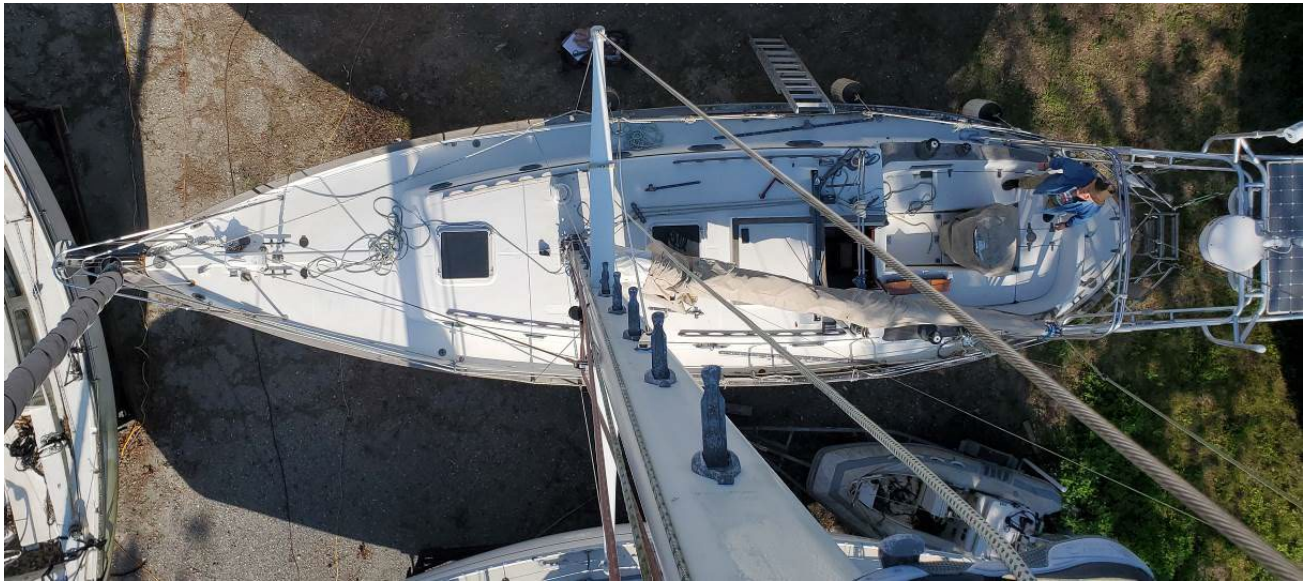


GLADDING MARINE SURVEYING AND CONSULTING, LLC

1738 PICKWICK PLACE-FLEMING ISLAND-FLORIDA-32003

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



SURVEY REPORT VESSEL: xxxxxx

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

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SURVEY BASIC DETAILS

SURVEY PURPOSE: prepurchase
FILE #: 2024-06-05 Pacific Seacraft 37 1988

REQUESTED BY: xxxxx
REPORT DATE: June 7, 2024

CLIENT INFORMATION: xxxxxxx
OWNER INFORMATION: xxxxxxx

SURVEY DATE: June 5th & 6th, 2024
SURVEY LOCATION: xxxxxxx
ATTENDING: xxxxxxx
ENGINE SURVEYOR: basic external checks & lab lube oil analysis by hull surveyor
RIGGING SURVEYOR: deck level, aloft & while underway by hull surveyor

VESSEL & MACHINERY DATA

Vessel identification numbers (source: transom stbd side & lower cabin aft end port side)

Hull ID #: xxxxxxxxxxxxx Documentation #: xxxxxxx

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

Manufacturer: Pacific Seacraft Corp. Model: Crealock 37 Cutter Model year: 1988 Length: 36'11"
Beam: 10'10" Draft: 5'2" (measured) Weight lbs.: 16,000 Ballast lbs.: 6,200
Hull composition: fiberglass

Engines (source: data plate & panel hour meter)

Type and #: single inboard Horsepower: 56@3,800 rpms Fuel type: diesel Manufacturer: Yanmar
Model: KM35P Serial #: E27844 Hours: 632.0 (hour meter advanced during trial-run)

Transmissions (source: cast & stamped on case)

Manufacturer: Kanzaki Model: Tuff Torq KM35P Ratio: 2.61 Serial #: 01486

RECOMMENDATIONS

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

1. **Portable handheld fire extinguishers are end of life (+12 years old); replace with new (vessel should have at least two).**
2. **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).**
3. **Sound signaling device(s) were not found aboard; install hull mounted horn and/or put aboard handheld horn or whistle.**
4. **Lifejackets aboard are in insufficient quantities or types for vessel intended use; put aboard at least one lifejacket preferably Type I offshore for each passenger who will be aboard.**
5. **Throwable flotation device(s) were not found aboard; put aboard at least one Type IV ring buoy, cushion or other USCG approved Type IV throwable flotation device.**

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6. Side running light fixture is broken and all navigation lights are inoperative except the stern running light; service lights as necessary to restore their normal function.
 7. Stern running light fixture visibility may be hindered when tender is in davits; relocate if necessary.
 8. Propeller shaft packing leaked excessively when vessel was launched; replace packing in propeller shaft and rudder packing glands.
 9. Electric dewatering bilge pump is inoperative; service as necessary to restore its normal function.
 10. Windlass is inoperative; service as necessary to ensure its normal function using its electric motor, and using lever to release clutch to freefall, and to retrieve anchor manually.
 11. House batteries are bad; replace with new.
- (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 and has several notable rebuilds/upgrades as noted in that section of the report that follows. The interior is clean, dry and has less than expected wear and tear. It appears to have not been well prepared for its stay in long-term storage and has accumulated dirt and oxidation on its exterior gelcoat, varnish is worn off its teak, dirt and mold on its running rigging, and some wear and tear on its canvas. In the valuation determination, cost and market comparison approaches to value were considered on June 5, 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: \$392,000 (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..... \$25,706 to \$32,824
Bucvalupro.....\$94,100 to \$103,500 (above average)
Jdpower.com.....\$55,900 to \$63,300
(Options not added to guide values unless noted otherwise)

Current listings

Yachtworld.com..... \$49,900 to \$145,000
(11 results – searched model years ≤1995)

Reported sales

Soldboats.com.....\$48,000 to \$117,500
(10 results – searched January 2022 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

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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
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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

Exterior arrangement – mono-hull sailboat noted the following:

- Hull – cutaway keel and skeg hung rudder; stem is raked, straight sheer slopes downward slightly from bow to the canoe stern
- Decks and superstructure – slightly recessed main deck from bow to stern with ample walkways around the cabin to the recessed stern cockpit
- Helm(s) – cockpit aft end

Sailing rigging - basic elements as follows:

- Keel – integral stub with bolted lead fin that has bulb at bottom
- Rig type - cutter
- Rigging brand – LeFiell Marine Products
- Spars – painted aluminum:
 - Deck stepped mast with single straight spreaders
 - Boom
 - Whisker pole
- Chain plates – stainless-steel:
 - Forestay (bolted on stem exterior)

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- Shrouds (bolted on hull exterior)
- Backstay (bolted on hull exterior)
- Standing rigging:
 - Wire (1 x 19 stainless-steel wire)
 - Terminals (swaged & compression types)
 - Toggles (stainless-steel)
 - Turnbuckles (bronze)
- Running rigging – braided synthetic
- Furlers – headsail (Profurl)
- Winches:
 - Mast (2 x Lewmar 30.2 self-tailing)
 - Boom (1 x Lewmar 6.1)
 - Main cabin aft end (3 x Lewmar 16.1 self-tailing)
 - Cockpit coamings (two each Lewmar 52.2 & 30.2 self-tailing)
- Sails:
 - Genoa
 - Staysail (stowed)
 - Mainsail
 - Spinnaker (stowed)

Interior arrangement – single level noted the following noted the following:

- Staterooms – V-berth in private cabin forward, watch berth main cabin aft end port side
- Heads – lower cabin forward end stbd side
- Galley – lower cabin aft end stbd side
- Dinette – lower cabin middle
- Saloon – lower cabin
- Helm(s) - none
- Other – large cockpit locker

Structural elements

- Hull skin material and type cosmetic finish – solid molded fiberglass, gelcoat cosmetic finish
- Hull grid system layout and materials – liner and transverse frames fiberglassed to hull
- Hull deck joint – matching flanges mechanically fastened
- Continuous transverse bulkhead locations and materials – fiberglassed plywood at anchor locker and lazarette, partial bulkheads between
- Decks and superstructure materials and type cosmetic finish – solid and cored molded fiberglass, gelcoat cosmetic finish and natural teak trims

SURVEY FINDINGS

UPGRADES/REBUILDS

Including but not limited to the following as reported by previous owner and consistent with findings noted during survey:

- Refit circa 2014 including rigging and new engine

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TRIAL RUN



- Date – June 6, 2024
- Location – St. Mary's River
- Conditions:
 - Temperature °F (80)
 - Wind direction & velocity mph (SW @ 5.4)
 - Wave height estimated (calm)
- Duration – approximately one hour 20 minutes
- Number of passengers - three
- Tanks levels:
 - Fuel – 50%
 - Water – 0%
 - Waste – 0%
- Hull performance – normal. Sails were raised but winding river, shallows and current prevented meaningful evaluation of sailing performance. Engine RPMs – speed MPH noted as follows:
 - 2,600 – 7.2
 - 3,200 – 8.2
 - Full power – 3,600 – 8.7
 - Full power course reversed – 7.9
- Engine performance:
 - Cold start - normal
 - Wide open throttle rpms (3,600 desired) – 3,600
 - Temperatures and pressures – maximum temperature reached 178 degrees F. No alarms occurred
- 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: average or better

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: average or better

- Chaffing gear – hull sides (stainless-steel on natural teak rub rail)
- Swim platform - none
- Permanently installed means for reboarding – folding 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: direct overboard

Other drainage systems: scuppers Condition: average or better

Weather decks with in-hull drain systems:

- Side decks amidships (prevents puddling)
- Cockpit sole
- Cockpit 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: average or better

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: average or better

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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: average Wear & tear: light to moderate Serviceable: yes

Location & type (installed at time of survey) - canvas

- Headsail UV strip
- Mainsail cover
- Binnacle cover
- Cockpit dodger & Bimini (stainless-steel frame)

Exterior hardware

Condition/appearance: average or better Anchoring & bedding appeared adequate: yes

Location & type – stainless-steel except as noted below:

- Bow pulpit
- Stanchions (plastic coated lifelines)
- Push pit
- Handrails (natural teak)
- Stern arch (aluminum)

Tie-up gear

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

Location & type – bronze:

- Foredeck (4 x horn cleats & 2 x hawses)
- Amidships (2 x horn cleats)
- Stern (2 x horn cleats & fair leads)

Anchoring gear

Condition/appearance: average or better Function: appeared serviceable

Descriptions:

- Anchor pulpit - none
- Chute(s) – 2 x stainless-steel (plastic rollers)
- Comments – both chutes have been extended to provide additional clearance for anchors

Exterior hatches, portlights and doors

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

Location & type:

- **Secondary egress (escape) – cabin top**
- Cabin sides – portlights (bronze frame, glass lens)
- Cabin top – hatches (aluminum frame, plastic lens)
- Companionway – sectional & sliding (natural teak & molded fiberglass)
- Cockpit & aft deck – locker lids (molded fiberglass)

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Rigging sailing

Inspection type - deck level, aloft & while underway

Overall condition – average or better

Age of rigging as reported by vessel owner - see rebuilds/upgrades section of report

Examinations and comments regarding the following:

- Keel integral (inspected for spider cracking or other hull defects indicative of structural infirmity) - normal
- Keel bolted (inspected for spider cracking or other hull defects indicative of structural infirmity, hull joint and fasteners examined for tightness & excessive corrosion) - 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
- Furling systems (examined & function tested) - normal
- Winches (examined & function tested) - normal
- Sails (material & stitching examined for wear; rigged sails shape observed) - normal

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: average or better Exceptions noted: none

- Propellers – 18RH11 3-blade bronze alloy
- Shafting – 1” stainless-steel
- Shaft support – keel mounted bearing carrier
- Bearings – rubber Cutless® type
- Shaft log – integral fiberglass
- Shaft seal – self-aligning bronze packing gland
- Fasteners – appeared secure

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- Test performed – examined for damage, excessive wear and leakage

Rudders & linkages

Condition/appearance: average or better Exceptions noted: none

- Rudder description – composite blade, stainless-steel stock
- Thru-hull seal – self-aligning bronze packing gland
- Supports – keel shoe & rudder port
- Linkages:
 - Steering (aluminum radial)
 - Autopilot (bronze tiller)
- Steering components – wire & pulleys
- Emergency tiller – lazarette stbd side
- Test performed – examined for damage, excessive wear and leakage

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:
 - Head vanity – **blackwater discharge, toilet inlet & sink drain**
 - Galley sink cabinet – **galley sink drain & saltwater pump inlet**
 - Main cabin aft end below sole – **engine inlet**
 - Aft of engine – **refrigeration inlet**
- Topsides - bronze
- Transducers – main cabin stbd settee base forward end

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 less than expected wear and tear descriptions as follows:

- Doors - hinged
- Decks – varnished teak & holly
- Cabinetry – molded fiberglass & oiled teak
- Bulkheads and partitions – molded fiberglass & oiled teak
- Ceilings – padded vinyl
- Counters – teak trimmed molded fiberglass
- Cushion covers – fabric skins
- Natural ventilation – opening appliances & 2 x Dorades
- Powered ventilation – circulating fans
- Fixtures – serviceable
- Test performed – operated doors and drawers as required to perform inspections

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Entertainment equipment

Condition/appearance: average or better Exceptions noted: none

Locations/descriptions:

- Navigation station – stereo (Kenwood KDC-3025)
- Test performed – played FM station

Galley & household equipment

Condition/appearance: average or better Exceptions noted: none

Locations/descriptions - Located in galley except as noted:

- Double sink (stainless-steel)
- 2-burner range/oven (Force 10 LPG)
- Built-in refrigerator/freezer (Seafrst 12/24-volt BDXPAW)
- Test performed – operated range & oven burners and ran refrigerator during trial-run until dry frost appeared on the cold plate

Sanitary system

Condition/appearance: average or better Exceptions noted: none

Locations/descriptions:

- Quantity - one
- Manufacturer – Groco Model HF
- Type – manual marine toilet, raw-water rinse
- Y-valves (direct overboard discharge) – cabinet outboard of toilet
- Vented loops (if required) – discharge only (valve in intake)
- Test performed – not operated

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

- Tanks – 40-gallon capacity painted aluminum secured main cabin below sole
- Fills – stbd side deck amidships (1)
- Vents – hull side
- Plumbing materials – flexible fuel hose
- Shut-off valves – tank outlet
- Filters – engine compartment stbd side
- Pumps – engine compartment stbd side (Walbro 12-volt)
- Level gauges – main electrical panel
- Test performed - none

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Potable water

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

- Tanks – 95-gallon capacity (according to sailboatdata.com) fiberglass contained in two tanks secured in berths
- Fills – port side deck near bow and stern (2)
- Vents – hull side
- Plumbing materials – reinforced plastic hose
- Shut-off valves:
 - Tank outlets
 - Galley sink cabinet
- Filters – screen at pump inlet
- Pressure pump – galley sink cabinet (Shurflo 2088-423-344)
- Accumulator tank – not found
- Water heater – aft of engine stbd side (Force 10 40604 [6-gallon, 120-volt & engine heated])
- Dock water connection – not found
- Level gauges – not found
- Test performed – verified pressure pump runs and water heater draws 120-volt current

Black water

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

- Tanks – 40-gallon capacity (according to vessel listing) fiberglass secured in forward berth stbd side
- Deck fitting – stbd side deck near bow (1)
- Vents – hull side
- Plumbing materials – sanitary hose
- Y-valves – top of discharge thru-hull
- Overboard valve – see thru-hulls section of report
- Discharge pump – head vanity (manual diaphragm type)
- Vented loop (if required) – n/a
- Treatment device - none
- Level gauges – none
- Test performed – not operated

LPG/CNG system

Condition/appearance: average Exceptions noted: none

- Storage locker - lazarette
- Tank quantity, material & capacity – 1 x WC-47.7 aluminum
- 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 – below cockpit
- Type/description – diesel 4-cycle 4-cylinder naturally aspirated
- Cooling system – closed loop freshwater with raw-water cooled heat exchanger
- Power transmission – close coupled straight-drive
- Mounting:
 - Foundations & beds – hull stringers
 - Mounts – adjustable vibration isolator type
- Cleanliness – above average
- Fluid levels and condition – visual inspection of the following (full/low/add):
 - Engine oil – full/normal
 - Engine coolant – full/normal
 - Transmission oil - full/normal
- Accessibility - fair
- Test performed – examined the following:
 - Throttle engagement idle/full
 - Cold start
 - Exhaust smoke
 - Raw-water flow
 - Noise/vibration
 - Leaks
 - Charging
 - No-load rpm

Exhaust systems

Condition/appearance: above average Exceptions noted: none

- Exhaust manifolds – freshwater cooled cast iron
- Riser/mixing elbow – cast iron
- Exhaust fittings – n/a
- Muffler – straight plastic (Vetus water lock type)
- Exhaust outlet – port hull side at stern (bronze thru-hull)
- Straight runs – black rubber hose
- Connection of fittings – n/a
- Hose connection clamps – double stainless-steel
- Test performed – examined for evidence of damage and leakage

Engine ventilation

Condition/appearance: above average Exceptions noted: none

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Location & type:

- Thru-hull vents – Dorades on cabin top
- Powered – none
- Test performed – n/a

Engine controls

Condition/appearance: average or better Exceptions noted: none

- Locations - binnacle
- Manufacturer/model - Edson
- Description – dual lever type sleeved cable manual system
- Neutral safety interlock (prevents starting in gear) – n/a
- Test performed – observed in use during trial-run

Engine instrumentation

Condition/appearance: above average Exceptions noted: none

- Locations – cockpit forward end
- Manufacturer - Yanmar
- Type – analog electric
- Alarms – yes
- Test performed – observed working during trial-run

Steering

Condition/appearance: average or better Exceptions noted: none

- Locations - binnacle
- Manufacturer/model – Edson
- Description – wheel type cable over pulley manual system
- Test performed – observed in use during trial-run

EQUIPMENT

Pumps dewatering and utility

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

Type & location – DC electric unless noted otherwise:

- Head vanity – shower drain (Jabsco 37202-0000)
- Main cabin forward end below sole – dewatering (Rule 1500 gph)
- Galley sink cabinet – seawater faucet (2 x foot pumps)
- Engine compartment forward end stbd side – icebox (hand pump)
- Cockpit aft end stbd side – dewatering (manual diaphragm type)
- Test performed – attempted to operate all

Rigging utility

Condition/appearance: average Exceptions noted: none

Type & location:

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- Stern arch – aft deck (welded aluminum rigged with manual tackles for hoisting the tender)
- Test performed - none

Windlass

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

Descriptions (windlass located at foredeck unless noted otherwise):

- Manufacturer/model – Muir Cheetah
- Type – 12-volt horizontal with wildcat & warping heads
- Control locations – foredeck
- Battery service-disconnect – forward stateroom behind door on berth
- Overcurrent protection – disconnect is a breaker
- **Clutch lever location – not found**
- **Test performed – unable to operate**
- Comments – suggest periodic operation of windlass freefall function to ensure it will work if needed

ELECTRICAL SYSTEMS

Galvanic corrosion protection

Condition/appearance: above average Exceptions noted: none

Descriptions:

- Anodes (zinc unless noted otherwise) – quantities each location:
 - Propeller (1)
 - Rudder shoe (1)
- Bonding system - none
- Galvanic isolators/Isolation transformers – not found
- Test performed - none

AC electrical system

Condition/appearance: average or better Exceptions noted: none

Locations & descriptions of significant components:

- Voltage - 120
- Inlet types & locations – aft deck (1 x 30-amp)
- Inlet circuit protection location (within ten feet unless noted otherwise) – main panel
- Main panel:
 - Location – navigation station
 - Instrumentation – voltmeter & ammeter
 - Source selector switches – n/a
 - Reverse polarity indicator - yes
- Condition of shore cord - average
- Condition of shore cord inlet - average
- GFCI protection – yes
- Tests and examinations:
 - Shoreline output - normal

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- Generator output – n/a
- Inverter output – n/a
- AC/DC grounding connection – yes
- AC current leakage <30ma – not measured

DC electrical system

Condition/appearance: average or better Exceptions noted: none

Locations & descriptions of significant components:

- Voltage - 12
- Panel locations – navigation station
- Panel instrumentation – voltmeter & ammeter
- Branch circuit protection – breakers & fuses
- Main disconnect switch – main cabin aft end on engine box
- Primary circuit protection – main cabin port side settee (ANL fuse)
- Test performed – various DC equipment operated

Battery charging devices

Condition/appearance: above average Exceptions noted: none

Locations/descriptions:

- AC electric – cockpit stbd side locker (Mastervolt Chargemaster 12/100-3)
- Alternators – engine (Balmar)
- Renewable:
 - Stern arch - 2 x solar panels (Sacred Solar 130 & 135-watt)
 - Stern arch – wind generator (Superwind)
- Controllers – navigation station
- Test performed -

Storage batteries

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

- Batteries – AGM types secured in covered boxes:
 - House – main cabin port side settee (Mastervolt SL200AH)
 - Engine start – forward end of aft berth (Mastervolt Group-27 12-volt 70-ah)
- Disconnects – main cabin aft end port side
- 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: average Exceptions noted: yes (see summary remarks & notes)

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- Magnetic compass (Ritchie Powerdamp)
- VHF mic (Standard Horizon CMP30)
- Multifunction display (Raymarine E80)
- Speed (Raymarine ST60)
- Wind (Raymarine ST60)
- Depth (Raymarine ST60)
- Autopilot control (Raymarine ST6001)
- Navigation station:
 - SSB radio (Icom IC-M700PRO)
 - VHF radio (Standard Horizon Matrix AIS GX2100)
 - Model (DSP Multimode Pactor-controller)
 - Tridata (Raymarine ST60)
- Test performed – attempted to operate all

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**:

- Fixed - none
- Fixed fire system indicator – n/a
- Fixed fire system manual activator – n/a
- **Portable handheld USCG Approved Sizes located as follows:**
 - No serviceable fire extinguishers found aboard (all have exceeded their useful service life)

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

Emergency bilge pumps and high-water alarms

Configuration compliant **yes**:

- Dewatering pumps – vessel is equipped with two
- Audible alarms – not found

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- Test performed – attempted to operate both pumps

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 – not found
 - Handheld sound – not found
- Epirb – main cabin aft end (ACR Global Fix Pro **battery expiration: 11/2020**)
- Test performed - none

Navigation lights

Configuration defects: **see summary remarks & notes** Function: **see summary remarks & notes**

- Side – bow pulpit
- Steaming – front of mast
- Stern – stern rail stbd side
- Anchoring – top of mast
- Tricolor – top of mast
- Test performed – attempted to operate all

Flotation devices

Condition/appearance: **n/a** Equipment types and quantities compliant **no**:

- Lifejackets – not found
- Throwables – not found
- Liferafts – not found
- Immersion suits – not found

Ground tackle

Condition/appearance: **average or better** Equipment types and quantities compliant **no**:

Locations/descriptions:

- Ready anchors & rodes – in chute:
 - Manson Supreme, all chain rode
- Back-up anchors & rodes – back-up anchor not found
 - Inside anchor locker (chain lead & brait rode)
- Bridles:
 - Not found

Additional required (non-safety)

Equipment types and quantities compliant **no**:

- Pollution placards (Vessels 26 feet and over with a machinery compartment) – not found
- Marpol Trash Placard (Vessels 26 feet and over) – not found

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- Vessel identification locations:
 - HIN – stbd hull side at stern below rub rail
 - Documentation # - lower cabin aft end port side
 - Name – hull sides at stern

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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. **Portable handheld fire extinguishers are end of life (+12 years old); replace with new (vessel should have at least two).**
2. **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).**
3. **Sound signaling device(s) were not found aboard; install hull mounted horn and/or put aboard handheld horn or whistle.**
4. **Lifejackets aboard are in insufficient quantities or types for vessel intended use; put aboard at least one lifejacket preferably Type I offshore for each passenger who will be aboard.**
5. **Throwable flotation device(s) were not found aboard; put aboard at least one Type IV ring buoy, cushion or other USCG approved Type IV throwable flotation device.**
6. **Side running light fixture is broken and all navigation lights are inoperative except the stern running light; service lights as necessary to restore their normal function.**
7. **Stern running light fixture visibility may be hindered when tender is in davits; relocate if necessary.**
8. Code of Federal Regulations requires the following placards and documents to be carried aboard, placards in one or more readily accessible locations:
 - a. Oil Discharge Placard.
 - b. Marpol Trash Placard.

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:

9. Shore power system does not appear to be equipped with galvanic isolator or isolation transformer; install one to provide added measure of protection from galvanic corrosion when shore power is in use.
10. Galley 120-volt outlet tested fault "no ground"; rewire properly.
11. CO/smoke alarm not found aboard; install at least one in main cabin in the vicinity of the galley.
12. Vessel is not equipped with high bilge-water alarm; install level switch in keel sump that sounds audible alarm when excess water is present.

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SUGGESTED REPAIRS AND/OR CHANGES

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

13. Rigging & related:

- a. Paint on mast is oxidized; prep and repaint.
- b. Cotter pins are missing from several turnbuckles on shrouds & stays; replace missing cotter pins.
- c. Shackles are not seized, some without seizing holes; replace shackles without seizing holes and seize all shackles.

14. Hull above waterline & related:

- a. Cockpit locker lid gutter drain hoses are deteriorated; replace with new.
- b. Foredeck stbd side next to windlass does not give a solid report when tap tested; investigate further and repair if found to be related to active moisture intrusion.
- c. Hull exterior gelcoat has light to moderate oxidation; clean, buff and wax to preserve, protect and improve its cosmetic appearance.
- d. Exterior teak varnish is worn; refinish as necessary including replacing missing bungs and splines.
- e. Gelcoat is worn through on foredeck area stbd side bulwark; repair and refinish to match.
- f. Elevated moisture readings noted at forward end of Genoa tracks; monitor for active leakage and repair if necessary.
- g. Binnacle cover is threadbare; repair/replace as necessary.
- h. Engine hatch leaks onto back of engine; replace its gasket and/or install catch tray above the engine to catch and redirect leakage directly to the bilge.

15. Hull below waterline & related:

- a. **Propeller shaft packing leaked excessively when vessel was launched; replace packing in propeller shaft and rudder packing glands.**
- b. Sum log transducer wheel is missing; repair/replace transducer as necessary.
- c. Toilet overboard valve is seized; repair/replace as necessary (valve with red handle).

16. Engines, controls & related:

- a. Engine hatch leaked onto diesel causing corrosion; descale, clean and repaint diesel as necessary.
- b. Engine transmission shift lever nearly touches the hull bottom in forward gear; adjust lever position or engine alignment if necessary to provide additional clearance.
- c. Transmission oil level is several ounces low; refill to appropriate level.
- d. 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.

17. Equipment & related – these items appear to be related to bad house batteries:

- a. **Electric dewatering bilge pump is inoperative; service as necessary to restore its normal function.**
- b. **Windlass is inoperative; service as necessary to ensure its normal function using its electric motor, and using lever to release clutch to freefall, and to retrieve anchor manually.**

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18. Electrical systems & related:

- a. Solar charging system did not appear to be working; prove its function.
- b. Wind generator propeller was not installed; prove its function.
- c. **House batteries are bad; replace with new.**

19. Navigation equipment & related:

- a. Binnacle chart plotter did not acquire a fix; service as necessary to restore its normal function.
- b. Speed through the water is inoperative; service as necessary.

20. Safety equipment & related:

- a. Back-up anchor not found aboard; put aboard back-up anchor.
- b. Bitter end of anchor chain is mechanically fastened to hull; suggest installation of line between bitter end of chain and hull attachment to provide quick convenient means to release rode in the event of emergency.
- c. Emergency tiller was located but not fitted; install to ensure it fits properly.

(End of report photo pages to follow)

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PHOTOS



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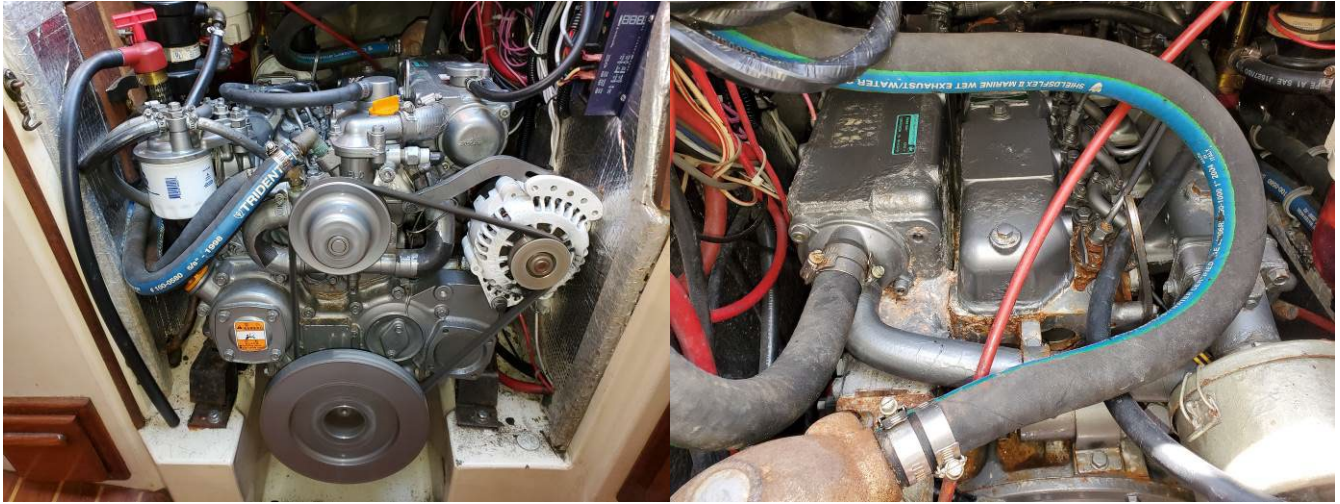
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