

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 NAME: xxxxxxxxxxxxxxxxxxxxxxxx

Prepared by: Bill Gladding AMS® #810

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GENERAL INFORMATION

SURVEY PURPOSE: prepurchase
FILE #: 2017-07-26 Cobalt 302 2013

REQUESTED BY: xxxxxxxxxxxxxx
REPORT DATE: July 26, 2017

CLIENT INFORMATION: xxxxxxxxxxxxxx
OWNER INFORMATION: xxxxxxxxxxxxxx

SURVEY DATE: July 26, 2017
SURVEY LOCATION: owner's residence
ATTENDING: xxxxxxxxxxxxxx
ENGINE SURVEYOR: basic external checks & computer downloads

VESSEL & MACHINERY DATA

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

Hull ID #: US-FGE30xxxxxx13 Documentation #: xxxxxxx Hailing Port: xxxxxxxxxxxxxx, FL

Vessel type and dimensions (taken from 2017 Powerboat Guide)

Manufacturer: Cobalt Boats Model: 302 Model year: 2013 Length: 29'9" Beam: 9'11" Draft: 3'8"
Weight: 9,880 lbs Hull composition: fiberglass

Engines (sighted aboard)

Type and #: twin stern-drive Horsepower: 380@6,000 rpms Fuel type: gas
Manufacturer: Volvo Penta Model: V8-380-CE A Serial #: port (A244xxx), stbd (A244xxx)
Hours: port (96.4), stbd (97.1)

Transom (sighted aboard)

Manufacturer: Volvo Penta Model: TSK-B-AC-32 Serial #: port (A245xxx), stbd (A245xxx)

Stern-drive (sighted aboard)

Manufacturer: Volvo Penta Model: 2.14 DPS-B Ratio: 2.14 Serial #: port (A244xxx), stbd (A244xxx)

RECOMMENDATIONS

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

1. **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 are now approved).**
2. **Lens is cracked on side running lights fixture located on foredeck; replace lens with new.**
3. **Lock collar is missing from boat end of shore power cord; replace with new to insure cord remains securely attached and weather tight when in use.**

(Also see Summary Remarks and Notes section at end of survey)

This vessel was manufactured prior to enactment of some of the USCG 33CFR requirements and NFPA and ABYC standards and recommendations in effect today. 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: warm coastal waters of the USA

For regular use in excess of 12 miles offshore suggest carrying Epirb and offshore type lifejackets

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VALUATION

Subject vessel was found to be in overall above average condition. It has low engine hours and generally less than average wear and tear. Recent sales history, current listings and pricing guides found on July 26, 2017 to use as comparison make a market approach a reliable means for establishing its value. Based upon analysis of the data below it is the opinion of the undersigned the following values should apply:

Current value: \$xxxxxxx Replacement cost: \$243,000 (Bucvalupro.com)

Pricing guides

2017 Powerboat Guide.....prices not given
Abos.com.....\$134,000 to \$148,000
Bucvalupro.....\$121,000 to \$133,000
NADAguides.com.....\$125,190 to \$140,490
(Options not added to guide values unless noted otherwise)

Current listings

Yachtworld.com.....\$138,000 & \$189,000
(2 results – searched 2011 to current models, list contains 2013 and 2014 models)

Reported sales

Soldboats.com.....\$150,000 to \$170,000
(3 results – searched 2015 to present)

Valuation based upon depreciated replacement cost

\$243,000 depreciated at 8% annually.....\$174,083
(Depreciation schedule derived from comparison to reported sales soldboats.com)

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. This survey cannot check for latent defects which could not readily be discovered by inspection without removal of machinery, tanks, sheathing, joiner work, upholstery, bulkheads, ceiling, fascia or other fixed material, or disassembly of machinery, plumbing, wiring or other parts components or systems.

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 Company shall have no liability for property loss damages, and no liability for punitive damages all of which shall be deemed to have knowingly and voluntarily waived upon use of this report. In the event of dissatisfaction with the conduct of the survey, with errors contained in the report, or by omission of information, the sole and maximum remedy shall be limited to the amount of fee actually received for this report which shall be refunded regardless of the number of claims or suits, regardless of whether under theory of tort, contract, warranty, products, outrage or otherwise.

This survey contains opinions and observations based on my skill, experience and training as a marine surveyor and consultant. Under no circumstances shall the report be understood to constitute a

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representation, guarantee, or warranty expressed or implied of any kind as the condition or soundness for the subject vessel, its hull, engines, machinery, equipment or system or any appurtenances thereof, or the cost of effecting any repairs or modifications. The report of survey is not valid until the fee for the survey is paid in full.

Attorney fees; costs: In any litigation arising out of the contract, the prevailing party shall be entitled to recover reasonable attorney's fees and costs.



William K. Gladding, AMS® #810

Society of Accredited Marine Surveyors

Gladding Marine Surveying and Consulting, LLC

SCOPE OF SURVEY

The vessel was inspected in and out of the water without making removals or opening parts normally concealed and without making borings to ascertain thickness or condition of structural members. As a result, some areas behind cabinetry and under decks were not reached. 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 and sounded with a mallet to locate any voids, delaminating or cracking. 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.

Test equipment that may be referenced in the report:

- Tramex Skipper or GE Aquant moisture meter
- Flir® One Android infrared camera
- Ideal Suretest AC electrical test meter
- AC electric three light plug in tester
- Check-Line non-contact digital tachometer
- Multi-meter electrical tester
- Assorted hammers and measuring devices

VESSEL GENERAL DESCRIPTIONS

Exterior arrangement – stern-drive powered bow rider noted the following:

- Hull – V-bottomed planing type with lifting strakes and hard chines; curved sheer is nearly level from bow to stern; hull sides have reverse rake at transom; transom is nearly full height with integral hollow swim platform
- Decks and superstructure – single level recessed cockpit deck with side consoles; lounge seating forward and aft; helm and observer's seating aft of consoles

Interior arrangement – head enclosure and ample storage lockers in helm console and cockpit bilge

Structural elements

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- Hull skin material and type cosmetic finish – molded fiberglass gelcoat cosmetic finish
- Hull grid system layout and materials – molded fiberglass liner
- Hull deck joint – overlapping flanges mechanically fastened
- Continuous transverse bulkheads locations and materials – n/a
- Decks and superstructure materials and type cosmetic finish – molded fiberglass gelcoat cosmetic finish

SURVEY FINDINGS

UPGRADES/REBUILDS

Vessel remains as originally constructed without significant changes

TRIAL RUN

- Location – St. Johns River between owner's residence and Julington Creek Marina
- Conditions – 80 to 90 degrees F, calm wind and waves
- Duration – approximately one hour
- Number of passengers – two
- Tanks levels:
 - Fuel – 60%
 - Water – 100%
 - Waste – 75%
- Hull performance – vessel performed well in all respects. 57 mph top speed is consistent with specifications found in the 2017 Powerboat Guide
- Engine performance:
 - Wide open throttle rpms – port (5,940), stbd (5,890)
 - Temperatures and pressures – remained normal at all operating speeds
- Comments – engine lever and joystick controls run through paces

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 as a result of abnormal indications from visual inspection and readings from moisture meter

Cosmetic condition: **above average (except as noted in summary remarks & notes)**

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

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- Guards – sheer (PVC & stainless)
- Swim platform – integral hollow
- Permanently installed means for reboarding – telescoping stainless

Deck drain systems

Primary drainage system: scuppers

Other drainage systems: n/a Condition: above average

Weather decks with in-hull drain systems: cockpit deck & sink basins

The undersigned has witnessed several sinking and flooding events due to clogged deck drains backing up rain water on deck then flooding to hull interior. In order to prevent this type of event from occurring deck drain fittings and piping should be maintained leak free, kept clean and free of debris and hatch seals maintained to prevent water from leaking to hull interior or accumulating on weather decks and spilling to hull interior.

Decks & superstructure

Structural condition: above average

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

- Cockpit Bimini (stainless & canvass)
- Cockpit cushions & bolsters (vinyl skins)
- Cockpit deck covers (bound wicker pattern)

Exterior hardware

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

Location & type:

- Cockpit spoiler (welded stainless)
- Hand rails (welded stainless)
- Swim platform rim (welded stainless)

Tie-up gear

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

Location & type:

- Bow & stern (4 x Linedudes® retractable mooring lines)
- Amidships (2 x stainless fixed mooring cleats)

Anchoring gear

Condition/appearance: above average Function: normal

Locations/descriptions:

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- Anchor pulpit – none
- Chute(s) – single stainless stem chute plastic roller

Glazing materials

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

Location & type:

- Cockpit – fixed windscreen hinged center section (stainless & glass)

Exterior hatches, portlights and doors

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

Location & type:

- Port hull side – portlight (stainless & plastic)
- Foredeck & cockpit – hinged hatches (molded fiberglass)
- Between side consoles – hinged gate (plastic)
- Engine hatch – motorized hinged 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 (never painted)

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

Trim tabs

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

- Manufacturer - Lenco
- Type – 12 volt electric
- Controls – dual rocker switches with indicator lamps
- Planes – 12”l x 9”w hinged stainless single actuators
- Test performed – vessel trim and running angle adjusted while underway

Thru-hulls, seacocks, transducers

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

- Underwater – Threaded bronze:
 - Transom exterior – **drain plug**
- Topsides – threaded stainless
- Transducers – engine compartment

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ACCOMMODATIONS, HOUSEHOLD SYSTEMS AND COMFORT SYSTEMS

Entertainment equipment

Condition/appearance: above average Function: normal (stereo function)

Locations/descriptions:

- Port side console – stereo, CD, MP3 (Sony Marine)
- Helm side console – stereo remote (Sony Marine)

Galley equipment

Condition/appearance: above average Function: normal

Locations/descriptions – Located in galley except as noted:

- Cockpit wet bar

Sanitary system

Condition/appearance: above average Function: normal

Locations/descriptions:

- Quantity - one
- Manufacturer – Dometic Vacuflush
- Type – 12 volt vacuum flush freshwater rinse
- Vented loops (if required) – n/a
- Y-valves (direct overboard discharge) – none

TANKS, PUMPS, PIPING AND RELATED

(Capacities listed in this section are based upon published specifications for this model unless stated otherwise)

Fuel

Found the following to be in above average condition without significant corrosion or evidence of leakage to level filled (60%) where accessible for inspection:

- Tanks – 150 gallons capacity contained in one aluminum tank secured in cockpit bilge
- Fills – stbd hull side
- Vents – integral to fill
- Plumbing materials – USCG Approved Type-A hose
- Shut-off valves – antisiphon valves on tank outlets
- Filters – engine mounted
- Level gauges – engine panel

Potable water

Found the following to be in above average condition without evidence of leakage to level filled (100%) where accessible for inspection:

- Tanks – 30 gallons capacity contained in one plastic tank secured in cockpit bilge aft stbd side
- Fills – stbd hull side
- Vents – hull side
- Plumbing materials – plastic tubing
- Shut-off valves – not found
- Filters – screen at pump inlet
- Pressure pump – cockpit bilge aft stbd side (Shurflo 3901-0206)

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- Accumulator tank – not found
- Water heater – n/a
- Dock water inlet – none
- Level gauges – head enclosure

Waste

Found the following to be in above average condition without evidence of leakage to level filled (75%) where accessible for inspection:

- Tanks – approximately 25 gallons capacity contained in one plastic tank secured in cockpit bilge aft port side
- Deck fitting – port hull side
- Vents – hull side
- Plumbing materials – sanitary hose
- Level gauges – head enclosure

ENGINES, AND ENGINE AND VESSEL CONTROLS

Engines

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

- Location - stern
- Description – 6.0 liters multiport fuel injected gas engines
- Power transmission – close coupled stern-drive
- Cooling system – closed loop freshwater with raw water cooled heat exchanger
- Mounting:
 - Foundations – hull stringers & transom
 - Beds – aluminum brackets & transom
 - Mounts – vibration isolator type
- Cleanliness – above average
- Fluid levels and condition – based upon visual inspection:
 - Engine oil – full (normal)
 - Engine coolant – full (normal)
 - Gear case oil – not sighted
- Accessibility - fair
- Ignition protection – OEM components remain in service
- Trim tilt – Functioned normally
- Propeller – Three bladed stainless (Volvo Duoprop (FH6REAR 3885855 DA)(FH6FRONT 3885854 DA))

Exhaust systems

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

- Exhaust manifolds – freshwater cooled cast iron
- Risers – raw water cooled end rise
- Exhaust fittings – aluminum collector
- Muffler - none
- Exhaust outlet – integral to drive leg
- Connecting hoses – molded black rubber
- Hose connection clamps – double stainless

Engine ventilation

Condition/appearance: above average Function: normal

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Location & type:

- Natural – hull exterior at stern
- Powered – 2 x DC blowers

Engine controls

Condition/appearance: above average Function/ease of operation: normal

- Manufacturer/model – Volvo Penta
- Description – single lever & joystick electronic
- Locations – helm console
- Neutral safety interlock (prevents starting in gear) – yes

Comments:

- Engine controls functioned normally except single lever feature (may not be enabled)

Engine instrumentation

Condition/appearance: above average Function: normal

- Manufacturer – Volvo Penta
- Type – analog & digital data displays
- Locations – helm console:
 - Digital data displays
 - RPMs & LCD display
 - MPH
 - Trim tilt
 - Oil pressure
 - Coolant temperature
 - Fuel level
 - Volts
- Alarms - yes

Steering

Condition/appearance: above average Function/ease of operation: normal

- Manufacturer/model – Volvo Penta
- Description – wheel type electric hydraulic
- Locations – helm console
- Reservoir – engine compartment

EQUIPMENT

Pumps dewatering and utility

Condition/appearance: average or better Function: normal

Bilge location, type & description:

- Engine compartment:
 - Dewatering (Rule 800 gph)
 - Dewatering (Johnson 2200 gph)

Windlass

Condition/appearance: above average Function: normal

Descriptions (windlass located at foredeck unless noted otherwise):

- Manufacturer/model – Maxwell
- Type – 12 volt vertical

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- Control locations – anchor locker & helm console
- Service disconnect – cockpit aft port side lounge seat base (breaker)
- Overcurrent protection - cockpit aft port side lounge seat base (breaker)
- Test performed – anchor raised and lowered to water several times while in lift

Accessories

Condition/appearance: above average Function: normal

Description & location:

- 2 x docking lights (hull sides at bow)
- 2 x underwater lights (transom by stern-drives)

ELECTRICAL SYSTEMS

Galvanic corrosion protection

Condition/appearance: above average Serviceable: yes

Descriptions & locations:

- Anodes (zinc unless noted otherwise) – stern-drive
- Bonding system – n/a
- Isolation transformers – Charles 93-ISOG2/6-A 3.6KVA

Comments:

- Vessel is also equipped with Volvo Penta impressed current system to provide protection for stern-drive submerged components

AC electrical system

Condition/appearance: above average Function: normal

Locations & descriptions of significant components and features:

- Voltage – 120
- Inlet types & locations – port side of swim platform
- Inlet circuit protection – cockpit aft port side lounge seat base
- Main panel:
 - Location – cockpit wet bar
 - Instrumentation – power indicator lamps
 - Source selector switches – n/a
- Reverse polarity indicator – none (n/a with transformer)
- Tests and examinations:
 - Shoreline output - normal
 - Generator output – n/a
 - Condition of shore cord – above average
 - Condition of shore cord inlet – above average

DC electrical system

Condition/appearance: above average Function: normal

Locations & descriptions of significant components:

- Voltage - 12
- Panel locations – helm console
- Panel instrumentation – volt meter
- Branch circuit protection - breakers
- Primary circuit protection – cockpit aft port side lounge seat base (breakers)

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Battery charging devices

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

Locations/descriptions:

- AC electric – engine compartment port side forward bulkhead (Promariner™ Pronautic 12-40P)
- Alternators – main engines
- Renewable – none

Storage batteries

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

- Batteries – engine compartment (2 x Deka Group 31 maintenance free clamped in trays)
- Disconnects – cockpit aft port side lounge seat base

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

- Digital depth (Faria or similar)
- Chart plotter (Garmin GPSmap 740)

SAFETY EQUIPMENT

(Items in this section should be considered compliant with applicable sections of Code of Federal Regulations and serviceable unless noted otherwise)

Fire safety equipment

- Fixed – engine room forward bulkhead stbd side (Fireboy CG2-300-227 [indicated fully charged])
- Fixed fire system manual activator - none
- Portable handheld USCG Approved Sizes located as follows – BCI:
 - Cockpit port side lounge seat base
 - Cockpit aft bilge in safety equipment bag

Emergency bilge pumps and high water alarms

- Dewatering pumps – vessel is equipped with two pumps
- Audible alarms – n/a

Signaling devices

- Flares - expired
- Hull mounted sound - yes
- Handheld sound – not found

Navigation lights

- Side - foredeck
- All around white – top of spoiler

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Flotation devices

- Personal & throwable USCG Approved devices located as follows:
 - Lifejackets (4 x Type II adult)
 - Throwable (1 x cushion type)
- Liferafts – none

Ground tackle

Condition/appearance: above average Function: appeared adequate for routine service

Locations/descriptions:

- Primary anchor – stainless plow, chain lead & braided nylon rode
- Back-up anchor – not found

Additional required (non-safety)

- Pollution placards (Vessels 26 feet and over with a machinery compartment) – engine compartment
- Marpol Trash Placard (Vessels 26 feet and over) – not found
- Vessel identification locations:
 - HIN – stbd transom corner
 - Documentation # - engine compartment
 - Name - 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. **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 are now approved).**
2. **Lens is cracked on side running lights located on foredeck; replace lens with new.**
3. Put aboard the following as required by Code of Federal Regulations:
 - a. 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:

4. **Lock collar is missing from boat end of shore power cord; replace with new to insure cord remains securely attached and weather tight when in use.**

SUGGESTED REPAIRS AND/OR CHANGES

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

5. Gelcoat is scratched and gouged on port hull side amidships and near stern; repair and refinish to match to restore its normal appearance.
6. Rub rail fasteners are loose and bent in various locations along stbd hull side; replace and tighten damaged fasteners.
7. One of four snaps is pulled loose from aft cockpit carpet; replace loose snap to insure carpet remains securely attached.
8. Linedudes® mooring line reels at bow and stern are missing parts and three out of four do not function normally; service all to restore their normal function or replace with standard or pop-up mooring cleats.
9. O-ring is missing from freshwater tank rill cap; replace with new to prevent contaminants from entering tank.
10. Single lever function is inoperative on engine control system; service as necessary to restore its function if feature is enabled.
11. Install or carry aboard VHF radio to allow ship to ship to shore communication.
12. Install or carry magnetic compass to provide course data in the event electronics fail.

(End of report photo pages to follow)

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PHOTOS



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