

MILEY MARINE
Marine Surveying and Consulting

1972 Bristol 42' Trawler

Venture



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Miley Marine Surveying



Report of Marine Survey

Of The Vessel

Venture

1972 Bristol 42' Trawler

Conducted by
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ABYC Standards Accredited

PREPARED FOR:



January 2, 2025

TABLE OF CONTENTS

SECTION	PAGE NO.
I. INTRODUCTION	1
II. GENERAL INFORMATION	4
III. SYSTEMS	6
HULL DECK AND SUPERSTRUCTURE	6
CABIN APPOINTMENTS	10
PROPULSION	12
FUEL SYSTEM	14
ELECTRICAL SYSTEMS	15
STEERING SYSTEM	18
ELECTRONICS AND NAVIGATION EQUIPMENT	19
THRU-HULLS	19
BONDING SYSTEM	21
SAFETY EQUIPMENT	21
OUT OF WATER INSPECTION	23
SEATRIAL REPORT	24
ENGINE SURVEY SUMMARY	26
IV. FINDINGS AND RECOMMENDATIONS	27
V. SUMMARY AND VALUATION	35
VI. PHOTOGRAPHS	39

I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of [REDACTED] the attending surveyor did attend onboard the 1972 Bristol 42' Trawler, Venture on January 2, 2025 where an "in-the-water-survey" WAS conducted at Safe Harbor Harborage Marina, Stuart, FL. The ship's papers were not observed onboard. The Hull Identification Number (** FLZ143257027) WAS NOT verified from the transom and was obtained from the USCG Documentation information only. A sea trial WAS partially performed. An out-of the water inspection of underwater machinery and the exterior of the hulls wetted surface area WAS performed on January 2, 2025 while the vessel was on the slings at Port Salerno Marine, Stuart, FL. The reason for the survey, was to ascertain the physical condition and value of the vessel. A Protimeter moisture meter was used in the inspection of this vessel. AC and DC power WAS used to check operation of the electrical systems specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, 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 would also preclude inspection. Owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

Some of the recommended repairs and corrections may be required to ensure compliance with federal law. Others may, in the surveyor's opinion, be required for the safety of the boat or its crew, or to conform to voluntary standards published by the American Boat and Yacht Council or the National Fire Protection Association. Certain of these regulations and voluntary standards may not have been in effect, or may not have been adhered to by the builder, when the boat was constructed. Most recommendations involve routine or preventive maintenance; others address prudent upgrades to existing systems and equipment to enhance safety or crew comfort.

Fuel, water, and waste tanks were inspected where and IF readily accessible, and their conditions appear serviceable and free of obvious leakage, unless noted. However, all tanks were NOT full at the time of inspection. These tanks should be filled with their appropriate liquids and checked under full level status. Pressure test tanks, fittings, hoses and plumbing to attest to their conditions.

NOTE: It is recommend and understood that all gas or diesel engines and generators be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

CONDUCT OF SURVEY:

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46, CODE OF FEDERAL

I. INTRODUCTION

REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

The use of the word "appears" is intended to indicate that a close or complete inspection was not possible or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

Use of asterisks * in the body of the report will indicate that a finding will be listed in the Findings and Recommendations section pertaining to the asterisked item, following the body of the report.

I. INTRODUCTION

VESSEL DESCRIPTION

Per Powerboat Guide - Built in India, the Bristol 42 is a handsome all-fiberglass trawler with a very graceful sheer and a deep, prop-protecting keel. (As far as we know, this is the only Indian-built boat ever imported into the North American market.) She was a relatively successful boat during her production years, and used models remained popular on both the East and West Coast markets for many years.

Designed by the highly regarded Eldridge-McGinnis firm, the Bristols unusual round bilges (versus the hard chines found on most production fiberglass trawlers) make for a very comfortable ride with less snap roll in a seaway. Two floorplans were offered with the portside galley layout being the most common. There are port and starboard deck doors in the salon, and a passageway in the aft stateroom provides direct access to the cockpit. Additional features include teak decks, a functional mast and boom, wide side decks, and a roomy flybridge with bench seating aft of the centerline helm. While a single 130hp Perkins (or 120hp Lehman) diesel was standard, most Bristol 42s were sold with twin Perkins diesels (78 knots cruise/12 knots top).

II. GENERAL INFORMATION

GENERAL INFORMATION

SURVEY PREPARED FOR:



NAME OF VESSEL:

Venture

TYPE OF SURVEY:

Pre-Purchase Condition and Value for Buyer

OVERALL VESSEL RATING: ****

AVERAGE

ESTIMATED MARKET VALUE:

\$ 62,000.00

ESTIMATED REPLACEMENT COST:

\$ 795,000.00

YEAR/MAKE/MODEL OF VESSEL:

1972 Bristol 42' Trawler

HULL IDENTIFICATION NUMBER (HIN): ***

FLZ143257027

ENGINES:

Twin Perkins inline 6 cyl diesel naturally
aspirated inboards
135 hp each
Model : Range 4 135
port s/n : TW70158U724607L
starboard s/n : TW70158U730705L
port hours : 3304
starboard hours : 3053

HAILING PORT:

Bonita Springs, FL

USCG DOCUMENTATION NUMBER:

542163

USCG DOCUMENTED FOR: ***

Recreational

STATE REGISTRATION NUMBER:

Florida, DO542163
State registration expiring 02/25

OWNER'S NAME:

State registration paperwork was not observed
onboard

PLACE OF SURVEY:

Safe Harbor Harborage Marina, Stuart, FL

DATE/TIME OF SURVEY:

January 2, 2025

HULL MATERIAL:

FRP (Fiber Reinforced Plastic)

HULL TYPE: *****

Semi displacement

LENGTH OVER ALL (L.O.A.): *****

41' 6"

BEAM: *****

13' 6"

II. GENERAL INFORMATION

DRAFT:***** 4'
DEPTH:*** 7'
DISPLACEMENT:***** 29,000 #'s
GROSS TONS:*** 26
NET TONS:*** 20
FUEL CAPACITY:***** 500 gallons
AC POWER: Yes, Two (2) 125 volt, 30 amp inlets, auxiliary generator and auxiliary inverter.
DC POWER: 12 volt
FRESH WATER CAPACITY: 150 gallons reported by the vessels owner
HOLDING TANK: None installed
INTENDED USE: Recreational cruising

USE OF *:

Use of * in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" section pertaining to the * item.

Asterisks * in this General Information section refers to the source of such information as follows:

* Per Manufacturer's Specifications

**Refer to Summary and Valuation Section

*** Per USCG Documentation obtained from <https://cgmix.uscg.mil/PSIX/PSIXSearch.aspx>

**** Per BucValuPro.com

***** Per Powerboat Guide

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

TYPE:

Displacement type hull. The hull is constructed of a fiberglass reinforced plastic (FRP) laminate, finished with paint topsides and anti-fouling paint below the waterline. The decks are constructed of an FRP cored laminate, finished with gel coat and a nonskid texture along the side decks, foredeck, aft deck and on the bridge deck. The cosmetic condition of the superstructure was found to be in average condition for vintage. The partitions, bulkheads and hull to deck joints were inspected where accessible and found to show no visual signs of weakness due to flexing or separation of their fastenings. Hull to deck joint was of the external flange type construction, with stainless fasteners, observed under the rubrail.

The vessel's hull was inspected during a haulout, the bottom sounded and the running gear visually examined. There were no major scars or gouges in the hull surfaces below the waterline. The thru-hull fittings, running gear and metal hull attachments below the waterline were visually inspected and found to be free of apparent indications of galvanic deterioration.

A visual inspection and phenolic sounding of the hull indicated a sound condition with no evidence of delamination of the fiberglass.

EXTERIOR HULL:

***C1**

White paint topsides. Random percussion soundings and moisture meter readings were performed, no abnormalities were detected.

PORTLIGHTS:

None in hull structure, all ventilation and openings are deck level and above.

BULKHEADS:

***C2, C3**

Athwartships reinforcement enhanced by cored FRP bulkheads bonded to the hull with FRP (fiber reinforced plastic). Inspected by visual and by soundings with phenolic hammer, where accessible. Moisture meter was used in limited areas, where accessible. Serviceable except as noted in the findings.

STRINGERS:

Hull stiffness provided by FRP encapsulated longitudinal stringers. Complete inspection not possible due to limited access. Inspected by visual and by soundings with phenolic hammer. Moisture meter was used in limited areas, where accessible, no abnormal readings observed. Serviceable where observed.

TRANSOM:

FRP transom, serviceable. Three bronze swim steps thrubolted to the transom, serviceable.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION(*continued*)

BILGE:

The bilge areas were finished with a grey paint where accessible. Maintenance cleaning is recommended.

CHAIN LOCKER (DRAINAGE):

The chain locker is forward with drainage to bilge. Serviceable.

KEEL EXTERNAL:

Molded FRP keel, serviceable.

LIMBER HOLES:

Limber holes are of adequate size and clear where sighted.

MOISTURE CONTENT:

A moisture meter was used in the inspection of this vessel. See findings for moisture meter readings on deck surfaces.

DECK CONSTRUCTION

TYPE:

***C4**

Molded and cored FRP (fiber reinforced plastic) finished with white paint and non-skid surface. Percussion soundings were performed, moisture meter was used in the inspection of the decks, see findings.

COCKPIT:

Cored FRP, finished with white paint and non-skid textured surface. Aluminum watertight hatch aft for access to aft bilge, serviceable.

DECK FITTINGS

STANCHIONS:

Stainless steel stanchions with varnished teak cap rail, boarding gates port, starboard and aft, stainless steel bow rail forward, serviceable.

TOE RAILS:

FRP raised bulwarks with varnished teak cap rails, serviceable.

VENTILATION:

***C5**

Deck hatches forward and aft, slider windows main cabin area, hinged doors port and starboard main cabin area, all were inspected and found to be serviceable.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

DECK FITTINGS *(continued)*

SCUPPERS:

Cockpit and decks drain overboard.

CHOCKS AND CLEATS:

Bronze mooring cleats and bronze hawse pipes, thru bolted and serviceable. Cleats showed no lateral movement when tapped with a phenolic hammer.

GROUND TACKLE:

12 volt "PowerWinch" freefall type windlass mounted foredeck, found to be operable by the foredeck switching. Installed ground tackle was an adequate sized stainless steel CQR type galvanized anchor with a stainless steel swivel shackle connecting a length of galvanized chain rode and shackled to a length of marine grade nylon rode. Safety stopper was noted at the platform. Two spare galvanized grapple type anchors were observed in the lazarette, and a spare galvanized fluke type secured on the foredeck, serviceable. A spare chain/nylon rode was also stored inside the chain locker, serviceable.

HAWSE PIPES:

Two stainless steel hawse pipes forward over the chain locker, both with caps, serviceable.

GRAB RAIL:

Stainless and teak hand rails along sides of super structure and others at various locations on vessel. Appears adequate, secure and serviceable.

ANCHOR PLATFORM:

Stainless steel anchor platform with bow roller. Appears serviceable.

MAST:

Painted aluminum mast stepped aft bridge deck and aluminum boom with spreader bars, stainless steel shroud cables and a Dacron type steady-sail installed. Sail was not raised for inspection during the survey. Blue canvas cover was installed over the sail, serviceable.

SUPERSTRUCTURE

MATERIAL:

Molded FRP with a painted finish, serviceable condition. Random percussion soundings and moisture meter readings were performed along the sides of the superstructure, no abnormalities were detected. Raised cabin trunk with pilothouse and flybridge.

WINDOWS/PORTS/DOORS:

Painted aluminum framed windows with centerline forward opening windshield at the lower helm. Slider glass windows port and starboard. Hinged wood doors port and starboard salon, serviceable and well fitting. Wipers were operable.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

SUPERSTRUCTURE(*continued*)

CANVAS AND SUPPORT STRUCTURE:

Blue canvas bimini with stainless steel support bows over the flybridge, serviceable and appears recent. Blue canvas bunting lashed on the aft deck railing, serviceable.

BRIDGE DECK

MATERIAL:

FRP (fiber reinforced plastic) molded flybridge, finished with white paint and non-skid texture, bench seating port and starboard forward. Helm station is centerline forward. Upholstery was generally clean and serviceable.

WINDSHIELD:

Spray shield/venturi type, tinted acrylic, serviceable.

SAFETY RAIL SYSTEM:

Stainless steel railing and ladder aft, serviceable.

ADDITIONAL EQUIPMENT AND ACCESSORIES

GENERAL EQUIPMENT:

*C6

12VDC raw water washdown pump was installed starboard forward engine compartment, raw water supplied through a bronze, seacock located starboard forward engine compartment. Hoses and clamps were serviceable. Hose bib installed on the starboard side deck. A raw water foot pump with faucet was also installed at the galley basin, pump was inoperable.

Two 12VDC spreader lights installed at the mast, powered up.

DINGHY/TENDERS:

2021 RIB type dinghy by West Marine was secured on the aft deck. Hull is molded FRP with hypalon type tubes, inflated and appear serviceable on the day of survey.

HIN - WMPES113D121

FENDERS:

An adequate array of fenders were observed on board the vessel at the time of survey.

DOCK LINES:

An adequate array of dock lines were observed on vessel at the time of survey.

III. SYSTEMS

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

JOINERY AND FINISH:

The joinery and finish of the teak interior was average for vintage and type of vessel.

CABIN BRIGHT WORK:

Exterior and interior bright work throughout the vessel showed recent varnish.

INTERIOR BULKHEADS:

Finely fit where observed.

STORAGE AREAS:

The cabinets, lockers, drawers, and shelving were serviceable.

HEADLINERS:

Headliner material in the cabins appeared to be a light colored vinyl. Appeared serviceable.

DOORWAYS:

Hinged wood doors, serviceable and well fitting.

FABRIC AND CUSHIONS:

Generally clean and serviceable.

FLOOR AND WINDOW COVERINGS:

Teak parquet sole throughout the vessels cabin spaces, molded FRP sole in the head compartments, serviceable. Fabric curtains were installed over windows, serviceable.

ACCOMMODATIONS:

Forward stateroom with vee berth, aft stateroom with double berth to starboard.

BLACKWATER:

***B1**

The vessel was equipped with two electric flush heads, forward and aft. Flush water supply was through bronze, bonded seacocks located starboard aft engine compartment and port forward engine compartment. Bronze, inoperable seacocks were also installed port forward engine compartment and starboard aft engine compartment for direct discharge from the heads. No USCG approved marine sanitation device was installed(holding tank, LectraSan, etc...).

SHOWERS:

***C7**

There are stand up shower enclosures in the heads and they drain to the main greywater sump. 12VDC pump inside sump pump with float switch aft engine compartment, did not prove operable.

III. SYSTEMS

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:(*continued*)

FRESHWATER:

***B2**

The vessel's freshwater system is supplied from three aluminum tanks, with a reported total capacity of 150 gallons, located port and starboard forward engine compartment and below the aft berth. Pressure is supplied by a 12 volt pump with an inline screen/strainer and accumulator tank located engine compartment adjacent to the water heater. Tank fills were located port and starboard side decks and also aft deck. The freshwater system appears serviceable and tanks do not appear original. Water lines were reinforced plastic and copper tubing, serviceable except as noted in the findings.

The vessel was also equipped with a 110VAC 12 gallon water heater by Raritan located starboard engine compartment, with a built in pressure relief valve. Water heater was tested and found to be operable. Heat exchanger plumbing was installed and routed to the starboard engine, see findings.

LIGHT FIXTURES:

Cabin/courtesy lights throughout the vessel were operable except as noted in the findings.

CABIN SOLE:

Teak parquet with lift up hatches for engine and bilge access, serviceable.

AIR CONDITIONING UNITS:

The vessel was equipped with two split style air conditioning units by Cruisair, 12k BTUs and 6k BTUs. Raw water supply is located starboard forward engine compartment, and was found to be a bronze seacock, bonded, and operable. Hoses and clamps were serviceable where sighted. Air conditioning raw water pump was found to be a 110 volt pump, with an inline sight glass strainer. Dropdown testing was performed on each unit and were found to be operating in normal ranges.

TELEVISIONS:

30" Insignia aft salon, powered up.

GALLEY

LOCATION:

***B3**

Galley is located to starboard aft in the main cabin area. Equipped with a stainless basin with drainage to topsides, a Princess three burner electric stove/oven with quartz cover, stainless steel searails, Frigidaire freezer and refrigerator, all powered up and was operable.

III. SYSTEMS

PROPULSION

MAIN ENGINES

TYPE:

Twin Perkins inline 6 cyl diesel naturally aspirated inboards
135 hp each
Model : Range 4 135
port s/n : TW70158U724607L
starboard s/n : TW70158U730705L
port hours : 3304
starboard hours : 3053

INDICATED HOURS:

Surveyor has no firsthand knowledge of actual engine hours, hours shown are from the installed analog hourmeters at the lower helm station only. Hourmeters were noted to be operable during the seatrial.

THROTTLE CONTROLS:

Single lever for both the throttle and clutch, each engine. Morse mechanical lever/cable type with two stations. Serviceable.

ENGINE MOUNTS AND BED:

FRP stringers port and starboard. In conjunction, adjustable motor mounts are bolted to the stringers and are used to align the engine to the hull stringer structure. Serviceable.

LUBRICATION:

***B4**

Normal level observed. WIX 51459 spin on type oil filters dated 02/2023 each, no hourmeter readings were observed on the filters.

VENTILATION:

Power blower was operable. Natural ventilation provided by topsides vents, port and starboard.

EXHAUST SYSTEM:

***B5**

Raw water cooled wet exhaust, double clamped rubber hoses, discharging port and starboard aft through the transom.

LUBE TRANSFER:

No oil transfer pump was installed. Oil lines with caps were attached to each main engines oil pan.

FUEL TRANSFER (PUMPS):

No fuel transfer pump was installed. Tanks are connected by a balance hose with gate valves on each side and also through the supply fittings, ball valves at the tank fittings, one ball valve for each engines and generator supply and one ball valve centerline aft for connecting the tanks, serviceable and appears recent.

III. SYSTEMS

PROPULSION

MAIN ENGINES(*continued*)

ENGINE ALARMS:

Low oil pressure alarm and over heat warning audible at helm station with ignition switches on/engines off. Appears serviceable.

ENGINE SHUT DOWN:

Push button switches at the lower helm for engine shut down solenoids, operable. Shutdown switching at the upper helm was not tested.

CONDITION AND DEFICIENCIES:

Engine exteriors showed minimal corrosion and generally clean with no signs of leaks.

COOLING SYSTEM

TYPE:

***B6**

Closed reservoir type cooling (heat exchanger) with raw water cooled exhaust.

COOLANT LEVEL:

Normal level observed in the port engines heat exchanger. The coolant level was low in the starboard engines heat exchanger, coolant was added prior to the seatrial.

HOSES AND CLAMPS:

Re-inforced rubber hose securely clamped and well routed and supported, where sighted.

BELTS AND PULLEYS:

***C8**

Both engine belts were serviceable. Engines were not equipped with belt guards. Carry spare belts on vessel at all times.

SEACOCKS AND STRAINERS:

Engine raw water intakes were bronze seacocks, double clamped, bonded and operable. Inline strainers sighted, serviceable.

TRANSMISSIONS

DRIVE TYPE:

Twin straight drive inboards by Velvet Drive

Port Model : AS13 72C

Starboard Model : AS17 72C

Port Serial : 11956

Starboard Serial : 11336

GEAR RATIO:

Transmission tag: 1.91 to 1 ratio.

III. SYSTEMS

PROPULSION

TRANSMISSIONS(*continued*)

FLUID LEVEL AND CONDITION:

Normal level and color observed. No history of fluid renewal was available on the day of survey.
Recommend fluids be renewed now.

CONTROLS:

Morse type mechanical cable and linkage, serviceable.

COUPLER (SAFETY WIRE):

Couplers were inspected and found to be serviceable.

PACKING GLAND:

***B7**

Compression nut type clamped to rubber hose with 4 stainless steel clamps, serviceable except as noted in the findings.

COOLER:

External engine mounted raw water heat exchangers.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

Diesel

MATERIAL:

No labeling was observed on the fuel tanks. Appears to be iron, found to be magnetic. Tanks were coated with grey paint. Reportedly renewed in 1993.

NUMBER OF TANKS:

Two (2)

TANKS CAPACITY:

Reported capacity is 500 gallons total per Powerboat Guide description.

SECURED:

Adequate, located port and starboard aft engine compartment.

MANUFACTURING LABEL:

None sighted.

FILL PIPE LOCATIONS:

Port and starboard side decks, clearly marked for DIESEL.

III. SYSTEMS

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM(*continued*)

FILL PIPE GROUNDED:

Not sighted due to access.

FILL PIPE MATERIAL:

USCG Type A2 for the port fuel tank, starboard fuel tank fill appeared to be threaded iron fittings, serviceable where sighted.

FUEL LINES AND FITTINGS:

***B8**

Flexible rubber hoses. Appears serviceable except as noted in the findings.

VENT LOCATION:

Port and starboard topsides, serviceable.

SHUT-OFF VALVE:

90 degree shut offs at the tank fittings, and also aft engine compartment inboard of the Racors, serviceable.

SIGHT GAUGES:

Both fuel tanks were equipped with sight gauges, with shut off valves at the top and bottom fittings. Both showed approximately half full.

FUEL FILTERS:

***C9**

Remote mounted dual Racor 900FH, with engine mounted secondaries, one per engine, serviceable.

FILTER/FUEL CONDITION:

Racor filter bowls were clear, no sediment/growth was noted.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:

Flooded lead acid battery powered 12 volt system.

Four 8D AGM batteries by Interstate, model 8D-MHD, securely mounted in a wooden battery tray starboard forward engine compartment. Batteries were labeled 1400CCA each and dated October 2022 each.

One group 24 flooded lead acid battery was secured in a wooden battery box port forward engine compartment. Battery was dated 06/22 and was labeled 800 CCA.

III. SYSTEMS

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)(*continued*)

MAIN BATTERY SWITCHES:

The main house systems rotary type battery switch was located at the main DC panel, serviceable. Individual on/off switches also noted starboard forward engine compartment for each engines starting circuit, the generators starting battery and the inverters supply. All serviceable and all parallel/disconnect type.

PANEL:

The main DC panel was located starboard at the lower helm. Overcurrent protection was provided by individually labeled branch breakers at the panel.

TYPE CONNECTORS:

Round, captive type connectors where observed. Serviceable. Wiring was stranded copper/tin plated boat cable where sighted.

ROUTING/SUPPORT:

Adequate

CHARGING SYSTEM (BATTERY CHARGER):

***B9**

TrueCharge2, 12VDC 40 amp battery charger located forward engine compartment, found to be operable.

CHARGING SYSTEM (ALTERNATOR):

Belt driven alternators on each engine appear serviceable and were operable during the trial run.

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET:

Two 30 amp, 125 volt inlets each, located port and starboard side decks. Inlets and cords showed no signs of burning or melting.

SHORE POWER:

Shore power cords were serviceable.

AC SOURCE SELECTOR SWITCH:

***B10**

Three rotary type switches at the main electrical panel to select between ships and shore power for each 110 line in, and inverter power or gen/shore, serviceable and labeled.

MAIN BREAKER:

***C10**

Two single pole 30 amp breakers next to the main AC panel, along with individually labeled branch breakers.

III. SYSTEMS

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (A.C. SYSTEM)(*continued*)

CIRCUIT LOAD MONITORS:

Voltage and amperage analog gauges at the main electric panel.

CONNECTIONS (TYPE):

***A1**

Captive lug type. Appears serviceable where sighted except as noted in the findings.

WIRE TYPE (SIZE AND RATING):

Size and rating, where sighted, appears well routed and supported, serviceable for intended use.

OUTLETS:

***B11**

Various A.C. outlets available throughout yacht, appear adequate and conveniently located. Tested ok for proper polarity. No GFCI (ground fault circuit interrupter) protected outlets observed onboard.

POLARITY:

A reversed polarity indicator was observed at the main electrical panel.

GENERATORS AND INVERTERS

MANUFACTURER:

Diesel powered generator by Westerbeke
Model : BT 8.0 - 614
Serial : 1291
Hours : 543

KILOWATT RATING:

8 kW

VOLTAGE RATING:

120/240 VAC, 60 hz

INDICATED HOURS:

Hours shown in this report was obtained from the analog readout on the generators control panel starboard forward salon. The generator was not operated long enough to test hourmeters operation.

LOCATION:

Port forward engine compartment, securely mounted in a soundshield.

FLUID LEVELS:

Coolant normal. Oil normal. Surveyor recommends that all fluids be renewed according to the manufacturers recommended specifications.

III. SYSTEMS

ELECTRICAL SYSTEMS

GENERATORS AND INVERTERS(*continued*)

COOLING SYSTEM:

***B12**

Closed coolant and raw water exhaust type. Raw water is supplied through a bronze, bonded and inoperable seacock forward of the generator.

FUEL FILTER:

Fuel supply is shared with the port engine, spin on type secondary filter was also installed.

EXHAUST SYSTEM:

***B13**

Aqualift type with rubber hose, discharges port topsides, serviceable. Well routed and double clamped hose connections.

INVERTER:

***B14**

Heart Interface 1200 watt inverter was installed starboard forward engine compartment. Transfer switch was installed at the main A/C panel, rotary type switch, serviceable and labeled. Unit was powered up and was not operating normally, voltage, frequency and polarity measured at the outlets showed low.

GENSET OUTPUT:

The generator was started and operated during the seatrial portion. Output polarity, voltage and hertz were checked and showed abnormal, starting at 60VAC at 40Hz and dropping quickly to 5VAC 20Hz, all with 0 amp load. No leaks noted for water pump, exhaust, fuel, or coolant.

STEERING SYSTEM

STEERING SYSTEM

TYPE:

Hydraulic steering by Hynautic with two stations, forward salon and bridge deck.

LINES AND FITTINGS:

Copper tubing, serviceable where sighted. No leaks observed.

PRESSURE/RESERVOIR TANK READING:

Yes, gauge indicated 26lbs pressure. Fluid level showed normal.

MOUNTING:

Cylinder and ram actuator are well secured. Actuator appears recent, SeaStar style.

III. SYSTEMS

STEERING SYSTEM

STEERING SYSTEM(*continued*)

PACKING GLAND:

***C11**

Bronze hex nut type packing glands. Appeared serviceable. Monitor frequently.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF:

Standard Horizon II at the lower helm and Standard Horizon at the upper helm, both powered up.

GPS:

Garmin EchoMap UHD 64cv gps/plotter at the lower helm station, powered up.

Garmin EchoMap UHD 94sv gps/plotter/sonar at the upper helm station, powered up.

COMPASSES:

4" Danforth at the upper station and 4" Ritchie at the upper station, serviceable.

ANTENNAS:

***C12**

All antennas sighted appear to be well mounted and serviceable except as noted in the findings.

ENGINE INSTRUMENTS:

Analog gauges at the helm, operable during the trial run.

THRU-HULLS

THRU-HULLS:

NOTE:

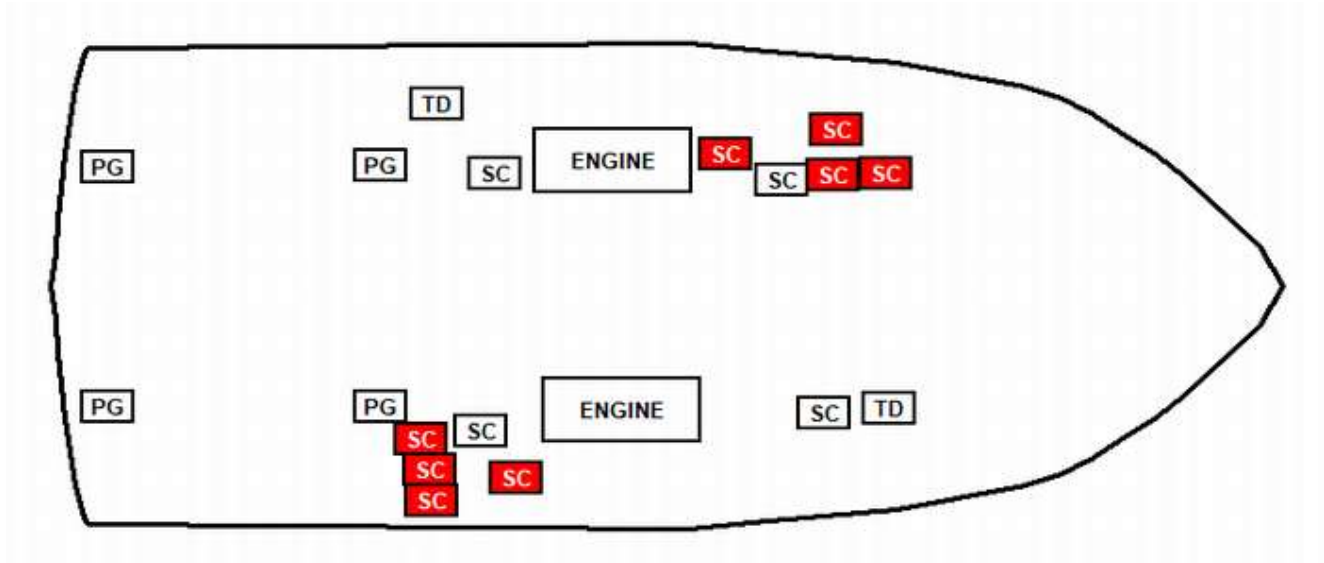
Above the water line thru hulls are in the immediate vicinity of the appliance or fixture they serve, all were inspected and found to be serviceable.

III. SYSTEMS

THRU-HULLS

THRU-HULLS:(continued)

THRU-HULLS BELOW WATER LINE (DIAGRAM):



Abbreviation	Description
ENGINE	Engine
PG	Pkng Gland
SC	Seacock
TD	Transducer

**** Red Icon(s) with white text indicates inoperable item.**

NOTE:

***B15**

The below the water line thru-hull valves on this vessel were ball valve type, bronze with securely clamped hoses and were operable except as noted in the findings.

DRAIN PLUGS:

Bronze threaded drain plug installed on the port side of the keel, serviceable.

III. SYSTEMS

BONDING SYSTEM

BONDING SYSTEM

MAIN BONDING CONDUCTOR:

The bonding system is mostly well established where sighted. A separate bonding survey was not performed and I did not use a corrosion meter to establish the level of protection. However the bonding system is using individual copper straps and appeared to be serviceable. Two hull mounted zincs were observed on the transom. Monitor the zinc(s) and all connections frequently for condition and adequate protection.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S:

Two USCG type II pfd's, and four USCG type III vest below the lower helm console, serviceable. Two USCG type I offshore vests were observed under the starboard bridge deck seating and two USCG type II pfd's under the bridge deck console, serviceable.

NUMBER OF THROWABLE PFD'S:

Two USCG type IV, boat cushions sighted on vessel, serviceable.

FIRE EXTINGUISHERS:

***B16**

One USCG size BC1 hand held fire extinguisher, secured in mounting bracket forward engine compartment, gauge showed charged.

One USCG size BC1 hand held fire extinguisher, secured in mounting bracket forward in the aft stateroom, gauge showed charged.

One USCG size BC1 hand held fire extinguisher, secured in mounting bracket port aft salon, gauge showed charged.

One USCG size BC1 hand held fire extinguisher, secured in mounting bracket forward stateroom, gauge showed charged.

VISUAL DISTRESS SIGNALS:

***B17**

No visual distress signals (flares, meteors) sighted on the vessel with a current expiration date.

SOUND DEVICES:

Installed horn was operable, switching at both helms. Handheld horn was also observed onboard.

NAVIGATION LIGHTS:

Anchor and navigation lighting was found to be operable.

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)(*continued*)

INLAND NAVIGATION RULE BOOK (12M-39'4" OR LONGER):
None observed.

"NO OIL DISCHARGE" PLAQUE:
Yes, observed on vessel.

TRASH DISPOSAL PLACARD:
Yes, observed on vessel.

WASTE MANAGEMENT PLAN (OVER 40'):
None sighted.

AUXILIARY SAFETY EQUIPMENT

LIFE RAFT:
None sighted, highly recommended for offshore cruising.

E.P.I.R.B.:
None observed, highly recommended.

SMOKE DETECTOR/CO DETECTOR:
***B18**
None sighted.

BILGE WATER ALARM AND SAFETY SWITCHES:
A high water float switch was installed aft engine compartment with audible alarm in the salon, did prove operable.

FIXED FIRE EXTINGUISHING SYSTEM (HALON TYPE):
None sighted, highly recommended.

SEARCH LIGHT:
None sighted, highly recommended.

FIRST AID KIT:
Basic kit was sighted onboard in the port aft salon locker, serviceable.

MAN OVERBOARD SYSTEM:
Bronze swim steps on the transom, serviceable.

III. SYSTEMS

SAFETY EQUIPMENT

BILGE PUMPS

LIST:

One 12VDC electric diaphragm pump with float switch aft engine compartment(Jabsco 4gpm), and one manual bilge pump forward engine compartment. Hoses and clamps were serviceable where sighted.

NOTE:

No indicators sighted to inform crew of automatic bilge pump operation.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S):

***B19**

Installed wheels were 3 bladed bronze type, stamped sizing was not observed. Both were secured with locking nuts and cotter pins. Two bronze three bladed propellers were observed to port in the lazarette, appears serviceable.

A spare bronze propshaft was also stored in the lazarette, serviceable.

PROPELLER SHAFT(S):

Two piece bronze shafts, 1 1/2", serviceable.

SHAFT BEARING (CUTTLESS BEARING):

***B20**

Cutlass bearings were all worn.

STRUTS:

Bronze struts, I beam intermediate with I beam aft. Serviceable.

RUDDER(S) MATERIAL:

Bronze, serviceable.

THRU-HULLS:

All thru hull fittings were inspected and appear serviceable, found to be bronze in material, serviceable.

TRANSDUCERS:

Transducers and blocks were inspected and found to be serviceable.

ZINCS:

Zincs on each rudder and zincs on each propshaft, serviceable.

III. SYSTEMS

OUT OF WATER INSPECTION

CONDITION OF HULL (WETTED SURFACE)

BLISTERS:

None sighted. There was no readily detectable visual evidence of hull bottom blistering. Random percussion soundings made over the hull molding gave no readily detectable evidence of structurally significant laminate debonding or voids.

CONDITION OF BOTTOM PAINT:

***B21**

Blue ablative type antifouling paint, poor condition. Reportedly last painted 3 years ago.

SEATRIAL REPORT

INTRODUCTION

INTRODUCTION:

The Venture was operated from the Safe Harbor Harborage Marina, Stuart, FL out through the ICW to Port Salerno Marine for the haulout between the hours of 11:30 AM to 2:00 PM on January 2, 2025. The vessel was operated by [REDACTED] the owner. Also attending the sea trial were [REDACTED] Brandon Buckwater and myself. The vessel was left out of water after the out of water inspection for the purpose of replacing the cutlass bearings.

III. SYSTEMS

SEATRIAL REPORT

OBSERVATIONS

OBSERVATIONS:

1. The engines started without excessive cranking.
2. The engine exhaust appeared normal.
3. The cooling water exhaust appeared adequate and normal.
4. The engine instruments operate within normal operating limits at idle, cruising speed, and maximum throttle.
5. Manufacturer's recommended max RPM is 2500

A wide open throttle test was not performed due to the vessel being kept out of water after the haulout.

6. The steering system operated normally.
7. The throttles operated normally.
8. The transmissions operated normally/smoothly.
9. A backdown test was not performed.
10. There were no excessive vibrations noted.
11. There were no oil or coolant leaks observed. (On main engines or in exhaust water)
12. The hourmeters were observed to be operable during the seatrial.

The water temperature is in Fahrenheit. The oil pressure is in pounds per square inch. RPM refers to revolutions per minute. Batts are in volts of charge from the alternator. Speed is read from a handheld GPS. These figures are comprised of data read from the vessels gauges while underway on the above stated date and time of the sea trial.

TRIAL RUN DATA

PORT ENGINE:

	RPM	OIL	VOLT	TEMP	SPEED
Cruise	1500	50	13.3	170	7.8 mph
Wide Open Throttle	Wide	Open	Throttle	Not	Performed

III. SYSTEMS

SEATRIAL REPORT

TRIAL RUN DATA(*continued*)

STARBOARD ENGINE:

	RPM	OIL	VOLT	TEMP	SPEED
Cruise	1500	55	13.3	170	7.8 mph
Wide Open Throttle	Wide	Open	Throttle	Not	Performed

NOTE:

Statute miles per hour to knots conversion is (mph divided by 1.15) = knots

ENGINE SURVEY SUMMARY

ENGINE SURVEY

ENGINE SURVEY PERFORMED BY:

This report is not intended to replace a full engine survey report. It is recommended and understood that this surveyor recommends that all engines, gears, etc. be inspected by a qualified engine surveyor.

IV. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under "SAFETY" should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition. Findings may also be in violation of U.S.C.G. regulations.

Deficiencies noted under "OTHER DEFICIENCIES" should be corrected in the near future so as to maintain standards and to help the vessel to retain it's value.

Deficiencies will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES
- B. OTHER DEFICIENCIES NEEDING ATTENTION
- C. SURVEYOR'S NOTES AND COSMETIC ITEMS

THERE WERE NO "A" SAFETY DEFICIENCIES NOTED ON THIS VESSEL

A. SAFETY DEFICIENCIES:

A.1 (PAGE 17) CONNECTIONS (TYPE):

FINDINGS

Exposed 120VAC connections were observed directly below the battery charger.

The 110VAC neutral wire adjacent to the battery charger showed damaged insulation and exposed copper conductors.

RECOMMENDATIONS

Engage an ABYC certified marine electrician to evaluate further and install connections inside of junction box to prevent electrical shock.

Renew damaged wiring.

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.1 (PAGE 10) BLACKWATER:

FINDINGS

The waste discharge hose clamps starboard aft engine compartment showed corrosion.

Vessel is not equipped with a proper USCG Marine Sanitation Device.

RECOMMENDATIONS

Renew with type 316 stainless steel hose clamps.

Per CFR33 § 159.7 Requirements for vessel operators.

(a) No person may operate any vessel equipped with installed toilet facilities unless it is equipped with:

(1) An operable Type II or III device that has a label on it under § 159.16 or that is certified under § 159.12 or § 159.12a; or

(2) An operable Type I device that has a label on it under § 159.16 or that is certified under § 159.12, if the vessel is 19.7 meters (65 feet) or less in length.

Install Marine Sanitation Device, USCG types I, II, or III.

B.2 (PAGE 11) FRESHWATER:

FINDINGS

Hose clamps at the water heaters coolant hose connections showed corrosion.

RECOMMENDATIONS

Renew with type 316 stainless steel hose clamps.

B.3 (PAGE 11) LOCATION:

FINDINGS

The galley basin drain hose showed jacket cracking.

RECOMMENDATIONS

Renew with marine grade reinforced hose.

B.4 (PAGE 12) LUBRICATION:

FINDINGS

There was no record of engine maintenance available on the day of survey other than the oil filters being dated 02/2023.

RECOMMENDATIONS

It is recommended that ALL oils and coolants, oil and fuel filters, impellers and cooling system zincs be changed now and a ship's maintenance log be kept.

B.5 (PAGE 12) EXHAUST SYSTEM:

FINDINGS

Numerous exhaust hose clamps port and starboard aft engine compartment showed corrosion.

RECOMMENDATIONS

Renew and double clamp with type 316 stainless steel clamps.

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.6 (PAGE 13) TYPE:

FINDINGS

The coolant level in the starboard engine was low and showed significant rust/sludge buildup inside.

Corrosion was observed on the underside of the port engines raw water pump.

RECOMMENDATIONS

Engage a qualified Perkins technician to evaluate further and perform cooling system service for both engines.

B.7 (PAGE 14) PACKING GLAND:

FINDINGS

Hose clamps at the prop shaft packing glands were showing rust/corrosion.

RECOMMENDATIONS

Renew hose clamps with type 316 stainless steel marine grade.

B.8 (PAGE 15) FUEL LINES AND FITTINGS:

FINDINGS

The fuel lines onboard were labeled for compressed air use.

RECOMMENDATIONS

Replace with USCG A1 approved hoses.

B.9 (PAGE 16) CHARGING SYSTEM (BATTERY CHARGER):

FINDINGS

Overcurrent protection for DC output/charging voltage from the battery charger was not observed.

RECOMMENDATIONS

Per ABYC standard A-31.5.3.3 Each ungrounded DC output conductor shall be provided with overcurrent protection within the charger, based on the maximum output, or the charger manufacturer shall provide instructions to install the overcurrent protection device within seven inches (177.8 mm) of the charger and label the charger accordingly.

B.10 (PAGE 16) AC SOURCE SELECTOR SWITCH:

FINDINGS

No shore power source selector was observed to switch between the port inlets and the starboard inlets.

RECOMMENDATIONS

Engage an ABYC certified marine electrician to evaluate further and install source selector to switch between the inlets as needed.

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.11 (PAGE 17) OUTLETS:

FINDINGS

No GFCI outlets observed on vessel.

RECOMMENDATIONS

Per ABYC standard E-11.15.3.5 all receptacles installed in a head, galley, machinery space, or on weather deck, shall be protected by a Type A (nominal 5 milliamperes) Ground Fault Circuit Interrupter (GFCI).

Consideration should be given to updating the vessel to the current standards.

B.12 (PAGE 18) COOLING SYSTEM:

FINDINGS

Raw water supply seacock for the generator's cooling system would not close with normal pressure.

RECOMMENDATIONS

Investigate further and repair/renew as needed.

B.13 (PAGE 18) EXHAUST SYSTEM:

FINDINGS

Single clamping noted at the generator's exhaust mixing elbow joint and both exhaust pot hose connections.

RECOMMENDATIONS

Per ABYC standard P-1.7.1.10.1 & 2, every exhaust hose connection shall be secured with at least two non-overlapping clamps at each end to produce a secure, liquid and vapor-tight joint, and clamps used for this purpose shall be entirely of stainless steel metal. The bands shall be a minimum of 1/2" inch in width.

B.14 (PAGE 18) INVERTER:

FINDINGS

No DC overcurrent protection was installed in the inverters DC supply wiring.

The inverter was powered up and was not operating normally. Voltage, frequency measured at the outlets showed 20VAC at 60Hz. The "Overload" light at the inverter was illuminated with no loads.

RECOMMENDATIONS

Install DC supply overcurrent protection as needed.

Engage an ABYC certified marine electrician to evaluate further and repair or replace inverter as needed.

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.15 (PAGE 20) NOTE:

FINDINGS

The seacocks starboard aft engine compartment were all inoperable with the exception of the starboard engine seacock.

The seacocks port forward engine compartment were all inoperable with the exception of the A/C raw water seacock.

RECOMMENDATIONS

Investigate further and repair/replace such that all seacocks are operable and dependable.

B.16 (PAGE 21) FIRE EXTINGUISHERS:

FINDINGS

No current inspection tags observed on hand held fire extinguishers.

RECOMMENDATIONS

Per NFPA 10, at least once a year, 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 fire extinguisher. A tag should be attached showing the date of such maintenance.

B.17 (PAGE 21) VISUAL DISTRESS SIGNALS:

FINDINGS

No visual distress signals (flares, meteors) were observed on vessel with current expiration date.

RECOMMENDATIONS

Comply with USCG regulations for Visual Distress Signals. Obtain VDS and store in a watertight container before vessel is next underway.

B.18 (PAGE 22) SMOKE DETECTOR/CO DETECTOR:

FINDINGS

There was no smoke detector or carbon monoxide detector observed on vessel.

RECOMMENDATIONS

Install smoke detector on vessel. Per NFPA standard 302, 12.3 - All vessels 26 feet or more in length with accommodation spaces intended for sleeping shall be equipped with a single station smoke alarm that is listed to UL217 for recreational vehicles and is installed and maintained according to the device manufacturers' instructions.

Install CO detectors in each sleeping space, and in main cabin area.

B.19 (PAGE 23) PROPELLER(S):

FINDINGS

Both propeller blades were measured to be slightly out of true.

RECOMMENDATIONS

Obtain prop shop to rebuild/balance.

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.20 (PAGE 23) SHAFT BEARING (CUTTLESS BEARING):

FINDINGS

Cutlass bearings were loose on the port and starboard shafts, both aft and intermediate bearings. The starboard intermediate cutlass bearing was slid aft out of the strut.

RECOMMENDATIONS

Renew all cutlass bearings.

B.21 (PAGE 24) CONDITION OF BOTTOM PAINT:

FINDINGS

Bottom paint is in poor condition.

RECOMMENDATIONS

Renew bottom paint.

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.1 (PAGE 6) EXTERIOR HULL:

FINDINGS

Topsides paint was in poor condition, flaking off in various areas and also showed numerous scratches.

RECOMMENDATIONS

Obtain paint repair as needed.

C.2 (PAGE 6) BULKHEADS:

FINDINGS

The insulation material starboard aft engine compartment was melted/deteriorated.

RECOMMENDATIONS

Renew as needed.

C.3 (PAGE 6) BULKHEADS:

FINDINGS

The bulkhead starboard forward engine compartment and also under the lower helm station showed soft/rotten wood around the FRP tabbing to the hull.

RECOMMENDATIONS

Invasive/destructive testing is needed to determine the type and extent of repair.

C.4 (PAGE 7) TYPE:

FINDINGS

Soft percussion soundings, highly elevated moisture meter readings and flexing were observed on the whole cockpit deck, both port and starboard side decks between the diesel tank fill plates and the freshwater tank fill plates approximately 12' in length by 3' in width each, and also port and starboard foredeck around the mooring cleats approximately 3' x 3' in size.

RECOMMENDATIONS

Further invasive/destructive testing is required to determine extent of damage and to determine course of repair.

IV. FINDINGS AND RECOMMENDATIONS

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.5 (PAGE 7) VENTILATION:

FINDINGS

The sliding glass portlight starboard aft stateroom was seized and would not open.

The port pilothouse door showed wood rot in the lower corner.

Wet/grime buildup was observed in the sliding tracks of each sliding glass window.

RECOMMENDATIONS

Repair or renew as needed.

Clean now, renew felt sliders, monitor often.

C.6 (PAGE 9) GENERAL EQUIPMENT:

FINDINGS

The galley raw water foot pump was inoperable.

The spreader lights at the mast powered up but were dim.

RECOMMENDATIONS

Investigate further and repair/replace as needed.

C.7 (PAGE 10) SHOWERS:

FINDINGS

Shower sump pump would not prove operable.

RECOMMENDATIONS

Investigate further and repair or replace as needed.

C.8 (PAGE 13) BELTS AND PULLEYS:

FINDINGS

No belt guards/shrouds were installed on the engines.

RECOMMENDATIONS

Obtain and install belt guards or stay out of engine compartment while engines are running.

C.9 (PAGE 15) FUEL FILTERS:

FINDINGS

No heat shields were installed on the Racor fuel filters.

RECOMMENDATIONS

Install heat shields per ABYC H-33.5.6 : All individual components of the fuel system, as installed in the boat, shall be capable of withstanding a 2-1/2 minute exposure to free burning fuel (N-Heptane), or No. 2 diesel fuel without leakage, when tested in accordance with Title 33 CFR, Section 183.590, Fire Test.

IV. FINDINGS AND RECOMMENDATIONS

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.10 (PAGE 16) MAIN BREAKER:

FINDINGS

Main breakers were not "double pole" type.

RECOMMENDATIONS

Per ABYC standard E-11.7.2.2.1.1 the shore grounded (white) and ungrounded shore current carrying conductors are connected from the shore power inlet to the boat's AC electrical system through an overcurrent protection device that simultaneously opens both current carrying conductors. Fuses shall not be used instead of simultaneous trip devices. Consideration should be given to upgrading vessel to meet these current standards.

C.11 (PAGE 19) PACKING GLAND:

FINDINGS

The grease Zerk fitting for the port rudder packing gland was heavily rusted.

RECOMMENDATIONS

Investigate further, renew Zerk fitting as needed.

C.12 (PAGE 19) ANTENNAS:

FINDINGS

The port VHF antenna extension was broken off.

RECOMMENDATIONS

Renew as necessary.

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION after the survey has been completed and the findings have been organized in a logical manner.

The grading of condition, developed by BUC RESEARCH, and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the BUC USED BOAT PRICE GUIDE, for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted marine grading system of condition:

"EXCELLENT (BRISTOL) CONDITION", is a vessel that is maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

"ABOVE AVERAGE CONDITION", has had above average care and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION", requires usual maintenance and normally equipped for her size.

"FAIR CONDITION", requires higher than usual maintenance to prepare for sale.

"POOR CONDITION", substantial yard work required and devoid of extras.

"RESTORABLE CONDITION", enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the SYSTEMS AND FINDINGS AND RECOMMENDATIONS section of this REPORT OF SURVEY, and by virtue of my experience, my opinion is

OVERALL VESSEL RATING:

AVERAGE

V. SUMMARY AND VALUATION

STATEMENT OF VALUATION:

1. The "FAIR MARKET VALUE" is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus. In the determination of the value, market comparison approaches were considered. SoldBoats.com was referenced and actual reported sales figures were taken into consideration. BUC book and NADA price guides were also referenced. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel is:

\$62,000

Sixty Two Thousand

2. The "ESTIMATED REPLACEMENT COST" indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. "ESTIMATED REPLACEMENT COST" of the subject vessel is:

\$795,000

Seven Hundred Ninety Five Thousand

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the Venture, for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on January 2, 2025. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies listed should be attended to in a timely fashion.

V. SUMMARY AND VALUATION

SURVEYOR'S CERTIFICATION:

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

The statements 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, and 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 or property 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 value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.

My analysis, opinions, and conclusions were developed and this report has been prepared in conformity with the UNIFORM STANDARDS OF PROFESSIONAL APPRAISAL PRACTICE using methods recognized by the AMERICAN SOCIETY OF APPRAISERS, leading to an educated, unbiased, and defensible opinion.

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 sole and exclusive use by [REDACTED] [REDACTED] This report should be considered as an entire document. No single section is meant to be used except as part of the whole. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. This report is a statement of the condition of the vessel at the time of survey only.

ATTENDING SURVEYOR:


Austin Miley, AMS #1337
Miley Marine Surveying and Consulting Inc.
Member of SAMS and ABYC



VI. PHOTOGRAPHS



Dockside as found



Dockside as found



Forward stateroom



Aft stateroom

VI. PHOTOGRAPHS



Port engine



Starboard engine



Sludge in starboard engines heat exchanger



Generator

VI. PHOTOGRAPHS



Bridge deck helm station



Foredeck



Grime/mildew buildup in window tracks



Cutlass bearing material loose and sliding out from inside strut

VI. PHOTOGRAPHS



Out of water



Out of water



Bridgedeck