage of the main engine.
 - d. AC generator engine mounted raw-water pump is leaking water; service/replace pump as necessary.
 - e. AC generator has general corrosion possibly from water leaking around the locker hatch gutter; clean and corrosion block the generator and install plastic cover over it to protect it from hatch leaks.
10. Equipment & related:
 - a. Cockpit aft end stbd side back-up dewatering bilge pump appears to be clogged or damaged; repair/replace as necessary to ensure its reliable function.
 - b. Only one back-up dewatering bilge pump handle was found; locate/replace second handle and secure both in holders under cockpit port side lounge seat base lid.
 - c. Tender outboard started easily; perform spring service to ensure its reliable function.
11. Electrical systems & related:
 - a. **Shore power inlet breaker in port engine room has burned wiring insulation and has melted its enclosure; repair/replace inlet breaker, enclosure and wiring as necessary.**
 - b. Galvanic isolator in port engine room is corroded; replace with new.
 - c. House batteries tested poorly; replace with new (4 x Exide EP1200 Dual Purpose).

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- d. Touch screen data display at navigation station is inoperative; service/replace as necessary to restore its normal function.
12. Safety equipment & related:
- a. Primary anchor swivel jams in the chute jaws when going in and out; suggest spreading chute jaws so the swivel slides through easily (longer roller bolt would give space).
 - b. Primary anchor hoop catches on bow sprit stay; modify sprit if possible to remove interference with the anchor coming up.
 - c. Back-up anchor rode has no chain; install chain on spare rode to improve its utility.
 - d. Liferaft is due for inspection; a full maintenance check should be made by a qualified service facility and a tag should be attached showing the date of such maintenance check.
 - e. NOAA Epirb registrations are user specific; register Epirb to new vessel owners.

(End of report photo pages to follow)

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PHOTOS



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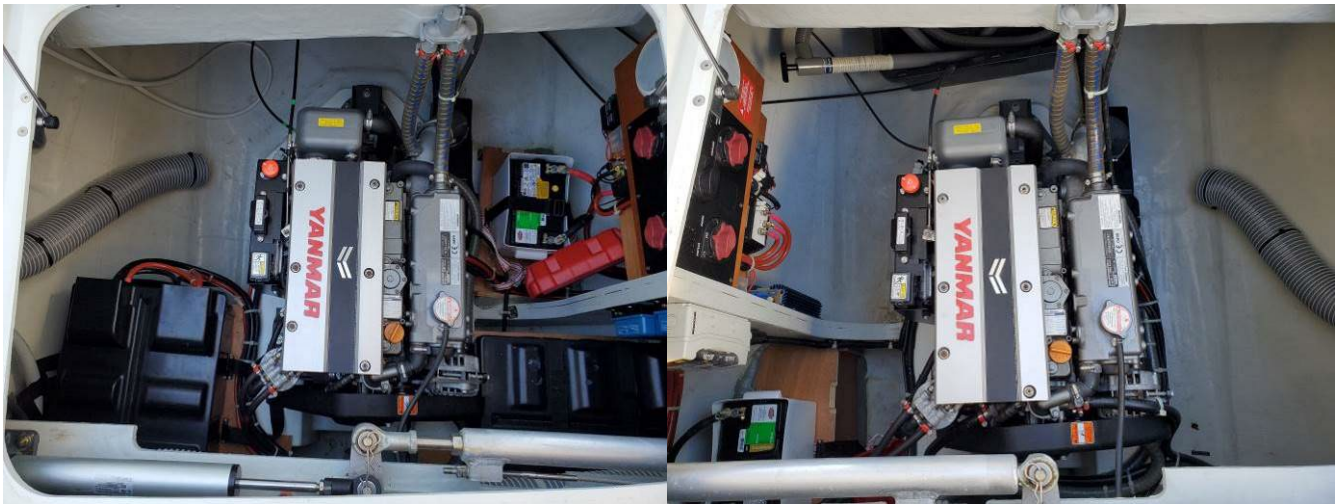
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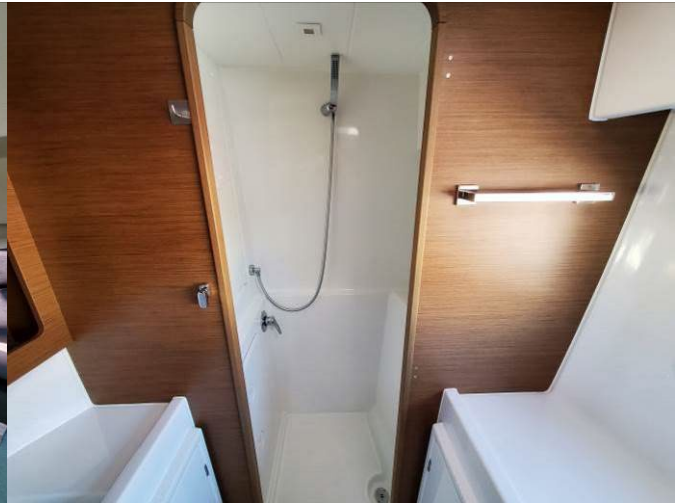
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