

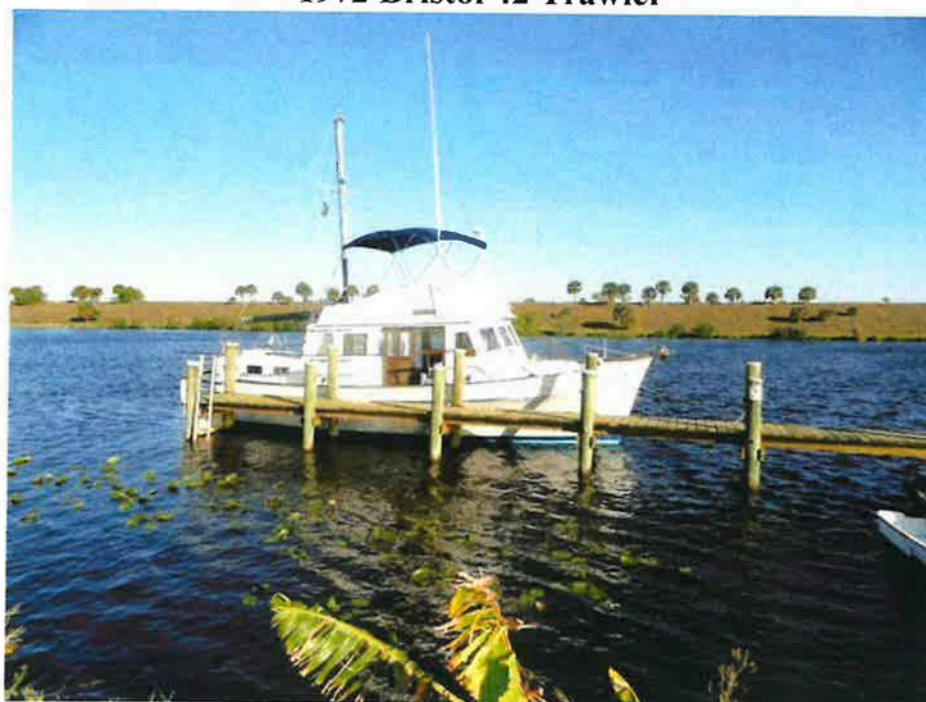
Jim Ledenbach, AMS #1105 -SAMS

Jim Ledenbach, AMS #1105 -SAMS

REPORT OF MARINE SURVEY

**PrePurchase Condition & Value
of the vessel
"Adventure"**

1972 Bristol 42 Trawler



PREPARED EXCLUSIVELY FOR:

■■■■
Bonita Springs, FL

CONDUCTED BY:

Jim Ledenbach, AMS® #1105 - SAMS®

**on
4/2/2021**

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The Following Summary pages are an integral part of this survey and immediately follow the above detailed information:

- * RECOMMENDATIONS
- * CONDITION & VALUE
- * SUMMARY & SIGNATURE/DATE
- * PHOTO PAGE(S)

INTRODUCTION

REPORT INTRODUCTION COMMENTS:

This vessel was surveyed without removal of any part, including fittings, tacked carpet, screwed or nailed boards, anchors and chain/rode, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items, locked compartments or otherwise inaccessible areas. Client/owner is advised to open up all such areas for further inspection.

No determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey represents the condition of the vessel on 4-03-2021 and is the unbiased opinion of the undersigned, but is not to be considered an inventory or a warranty either specified or implied.

Electronics were checked for "power up" only unless so stated.

No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity.

FINDINGS IN THE REPORT OF SURVEY REFLECT CONDITIONS OBSERVED AT THE TIME OF THE SURVEY.

****PLEASE READ THE "RECOMMENDATIONS" SECTION AND COMPLY WITH ANY "PRIORITY I" FINDINGS****

Jim Ledenbach, AMS® #1105 - SAMS®

Superior Marine Survey

email: superiorsurveyor@yahoo.com

715-292-1311

SURVEY SCOPE & GENERAL INFORMATION

SURVEY REQUESTED BY

Client name:
Mailing address:

E-mail address:
Cellular phone:

SCOPE OF SURVEY

Type of survey: PrePurchase Condition & Value.
Vessel Yr/Make/Model: 1972 Bristol 42 Trawler.
Purpose of survey: Assess the overall condition and value of vessel for pre-purchase decision making and if purchased, and used for insurance underwriting and/or financing.
Intended use: Pleasure.
Vessel surveyed at: Glades Boat Storage, Moore Haven, FL.
Survey requested by: This survey was performed at the request of the purchaser, [REDACTED], who was present at the time of the survey. Findings were pointed out and discussed as they were identified.
Inspection date: 4/2/2021.
Conducted by: Jim Ledenbach, AMS® #1105 - SAMS®
How survey conducted: Both in the water and haul out for bottom inspection.
Weather conditions: Clear & dry, Temperature was 70's F.
Sea trial: Vessel came from Moore Haven dock to Glads and surveyor was present when they showed up at Glades. Engines operated properly.
Electrical systems checked: DC power was used to check DC electrical systems. Onboard generator was also started to test AC power output.
Moisture / Delamination: Electrophysics GRP200 & Protimeter Aquant non-invasive moisture meter were used for moisture readings referenced in this report. All moisture readings are comparative to surrounding areas with terms of normal or relatively dry, relatively moist or relatively wet. A percussion hammer was used to randomly test for delamination on all hull, transom and top deck surfaces where higher than normal moisture areas were detected.
Sailboat rigging: Eye level.
Oil Analysis: no.
Boating Education Note: *NOTE: When getting into a larger class of vessels, and regardless of boating experience, the United States Coast Guard Auxiliary and United States Power Squadrons offer boating safety classes that you may find very beneficial. In addition, many Insurance companies offer insurance premium discounts if you have a completion certificate from the USCG Auxiliary or US Power Squadron regarding their boating safety classes. Some of the topics covered are:*

*Advanced Power Boat Handling
Anchoring
Basic Coastal Navigation
Boat Handling Under Power
USCG Regulations & CFR's
Marine Radar
How to Use a Chart*

*Mariner's Compass
Onboard Weather Forecasting
Sail Trim and Rig Tuning
Trailing Your Boat
Knots, Bends and Hitches
Using VHF & VHF/DCS Marine Radio
Using a GPS*

VESSEL CONDITION & VALUE

Condition rating: **ABOVE AVERAGE CONDITION.**

Estimated replacement cost: **\$500,000 USD.**

NOTE:

The overall vessel condition and value is for the vessel in its current condition at the time of survey prior to any repairs or maintenance and was established after a complete inspection of stated vessel, the results of which are included in this report of survey. The estimated fair market value and replacement cost includes all listed auxiliary equipment. See "Condition & Value Summary" section for additional details.

VESSEL INFORMATION

Vessel Yr/Make/Model: 1972 Bristol 42 Offshore-Trawler.
Vessel name: Adventure.
Hull ID number (HIN): None sighted. Not uncommon to find vessels of this date lacking a HIN. Assigned its Federal Doc number as HIN by FL DO542163.
State registration no.: DO542163.
Registered owner: [REDACTED] Moore Haven FL- seller.
Manufacturer/Builder: Bristol Yachts Inc, RI.
Month/Year built: Re[ported as a 1972.
Vessel Type: Fiberglass, semi displacement trawler,
Vessel Specifications: LOA-Length Over All: 41' 6" // LWL- Length Water Line: 39' 6" // Beam- 13' 6" // Draft:-4' // Weight/Displacement-29,999# // Ballast- // Overhead Clearance- NOT Including Antenna's.
Source of Specs: PowerBoat Guide.

U.S.C.G. OFFICIAL DOCUMENTATION

Official Documentation No: 542163 Expired.



Documentation current: Forms are available on line to make the fed doc current and transferred to new owner.

SURVEY STANDARDS

Standards followed: *This survey was completed using as reference the federal regulations and amendments issued and enforced by the United States Coast Guard under the authority of Titles 33 and 46 of the United States Code of Federal Regulations (CFR's) in effect at the time of the survey inspection. In addition the American Boat and Yacht Council (ABYC) and National Fire Protection Association (NFPA-302) voluntary standards in effect at the time of the survey were used as reference. These ABYC and NFPA voluntary standard practices are generally followed by*

most vessel manufacturers today. 100% adherence is not guaranteed.

SURVEY INSPECTION COMMENTS

Comments:

- All systems and components inspected and described herein apply only at Time of Survey and are considered serviceable and/or functional except as indicated in the survey report and listed in the Recommendations section. Electronic devices and instruments were checked for power up only - not for functionality. Areas not inspected include vessel structure areas which are covered, unexposed or inaccessible such as screwed down or false panels or bulkheads, moldings or any area that was not readily open for visual inspection. If a component is not identified in this report, it was not sighted/inspected or not installed.
- It is the nature of marine vessels that deterioration, wear and accidents do occur and as such, this report therefore represents the condition of the vessel only on the date the survey was conducted. It provides no guarantee and no prediction of the vessel's condition on any later date.
- "Priority I Recommendations" are related to Safety & Regulatory findings and are printed **RED** in the report.
- "Priority II Recommendations" are related to Maintenance & Standards findings and are printed **BLUE** in the report.
- "Other Observations & Suggestions" are items that are relatively minor in nature and are printed **GREEN** in the report.

Report terms used:

- APPEARS: Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e. g. no power available, behind screwed down panels, or requirements not to conduct destructive tests).
- FRP: Fiber reinforced plastic-Also known as Fiberglass or Fibreglass. This is the typical construction material for most modern day yachts and small craft.
- APPEARS: Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e. g. no power available, behind screwed down panels, or requirements not to conduct destructive tests).
- FUNCTIONAL/OPERABLE: Functions as intended.
- POWERS UP: Device was tested for Power Up only, not for full design functionality.
- SERVICEABLE: Sufficient for a specific requirement.
- STERN: Rear of vessel, transom area.
- STEM: Bow, forward most area of the vessel.
- TRANSOM: Stern structure, aft end.
- EXCELLENT CONDITION: New or like new.
- GOOD CONDITION: Shows minimal wear with possible minor cosmetic discrepancies.
- FAIR CONDITION: Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)
- POOR CONDITION: Requires repair or replacement of system, component or item to be considered fully usable.

EXTERIOR HULL & BOTTOM INSPECTION

HULL EXTERIOR-SIDES

- | | |
|--------------------------------|--|
| Hull type/Construction: | Semi Displacement, Molded fiberglass, with white gel coat surface. |
| Hull cosmetics: | Hull cosmetics are in good condition-minor nicks and scratches which are typical for a vessel of this age. |

Moisture/Delamination: All moisture meter readings on hull sides and surrounding thru hull fittings were relatively dry with normal comparative moisture meter readings. No delamination found with sounding hammer.

Stem: Moderate flare- Solid, no cracks on external inspection. Moisture readings relatively Dry.

Stem thru hull fittings: Anchor/chain locker drains thru side of stem.

Side thru hull fittings: Plastic mushroom head fittings, used for: Cockpit/Deck drains, Bilge/Sump drains, Sink drains, A/C discharge drain(s), Vents also sighted for: Fuel vent, Water tank vent, Waste tank vent, All thru hull fittings are adequately secured and sealed to hull.

Rub rail: Rub rail is stainless steel Also has a stern lower rub rail. Well secured in good condition with only minor scrapes.

Port Lights: None in hull.

Condition summary: Serviceable.

TRANSOM

Transom type: Conventional flat transom, Well secured, no cracks or defects sighted.

Moisture/Delamination: All moisture meter readings on transom and surrounding thru hull fittings were relatively dry with normal comparative moisture meter readings. No Delamination discovered when randomly testing with percussion hammer.

Transom cosmetics: Good transom surface condition.

Swim Platform/Step: Fiberglass Swim platform is well secured to transom..

Swim/Boarding ladder: The ladder is well secured and functional.

Davit system: Reported davits but not on the vessel. Not sighted.

Transom storage: Large metal hatch for access to steering parts and spare anchor storage in aft deck. Elevated moisture around hatch- rebled.

Condition summary: All serviceable.

HULL BOTTOM

Construction material: Molded fiberglass.

Bottom paint: Reported barrier coated in 2019. Some alabative bottom paint is gone- replace alabative paint before going to salt water.

Stress cracks: None sighted.

Osmotic blistering: NO evidence of blisters was found on hull bottom during bottom inspection.

Moisture/Delamination: All random moisture meter readings on hull bottom and surrounding thru hull fittings were relatively dry with normal comparative moisture meter readings. No Delamination discovered when randomly testing with percussion hammer. IR camera used- No moisture or delamination sighted.

Void(s): None found.

Grounding damage: None noted.



Strainers/Scoops/Screens: All strainers/screens are well secured to hull bottom. Clear of marine growth..

Transducers: Transducers for speed and depth are adequately sealed and bonded to the hull.

Thru Hull fittings: Mushroom type bronze fittings for all below water line sea cock locations. Well secured to hull bottom.

Condition summary: Serviceable.

KEEL

Keel type: Keel is molded in with hull.

Keel condition: Keel is well secured and well faired into hull. No cracks or separation sighted at hull to keel joint.



Condition summary: Serviceable.

PROPELLER(S)/SHAFT(S) / STRUT(S)

Prop(s) description: Prop has three blades and is made of bronze alloy, Props are in excellent condition. No bent, chipped or damaged prop blades. Prop nuts are secure and properly locked in place with jam nut and properly cotter pinned. The anti foaling paint on the shaft and props is blistering- remove the blistered areas. It may cause corrosion.



Spare props: Sighted in transom storage area.

Shaft size / material: Shaft size is 2" and made of Stainless steel.- remove blistering paint.

Strut(s): Single bronze P-Strut. Strut appears to be in line and is well secured to the hull bottom.

Cutlass (shaft) bearing(s): Good condition. No play found in cutlass bearing, for both shafts.

Condition summary: All serviceable.

Findings:	Recommendations:
blistered paint on shafts and props.	Remove blistered paint- may cause corrosion for lack of oxygen.

RUDDER(S)

Rudder type/condition: Bronze, Spade.

Condition summary: Serviceable.

ANODES

Shaft: Collar anode on shafts-Serviceable and secure. No deterioration sighted. Wire brush when white hydroxide coated. Collar anodes should be forward of cutlass 1.5 times the diameter of the shaft for proper cutlass water lubrication.

Rudder: Yes- need brushing.

Anode notes: *Monitor all anodes frequently on hull and underwater equipment and replace when they are no more than 50% wasted. Anodes are normal replacement items designed to help protect the running gear from electrolysis. Keep spares aboard vessel. Remove white hydroxide frequently.*

INTERIOR HULL & STRUCTURAL INSPECTION

HULL INTERIOR & STRUCTURAL COMPONENTS

Hull to deck joint:	Elastomeric compound sighted in hull to deck joint. No leaks thru any part of hull to deck joint area sighted.
Bilge(s):	<i>NOTE: Whenever you visit your boat, it's good practice to check the bilge area(s) for higher than normal levels of water and proper functionality of the bilge pump(s) or anything else that could be causing trouble.</i>
Stringers:	Hull stiffness provided by FRP grid structure as a heavy grid system in the area of the bilge. No separation, cracks or splitting sighted in keel/bilge areas or when inspecting transducers. Additional stringers support in engine compartment and stringers are well glassed into hull. Complete inspection not possible due to limited access. Appears serviceable where sighted.
Bulkheads:	Appear secure.
Stem:	Solid stem, no cracks or separation sighted inside.
Inside of transom:	Reinforced. Secure-no cracks or separation sighted.

ALL THRU HULL FITTINGS

Sea valves:	Bronze seacock ball valve(s) installed, Sea valves sighted are used for: Air Conditioner(s) raw water intake(s), Engine(s) raw water intake(s), Generator raw water intake. Head raw water flush intake.
Sea valve condition:	Sea valves are all functional.. The valves are designed to be locke open or closed with tension nuts.
Sea valves piping:	Marine rubber covered reinforced hose. Hoses are double clamped. Monitor all hoses periodically and replace if cracks appear.
Sea strainers:	Internal strainer(s) installed for engine raw water, head raw water, generator raw water, air conditioner raw water pickup.
Transducers:	Speed & Depth transducers are adequately sealed. No leakage sighted inside hull.
Condition summary:	Serviceable.

TOP DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

Deck Surface:	White gel coat with molded in non skid fiberglass surface.
Moisture/Delamination:	Most of the top deck had normal moisture readings. Moisture meter showed higher than normal moisture readings at railing bases, cleats and fill ports. Some moisture is not unusual for vessels of this age. Deck is not spongy or soft and is solid under foot. It is not unusual to discover some deck moisture in older vessels. ----- To seal off deck from further moisture penetration, deck fittings near elevated moisture areas can be removed and resealed. To determine more precisely the condition of laminate, examination of core at fastener locations is necessary to determine actual condition of interior FRP material.
Anchor platform:	Fiberglass platform. Well secured-no cracks sighted.
Anchor/chain locker:	Yes accessed from top deck . Functional.
Deck pipe:	Two- secure Starboard is normal moisture. Port side needs rebedding.

Windlass:

Powerwinch, w/ Chain gypsy,
Rope gypsy The UP-Foot control
properly powers up the windlass
to raise the anchor.



Windlkass

Bow pulpit/rail:

Stanchions/side rail(s):

Toe rail(s):

Deck hatches:

Boarding gate:

Cleats & fairleads:

Fill Pipes:

Bulwark:

**Cabin (house) to deck
joint:**

Joinery stress:

Grab rail(s):

Exterior teak:

Cabin house window(s):

Windshield:

Stainless steel with side rails, well secured. Elevated moisture readings, rebed.
Stainless steel, with teak top grab rail. Teak in excellent condition. Elevated
moisture readings- rebed.

Teak cap is well secured to top of toe rail.

One hatch for forward berth.

Port and starboard sides have boarding gates Serviceable.

Horn cleats are all well secured to deck and side deck and are functional. Elevated
moisture readings- rebed.

All fill pipes on top deck are properly marked as to purpose/use per ABYC
recommendations. Elevated moisture reading- rebed.

Molded in, no cracks or separation sighted. Multiple deck drains on sides of
bulwark.

Molded in -- no stress cracks noted.

None noted.

Sides of cabin top, Grab rail is teak and well secured. normal moisture.

Teak in excellent condition. All teak is clean and has been well maintained and
protected from the elements. Serviceable.

Sliding side windows, serviceable.

Large three piece aluminum
framed with tapered side panels.
No cracks or separation sighted,
Center section opens for access to
foredeck or ventilation.



HELM & NAVIGATION ELECTRONICS

NAVIGATION ELECTRONICS

Helm station: Two helms. Upper and lower.



Lower helm

Compass(es): 3" Danforth Corsair, Appears functional. At both helms.
VHF radio(s): Standard Horizon Powers up OK. at both helms.
Hailer(s): Benmar Powers up - at both helms.
Autopilot(s): Unipas. Functional- at both helms.
Depth sounder(s): Datamarine Powers up OK, 2300. At both helms.
Other electronics: When adding new electronics you may want to adjust your insurance coverage to reflect their costs.

OTHER ELECTRONICS AND CONTROLS

Antenna(s): VHF.
High water alarm: Not sighted. Since 2005, ABYC H-22 has recommended use of a high water bilge alarm for all vessels with accommodation spaces. Recommend compliance with ABYC.
Windshield wiper(s): Test for starboard- functional. Portside did not function.

ENGINE INSTRUMENTS AND CONTROLS

Throttle and shift controls: Separate levers for each engine throttle and shift control. Controls work smoothly.
Engine room blowers: Engine room blower(s) power up and fully functional.
Engine alarm/shutdown: Engine Alarm, Alarm tested and found functional for both.
Engine status: All engine instruments are OEM. (Original Equipment Manufacturer)
Volt meter(s): OEM, functional.
Hour meter(s): Yes- functional.
Oil pressure: OEM, functional.
Tachometer(s): OEM, functional.
Temperature: OEM, functional.
Condition summary: Serviceable.

CABIN INTERIOR APPOINTMENTS

MAIN SALON

Style: Traditional layout. Paneling of unknown wood.
Sole: Carpeting installed throughout.
Headliner: White vinyl. Clean and well fastened. No tears, splits or stains sighted.
Water intrusion signs: No evidence sighted.
Engine access: Hatch in main salon carpeted sole.
Light fixtures: 12 volt cabin lights throughout the vessel, Fully functional.
Seating: Sofa- cloth. good condition.
Windows: Side cabin -slide open windows. Appear serviceable. No leaking sighted.
Overall interior condition: Interior is in good condition for its age.

GALLEY

Location: Starboard side.



Sink(s): Stainless steel shallow well.
Water system: Pressurized hot and cold.
Stove: Princess. four burner, electric, with oven, Burners tested and are functional.
Refrigeration: Upright, General Electric with freezer.
Microwave oven: Black & Decker. Powers up OK and appears functional. Unit is not properly secured on counter. **RECOMMENDATION:** Any appliance should be secured from movement while underway to comply with ABYC A-3 recommendations. A large device/appliance left loose while under way on a counter, table or stove top can be hazardous to passengers and crew.

BERTHS / STATEROOMS

Berths: Four. plus sofa.
Master stateroom: In Aft cabin area, Amenities include: Head w/shower. Mattress / cushions, Good condition.



Guest stateroom: In V-berth area, Amenities include: head, mattress/cushions in good condition.
Other accommodations: In saloon area- sofa.

HEAD(S)

Number/Location: Two heads in aft cabin Forward.
Toilet(s): Electric flush Appeared functional when tested. No leaks sighted.
Raw water supply: Raw water intake thru bronze seacock.
Sink: Stainless steel in both.

Shower(s): one in aft head. Sumps overboard- not tested.



Head lighting: 12 volt Head lighting is all functional.

AIR CONDITIONING (A/C)

Manufacturer & Type: Two Cruisair, 120 Volt - cool only.
Locations / BTU Capacity: Compressor in engine space.
Temp Controls: Rotary temperature controls.
Drip trays: Yes, one for each condensing unit. Functional with drains.
Condensate drain: Drains to bilge.
A/C Raw water: Bronze sea cock for A/C Raw water intake. Fully functional and hose is double clamped.
Thru hull strainer: Strainer located at A/C raw water pump inlet seacock. Strainer is clear. Hoses are clamped and secure on all fittings sighted.
Hoses & connections: Hoses appear to be adequate size and serviceable for application. No cracks or hose damage sighted.
Raw water cooling pump: 120 Volt pump functioned well when testing A/C units.

ELECTRICAL SYSTEMS

D.C. ELECTRICAL SYSTEMS

D.C. Voltage system: 12 Volt system.
Battery Set One: Battery set has a total of four 12 Volt sized Battery size is that are type Group 31 Lead acid batteries that are located Standard type which provide service to in the engine compartment . the main engines, Batteries are well secured in boxes with straps or hold down brackets. Cables are properly color coded and positive terminals are properly covered with boots or box covers.
Passed Load Test.
Battery Set Two: Battery set has a total of one 12 Volt that are type Group 24 Lead acid batteries that are located in the engine compartment which provide service to generator. Batteries are well secured in boxes with straps or hold down brackets. Cables are properly color coded and positive terminals are properly covered with boots or box covers.
Failed Load Test.
Battery selector switch: Yes three rotary switches are functional.
Charging system: Both engine mounted alternators The battery charger is a Xantrex Truecharge 40+ Charger powers up and was functional.

Distribution panel:

All DC circuits controlled from the helm station dash and panel.



Breaker(s)/fuse(s):

All D.C. circuits are adequately protected by branch or switched breakers.

D.C. wiring:

All wiring runs are properly secured every 18" per ABYC E-11 recommendations.

DC wiring spark prevention:

All terminals sighted have spark protection covers in compliance with ABYC E-11.5.



spark protection on panel

DC Electrical ground:

DC electrical system is properly tied into vessels electrical ground system using the engine as a common ground.

Condition summary:

Serviceable. Try charging the genset battery and see where it lands. It still started the generator.

A.C. ELECTRICAL SYSTEMS

A.C. Voltage system:

Two 120 volt system.

Shore power cord(s):

Two 30 AMP shore power cords-length not measured, Cord(s) appear serviceable with no burnt or corroded fittings & cord shows no cracks.

Shore power breaker:

Dual pole breaker for shore power at main power distribution panel per ABYC recommendations.

A.C. power selector switch:

AC / Generator manual break/make lever switches for each circuit located in main AC panel.

Distribution panel(s):

Stand alone panel in main salon.

Branch breakers:

All A.C. circuits are adequately protected by branch breakers.

Reverse polarity indicator:

Not tested.

GFCI protection:

No GFCI protection sighted for 110V outlets in/near wet locations (galley, head) --
RECOMMENDATION: Provide GFCI protection as currently recommended by ABYC E-11 and NFPA 302. (Install a GFCI equipped breaker in each wet location or as first outlet from power source in each circuit and test regularly.)

A.C. meter(s): Analog type, Amps, Volts, Serviceable.



AC Main Panel

A.C. wiring: Stranded copper boat cable- size and rating, where sighted, appears correct and serviceable for intended use.

A.C. Electrical ground: AC NOT grounded into the vessels 12 volt electrical system, using the engine(s) as a common ground.

Galvanic Isolator: None sighted- recommend installing on system. Keeps you vessel from being a neighboring vessels anode.

Condition summary: Serviceable after GFCI install.

GENERATOR

Manufacturer/Location: Westerbeke, Generator installed in engine space, Installed: Inside insulated sound box.

Generator specifications: Diesel powered, Model, 8 kw.

Generator hours: 540.7.

KW/Volts/Amps rating: 8 KW. 120 / 240 Volts AC.

Hoses and clamps: Properly double clamped.

Belts and pulleys: Belts condition are serviceable. No cracks or splits sighted. Pulleys/belts appear to be in line.

Cooling system(s): Fresh water / heat exchanger cooled with water intake through lever action seacock.

Oil level and condition: Clean & full on dipstick. No evidence of water or cuttings in lube oil.

Fuel pump(s): Engine mounted. No leaks sighted.

Fuel filter(s): Uses the starboard engine Racor filter.

Engine mounts and beds: Engine mounts appear to be well secured to the support mounting.

Engine ground cable: Generator is properly grounded with a proper size conductor cable.

Exhaust piping: Side hull exhaust, Flex hose. Exhaust hose is properly double clamped at both ends.

Muffler: Metal waterlift. No leaks sighted.

Ventilation: Blower and natural. Blower powers up OK.

Accessibility: Good.

Generator performance: Generator was tested under full load of A/C units and other AC powered devices. Generator started and ran properly and properly maintained voltage readings.

INVERTER/CONVERTER

Type: DC to AC Inverter.

Manufacturer: Heart Interface.

Model number(s): 1200.

Location: Engine compartment stringer.

Input (volts) 12 Volts.

Output 110 volts.

Condition summary: Serviceable.

GROUND/BONDING SYSTEM

Main bonding conductor: Hull anodes amidship and transom.
Through-hull(s) connected: Yes.
Rudder(s) connected: Mounting plates connected.
Grounding plate(s): External-well secured to hull and ground wires well secured.
Galvanic isolator(s): None sighted.

ENGINE COMPARTMENT / PROPULSION SYSTEM

MAIN ENGINE(S)

Engine specifications Two, Perkins, Inboard model 6-3544. using Diesel fuel Four cylinders, In Line 6 cylinder, Naturally aspirated.



Engine serial no(s): Engine serial no tag was sighted or unreadable on the engine.
Engine(s) hours: Port hrs: 3240. Starboard 3052.
Raw water hoses: Good condition-No cracks, soft spots or leakage sighted.
Belts and pulleys: Belts condition are serviceable. No cracks or splits sighted. Pulleys/belts appear to be in line.
Cooling system(s): Fresh water / heat exchanger cooled, -- coolant level is good and appears in good condition.
Engine ventilation: Natural ventilation for engine space is provided. Power exhaust ventilation blower(s) are installed.
Oil level and condition: Full on dipstick(s). No evidence of water or cuttings in lube oil as sighted on dipstick(s).
Flame arrestor(s): Yes-
Fuel pump(s): Engine mounted. No leaks sighted.
Fuel supply lines: Appears to be OEM rigid line from fuel tank then connected to flex fuel hose to engine mounted fuel pump. USCG A1 flex. No leaks, cracks or soft spots sighted.
Fuel filter(s): Engine mounted. Remote mounted, No metal shield(s) in place- add metal shielding to plastic bowls.



Engine mounts and beds: Engine mounts appear to be well secured to the support stringers.
Drip pad(s): No Pads in place beneath engine(s). Fluids and debris fall into bilge area. -----
Consider installing drip pads beneath engine(s) to catch fluid drippings and rapidly

identify leaks of any kind.
Insulation: Yes.
Engine(s) operated: Engine not operated for purposes of this survey but the vessel was moved to haul out well and returned to slip. Surveyor observed normal startup and operation. All I at delivery. I instruments appeared functional.
Fresh water flush: Use strainer to flush. Recommend flushing salt water out when not in use.
Engine room summary: Engine room is clean and uncluttered.

EXHAUST SYSTEM

Exhaust manifold: Good condition- The exhaust system including exhaust connection and hoses were inspected using an inspection mirror and no obvious cracks or leakage issues were noted.
Discharge location(s): Aft hull/transom corners.

TRANSMISSION(S)

Manufacturer/Model: Borg Warner Hydraulic Gear driven utilizing transmission hydraulic fluid.
Fluid level and condition: Age of oil unknown. **RECOMMENDATION:** Change transmission fluid and monitor regularly.
Stuffing box(es): Dripless shaft seal system. Bellows and carbon collar is secure and appears functional. NOTE: Be sure to "burp" the PSS dripless packing gland(s) each and every time the vessel is launched.
Condition summary: Serviceable.

STEERING SYSTEM

STEERING SYSTEM

Type: Hydraulic lines and ram cylinder with attached on rudder stock or tie bar. Electronic controlled steering motors are used to move the lower propulsion pod. Latham hydraulic steering. Rack & Pinion gear.
Mounting(s): Cylinder & ram actuator well secured-no leaks sighted.



Steering tie bar: Well mounted with rudder steering arms connected by a steel lateral bar.
Lines and fittings: Copper, Flex hydraulic lines. No leaks sighted.
Pressure/reservoir tank: Power steering fluid reservoir is Full. Located in transom- accessed in round hatch on aft deck. Site tube on canister.
Rudder stock(s): Visually sound.
Packing glands: Appear well sealed- No leaks sighted.
Condition summary: Serviceable.

TANKAGE / PLUMBING

FUEL TANK(S)

No & Location: Two tanks. located on the port and starboard sides In engine space.
Tank type & capacity: Tank(s) are constructed of Black Iron. The tank(s) capacity is 500 total gallons as sighted on each tank label.
Fuel supply lines: Copper fuel line from fuel tank to near engine then flex USCG A1 to engine mounted fuel pump.
Diesel return line(s): Flex to Copper line.
Shut off valve(s): Serviceable.
Vent line/location: Vent located on hull side(s), with flame screens or cleanable vents in place and clear.
Hose type is, USCG A1.
Fill line(s) located: Side decks, clearly marked for diesel fuel per ABYC recommendations.
Fill pipe & condition: USCG Type B2 flex hose. No cracks, soft spots or splitting sighted. Serviceable.
Fill hose is properly double clamped at both ends of fill hose.
Fuel fill grounded: Fuel fills are properly grounded to the fuel tanks.
Tank(s) grounded: Yes-Both tanks are properly grounded.
Tank(s) secured: Tank(s) well secured.
Tank(s) condition: Visually good (where accessible)
Other notes: Add a water dispersal additive at every fillup. Add anti-biotic a couple times a year.

FRESH WATER TANK(S)

No & locations of tanks: Three tanks under mid cabin / aft berth area. in engine compartment.
Tank(s) type & capacity: Stainless steel with a total capacity of 180 gallons total.
Tank(s) secured: Yes.
Filter(s): Screen. in pump intake. Nit an actual filter.
Tank(s) condition: Visually good (where accessible)
Accumulator tank(s): No- consider adding one in the future.
Water pump(s): 12 Volt, pump powers up and pressurizes the water lines.
Supply lines: Reinforced flex plastic hose. No leaks sighted for areas open to inspection.
Shut off valve(s): Manual shut off valve is functional.
Filling line(s) located: Side decks clearly marked for water. Aft deck clearly marked for water.
Vent(s) location(s): Side hull. Transom.
Condition summary: All serviceable.

HOLDING TANK(S) - BLACK WATER

No & Location of tanks: Not sighted during the normal course of inspection of all open compartmental areas. Waste tank location may be in a sealed compartment not readily open to inspection. ----- Owner is advised to check vessel manuals for location of waste tank and fully inspect prior to using head system.

WATER HEATER

Tank location: Engine compartment.
Manufacturer/capacity: Tank was built by: Raritan The capacity is 10 US gallons.
How powered: 110V with heat exchanger coil.
Ignition protected: Yes, Water heater is marine type and labeled as ignition protected.
Water heater test: Not tested-Unsure of water level inside water heater. ----- Test after filling water heater to be sure fully functional.
Pressure relief valve(s): Yes- Drains into bilge area. Vessels equipped with shore water connections should have the relief valve plumbed overboard.
ABYC Standard H23.7.4.3 The relief valve, formerly required in H-23.7.2, shall have an unrestricted and unreduced overboard discharge.
Changed in 2020- not required.

Supply lines:
Heat exchanger hoses:

This surveyor still recommends overboard discharge line for relief valve for vessel and passenger safety and cover my butt.

Reinforced plastic.

Outer tank material:

Heat exchanger hoses appear to be in good condition where sighted. No cracks or leaks sighted.

Tank(s) secured:

Painted mild steel.

Other notes:

Yes, Tank is well secured to base.

Condition summary:

Vessel has shore water connect. Although ABYC recently rescinded the relief valve overboard discharge from the standards requirement, this surveyor still believes it is a safety issue to comply.
Serviceable.

LPG (PROPANE) TANK(S)

No & location of tanks:

Do not store BBQ grill tanks INSIDE the vessel.

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

Navigation lights:

All Navigation running lights were tested and found fully operational.

Life Jackets(PFD's):

USCG Type I, 1 to 5 sighted aboard, All appear to be in good condition. Keep all life jackets in a readily accessible location or wear them when cruising.

Throwable type PFD's:

USCG approved buoyant cushion(s), 1 to 5 sighted aboard, USCG approved Ring buoy(s), All Throwable PFD's sighted appear to be in good condition *NOTE: Type IV throwable PFD is a requirement and designed to be thrown to a person in the water and grasped and held by the user until rescued. Keep all throwable PFD's in a readily accessible location and although not a requirement, insure that a 30' to 50' floating tether line is attached.*

Visual Distress Signals:

12 Ga Aerial, Signals are current, SOS strobes w/red flag legally replace those expiring signals.

Sound devices:

Electric horn control at helm station is functional.

USCG placards:

Both USCG mandated placards (Oil & Garbage) are properly posted.

Engine ventilation:

Power exhaust ventilation blower(s) are installed Natural ventilation for engine space is provided, and are fully functional.

Inland Navigation Rule Book:

A copy of the Inland Navigational Rules was not sighted as required for self propelled vessels over 39'4" (12M) or longer as required by USCG 33 CFR 88.05. **RECOMMENDATION:** Ensure a copy of the Inland Navigation Rules is aboard for ready reference and be familiar with it's contents to comply with USCG regulations and to avoid a potential fine.

Waste Management Plan:

A written waste management plan was not sighted on board to comply with USCG regulations. **RECOMMENDATION:** Vessels over 39'4" (12M) or longer with a galley and berthing require a written waste management plan describing the procedures for collecting, processing, storing and discharging garbage, and designate the person who is in charge of carrying out this plan. This is a USCG CFR 33 151.57 requirement. Non compliance could lead to a fine. BoatUS website has forms you can print and fill in. A properly documented waste management plan was sighted on board and is in compliance with USCG regulations for vessels over 39'4" (12M).

FIRE FIGHTING EQUIPMENT- U.S.C.G. Required

Dry Chemical Size I:

Three sighted, All gauge(s) read full. Inspect extinguishers monthly, Shake/tap with rubber mallet annually.

Dry Chemical Size II:

One USCG approved or 5-B UL approved USCG or UL approved extinguisher(s) sighted at the following locations: Engine space All gauge(s) read full. Inspect

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**FIRE EQUIPMENT
OBSERVATION:**

extinguishers monthly, Shake/tap with rubber mallet annually.
Vessel has enough extinguishers for USCG and ABYC standards.

BILGE PUMPS

**ELECTRIC PUMPS:
Bilge Pump Comments:**

Two electric pumps. Pump(s) powered up when switched on manually.
CAUTION---- Bilge pumps are high maintenance items. Bilge pumps are only the initial part of a de-watering system, which may include a strum-box, check-valves or occasionally anti-siphon loops and valves, piping, a seacock if the exit is below waterline and a thru-hull tailpiece. This entire system must be understood and maintained. Bilge pumps may fail at any time. No warranty as to longevity can be expressed or implied at survey. Tapered wooden plugs tied to seacocks are an inexpensive safety item and highly recommended under current ABYC standards. Keeping bilges clean and free of debris is a vital part of insuring proper operation. It is also recommended that each bilge pump be periodically tested by filling the immediate bilge area with water, to ensure the pump(s) and float switch(s) and or high water alarms (if equipped) are operating as designed.

AUXILIARY SAFETY EQUIPMENT

**First aid kit:
Smoke detector(s):**

Owners should have a good one onboard.
None sighted. ----- Since 2004, NFPA 302-12.3 has recommended Smoke Detection devices for all vessels 26 ft (8m) or more in length with accommodation spaces intended for sleeping and is installed and maintained according to the manufacturer's instructions.

**Carbon monoxide
detectors:**

Carbon monoxide fume detectors were not sighted but have been recommended since 2001 by both ABYC and NFPA. RECOMMENDATION: Due to the number of carbon monoxide related deaths on boats, this surveyor highly recommends the installation of CO detection devices on all gasoline and diesel powered vessels to comply with ABYC A-24 and NFPA 302 recommendations. Detectors shall be located to monitor the atmosphere in the main cabin and each sleeping area. Obtain suitable marine carbon monoxide detectors at a marine chandlery.

High water Alarm

None sighted- all vessel with overnight accommodations should be equipped with a high water alarm.

**Radar reflector:
Floating signal light:**

Not sighted. Highly recommended.
SOS strobe w/ red flag will legally replace expiring signal flares.

GROUND TACKLE

Primary anchor:

Manson with sliding shank. Material, Galvanized Steel, Galvanized chain with undetermined length of what appears to be three strand Anchor/rode shackle pins are not properly seized----- Seize anchor rode shackles with galvanized or monel seizing wire from pin to shackle to help prevent loss of anchor.. Also move the first shackle into the sliding shank.

Secondary anchor:

Danforth on front deck. Chokes show elevated moisture- rebed.



Spare anchor(s):

CQR, Viking grapple and yachtsman - stored in transom. q.

AUXILIARY EQUIPMENT

MISCELLANEOUS EQUIPMENT & ACCESSORIES

Canvas/Dodger:

Bimini on flybridge- good condition.

Dock lines:

Multiple assorted length dock lines sighted aboard vessel and appear serviceable.

Fenders:

Several fenders of various sizes sighted and appear serviceable.

DINGHY / TENDER

Manufacturer/Model:

None sighted.

INSPECTION RECOMMENDATIONS SUMMARY

PRIORITY I - SAFETY & REGULATORY RECOMMENDATIONS: *(MAY BE MANDATORY)*

The items listed are required by state laws or federal laws and U.S.C.G. regulations or are considered by the attending surveyor to represent unsafe operating conditions. Recommend these items be corrected before next use of vessel.

PRIORITY II - MAINTENANCE & STANDARDS RELATED RECOMMENDATIONS: *(NOT NORMALLY MANDATORY)*

These are important maintenance items sighted which in this firm's opinion should be performed. They may also include recommendations to conform to current ABYC and NFPA-302 voluntary standards which may not have been in effect or may not have been adhered to by the builder when the vessel was constructed. Some of these, if not addressed, could lead to a Priority I safety issue and/or may result in a reduced vessel market value.

HELM & NAVIGATION ELECTRONICS

OTHER ELECTRONICS AND CONTROLS

High water alarm:

Not sighted. Since 2005, ABYC H-22 has recommended use of a high water bilge alarm for all vessels with accommodation spaces. Recommend compliance with ABYC.

CABIN INTERIOR APPOINTMENTS

GALLEY

Microwave oven:

Black & Decker. Powers up OK and appears functional. Unit is not properly secured on counter.

RECOMMENDATION: Any appliance should be secured from movement while underway to comply with ABYC A-3 recommendations. A large device/appliance left loose while under way on a counter, table or stove top can be hazardous to passengers and crew.

ELECTRICAL SYSTEMS

A.C. ELECTRICAL SYSTEMS

GFCI protection:

No GFCI protection sighted for 110V outlets in/near wet locations (galley, head) -- RECOMMENDATION: Provide GFCI protection as currently recommended by ABYC E-11 and NFPA 302. (Install a GFCI equipped breaker in each wet location or as first outlet from power source in each circuit and test regularly.)

ENGINE COMPARTMENT / PROPULSION SYSTEM

MAIN ENGINE(S)

Fuel filter(s):

Engine mounted. Remote mounted, No metal shield(s) in place- add metal shielding to plastic bowls.



TANKAGE / PLUMBING

WATER HEATER

Other notes:

Vessel has shore water connect. Although ABYC recently rescinded the relief valve overboard discharge from the standards requirement, this surveyor still believes it is a safety issue to comply.

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

Inland Navigation Rule Book:

A copy of the Inland Navigational Rules was not sighted as required for self propelled vessels over 39'4" (12M) or longer as required by USCG 33 CFR 88.05. RECOMMENDATION: Ensure a copy of the Inland Navigation Rules is aboard for ready reference and be familiar with it's contents to comply with USCG regulations and to avoid a potential fine.

Waste Management Plan:

A written waste management plan was not sighted on board to comply with USCG regulations. RECOMMENDATION: Vessels over 39'4" (12M) or longer with a galley and berthing require a written waste management plan describing the procedures for collecting, processing, storing and discharging garbage, and designate the person who is in charge of carrying out this plan. This is a USCG CFR 33 151.57 requirement. Non compliance could lead to a fine. BoatUS website has forms you can print and fill in.

AUXILIARY SAFETY EQUIPMENT

Smoke detector(s):

None sighted. ----- Since 2004, NFPA 302-12.3 has recommended Smoke Detection devices for all vessels 26 ft (8m) or more in length with accommodation spaces intended for sleeping and is installed and maintained according to the manufacturer's instructions.

Carbon monoxide detectors:

Carbon monoxide fume detectors were not sighted but have been recommended since 2001 by both ABYC and NFPA. RECOMMENDATION: Due to the number of carbon monoxide related deaths on boats, this surveyor highly recommends the installation of CO detection devices on all gasoline and diesel powered vessels to comply with ABYC A-24 and NFPA 302 recommendations. Detectors shall be located to monitor the atmosphere in the main cabin and each sleeping area Obtain suitable marine carbon monoxide detectors at a marine chandlery.

High water Alarm

None sighted- all vessel with overnight accommodations should be equipped with a high water alarm.

OTHER OBSERVATIONS:

These are other less significant maintenance items or observations that if not addressed, could lead to more important priority issues and/or could lead to a reduced vessel market value. The cost of addressing these recommendations is generally minimal.

EXTERIOR HULL & BOTTOM INSPECTION

TRANSOM

Davit system:

Reported davits but not on the vessel. Not sighted.

Transom storage:

Large metal hatch for access to steering parts and spare anchor storage in aft deck. Elevated moisture around hatch- rebed.

HULL BOTTOM

Bottom paint:

Reported barrier coated in 2019. Some alabative bottom paint is gone- replace alabative paint before going to salt water.

PROPELLER(S)/SHAFT(S) / STRUT(S)

Prop(s) description:

Prop has three blades and is made of bronze alloy, Props are in excellent condition. No bent, chipped or damaged prop blades. Prop nuts are secure and properly locked in place with jam nut and properly cotter pinned. The anti foaling paint on the shaft and props is blistering- remove the blistered areas. It may cause corrosion.



Shaft size / material:

Shaft size is 2" and made of Stainless steel.- remove blistering paint.

ANODES

Shaft:

Collar anode on shafts-Serviceable and secure. No deterioration sighted. Wire brush when white hydroxide

coated. Collar anodes should be forward of cutlass 1.5 times the diameter of the shaft for proper cutlass water lubrication.

Rudder:

Yes- need brushing.

TOP DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

Moisture/Delamination:

Most of the top deck had normal moisture readings. Moisture meter showed higher than normal moisture readings at railing bases, cleats and fill ports. Some moisture is not unusual for vessels of this age. Deck is not spongy or soft and is solid under foot. It is not unusual to discover some deck moisture in older vessels. ----- To seal off deck from further moisture penetration, deck fittings near elevated moisture areas can be removed and resealed. To determine more precisely the condition of laminate, examination of core at fastener locations is necessary to determine actual condition of interior FRP material.

Bow pulpit/rail:

Stainless steel with side rails, well secured. Elevated moisture readings, rebed.

Stanchions/side rail(s):

Stainless steel, with teak top grab rail. Teak in excellent condition. Elevated moisture readings- rebed.

Cleats & fairleads:

Horn cleats are all well secured to deck and side deck and are functional. Elevated moisture readings- rebed.

Fill Pipes:

All fill pipes on top deck are properly marked as to purpose/use per ABYC recommendations. Elevated moisture reading- rebed.

HELM & NAVIGATION ELECTRONICS

OTHER ELECTRONICS AND CONTROLS

Windshield wiper(s):

Test for starboard- functional. Portside did not function.

ELECTRICAL SYSTEMS

D.C. ELECTRICAL SYSTEMS

Battery Set Two:

Battery set has a total of one 12 Volt that are type Group 24 Lead acid batteries that are located in the engine compartment which provide service to generator. Batteries are well secured in boxes with straps or hold down brackets. Cables are properly color coded and positive terminals are properly covered with boots or box covers.

Failed Load Test.

A.C. ELECTRICAL SYSTEMS

Galvanic Isolator:

None sighted- recommend installing on system. Keeps you vessel from being a neighboring vessels anode.

ENGINE COMPARTMENT / PROPULSION SYSTEM

MAIN ENGINE(S)

Drip pad(s):

No Pads in place beneath engine(s). Fluids and debris fall into bilge area. ----- Consider installing drip

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pads beneath engine(s) to catch fluid drippings and rapidly identify leaks of any kind.

Fresh water flush:

Use strainer to flush. Recommend flushing salt water out when not in use.

TRANSMISSION(S)

Fluid level and condition:

Age of oil unknown. RECOMMENDATION: Change transmission fluid and monitor regularly.

TANKAGE / PLUMBING

HOLDING TANK(S) - BLACK WATER

No & Location of tanks:

Not sighted during the normal course of inspection of all open compartmental areas. Waste tank location may be in a sealed compartment not readily open to inspection. ----- Owner is advised to check vessel manuals for location of waste tank and fully inspect prior to using head system.

WATER HEATER

Water heater test:

Not tested- Unsure of water level inside water heater. ----- Test after filling water heater to be sure fully functional.

Pressure relief valve(s):

Yes- Drains into bilge area. Vessels equipped with shore water connections should have the relief valve plumbed overboard.

ABYC Standard H23.7.4.3 The relief valve, formerly required in H-23.7.2, shall have an unrestricted and unreduced overboard discharge.

Changed in 2020- not required.

This surveyor still recommends overboard discharge line for relief valve for vessel and passenger safety. and cover my butt.

SAFETY EQUIPMENT

AUXILIARY SAFETY EQUIPMENT

Radar reflector:

Not sighted. Highly recommended.

GROUND TACKLE

Primary anchor:

Manson with sliding shank. Material, Galvanized Steel, Galvanized chain with undetermined length of what appears to be three strand Anchor/rode shackle pins are not properly seized----- Seize anchor rode shackles with galvanized or monel seizing wire from pin to shackle to help prevent loss of anchor.. Also move the first shackle into the sliding shank.

Secondary anchor:

Danforth on front deck. Chokes show elevated moisture- rebed.



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CONDITION & VALUE REPORT SUMMARY

SUMMARY

The vessel is in very good condition for its age. Hull was sound. No elevated moisture in hull or deck except at stanchion bases and cleats.

SURVEYOR'S CERTIFICATION

I certify that, to the best of my knowledge and belief:

- > The statement of fact contained in this report are true and correct.
 - > The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, are my personal, unbiased professional analyses, opinions and conclusions.
 - > I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.
 - > My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favors the cause of the client, the amount of the estimate, the attainment of a stipulated result, or the occurrence of a subsequent event.
 - > I have made a personal inspection of the vessel that is the subject of this report.
- This report is submitted without prejudice and for the benefit of whom it may concern.

ATTENDING SURVEYOR:

Jim Ledenbach



Date: 4/3/2021.

Ledenbach, AMS® #1105 - SAMS®

Jim

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ADDITIONAL SURVEY PHOTO'S









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