

GLADDING MARINE SURVEYING AND CONSULTING, LLC

1738 PICKWICK PLACE-FLEMING ISLAND-FLORIDA-32003

PHONE: 904-945-0511 FAX: 904-215-9243 EMAIL: gladdings@msn.com



SURVEY REPORT VESSEL: xxxxxxxxxx

Prepared by: Bill Gladding AMS® #810

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GENERAL INFORMATION

SURVEY PURPOSE: prepurchase

REQUESTED BY: xxxxxxxxxxxxx

FILE #: 2020-02-10 Selene 53 Ocean Trawler 2004

REPORT DATE: February 13, 2020

CLIENT INFORMATION: xxxxxxxxxxxxx

OWNER INFORMATION: xxxxxxxxxxxxx

SURVEY DATE: February 9th & 10th, 2020

SURVEY LOCATION: Gasparilla Marina, Placida & xxxxxxxxxxxx, Punta Gorda, Florida

ATTENDING: xxxxxxxxxxxxx

ENGINE SURVEYOR: xxxxxxxxxxxxx

VESSEL & MACHINERY DATA

Vessel identification numbers (source: sighted aboard, photos at end of report if found aboard)

Hull ID #: xxxxxxxxxxxxx Documentation #: xxxxxxxxxxxxx

Vessel type and dimensions (source: vessel owner's manual except as noted below)

Manufacturer: Jet-Tern Marine Model: Selene 53 Ocean Trawler Model year: 2007 Length: 53'3"

Beam: 16'8" Draft: 6'6" (measured top of paint line) Weight: 93,000 lbs. (Travelift scale)

Hull composition: fiberglass

Engines (source: sighted aboard)

- **Main** - Type and #: inboard straight-drive Horsepower: 430@2,600 rpms Fuel type: diesel
Manufacturer: Cummins Model: 6CTA8.3M Serial #: xxxxxxx Hours: 2,345
- **Wing** - Type and #: inboard straight-drive Horsepower: 56@3,800 rpms Fuel type: diesel
Manufacturer: Yanmar Model: 4JH3E Serial #: xxxxx Hours: 68

Transmissions (source: sighted aboard)

- **Main** - Manufacturer: Twin Disc Model: MG5075 Ratio: 2.88 Serial #: xxxxxx
- **Wing** - Manufacturer: Kanzaki Model: KM35A Ratio: 2.64 Serial #: xxxxx

Alternating Current Generator (source: sighted aboard)

Manufacturer: Northern Lights Model: M843NK.3 KW: 12.0 Fuel type: diesel

Serial #: xxxxxxxxxxxxx Hours: 3,907

TENDER DATA

Identification numbers

Hull ID #: xxxxxxxxxxxxx Registration #: xxxxxxxxx Manufacturer: Walker Bay Boats LLC Model:

Generation 360 Year: 2016 Length: 11'11" Beam: 6'0"

Engine

Type and #: outboard Horsepower: 50 Fuel type: gas Manufacturer: Honda Model: BF50D

Serial #: xxxxxxxxxxxxx

RECOMMENDATIONS

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

1. **Stern running light is inoperative; service as necessary to restore its normal function.**
2. **One of four hose clamps is broken on main engine propeller shaft seal bellows; replace broken clamp with new.**

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3. Auxiliary engine raw-water cooling hose is failing between seacock and sea-strainer; replace with new (approximately 8" long piece).
4. Propane locker hatch gutter drain line is not sealed where it passes through aft end of locker; seal line to ensure locker is vapor tight from other areas of hull interior.
5. Testing of AC generator electrical output indicated "error no ground"; rewire AC generator to provide safe ground path according to its manufacturer's specifications.
6. Fixed and portable fire extinguishers are due for inspection; a full maintenance check should be made by a qualified fire extinguishing service facility in accordance with the maintenance instructions on the name plate of the extinguisher. A tag should be attached showing the date of such maintenance check.
7. Vessel does not have mounted CO/smoke alarms; install one each in aft stateroom, main cabin by galley and other areas of vessel interior where passengers will be sleeping.
8. Vessel high-water alarm does not sound when level switches are raised; service as necessary to restore its normal function.
9. Main engine 24-volt alternator is inoperative; service as necessary to restore its normal function.

(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): unrestricted warm waters

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 with less than average wear and tear. It appears to have been very well maintained, has less than average time on machinery and has several notable upgrades as noted in the report that follows. In the valuation determination, cost and market comparison approaches to value were considered on February 12, 2020. In the sales comparison approach Yachtworld.com and the subscription website Soldboats.com was reviewed. Current listings and actual reported sales figures were taken into consideration. Price Guide "Book" values were also taken into consideration. In cases where limited relevant comparables are available for comparison a depreciated replacement cost may be used to develop a value. In the opinion of the undersigned the following values should apply:

Estimated current fair market value: \$XXXXXXXX

Market value assumes correction of significant survey findings

Replacement cost: \$2,000,000 (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

2020 Powerboat Guide.....Prices not given
Abos.com..... Builder not listed
Bucvalupro (2011 model)..... \$856,500 to \$941,500
NADAguides.com.....Builder not listed

(Options not added to guide values unless noted otherwise)

Current listings

Yachtworld.com.....\$495,000 to \$899,000
(8 results – searched 53’ to 55’ Selene in the USA. List includes 2001 to 2008 models)

Reported sales

Soldboats.com.....\$484,500 to \$925,000
(11 results – searched January 2018 to present. List includes 2001 to 2009 models)

Valuation based upon depreciated replacement cost

\$2,000,000 depreciated at 6% annually.....\$XXXXXXXX

(Depreciation schedule derived from comparison to reported sales on soldboats.com and surveyor’s experience rating other low volume high quality builders)

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.

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The survey contains opinions and observations based on my skill, experience and training as a marine surveyor and consultant. Acceptance and use of this report by the client acknowledges the client's understanding that the report has been composed of information that is believed to be true after reasonable investigation and inquiry but is not warranted to be so. The information was obtained without drilling, diving, ultrasonic testing, cleaning or opening up to expose parts or conditions ordinarily concealed. There were no tests for tightness or soundness conducted other than the conditions noted visually.

Acceptance and use of this report acknowledges the client's understanding that no determination of stability or structural strength has been made and no opinion is expressed. Acceptance and use of this report acknowledges the client's understanding that Gladding Marine Surveying and Consulting, LLC does not accept any responsibility for damage or deterioration not found or discovered during the course of survey, nor for consequential damage, deterioration or loss due to any error or omission.

The Client hereby undertakes to keep the Surveyor/Consultant and its employees, agents and subcontractors indemnified and to hold them harmless against all actions, proceedings, claims, demands or liabilities whatsoever or howsoever arising which may be brought against them or incurred or suffered by them, and against and in respect of all costs, loss, damages and expenses (including legal costs and expenses on a full indemnity basis) which the Surveyor/Consultant may suffer or incur (either directly or indirectly) in the course of the services under these Conditions.

Notwithstanding the above clause, in the event that the Client proves that the loss, damage, delay or expense was caused by the negligence, gross negligence or willful default of the surveyor/Consultant aforesaid, then, save where loss, damage, delay or expense has resulted from the Surveyor's/Consultant's personal act or omission committed with the intent to cause same or recklessly and with knowledge that such loss, damage, delay or expense would probably result, the Surveyor's/Consultant's liability for each incident or series of incidents giving rise to a claim or claims shall never exceed a sum calculated on the basis of ten times the Surveyor's/Consultant's charges.



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

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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 powerboat noted the following:

- Hull – semi-displacement type with full keel that protects propellers & rudder; chines are soft from the bow finally stiffening near the stern; stem is raked forward and hull sides flared outward at the bow; curved sheer slopes downward from the bow aft to amidships then continues level to the stern; plumb inner transom is full gunwale height with hollow swim platform hull extension and additional section of platform that overhangs hull several feet
- Decks and superstructure – foredeck is recessed slightly aft to the Portuguese bridge enclosed bridge deck; aft of the pilothouse the side decks are two steps lower and continue aft around and behind the main cabin; superstructure consists of pilothouse forward followed by the main cabin; flybridge is above the main cabin beginning aft of the pilothouse extending approximately half the length of the upper deck; upper deck extends aft nearly to the stern; flybridge has molded fiberglass hard-top

Interior arrangement – lower cabin forward in the hull followed by the machinery space and lazarette; pilothouse at bridge deck level, main cabin at aft deck level noted the following:

- Staterooms – three in lower cabin
- Heads – two in lower cabin
- Galley – main cabin forward end port side

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- Dinette – main cabin & pilothouse
- Saloon – main cabin (lounge areas in pilothouse & flybridge too)
- Helm – pilothouse & flybridge centerlines
- Other – spacious engine room & lazarette

Structural elements

- Hull skin material and type cosmetic finish – molded fiberglass Divinycell foam cored above the waterline, painted cosmetic finish
- Hull grid system layout and materials – molded fiberglass longitudinal & transverse framing fiberglassed to hull modified and reinforced in machinery space to support propulsion engines & AC generator
- Hull deck joint – overlapping flanges sealed and bolted, fiberglassed where accessible
- Continuous transverse bulkheads locations and materials – fiberglassed to hull located at anchor locker and each end of engine room, partial bulkheads and partitions between
- Decks and superstructure materials and type cosmetic finish – solid and Divinycell foam cored molded fiberglass, painted cosmetic finish, varnished teak trims and natural teak overlay from the Portuguese bridge aft to the stern

SURVEY FINDINGS

UPGRADES/REBUILDS

Including but not limited to the following since 2016:

- Flybridge hard-top installed
- Exterior paint refinished
- Tender & outboard replaced
- Tender crane refurbished
- Batteries replaced 2019

TRIAL RUN

- Location – Gasparilla Sound & Charlotte Harbor between Gasparilla Marina & owner's residence
- Conditions:
 - Temperature °F (80-82)
 - Wind direction & velocity mph (ESE@12-15)
 - Wave height estimated (calm)
- Duration – approximately five hours
- Number of passengers – five
- Tanks levels:
 - Fuel – 50%
 - Water – 100%
 - Waste – 25%
- Hull performance – vessel performed well without unusual vibration or other signs of distress. Top speeds noted as follows:
 - Main engine – 2,600 rpms/9 to 10 knots
 - Auxiliary engine – 3,500 rpms/4.7 knots (actual rpms 3,373)
- Engine performance:
 - Cold start - normal
 - Wide open throttle rpms (2,600 desired) – 2,600

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- Temperatures and pressures – remained normal at all operating speeds
- AC generator performance:
 - Voltage and frequency – normal
 - Loads applied – all air-conditioners, water heater & other normal house loads
- Comments – uneventful trial-run

HULL ABOVE WATERLINE AND RELATED

Structural elements

Condition: above average

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

Topsides

Structural condition: above average

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

Cosmetic condition: above average

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

Condition other features: above average

- Guards – sheer, hull sides aft & swim platform (stainless-steel on molded fiberglass)
- Swim platform – integral hollow & molded fiberglass extension
- Permanently installed means for reboarding – telescoping stainless-steel

Deck drainage

Primary drainage system: direct overboard (freeing ports)

Other drainage systems: scuppers Condition: above average

Weather decks with in-hull drain systems: all weather decks

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

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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):

- Canvass covers:
 - Flybridge seats
 - Tender
 - Aft deck table
 - Foredeck & aft deck lounge seats
- Exterior cushions (canvass skins)
- Flybridge helm seat cushions (vinyl skins)

Exterior hardware

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

Location & type – heavy gauge welded stainless-steel tubing:

- Safety rails
- Handrails
- Flybridge hard-top supports
- Upper deck supports

Tie-up gear

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

Location & type – stainless-steel:

- Foredeck (Samson post & 2 x horn cleat/hawses)
- Bridge deck (2 x horn cleat/hawses)
- Lower deck forward end (2 x horn cleat/hawses)
- Aft deck (4 x horn cleat/hawses)
- Swim platform (2 x pop-up horn cleats)

Anchoring gear

Condition/appearance: above average Function: normal

Locations/descriptions:

- Anchor pulpit – integral molded fiberglass
- Chute(s) – 2 x stainless-steel chutes & 4 x rollers

Glazing materials

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

Location & type:

- Flybridge – venturi windshield (plastic on stainless-steel frame)
- Pilothouse – fixed windows (aluminum framed glass)
- Main cabin – fixed & sliding windows (aluminum framed glass)

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Exterior hatches, portlights and doors

Condition/appearance: above average Function: appeared serviceable

Gaskets and seals: appeared serviceable

Location & type:

- **Secondary egress (escape) – foredeck**
- Hull sides near bow – circular portlights with glass & metal ports (stainless-steel framed glass)
- Hull sides – portlights (stainless-steel framed glass)
- All exterior areas – hinged locker lids & doors (molded fiberglass)
- Foredeck & pilothouse top – hinged hatches (stainless-steel framed plastic)
- Pilothouse sides & main cabin aft end – hinged Dutch doors (aluminum with glass window)
- Portuguese bridge & lower deck bulwarks – hinged gates (molded fiberglass)
- Pilothouse/upper deck companionway – sliding hatch (molded fiberglass)

HULL BELOW WATERLINE AND RELATED

Hull below the waterline

Structural condition: above average

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

Cosmetic condition: above average

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

Bow & stern thrusters

Condition/appearance: above average Damage, abuse or excessive wear: none noted Function: normal

- Manufacturer/model – Side-Power SP155 TC (bow & stern)
- Type – 24-volt 10" tunnel type, counter-rotating propellers
- Location – inside forward berth & transom in lazarette
- Service disconnect – inside forward berth & lazarette on transom
- Overcurrent protection – inside forward berth & lazarette on transom
- Test performed – thrusters observed in use during trial-run. Thrust was observed to be consistent without noticeable drop in performance during use.

Underwater gear

Condition/appearance: above average Damage, abuse or excessive wear: none noted Function: normal

- Propellers:
 - Main – 37" diameter 4-bladed bronze alloy
 - Wing – 18" diameter 3-blade feathering type bronze alloy
- Shafting:
 - Main - 3" stainless-steel
- Wing – 1 ¼" stainless-steel
- Shaft support:
 - Main - bronze keel mount & shaft log
 - Wing – single I-type bronze strut
- Bearings – rubber Cutless® type
- Shaft log – integral fiberglass

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- Shaft seal – PSS® self-aligning dripless
- Fasteners – appeared secure

Rudders & linkages

Condition/appearance: above average Damage, abuse or excessive wear: none noted Function: normal

- Rudder description – 40” high x 22” long welded stainless-steel with composite fairing
- Thru-hull seal – fixed bronze port, PSS® self-aligning dripless type
- Supports – molded fiberglass table, bronze bearings & collars
- Linkages – stainless-steel tiller, tie-bar & stops
- Steering components – bronze hydraulic cylinder
- Emergency tiller – yes

Stabilizers

Condition/appearance: above average Damage, abuse or excessive wear: none noted Function: normal

- Manufacturer/model – Naiad 252
- Type – engine driven hydraulic active fin type
- Location – engine room forward end outboard sides
- Pump – main engine transmission PTO
- Reservoir – engine room forward bulkhead
- Test performed – **stabilizers observed functioning during trial-run**

Thru-hulls, seacocks, transducers

Condition/appearance: above average Damage, abuse or excessive wear: none noted Function: normal

- Underwater – bronze alloy fitted with ¼ turn valves, bonded with stainless-steel clamps on hoses connections at the following bilge locations:
 - Forward stateroom below sole port side – **deck wash inlet & strainer**
 - Lower cabin companionway below sole – **toilet direct overboard discharge**
 - Aft stateroom forward end below sole – **toilet & waste tank overboard discharges and 1 x unused (hose capped)**
 - Engine room port side – **main engine & air-conditioner inlets & strainers**
 - Engine room stbd side – **auxiliary engine & AC generator inlets & strainers**
 - Lazarette aft end port side – **refrigeration system inlet & strainer**
- Topsides – bronze
- Transducers – forward stateroom below sole & engine room

ACCOMMODATIONS, HOUSEHOLD SYSTEMS & COMFORT SYSTEMS

Interior spaces

Bulkheads, partitions and cabinetry 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 average wear and tear descriptions as follows:

- Doors - hinged
- Decks – varnished teak
- Cabinetry – varnished teak (head enclosures high-gloss paint)
- Bulkheads and partitions – varnished teak (head enclosures high-gloss paint)
- Ceilings - vinyl

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- Counters – working tops cut composite, varnished teak elsewhere
- Cushions – fabric skins
- Natural ventilation – opening appliances
- Powered ventilation – vent fans in head enclosures
- Fixtures – serviceable

Entertainment equipment

Condition/appearance: average or better Function: all power up

Locations/descriptions:

- Main cabin:
 - TV (LG 21.5")
 - Blu-ray (LG BP340)
 - Stereo (Alpine iDA-X305S)
- Aft stateroom:
 - TV (LG 31.5")
 - Blue-ray (LG BP340)
 - Satellite antennae driver (KVH Gyrotrac)
- VIP stateroom:
 - TV (LG 31.5")
 - Blue-ray (LG BP340)
- Pilothouse – PC computer system (Sonos® stereo system)

Galley & household equipment

Condition/appearance: above average Function: normal

Locations/descriptions – Located in galley except as noted:

- Sink (double stainless-steel)
- Toaster (KitchenAid® 2-slice)
- Coffee maker (Capresso®)
- Range & oven (Force-10 3-burner LPG)
- Microwave (GE JVM1490SD003)
- Refrigerator & freezer (Isotherm 9020003)
- Pilothouse – icemaker (Raritan Engineering Icer-ette 87B515-1)
- Lazarette stbd side – Asko clothes washer & dryer:
 - Washer (W5441)
 - Dryer (T721)
- Lazarette port side – built-in freezer (Grunert)
- Flybridge stbd side cabinet:
 - BBQ grill (Force-10 single burner)
 - Sink (single stainless-steel)
 - 2 x aluminum WC23.8 LPG tanks (10-lb. LPG)

Sanitary system

Condition/appearance: above average Function: normal

Locations/descriptions:

- Quantity - two
- Manufacturer - Tecma
- Type – 24-volt marine toilets, freshwater rinse
- Y-valves (direct overboard discharge) – yes:
 - Forward – lower cabin companionway by head below sole
 - Aft – head enclosure inside vanity
- Vented loops (if required) – yes

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PHONE: 904-945-0511 FAX: 904-215-9243 EMAIL: gladdings@msn.com

Air-conditioning

Condition/appearance: above average Function: normal

Locations/descriptions:

- Quantity - three
 - Main cabin (SMXII)
 - Pilothouse (knob type)
- Manufacturer – Cruisair
- Type – heat pump:
 - Pilothouse & main cabin (split type)
 - Lower cabins (self-contained)
- Controls:
 - Forward & aft staterooms (SMXII)
- Equipment – each space served (see vessel diagrams)
- Cooling pump – engine room port side (230-volt centrifugal)
- Test performed – all units operated heat & cool programs. Delta-T measured.

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 – 1,400-gallon capacity (from owner's manual) contained in two fiberglass tanks secured engine room outboard sides
 - Polishing system – engine room port side
- Fills – aft deck side of bulwark
- Vents – adjacent to fill fittings
- Plumbing materials – copper tubing & USCG Type-A hose
- Shut-off valves:
 - Engines – engine room port side
- Filters:
 - Main engine – engine room port side (dual Racor 900s)
 - Auxiliary engine & AC generator – engine room port side (Racor 500 each)
- Level gauges – lower helm overhead console & sight gauges on tanks

Potable water

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

- Tanks – 465-gallon capacity (according to tank labels) contained in two stainless-steel tanks secured in forward berth (230) and aft berth (235)
- Fills – port side inside bulwarks Portuguese Bridge and lower deck forward end
- Vents – adjacent to fill fittings
- Plumbing materials – copper tubing & plastic hose
- Shut-off valves – engine room forward bulkhead (manifold)
- Filters – not found
- Pressure pump – engine room stbd side (Groco PSR 24-volt)
- Accumulator tank – not found
- Water heater – engine room aft end (Torrid MVS-20 [20-gallon, 120-volt & engine heated])
- Dock water inlet – aft deck

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- Level gauges – lower helm overhead console & sight gauge forward tank

Comments:

- Main engine water heater lines are equipped with valves at engine that are currently in the off position.
- Vessel owner reports that water heater temperature in set low intentionally.

Waste

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

- Tanks – 70-gallon capacity (according to tank label) contained in one fiberglass tank secured lower cabin below sole
- Deck fitting – Portuguese bridge deck stbd side
- Vents – hull side
- Plumbing materials – PVC hose
- Y-valves – none
- Overboard valve – aft stateroom forward end below sole stbd side
- Discharge pump – aft stateroom forward end below sole
- Vented loop (if required) - yes
- Treatment device – none
- Level gauges – pilothouse port side (Tankwatch 4)

LPG/CNG system

Condition/appearance: above average Damage, abuse or excessive wear: none noted Function: normal

- Storage locker – flybridge inside port side lounge seat base
- Tank quantity, material & capacity – 3 x 10-lb. LPG (WC 23.8)
- Solenoid valve, regulator, pressure gauge and control – yes
- Leakage test (should hold steady pressure for three minutes) – **Passed**

ENGINES, AND ENGINE AND VESSEL CONTROLS

Engines

Condition/appearance: above average Damage, abuse or excessive wear: none noted Function: normal

- Location - amidships
 - Foundations – hull stringers
- Type/description:
 - Main - diesel 4-cycle 6-cylinder turbocharged aftercooled
 - Beds – continuous polished welded stainless-steel
 - Wing - diesel 4-cycle 4-cylinder naturally aspirated
 - Mounts – adjustable vibration isolator type
- Cooling system – closed loop freshwater, raw-water cooled heat exchanger
- Power transmission – close coupled straight-drive
- Mounting:
 - Cleanliness – above average
 - Fluid levels and condition – refer to engine surveyor's report for specific findings (negative findings not report during survey)
 - Accessibility - excellent

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Exhaust systems

Condition/appearance: above average Damage, abuse or excessive wear: none noted Function: normal

- Exhaust manifolds – freshwater cooled cast iron
- Risers – stainless-steel, insulated riser, raw-water sprayed discharge
- Exhaust fittings – n/a
- Muffler:
 - Main – lazarette stbd side (can shaped fiberglass)
 - Wing – engine room aft end stbd side (can shaped fiberglass)
- Exhaust outlet:
 - Main – stbd hull side at stern (integral fiberglass)
 - Wing – stbd hull side near stern (bronze thru-hull)
- Straight runs – black rubber hose
- Connecting hoses – black rubber hose

Engine ventilation

Condition/appearance: above average Function: normal

Location & type:

- Thru-hull vents – lower deck inside bulwarks
- Powered – 2 x 24-volt blowers

Engine controls

Condition/appearance: above average Damage, abuse or excessive wear: none noted Function: normal

- Locations – pilothouse & flybridge
- Manufacturer/model - Hynautic
- Description – dual level type manual hydraulic
- Reservoir – engine room forward bulkhead port side
- Neutral safety interlock (prevents starting in gear) – none

Comments:

- Auxiliary engine controls at lower helm only.

Engine instrumentation

Condition/appearance: above average Function: normal

- Main engine:
 - Upper & lower helms – VDO analog electric:
 - RPMs & hours
 - Temperature
 - Oil pressure & volts
 - Engine room – mechanical:
 - Temperature
 - Oil pressure
- Auxiliary engine – lower helm (Yanmar):
 - RPMs & hours
 - Temperature
 - Oil pressure
- AC generator – lower helms (Northern Lights):
 - Temperature
 - Volts
 - Oil pressure
 - Hours

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- Alarms - yes

Steering

Condition/appearance: above average Damage, abuse or excessive wear: none noted Function: normal

- Locations – upper & lower helms
- Manufacturer/model - Hynautic
- Description – wheel type manual hydraulic
- Reservoir – lazarette on transom (20-30 psi)

EQUIPMENT

Pumps dewatering and utility

Condition/appearance: above average Function: normal

Type & location – DC electric unless noted otherwise:

- Forward stateroom inside forward berth by bow thruster – dewatering (Rule 2000 gph)
- Forward stateroom below sole – deck wash (Flojet 04325343)
- Lower cabin companionway below sole – sump box (Rule 2000 gph in fiberglass box)
- Aft stateroom below sole:
 - Dewatering (Rule 2000 gph)
 - Sump box (Rule 2000 gph in fiberglass box)
- Forward of main engine – dewatering (Rule 3700 gph)
- Lazarette forward end – dewatering (Rule 3700 gph)

Comments:

- Two lower cabin sump boxes are near the bottom of the hull and have open tops allowing them to serve as back-up dewatering pumps.
- Automatic function of dewatering bilge pumps tested unless noted otherwise.

Rigging utility

Condition/appearance: above average Damage, abuse or excessive wear: none noted Function: normal

Type & location:

- Tender crane – upper deck port side (Airtex® 600 kg capacity [according to vessel listing])
- Signal mast – hard-top aft end (welded stainless-steel)

Windlass

Condition/appearance: above average Damage, abuse or excessive wear: none noted Function: normal

Descriptions (windlass located at foredeck unless noted otherwise):

- Manufacturer/model – Ideal Windlass Co. H3M
- Type – 24-volt horizontal with 2 x wildcats & 1 x warping head
- Control locations – foredeck & helms
- Service disconnect – lower helm console by main panels
- Overcurrent protection – breaker/disconnect
- Clutch lever location – wheels on wildcats
- Test performed – vessel was anchored during trial-run. Windlass was operated from foredeck controls only.

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Accessories

Condition/appearance: above average Function: normal

Description:

- Engine room & rear facing cameras – lower helm overhead console (2 x Totevision®)
- Prop shaft line cutter – forward or propeller (Spurs®)
- Fuel polishing/transfer system – engine room port side (ESI CFS-1000-FRE)
- Security safe – pilothouse port side (QNN)
- Oil changer – engine room stbd side (Reverso 24-volt, 3-valve)
- Clock & barometer – lower helm overhead console (Chelsea)
- Shore power cord reel – aft deck (1 x 240/50)

ELECTRICAL SYSTEMS

Galvanic corrosion protection

Condition/appearance: above average Serviceable: yes

Descriptions:

- Anodes (zinc unless noted otherwise) – quantities each location:
 - Bow & stern thrusters (2)
 - Spurs (1)
 - Main propeller shaft (1)
 - Auxiliary prop shaft (2)
 - Transom (2 – 4” x 8”)
- Bonding system - yes
- Galvanic isolators – lower helm inside console (1 x 50-amp)

AC electrical system

Condition/appearance: above average Function: normal

Locations & descriptions of significant components:

- Voltage – 240 & 120
- Inlet types & locations:
 - Foredeck (2 x 240/50 inlets)
 - Aft deck (1 x 240/50 inlet & 240/50 Cablemaster)
- Inlet circuit protection location (within ten feet unless noted otherwise) – yes:
 - Forward – upper cabinet forward stateroom forward end port side
 - Aft – lazarette aft end stbd side
- Main panel:
 - Location – lower helm console port side
 - Instrumentation – digital volt & amp meters
- Source selector switches – rotary type
- Reverse polarity indicator – yes
- Tests and examinations:
 - Shoreline output - normal
 - Generator output – normal except no ground
 - Inverter output - normal
 - AC/DC grounding connection - yes
- Condition of shore cord – above average
- Condition of shore cord inlet – above average
- GFCI protection - yes

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DC electrical system

Condition/appearance: above average Function: normal

Locations & descriptions of significant components:

- Voltage – 24 & 12
- Panel locations – lower helm console port side
- Panel instrumentation – digital volt & amp meters
- Branch circuit protection – breakers
- Main disconnect switch – lower helm console port side
- Primary circuit protection – engine room aft bulkhead (fuses)

Alternating current generators

Condition/appearance: average or better Damage, abuse or excessive wear: none noted

Function: normal

Description:

- Engine type – diesel 4-cycle 4-cylinder naturally aspirated
- AC generator mounting – close coupled
- Location – engine room aft end centerline
- Circuit protection:
 - Generator – not found
 - Main panel – yes
- Accessories – drip pan, sound shield, remote & local starting/stopping & remote monitoring panel
- Fuel, exhaust, cooling water and electrical connections – serviceable
- Vented loop (may be necessary for deep draft installation) - yes

Battery charging devices

Condition/appearance: above average Function: normal

Locations/descriptions:

- AC electric:
 - 24-volt – engine room forward bulkhead port side (Charles 93-24305SP-A)
 - 24-volt – see inverter section that follows
 - 12-volt – engine room centerline on starting batteries box (Mastervolt Charge Master 12/25-3)
- Alternators:
 - Main engine (12 & 24-volt)
 - Auxiliary engine (12-volt)
 - AC generator (12-volt)
- Renewable – none

Inverters

Condition/appearance: above average Function: normal

Locations/descriptions:

- Location, make & model – lazarette aft end port side (Victron Energy 24-volt, 3,000VA, 70-amp)

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- Output:
 - AC power (3,000-watt)
 - DC current (70-amp)
- Disconnect location – main cabin aft end on face of port side settee
- Overcurrent protection location & type – engine room aft bulkhead (fuse)
- Inverter cautionary label – inverter control adjacent to panel

Storage batteries

Condition/appearance: above average Function: normal

- Batteries (house & thruster flat plate AGM, starting FLA):
 - Bow thruster – inside forward berth aft end (2 x Lifeline GPL-4DA)
 - House – engine room forward outboard & aft centerline (6 x West Marine 198ah)
 - Engine starting – engine room centerline (2 x Group-31)
 - Stern thruster – lazarette aft end port side (2 x Lifeline GPL-4DA)
- Disconnects:
 - Bow thruster – forward stateroom inside berth aft end port side
 - House – main DC panel
 - Engine starting – engine room centerline
 - Stern thruster – lazarette on transom

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 Function: normal

- Lower helm:
 - Magnetic compass (Danforth Constellation)
 - 3 x windshield wipers & irrigators
 - VHF mic (Icom CommandMic)
 - VHF (Icom IC-M602)
 - Wind (Raymarine ST60)
 - Triple digital data (Raymarine ST60)
 - Multi-function display (Timezero PC-based 19")
 - Autopilot (Raymarine ST7001+)
 - Wireless autopilot control (Raymarine Smart Controller)
 - Multi-function display (Raymarine E90/W plotter, sounder & radar)
 - Searchlight remote control (ACR)
 - Rudder angle indicator (VDO)
- Flybridge:
 - Magnetic compass (Danforth Constellation)
 - Multi-function display (Timezero PC-based 17")

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- Multi-function display (Raymarine E140/W plotter, sounder & radar)
- Autopilot wired remote control (Raymarine ST600R)
- VHF mic x 2 (Icom CommandMic)
- Searchlight remote control (ACR)
- Rudder angle indicator (VDO)
- Autopilot pump – mounted on rudder table
- Autopilot compass – aft stateroom inside port side hanging locker

SAFETY EQUIPMENT

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

Fire safety equipment

- Fixed – engine room forward bulkhead port side (Fireboy MA2-1200-FE241 [indicated fully charged/duel for service])
- Fixed fire system manual activator – main cabin aft end forward face of port side settee
- Portable handheld USCG Approved Sizes located as follows – (indicated fully charged):
 - Galley inside outboard cabinet (Halotron)
 - Lower helm (Halotron)
 - Aft stateroom port side hanging locker (dry chemical)
 - Cabinet lower cabin forward stairs (Halotron)
 - Lazarette (Large Halotron)
 - Aft deck cabinet (Large Halotron)

Gas detection systems

Equipment types and quantities compliant **no**:

- CO – each stateroom in drawers
- Smoke – not found
- LPG – galley

Emergency bilge pumps and high-water alarms

Configuration compliant **yes**:

- Dewatering pumps – vessel is equipped with multiple
- Audible alarms – yes (inoperative)

Signaling devices

Equipment types and quantities compliant **yes**:

- Distress signals – flybridge stbd side cabinet forward end (4 x 09/2020)
- Hull mounted sound – yes (inoperative)
- Handheld sound – pilothouse stbd side cabinet
- Bell – front of pilothouse (not required)
- Epirb – flybridge stbd side (ACR Global Fix iPro battery: 03/2021)

Navigation lights

Configuration defects: **none** Function: **normal** (except as noted in summary remarks & notes)

- Side – top of pilothouse
- Mast head – front of mast
- Stern – upper deck aft end
- Anchoring – top of mast

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Flotation devices

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

- Lifejackets – adult sizes except as noted:
 - Forward stateroom port side hanging locker (2 x Type I)
 - Port stateroom hanging locker (2 x Type I)
 - Cabinet forward end of aft head (2 x Type I, 4 x Type II & 2 x Type III child)
 - Lazarette aft end stbd side (4 x Type II)
- Throwables – upper deck stbd side (horseshoe)
- Liferafts – upper deck aft end (Switlik MD2 6-person [due for inspection])

Ground tackle

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

Locations/descriptions:

- Ready anchors & rodes – in chutes:
 - Port side (66-lb. claw, all chain rode)
 - Stbd side (75-lb. CQR, all chain rode)
- Back-up anchors & rodes – lazarette behind clothes washer:
 - Fortress FX-55, chain lead & laid nylon

Additional required (non-safety)

Equipment types and quantities compliant (**yes**):

- Pollution placards (Vessels 26 feet and over with a machinery compartment) – engine room doors
- Marpol Trash Placard (Vessels 26 feet and over) – under lid galley cabinet aft outboard side
- 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 – transom upper stbd corner
 - Documentation # - lazarette forward bulkhead
 - Name – top of pilothouse & transom

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SUMMARY REMARKS AND NOTES

Items on the following lists are grouped in several categories according to the source of their advice. 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. The 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.

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. Signal mast on hard-top is leaning to port; straighten or remount vertically.
2. Vessel horn is inoperative; service as necessary to restore its normal function.
3. **Stern running light is inoperative; service as necessary to restore its normal function.**
4. Tender all around white light is inoperative; service as necessary to restore its normal function.
5. Code of Federal Regulations requires the following placards and documents be carried aboard:
 - a. Written Trash Disposal Plan (<http://www.gladdingmarinesurvey.com/pdf/uscgwaste.pdf>)
 - b. Copy of Navigation Rules.

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:

6. **One of four hose clamps is broken on main engine propeller shaft seal bellows; replace broken clamp with new.**
7. One of two zincs is missing from bow thruster props; replace with new.
8. **Auxiliary engine raw-water cooling hose is failing between seacock and sea-strainer; replace with new (approximately 8" long piece).**
9. **Propane locker hatch gutter drain line is not sealed where it passes through aft end of locker; seal line to ensure locker is vapor tight from other areas of hull interior.**
10. Shore power system is fitted with one 50-amp capacity galvanic isolator in lower helm console; replace with 100-amp capacity.
11. **Testing of AC generator electrical output indicated "error no ground"; rewire AC generator to provide safe ground path according to its manufacturer's specifications.**
12. Aft deck 240/50 shore power inlet plug has light corrosion; apply dielectric grease to preserve and protect it from further damage.
13. AC generator electrical output overcurrent protection is at main panel; install local overcurrent protection at AC generator using ABYC E-11 for guidance.
14. **Fixed and portable fire extinguishers are due for inspection; a full maintenance check should be made by a qualified fire extinguishing service facility in accordance with the maintenance instructions on the name plate of the extinguisher. A tag should be attached showing the date of such maintenance check.**
15. **Vessel does not have mounted CO/smoke alarms; install one each in aft stateroom, main cabin by galley and other areas of vessel interior where passengers will be sleeping.**
16. **Vessel high-water alarm does not sound when level switches are raised; service as necessary to restore its normal function.**

SUGGESTED REPAIRS AND/OR CHANGES

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

17. Hull paint is scuffed/scratched near bow at port side; buff, wax or refinish to acceptable matching appearance.
18. Ten areas noted on main deck teak overlay where teak strips have come loose and/or caulking is worn; repair and refinish as necessary (see photos for approximate locations).
19. Locker door hinges are nearly seized on stbd Portuguese locker door and one of four doors on stbd side flybridge cabinet; service or replace hinges as necessary to restore their normal function.
20. Portuguese forward gate barrel bolt latch is seized; service or replace as necessary to restore its normal function.
21. Auxiliary engine propeller shaft seal is type that is prone to emitting fine mist that can corrode surrounding metal components, deteriorate wood in vicinity and cause unsightly stains; suggest installation of plastic shield over seal rotating collar to contain mist and direct it downward to bilge.
22. Main engine propeller blade edges have small dents and are lightly worn; service propeller during scheduled haul-out.
23. Emergency tiller was not found aboard; locate and stow in readily accessible location.
24. Port side stabilizer fin has 6" diameter blister on outboard side near bottom; repair and refinish to match during scheduled haul-out (white paint on stabilizer fins reduces heat load on stabilizer fins when boat is hauled and makes them more visible when afloat).
25. Two above waterline common drain manifolds have oozing leaks that is corroding hose clamps and staining hull interior; repair or replace with new located as follows:
 - a. Below shelf inside cabinet by forward lower cabin stairs.
 - b. Engine room outboard port side outboard of air-conditioner condensing unit.
26. Three waste overboard discharge thru-hulls are not labeled; install labels on all three to clearly identify which appliance they serve.
27. Overhead light is inoperative lower deck port side forward end; service as necessary to restore its normal function.
28. Overhead lights on flybridge hard-top could not be turned on; locate power source and prove their function, service if necessary.
29. Clothes washer indicated error "F3" and would not drain; service as necessary to restore its normal function.
30. Main engine hesitates before turning over; investigate cause and service if necessary.
31. Oil leaked from tender base and ran aft in upper deck gutter; locate and repair leak source to ensure its reliable function.
32. AC generator will not shut down from remote control panel; service as necessary to restore normal function of shut down control.
33. **Main engine 24-volt alternator is inoperative; service as necessary to restore its normal function.**
34. Pilothouse Victron Energy inverter remote control panel does not respond to its controls; service as necessary to restore its normal function.
35. Stern thruster battery bank has corroded terminals; scrub clean and apply corrosion blocking spray.

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36. One of two straps is broken house battery box engine room forward end port side; replace broken strap with new.
37. One of two straps is trapped under bow thruster battery box; loosen and reattach in its normal location.
38. Lower helm dash mounted VHF mic cord is falling apart; replace with new.
39. Flybridge stbd VHF mic does not power-up when plugged in; service as necessary to restore its normal function.
40. 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.
41. Engine compartment has one electric dewatering bilge pump; install additional dewatering bilge pump to provide back-up and/or additional pumping capacity.

(End of report photo pages to follow)

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PHOTOS



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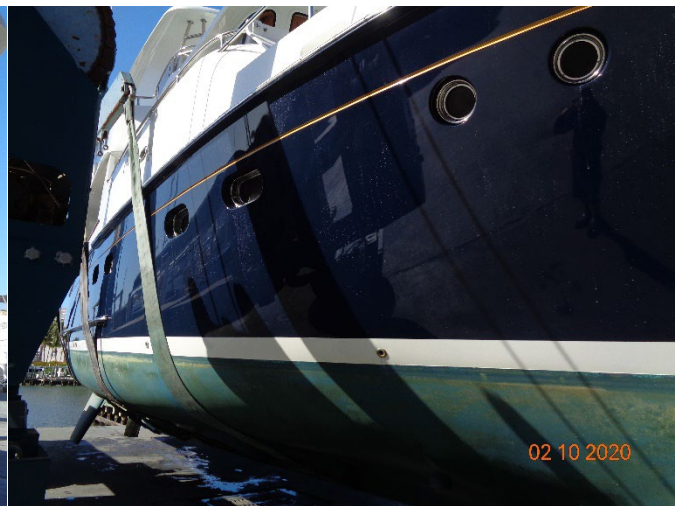
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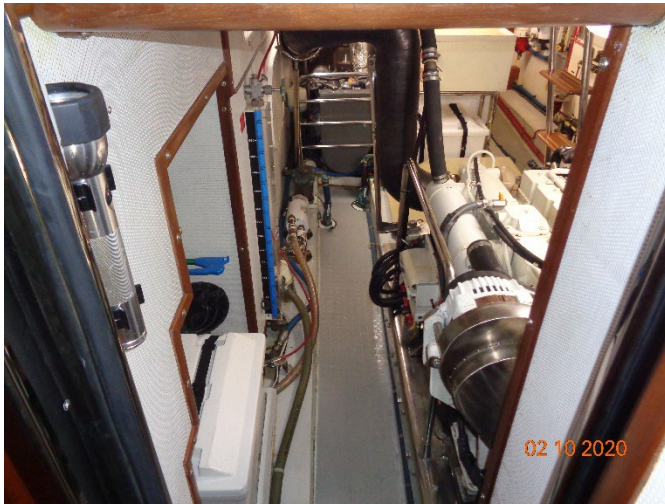
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