

Ulrick Marine
MARINE SURVEYOR AND CONSULTANT

50 Carolina Custom
"Cold mold Sample"



MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

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Report of Marine Survey

Of The Vessel

"Cold mold Sample"

50 Carolina Custom

Conducted by
Charles Ulrick

INDEPENDENT (SAMS # 906) MARINE SURVEYOR

PREPARED FOR:

Sample

October 04, 2014

MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

TABLE OF CONTENTS

SECTION	PAGE NO.
I. INTRODUCTION	1
II. GENERAL INFORMATION	3
III. SYSTEMS	7
HULL DECK AND SUPERSTRUCTURE	7
CABIN APPOINTMENTS	11
PROPULSION	13
FUEL SYSTEM	15
ELECTRICAL SYSTEMS	16
FRESH WATER SYSTEM	19
SANITATION	20
STEERING SYSTEM	21
GROUND TACKLE	21
ELECTRONICS AND NAVIGATION EQUIPMENT	22
THRU-HULLS	23
BONDING SYSTEM	25
SAFETY EQUIPMENT	25
OUT OF WATER INSPECTION	27
AIR CONDITIONING AND HEAT (AIR CONDITIONING)	28
SEATRIAL REPORT	29
IV. FINDINGS AND RECOMMENDATIONS	32
V. SUMMARY AND VALUATION	39
VI. PHOTOGRAPHS	42

I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Sample, the attending surveyor did attend onboard the 50 Carolina Custom, "Cold mold Sample" beginning on March 28, 2014 where an "out-of-the-water-survey" was conducted at Lewes DE. The ship's papers were on board and in order. The Hull Identification Number BCL was verified from the transom. A sea trial was performed April 3, 2014. An out-of the water inspection of underwater machinery and the exterior of the hulls wetted surface area was performed. The reason for the survey, was to ascertain the physical condition and value of the vessel. Moisture readings taken and referenced throughout the body of the report, were taken with the Electrophysics GRP model 33 moisture meter. AC and DC power was available to to check operation of the electrical systems. 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.

NOTE: It is recommend and understood that all engines 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 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

A custom built boat by B and B boat builders. She has had a few owners over the last few years. She is well built and clean but strictly a fishing machine not a lot of ginger bread witch also keeps her affordable. She has a large cockpit, and a large flybridge with a hard top. Her cabin is equipped with a large salon, galley, head with shower stall, gear room, guest berths and forward cabin. She powered with C 18s and cruises at 28 - 30 knots and tops out at 33.5 knots.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER:	140328026
SURVEY PREPARED FOR:	Sample

NAME OF VESSEL:	"Cold mold Sample"
TYPE OF SURVEY:	Pre-Purchase for Buyer
OVERALL VESSEL RATING:.....	**** AVERAGE
ESTIMATED MARKET VALUE:	\$585,000.00
ESTIMATED REPLACEMENT COST:	\$1,1000,00.00
DESIGNER:	Buddy Cannady
BUILDER:	B and B Boat Builders Manteo NC
YEAR BUILT:	2008
MODEL YEAR:	2008
MODEL OF VESSEL:	Convertible/Sport Fishing
HULL IDENTIFICATION NUMBER (HIN):	BCL
HAILING PORT:	*** Hatteras NC
PLACE OF SURVEY:	Lewes Marina DE
DATE/TIME OF SURVEY:	October 04, 2014
HULL MATERIAL:	Paint, assorted woods, epoxy, fiberglass mats, resins and fasteners.
HULL TYPE:	Modified-V
LENGTH OVER ALL (L.O.A):	60'
BEAM:	17' 6"
BALLAST:	Slate plates in aft bilge.
DRAFT:	4'
DEPTH:	*** 8.5
DISPLACEMENT:	41,000 lbs
OVERHEAD CLEARANCE:	N/A
GROSS TONS:	*** 59 Tons
NET TONS:	*** 47 Tons
PROPULSION SYSTEM:	Twin Inboard's
FUEL TYPE:	Diesel.

II. GENERAL INFORMATION

FUEL CAPACITY:	1180 Gallons
AC POWER:	250 volt 50 amp
DC POWER:	12 Volt system
FRESH WATER CAPACITY:	220 Gallons
HOLDING TANK:	None sighted
INTENDED USE/BUYER:	Recreational fishing
BUYER'S EXPERIENCE:	Owned previous boats. Has taken USCG Auxiliary Boating Skills and Seaman Ship course.
INTENDED CRUISING AREA:	Near coastal and inland water ways of the east coast.

II. GENERAL INFORMATION

DEFINITION OF TERMS:

The terms and words used in this report have the following meanings as used in this Report of survey:

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, inability to remove panels, or requirements not to conduct destructive tests).

FIT FOR INTENDED USE:

Use which is intended by Survey Purchaser(present or prospective owner).

SERVICEABLE: ADEQUATE:

Sufficient for a specific requirement.

POWERS UP:

Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

Nearly new, with only minor cosmetic or structural discrepancies noted.

FAIR CONDITION:

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

POOR CONDITION:

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

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

II. GENERAL INFORMATION

DEFINITION OF TERMS: *(continued)*

*** Per USCG Documentation

**** Per Buc Book

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

TYPE:

Modified-V, planing type, with Carolina flared bow, hard chine's, and V-bottom.

MATERIAL:

Cold mold construction. Epoxy painted over marine plywood with Juniper planks, Douglas fir beams, Knytex bi-axil fiberglass clothe resins and stainless steel and epoxy fasten.

EXTERIOR HULL:

*C1

Pained white surface with blue boot stripe upper and low spray rails. Good condition some minor scuffs and a small cracked surface at the boot stripe which appears cosmetic only.

BULKHEADS:

Athwartships reinforcement enhanced by plywood bulkheads and wood structural grid bonded to the hull with epoxy and fasteners. Good condition where sighted, low moisture and good soundings were tested.

STRINGERS:

*B1

Hull stiffness provided by FRP encapsulated longitudinal stringers (Douglas fir) with aluminum tops for engine support.. Serviceable condition. Low moisture readings no delamination was detected except for the starboard rudder stringer were high moisture was detected and water stains were sighted no delamination or rot was detected.

STEM:

Carolina raked stem with Douglas fir stem. Good condition.

TRANSOM:

*B2

Flat transom with fish door, Painted over fiberglass , plywood and Juniper planks. Good condition, low moisture and good soundings. No re boarding means were sighted.

BILGE:

Well arranged with 12 volt and 110 volt lighting very clean painted white. Some oil was sighted in the forward bilge water during the second inspection and it was not there previously.

CHAIN LOCKER (DRAINAGE):

The anchor locker is located in the forepeak and drains to the bilge.

FLOOR TIMBER CONSTRUCTION:

Marine plywood and fir beams

LIMBER HOLES:

Limber holes are of adequate size and clear where sighted.

FRAMES (RIBS):

Good condition were sighted through out the vessel.

FASTENERS:

Stainless steel and epoxy.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION (*continued*)

BUTT BLOCKS:

Good condition were sighted.

MOISTURE CONTENT:

Low moisture readings and good soundings at topside's and transom.

DECK CONSTRUCTION

TYPE:

Raised cabin and superstructure with flybridge

MATERIAL:

Wood, fiberglass, epoxy, stainless steel fasteners and paint.

HULL-TO-DECK JOINT

TYPE:

Shelf and clamp type.

FASTENERS:

Stainless steel fasteners and epoxy.

OTHER:

1/4 Round stainless steel molding surround the vessels perimeter.

NOTE:

*B3

A small area approximately 2 feet were high moisture and corrosion were observed at the starboard bow area of the hull joint, the moisture extends into the toe rail and the upper hull. No rot or delamination was detected.

DECK FITTINGS

STANCHIONS AND RAIL SYSTEM.:

None

BOW PULPIT:

None

TOE RAILS:

Paint over encapsulated wood. Good condition.

SCUPPERS:

Stainless steel cockpit scuppers are clear and adequate.

CLEATS:

15" Stainless steel horn type. Well secured.

HAWSE PIPES:

Stainless steel anchor hawse pipe. Stainless steel cockpit line hawse. Good condition

DECK SURFACE:

Painted non slip surface, good condition, low moisture and good soundings.

HATCHES:

20" Hatch forward and two 12" hatches. Good condition.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

DECK FITTINGS (*continued*)

GRAB RAIL:

None sighted. I recommend installing stainless steel rand rails in strategic places.

SUPERSTRUCTURE

MATERIAL:

Painted over fiberglass and marine plywood.

WINDOWS:

Tinted fixed windows port, starboard and aft. Good condition.

FITTINGS AND HARDWARE:

Stainless steel in good condition.

JOINERY STRESS:

After a through visible inspection no joinery stress was sighted.

SUPERSTRUCTURE HOUSE TO DECK JOINT:

Good condition no fractures were sighted.

MOISTURE CONTENT:

Low moisture readings and good soundings.

FLYBRIDGE

MATERIAL:

Painted over fiberglass and marine plywood.

TYPE:

Flying bridge provides helm station and crew seating area and hard top.

COCKPIT:

*B4, C2

Single level self bailing with raised encapsulated coaming, painted non skid sole low moisture and good soundings. Access hatch to aft bilge steering gear, bilge pumps and fuel tanks. Wash down connections port side. Under gunwale tube lighting. Under gunwale 12 volt outlets with some minor corrosion. Under gunwale wiring needs chafe protection. Mezzanine seating with storage and draining and engine room access door. Aluminum ladder with non slip rungs to flybridge with overhead hatch. Small surface cracks were sighted port and starboard at the seating radius. Some corrosion was sighted at the underside of the gunwale hardware and speakers.

SEATS:

Release ladder back helm and mate seats on stainless steel pedestals, White vinyl cushions for cockpit and bridge seating in good condition.

HARD TOP:

Cored FRP hard top with Aluminum tubular supports. Good condition with low moisture and good soundings were reached. Note carpeted headliner in good condition.

ENCLOSURE:

Three sided Strataglass enclosure in good condition. Some scratches were sighted in the center panel

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

FLYBRIDGE (*continued*)

SAFETY RAIL SYSTEM:

Aluminum tubular rail and stanchion system with rocket launchers surrounds the bridge area.

HELM:

The helm is on the centerline with stainless steel wheel, Cat electronic package and enclosed electronics. Good field of vision.

STORAGE:

*C3

Adequate storage under seats and forward locker. The locker door latch does not hold the door closed.

NOTE:

The flybridge is carpeted in good condition.

ADDITIONAL EQUIPMENT AND ACCESSORIES

GENERAL EQUIPMENT:

*C4

Transom mounted under water lights. Power up. Under gunwale and overhead cockpit (multi color) lighting, 12 volt and 110 volt engine room lighting. Powers up. The aft bilge light under the cockpit did not work when tested.

ACCESSORIES:

Assorted spare filters, cleaning supplies and boat papers. Tool box in forward bilge.

FENDERS:

Several ball type fenders. Serviceable condition.

DOCK LINES:

Assorted dock lines were observed. Adequate

FISHING EQUIPMENT

FIGHTING CHAIRS:

Release ladder back fighting chair on a stainless steel pedestal with foot, rod holders and bait tray. Good condition.

LIVE BAIT WELLS:

Live well with 110 volt Stingray pump. Powers up. Winterized

WASH DOWN SYSTEM:

Both fresh water and raw water wash downs in cockpit with Stingray and Mach 5 pumps. Both power up. Winterized.

ROD HOLDERS:

14 Stainless steel rod holder, 6 rocket launchers. Good condition.

TEASER REELS:

Two hard op mounted manual teaser reels. Serviceable condition.

FISH BOX(S):

Fish box built into the transom. Note corroded bolt in fish box.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

FISHING EQUIPMENT (*continued*)

OUTRIGGERS:

Rupp triple spreader outriggers # 17622 and center rigger in good condition.

SPREADER LIGHTS:

Flybridge mounted spreader lights. Power up.

CONDITION AND DEFICIENCIES:

Good condition.

SEA WATER ICE MAKER:

*B5

The ice maker compressor did not work when tested.

FREEZER:

*B6

Large freezer midships powers up. The unit is not secured and its liner is rusted.

OTHER:

Several rods and reels and tackle were sighted and not known if they are staying with the vessel.

NOTE:

Tackle room at midships.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

JOINERY AND FINISH:

The joinery and finish of the Cypress interior was in good condition.

CABIN BRIGHT WORK:

High gloss finish.

INTERIOR BULKHEADS:

The interior bulkheads fit well throughout the vessel.

WATER INTRUSION SIGNS:

After through visual inspection no water intrusion was sighted.

STORAGE AREAS:

The cabinets, lockers, drawers were well crafted and provide adequate storage.

HEADLINERS:

Tan ultraswuede

DOORWAYS:

All doors are solid Cypress and fit and close properly.

FABRIC AND CUSHIONS:

Black leather salon and dinette cushions. Good condition.

FLOOR AND WINDOW COVERINGS:

Tan carpets and no window covering.

III. SYSTEMS

CABIN APPOINTMENTS

INTERIOR DESCRIPTION: *(continued)*

ACCOMMODATIONS:

The vessel sleeps six.

HEADS:

Single head

SHOWERS:

Stall shower in head.

FAUCET FIXTURES:

The faucet fixtures and sinks were operable

LIGHT FIXTURES:

*C5

12 Volt cabin lights throughout the vessel were operable. One overhead light out in the head, mid companion way and salon.

SALON FURNISHINGS:

Built in leather sofas with storage below.

CABIN FURNISHINGS:

Forward berth with drawers, cedar locker, hanging locker overhead hatch, lighting.
Midships over and under berths.

CABIN SOLE:

Carpet over plywood.

VENTILATION:

Adequate ventilation using the forward hatches and companion way door.

CONDITION AND DEFICIENCIES:

The vessels interior is well kept and clean.

OTHER:

The interior wood is reportedly Cypress and was pulled from a pond at the original owners home.

NOTE:

Engine room access from midships, the door latch needs repair.

GALLEY

LOCATION:

Port side midships

SINKS:

Double stainless steel sinks

REFRIGERATION:

*B7

Two under/over/side by side. Sub Zero refrigerators. Both power up. The starboard did not get cold

MICROWAVE:

Emmerson microwave. Powers up.

III. SYSTEMS

CABIN APPOINTMENTS

GALLEY (*continued*)

ACCESSORIES:

Granite counter tops, soap dispenser plenty of storage.

DINETTE:

Port side dinette with Granite table top and black leather cushions.

PROPULSION

MAIN ENGINES

TYPE:

Twin fuel injected four cycle twin turbo charged with after cooler engines.

MANUFACTURER:

Cat C 18

SERIAL NUMBERS:

Port # CKH02783 Starboard # CKH02718

LABELS AND NOTICES:

Appears adequate.

HORSE POWER:

Engine tagged 1001 hp each @ 2300 RPM

NUMBER OF CYLINDERS:

Six (6) in line configuration.

INDICATED HOURS:

Port hours 3269. Starboard hours 3268. Note: the hour meters at the engines have over 5000 hours (reportedly from leaving the keys on)

THROTTLE CONTROLS:

ZF electronic single lever. Operable. The vessel is equipped with a low idle speed for docking.

AIR FILTERS:

Good condition

EMERGENCY SHUT DOWN:

None sighted.

ENGINE MOUNTS AND BED:

Mounted to aluminum adjustable mounts with rubber isolators bolted to the main stringers with aluminum caps. Serviceable.

DRIP PANS:

Oil clothe under each engine.

LUBRICATION:

Internal oil pump with twin Cat spin off filters. Oil samples were taken.

VENTILATION:

Natural, flow ventilation provided by cowl vents.

BILGE BLOWERS:

Bilge blowers . Power up.

III. SYSTEMS

PROPULSION

MAIN ENGINES (*continued*)

EXHAUST SYSTEM:

Raw water cooled with approved hoses FRP connectors and silencers all connection sighted are doubled clamped. Exits the transom with 12" ports. No leaks were sighted

LUBE TRANSFER:

Baldor oil changing pump in engine room no manifold system was sighted. Powers up.

BLOCK HEATERS:

Both block heaters 110 volt power up.

INSULATION:

Sound deadening insulation with aluminum shield was noted in engine room. Serviceable.

ENGINE ALARMS:

Audible alarm worked when tested.

ENGINE SHUT DOWN:

Buttons under the helm.

ENGINE SYNCHRONIZER:

*B8

ZF Electronic synchronizer did not work properly when tested.

STUFFING BOX:

Rubber boot with double clamps. Serviceable

CONDITION AND DEFICIENCIES:

Good condition.

NOTE:

Both engine are reportedly to be under warranty for about 1 year and 900 hours. One engine was reportedly(port or starboard?) majored but the time line was not clear both engines reportedly received Cat upgrades at that time.

COOLING SYSTEM

TYPE:

Closed fresh water reservoir type cooling system

COOLANT LEVEL:

The coolant is full

HOSES AND CLAMPS:

Reinforced rubber hose well clamped and well routed and supported.

BELTS AND PULLEYS:

*B9

The belts and pulleys are in serviceable condition. The starboard belt guard is missing.

SEACOCKS AND STRAINERS:

External hull strainers and ball valve sea cocks. The valves work no excessive corrosion was sighted.

III. SYSTEMS

PROPULSION

COOLING SYSTEM (*continued*)

NOTE:

I recommend changing the impellers and zincs as a maintenance item unless they were recently serviced.

TRANSMISSIONS

TYPE:

Hydraulic transmissions

MANUFACTURER:

ZF transmissions Model ZF 500A Port serial # 20093814 and Starboard serial # 20070366

DRIVE TYPE:

Shaft drive with coupler no excessive corrosion was sighted.

GEAR RATIO:

Transmission tag states 1:767:1 ratio.

FLUID LEVEL AND CONDITION:

Normal level indicated on dipsticks. Oil samples were taken.

CONTROLS:

ZF electronic single lever type. Operable

PROP SHAFT:

2 1/2" Stainless steel

COUPLER (SAFETY WIRE):

Properly secured with locking nut behind coupler.

PACKING GLAND:

Dripless bearing type. Serviceable. 2 spare seals on each shaft

COOLER:

External engine mounted raw water heat exchanger. Serviceable.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

Diesel.

MATERIAL:

Aluminum fuel tanks.

NUMBER OF TANKS:

Two (2) Tanks

TANKS CAPACITY:

1000 Gallons

SECURED:

Well secured with bolted flanges and wood frames

LOCATION:

Port and starboard under the cockpit.

III. SYSTEMS

FUEL SYSTEM

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

MANUFACTURING LABEL:

None Sighted Due to Access.

FILL PIPE LOCATIONS:

Port and starboard sidedecks marked DIESEL

FILL PIPE GROUNDED:

Not sighted due to access.

FILL PIPE MATERIAL:

USCG A2 hose

FILL PIPE FITTINGS:

Stainless steel

HOSE CONNECTIONS, CLAMPS:

Doubled clamped were sighted at the gunwales.

FUEL LINES AND FITTINGS:

Approved type marine flex hoses properly clamped and serviceable condition.

VENT LOCATION:

Port and starboard topsides, flame screens were sighted.

SHUT-OFF VALVE:

Several inline shut off valves.

FUEL FILTERS:

Racor 1000 and Caterpillar secondaries.

FILTER/FUEL CONDITION:

Good condition no debris was sighted in the fuel bowls.

FUEL COOLER:

Engine mount fuel cooler. Serviceable.

OTHER:

The fuel tanks use sight tubes accessible in the aft bilge with graduated increments .

NOTE:

A complete inspection of the entire fuel system was not possible due to access.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:

12 Volt system

BATTERIES:

*A1

Six Optimax AGM batteries 4 red (SC 344) and two yellow properly installed in battery boxes, 12 Volt generator battery properly installed. 12 Volt group # 24 battery under helm properly installed. 4 New batteries were installed the boat was started using the parallel.

III. SYSTEMS

ELECTRICAL SYSTEMS

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

MAIN BATTERY SWITCHES:

3 Guest vapor proof rotary switches.

PANEL:

The 12 volt panel in helm console and main panel at the galley.

BREAKERS/FUSES:

The vessel uses circuit breaker and fuse protection.

TYPE CONNECTORS:

Round lugs.

ROUTING/SUPPORT:

Well supported and secured where sighted meets ABYC standards. Fit for intended use.

CHARGING SYSTEM (BATTERY CHARGER):

*A2

Charles Marine charger 60 amp port side in the engine room. Did not work when tested.

CHARGING SYSTEM (ALTERNATOR):

*A3

Belt driven alternators approximately 105 amps. The alternators did not charge during the sea trial.

OUTLETS:

12 Volt conventional style under the gunwales for electric reels.(see findings)

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET:

*B10

Single Marinco weather proof inlet starboard side in cockpit. The terminals are slightly burned.

SHORE POWER:

Marinco viny shore cord 250v/50 amp. Approved type.

AC SOURCE SELECTOR SWITCH:

Triple pole switch with safety guard at panel

MAIN BREAKER:

Double pole breaker starboard aft bulkhead in engine room.

BRANCH BREAKERS:

Well marked breakers.

CIRCUIT LOAD MONITORS:

Analog volt meter and polarity lights.

WIRE TYPE (SIZE AND RATING):

Size and rating, where sighted, appears well routed and supported, serviceable for intended use. Meets ABCY standards were sighted.

OUTLETS:

Various A.C. outlets throughout vessel, adequate and conveniently located.

III. SYSTEMS

ELECTRICAL SYSTEMS

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

POLARITY:

Checked: At A.C. outlets, polarity normal. NOT GFCI PROTECTED

TRANSFORMER:

Charles ISO Boost 50 located starboard side of engine room cockpit entrance.

GENERATORS AND INVERTERS

TYPE:

Generator driven by diesel powered internal combustion engine,

MANUFACTURER:

Phasor generator with a Kobuta engine Serial # 7UC440

KILOWATT RATING:

12 kw

VOLTAGE RATING:

220 volts

NUMBER OF CYLINDERS:

Four (4) Cylinders

INDICATED HOURS:

3647 Hours

LOCATION:

Engine room, forward of the starboard engine.

FLUID LEVELS:

The fluid levels are full.

COOLING SYSTEM:

Closed coolant with raw water cooled heat exchanger.

FUEL SUPPLY:

Electric fuel pump with A 1 hoses

FUEL FILTER:

Remote Racor filter/water separator and engine mount spin on/off type.

LUBRICATION SYSTEM:

Engine mounted mechanical oil pump with spin on/off type filter. Oil sample was taken.

EXHAUST SYSTEM:

Raw water cooled aqua lift type FRP (fiber reinforced plastic). Marine grade flex hoses are doubled clamped. Exits starboard transom. No leaks were sighted.

ACCESSIBILITY:

Good.

WARNING LABELS:

The required labels appeared to be in place and readable.

III. SYSTEMS

ELECTRICAL SYSTEMS

GENERATORS AND INVERTERS (*continued*)

OTHER:

*A4

The generator oil drain hose has a pen as a plug in the hose, there may also be a petcock but did not notice it.

NOTE:

The generator started quickly, ran normally and handled a load and maintained voltage 120 volts and 25 amps.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS:

Two fresh water tank.

CAPACITY:

200 gallons

ACCESS:

Access poor.

LOCATION:

Under companion way sole midships.

MATERIAL:

Polyethylene tanks

FILL PIPE LOCATION:

Two fittings port side bow.

ACCUMULATOR TANK:

Yes

PUMPS:

Mark 5 110 volt. Powers up.

FILTERS:

None Sighted.

HOSES AND CLAMPS:

Reinforced plastic tubing at various areas throughout vessel. Serviceable where sighted.

DOCK SIDE PRESSURE REGULATOR:

No dockside connection.

NOTE:

The water system is winterized.

FRESH WATER SYSTEM (HOT WATER SYSTEM)

TYPE:

110 Electric. Marine grade.

MANUFACTURER:

Kuuma. Powers up.

III. SYSTEMS

FRESH WATER SYSTEM

FRESH WATER SYSTEM (HOT WATER SYSTEM) (*continued*)

CAPACITY:

6 Gallons.

PRESSURE RELIEF VALVE:

Yes, copper pressure relief valve built into tank.

HEAT EXCHANGER AND PLUMBING:

No

NOTE:

The water heater is behind the companion steps.

SANITATION

SANITATION (BLACK WATER)

MANUFACTURER:

Raritan

MANUAL OR ELECTRIC TYPE:

Electric. Powers up.

NUMBER OF HEADS:

*C6

Single head there is a loose mounting screw at the toilet base

LOCATION OF HEADS:

Starboard midships

M.S.D TYPE USCG SYSTEM:

*B11

No approved type.

WATER SUPPLY AND CLAMPS:

Reinforced marine type rubber hoses properly clamped. Serviceable.

DISCHARGE HOSES AND CLAMPS:

Reinforced marine type hoses. Serviceable.

PUMP-OUT LOCATION:

No pump out fitting

"Y" VALVES:

Jabsco Y-valve is operable.

NOTE:

THE CAPTAIN IS RESPONSIBLE FOR LOCAL ORDINANCE REGARDING
SANITATION.

SANITATION (GREY WATER)

BASINS, SHOWERS, HOSES AND CLAMPS:

The basins on the vessel drain to topside thru-hulls in immediate area of basin. The hoses are in good condition.

III. SYSTEMS

SANITATION

SANITATION (GREY WATER) (*continued*)

SUMP TANK LOCATION:
Under forward bilge subfloor

MATERIAL:
Plastic

PUMPS:
Rule 800

NUMBER OF TANKS:
One (1). Size appears adequate

DISCHARGE:
Overboard, starboard topsides.

STEERING SYSTEM

STEERING SYSTEM

TYPE:
Hydraulic steering

MANUFACTURER:
Sea Star power assist

NUMBER OF STATIONS:
One (1) main helm station at the flybridge.

LINES AND FITTINGS:
Reinforced flexible hose, with metallic fittings. Good condition.

ACTUATOR CYLINDER:
Serviceable. No leaks were sighted. Some minor corrosion at the mounting hardware.

RUDDER STOCK:
2 " Stainless steel

PACKING GLAND:
Bronze hex nut type packing gland. Good condition.

GROUND TACKLE

GROUND TACKLE

ANCHORS:
Danforth anchor appears adequate size for the vessel in aft bilge.

RODE MATERIAL:
5/8 Nylon line in rope locker the length is not known.

RODE CONSTRUCTION:
Stainless steel thimble

LINE:
Reportedly 600 ft. 5/8 marine grade nylon.

III. SYSTEMS

GROUND TACKLE

GROUND TACKLE (*continued*)

WINDLASS:

None

NOTE:

I recommend a adequate sized spare anchor and rode.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF:

Standard Horizon GX 2360S Icom M 540 VHF's with distress. Both power up. Hand held VHF in salon not charged not tested.

RADAR:

Furuno NavNet vx2 (multifunction units) open array, two monitors both with chip. Both power up.

GPS/CHART PLOTTER:

Garmin and 2 Furuno Nav Net vx2. Powers up.

AUTOHELM:

Simrad AP 26. Powers up

SPEED LOG:

GPS

DEPTH SOUNDER:

Furuno RD 30. Powers up. 2 Furuno Nav Net

FISH FINDER:

2 Furuno Nav Net vx2 11" monitors

COMPASSES:

4" Ritchie. Serviceable condition.

ANTENNAS:

All antennas are well mounted and serviceable.

SAT PHONE:

*B12

Yes model 9255 did not work when tested.

SINGLE SIDE BAND RADIO:

None

WATER TEMPERATURE GAUGE:

Furuno RD 30

ELECTRONICS (ENTERTAINMENT)

STEREO SYSTEM:

Fusion IP700 at the flybridge with Sirius.

III. SYSTEMS

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS (ENTERTAINMENT) *(continued)*

SPEAKERS:

MB Quart speakers with plastic grills.(4 at the flybridge) Some corrosion was sighted to the cockpit speakers. Not all the speakers were tested.

TELEVISION(S):

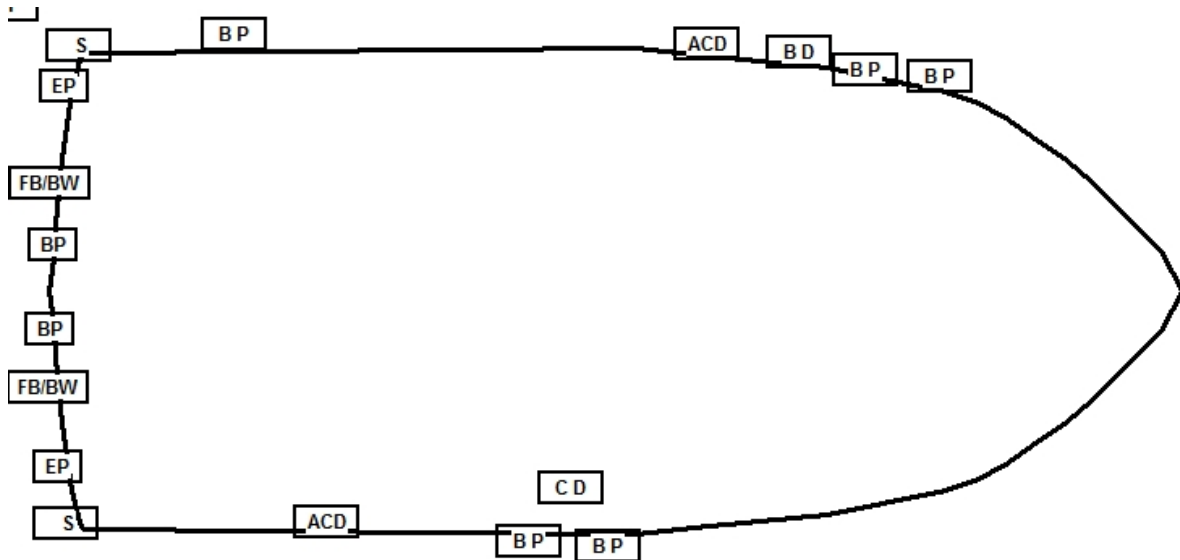
*B13

LD Flat screen in salon with Bose surround sound. Powers up. Sat KVH TRAC Vvision M3 Antenna with no signal.

THRU-HULLS

THRU-HULLS:

THRU-HULLS ABOVE WATER LINE (DIAGRAM):



Abbreviation	Description
S	scupper
ACD	AC Dischg
B D	basin drain
B P	bilge pump
BP	Bilge Pumps
C D	condensation drain
EP	Exhst Ports
FB/BW	fish box/bait well

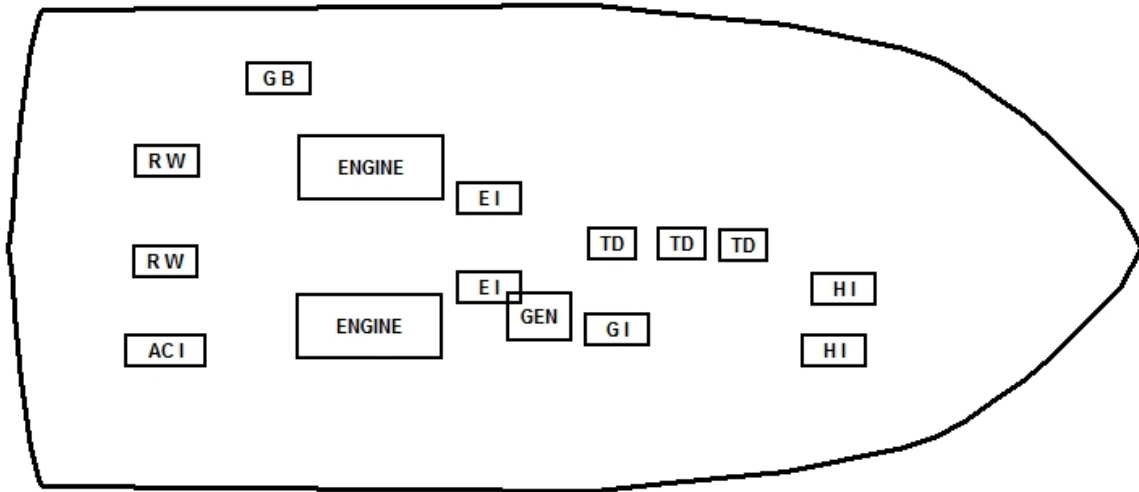
**Red Icon(s) with white text indicates inoperable item.

III. SYSTEMS

THRU-HULLS

THRU-HULLS: *(continued)*

THRU-HULLS BELOW WATER LINE (DIAGRAM):



Abbreviation	Description
AC I	ac intake
E I	engine intake
ENGINE	Engine
G B	groundbar
G I	generator intake
GEN	Generator
H I	head intake
R W	raw water intake
TD	Transducer

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

MATERIAL:

Bronze

TYPE:

Ball valve

BONDED:

The thru hulls are bonded.

CONDITION:

Good condition

OPERABLE:

The valves were operable

III. SYSTEMS

BONDING SYSTEM

BONDING SYSTEM

MAIN BONDING CONDUCTOR:

The bonding system is mostly well established where sighted. The bonding system is using individual white # 8 AGW insulated wire and copper strip, appeared to be serviceable were sighted.

THRU-HULL FITTINGS:

All thru hulls are bonded

RUDDER SHAFTS AND SHAFT LOGS:

Rudder shaft logs are bonded.

SEA STRAINERS:

All sea strainers are bonded.

GROUNDING PLATES:

Yes port side vessels bottom.

ENGINES AND GENERATORS:

The engines and generator are bonded.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S:

Several type I forward of the flybridge (not counted)

NUMBER OF THROWABLE PFD'S:

One (1) Type IV-U.S.C.G. approved throwable device .Meets USCG requirements.

FIRE EXTINGUISHERS:

2 Size 1 Amerex ABC in engine space (one forward and one aft). One Amerex size 1 ABC midship.1 Amerex ABC size at the galley. The fire extinguishers meet the minimum requirements and are not currently inspected per ABYC and NFPA.

VISUAL DISTRESS SIGNALS:

*B14

The flare kit at the flybridge is expired.

SOUND DEVICES:

Hand held air horn. Operable. Consider installing electric trumpet horns.

POWER EXHAUST BLOWERS:

Yes, operable.

NAVIGATION LIGHTS:

*B15, B16

Properly located and power up. The mast light does not appear high enough to clear the radar. The port LED light has moisture

INLAND NAVIGATION RULE BOOK (12M-39'4" OR LONGER):

Yes

"NO OIL DISCHARGE" PLAQUE:

Properly displayed in engine space.

III. SYSTEMS

SAFETY EQUIPMENT

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

TRASH DISPOSAL PLACARD:

Properly displayed

WASTE MANAGEMENT PLAN (OVER 40'):

Yes, found properly displayed.

AUXILIARY SAFETY EQUIPMENT

LIFE RAFT:

Revere 6 person raft model CC6H08 in the flybridge forward compartment.

E.P.I.R.B.:

McMurdo 406 and ARC Global Fix in helm console. ARC at guest berth.

SMOKE DETECTOR:

None Sighted. Highly recommended.

BILGE WATER ALARM AND SAFETY SWITCHES:

High water alarms aft, mid and forward bilges. All power up.

FIXED FIRE EXTINGUISHING SYSTEM (HALON TYPE):

None sighted highly recommended.

SEARCH LIGHT:

None sighted

FIRST AID KIT:

No. This is highly recommended.

FUME SNIFFER ALARM SYSTEMS:

Carbon monoxide fume detectors are highly recommended.

MAN OVERBOARD SYSTEM:

Part of the GPS system. IV Throwable

BILGE PUMPS

LIST:

*A5

2 Rule 2000 with float switches aft, One Rule 2000 with float switch in aft engine bilge, 2 Rule 2000 with float switches in forward engine bilge, All power up. Rule 2000 with float switch in forward bilge.(the float switch did not work when tested)

NOTE:

Maybe consider installing crash pumps at the engine seacocks.

III. SYSTEMS

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S):

*A6, B17

2 Three blade Nybral bronze props Reportedly 30 x 41.25 with cup (the pitch numbers are XX out) Both props are slightly out of tune, The port prop locking nut is loose, the starboard prop is loose on the shaft

PROPELLER SHAFT(S):

2 1/2 Stainless steel coat with prop speed. Serviceable.

PROPELLER SHAFT (LOGS):

Shaft well centered in FRP shaft logs.

SHAFT BEARING (CUTTLESS BEARING):

*B18

Both shaft bearings have some movement.

STRUTS:

*A7

Single I-beam cast bronze strut. Well secured. Some minor corrosion was sighted in the bilge to the starboard strut hardware.

RUDDER(S) MATERIAL:

25" x 12" Stainless steel spade rudders with no excessive movement.

RUDDER(S) MOUNTING:

Both rudders are mounted to the hull (typical stem mounting). No deflection was observed.

TRIM TABS:

*A8

30" x 10" Single piston trim recessed trim tabs. No leaks well secured. A starboard trim tab mounting bolt has excessive corrosion (below water line fitting)

THRU-HULLS:

Thru hulls are well installed and clear.

TRANSDUCERS:

*A9

The aft transducer has loose and missing bedding.

STRAINERS/SCOOPS/SCREENS:

Slotted type screens and ell grass trainers are clear and well mounted.

GROUNDING PLATES:

Serviceable

ZINCS:

The zinc were wasted new one were being installed during the survey.

NOTE:

The vessel was reportedly ran with Veem four blade props and was slightly faster and more economical.

III. SYSTEMS

OUT OF WATER INSPECTION

CONDITION OF HULL (WETTED SURFACE)

BLISTERS:

No blisters were sighted, this is not a guarantee that blisters won't form in the future.

CONDITION OF BOTTOM PAINT:

Blue ablative bottom paint in serviceable condition with some loose areas and flaking paint.. Recommend sanding and repainting.

NOTE:

The moisture readings were low, the sounding were good. No damage or repairs were sighted.

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

TYPE:

Split system.

MANUFACTURER:

Marine Air

NUMBER OF UNITS:

2 Units. Both power up.

LOCATION:

Air handlers in salon and staterooms compressors in engine space on forward of the port engine the other under forward berth

BTU CAPACITY:

24000 and 18000 BTU.

THRU-HULL STRAINER:

Groco sight style. In the engine room. Serviceable.

HOSES, CLAMPS AND CONNECTORS:

*A10

Appear to be adequately sized and serviceable for application. The intake hose at the pump is cracked.

RAW WATER COOLING PUMP:

110 Volt Taylor Made pump. Powers up.

DRIP TRAYS:

Drip tray under unit

CONDENSATE DRAIN:

Condensation drains to the sump in center bilge.

AIR CONDITIONING AND HEAT (HEAT)

TYPE:

Reverse cycle.

III. SYSTEMS

SEATRIAL REPORT

INTRODUCTION

INTRODUCTION:

The "Cold mold Sample" was operated on the Delaware Bay between the hours of 11 to 1 on April 3, 2014. The vessel was operated mostly by captain Ritchie. Attending the sea trial were Tom, Kyle, and myself. There was no wind the tide was running out at about 1 knot, the bay was flat and no boat traffic.

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 2300
Engines reached 2305 RPM at full throttle.
6. The steering system operated normally.
7. The throttles operated normally.
8. The transmissions operated normally/smoothly.
9. The back down test was satisfactory.
10. There were no excessive vibrations noted.
11. The engine synchronizer did not work properly, autopilot responded normally, the trim tabs operated normally.
12. There were no oil or coolant leaks observed.

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

III. SYSTEMS

SEATRIAL REPORT

TRIAL RUN DATA

PORT ENGINE:

RPM	OIL	VOLT	TEMP	TRANS
600	73	12.1	125	297
1650	73	11	170	295-300
1800	73	10.9	181	295-300
2100	73	10.8	189-192	295-300
2300	73	9.8	195+	295-300

STARBOARD ENGINE:

RPM	OIL	VOLT	TEMP	TRANS
600	72-73	12.2	125	295-300
1650	72-73	11.5	170	295-300
1800	72-73	11.1	183	295-300
2100	72-73	11.1	185	295-300
2300	72-73	10.9	195+	295-300

TRANS COOLERS:

Both coolers were 105-108 at a low cruise

OIL FILTERS:

The oil filter temps were 178 -183 at a low cruise

NOTE:

*A11

The engine temp was climbing at full throttle and was pulled back both reached 195 degrees with a sea temp of 47 degrees which is not overheating, it was not determined if the temps would level out.

PERFORMANCE DATA

HEADLINE WORDS:

The fuel was close to full, the vessel did not need trim although it was tested. The boat cruised comfortably at 1800 to 2000 RPM at 27-29 knots.

DETAILS:

There was some prop cavitation under acceleration both forward and during a turn.

III. SYSTEMS

SEATRIAL REPORT

PERFORMANCE DATA (*continued*)

SPEED DATA:

RPM	KNOTS	LOAD	fuel burngph
600	6.6		
1350	18	48%	36-38
1500	20.5	50%	40
1650	24	56%	48
1800	27	66%	62
1880	28.3	70%	67
2000	29.3	82%	76
2100	30.7	87%	82
2305	33.5	100%	106

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. SURVEYORS NOTES AND OBSERVATIONS

A. SAFETY DEFICIENCIES:

A.1 (PAGE 16) BATTERIES:

Six Optimax AGM batteries 4 red (SC 344) and two yellow properly installed in battery boxes, 12 Volt generator battery properly installed. 12 Volt group # 24 battery under helm properly installed. 4 New batteries were installed the boat was started using the parallel.	
FINDINGS	RECOMMENDATIONS
4 New batteries were installed the boat was started using the parallel.	Further investigate and repair as necessary.

A.2 (PAGE 17) CHARGING SYSTEM (BATTERY CHARGER):

Charles Marine charger 60 amp port side in the engine room. Did not work when tested.	
FINDINGS	RECOMMENDATIONS
Charles Marine charger 60 amp port side in the engine room. Did not work when tested.	Further investigate and repair with like kind materials in keeping with accepted marine repair practices.

A.3 (PAGE 17) CHARGING SYSTEM (ALTERNATOR):

Belt driven alternators approximately 105 amps. The alternators did not charge during the sea trail.	
FINDINGS	RECOMMENDATIONS
Belt driven alternators approximately 105 amps. The alternators did not charge during the sea trail.	Further investigate and repair with like kind materials in keeping with accepted marine repair practices.

A.4 (PAGE 19) OTHER:

The generator oil drain hose has a pen as a plug in the hose, there may also be a petcock but did did not notice it.	
FINDINGS	RECOMMENDATIONS
The generator oil drain hose has a pen as a plug in the hose, there may also be a petcock but did did not notice it.	Further investigate and repair if necessary.

IV. FINDINGS AND RECOMMENDATIONS

A. SAFETY DEFICIENCIES:

A.5 (PAGE 26) LIST:

2 Rule 2000 with float switches aft, One Rule 2000 with float switch in aft engine bilge, 2 Rule 2000 with float switches in forward engine bilge, All power up. Rule 2000 with float switch in forward bilge.(the float switch did not work when tested)	
FINDINGS	<i>RECOMMENDATIONS</i>
Rule 2000 with float switch in forward bilge.(the float switch did not work when tested)	Further investigate and repair as necessary.

A.6 (PAGE 27) PROPELLER(S):

2 Three blade Nybral bronze props Reportedly 30 x 41.25 with cup (the pitch numbers are XX out) Both props are slightly out of tune, The port prop locking nut is loose, the starboard prop is loose on the shaft	
FINDINGS	<i>RECOMMENDATIONS</i>
The port prop locking nut is loose, the starboard prop is loose on the shaft	Tighten port locking nut, Remove starboard prop and inspect key, key groove in shaft and prop and repair as necessary.

A.7 (PAGE 27) STRUTS:

Single I-beam cast bronze strut. Well secured. Some minor corrosion was sighted in the bilge to the starboard strut hardware.	
FINDINGS	<i>RECOMMENDATIONS</i>
Some minor corrosion was sighted in the bilge to the starboard strut hardware.	Further investigate and repair as necessary.

A.8 (PAGE 27) TRIM TABS:

30" x 10" Single piston trim recessed trim tabs. No leaks well secured. A starboard trim tab mounting bolt has excessive corrosion (below water line fitting)	
FINDINGS	<i>RECOMMENDATIONS</i>
A starboard trim tab mounting bolt has excessive corrosion (below water line fitting)	Investigate further and repair or renew as necessary.

A.9 (PAGE 27) TRANSDUCERS:

The aft transducer has loose and missing bedding.	
FINDINGS	<i>RECOMMENDATIONS</i>
The aft transducer has loose and missing bedding.	Further investigate and repair as necessary.

A.10 (PAGE 28) HOSES, CLAMPS AND CONNECTORS:

Appear to be adequately sized and serviceable for application. The intake hose at the pump is cracked.	
FINDINGS	<i>RECOMMENDATIONS</i>
The intake hose at the pump is cracked.	Repair with like kind materials in keeping with accepted marine repair practices.

IV. FINDINGS AND RECOMMENDATIONS

A. SAFETY DEFICIENCIES:

A.11 (PAGE 30) NOTE:

The engine temp was climbing at full throttle and was pulled back both reached 195 degrees with a sea temp of 47 degrees which is not overheating, it was not determined if the temps would level out.	
FINDINGS	<i>RECOMMENDATIONS</i>
The engine temp was climbing at full throttle and was pulled back both reached 195 degrees with a sea temp of 47 degrees, it was not determined if the temps would level out.	Consult a expert marine technician for repairs.

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.1 (PAGE 7) STRINGERS:

Hull stiffness provided by FRP encapsulated longitudinal stringers (Douglas fir) with aluminum tops for engine support.. Serviceable condition. Low moisture readings no delamination was detected except for the starboard rudder stringer were high moisture was detected and water stains were sighted no delamination or rot was detected.	
FINDINGS	<i>RECOMMENDATIONS</i>
the starboard rudder stringer were high moisture was detected and water stains were sighted no delamination or rot was detected.	Further investigate and repair as necessary by a expert.

B.2 (PAGE 7) TRANSOM:

Flat transom with fish door, Painted over fiberglass , plywood and Juniper planks. Good condition, low moisture and good soundings. No re boarding means were sighted.	
FINDINGS	<i>RECOMMENDATIONS</i>
No re boarding means were sighted.	Comply with ABYC H-41.9.1 Means of unassisted reboarding shall be provided on all boats and must be accessible to, or deployed by the person in the water.

B.3 (PAGE 8) NOTE:

A small area approximately 2 feet were high moisture and corrosion were observed at the starboard bow area of the hull joint, the moisture extends into the toe rail and the upper hull. No rot or delamination was detected.	
FINDINGS	<i>RECOMMENDATIONS</i>
A small area approximately 2 feet were high moisture and corrosion were observed at the starboard bow area of the hull joint, the moisture extends into the toe rail and the upper hull.	Consult a fiberglass expert for estimate and repairs.

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.4 (PAGE 9) COCKPIT:

Single level self bailing with raised encapsulated coaming, painted non skid sole low moisture and good soundings. Access hatch to aft bilge steering gear, bilge pumps and fuel tanks. Wash down connections port side. Under gunwale tube lighting. Under gunwale 12 volt outlets with some minor corrosion. Under gunwale wiring needs chafe protection. Mezzanine seating with storage and draining and engine room access door. Aluminum ladder with non slip rungs to flybridge with overhead hatch. Small surface cracks were sighted port and starboard at the seating radius. Some corrosion was sighted at the underside of the gunwale hardware and speakers.

FINDINGS	RECOMMENDATIONS
Under gunwale wiring needs chafe protection.	Comply with ABYC E 11.

B.5 (PAGE 11) SEA WATER ICE MAKER:

The ice maker compressor did not work when tested.

FINDINGS	RECOMMENDATIONS
The ice maker compressor did not work when tested.	Investigate further. Repair or replace as necessary. By an expert.

B.6 (PAGE 11) FREEZER:

Large freezer midships powers up. The unit is not secured and its liner is rusted.

FINDINGS	RECOMMENDATIONS
The unit is not secured and its liner is rusted.	Secure unit and remove rust.

B.7 (PAGE 12) REFRIGERATION:

Two under/over/side by side. Sub Zero refrigerators. Both power up. The starboard did not get cold

FINDINGS	RECOMMENDATIONS
The starboard did not get cold	Investigate further. Repair or replace as necessary. by an expert.

B.8 (PAGE 14) ENGINE SYNCHRONIZER:

ZF Electronic synchronizer did not work properly when tested.

FINDINGS	RECOMMENDATIONS
ZF Electronic synchronizer did not work properly when tested.	Further investigate and repair as necessary.

B.9 (PAGE 14) BELTS AND PULLEYS:

The belts and pulleys are in serviceable condition. The starboard belt guard is missing.

FINDINGS	RECOMMENDATIONS
The starboard belt guard is missing.	Replace belt guard.

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.10 (PAGE 17) SHORE POWER INLET:

Single Marinco weather proof inlet starboard side in cockpit. The terminals are slightly burned.	
FINDINGS	<i>RECOMMENDATIONS</i>
The terminals are slightly burned.	Replace inlet terminal. Consult electrical expert for repairs.

B.11 (PAGE 20) M.S.D TYPE USCG SYSTEM:

No approved type.	
FINDINGS	<i>RECOMMENDATIONS</i>
No approved type	Comply with CFR title 33 part 159. Certified marine devices.

B.12 (PAGE 22) SAT PHONE:

Yes model 9255 did not work when tested.	
FINDINGS	<i>RECOMMENDATIONS</i>
Yes model 9255 did not work when tested.	Further investigate and repair as necessary.

B.13 (PAGE 23) TELEVISION(S):

LD Flat screen in salon with Bose surround sound. Powers up. Sat KVH TRAC Vliision M3 Antenna with no signal.	
FINDINGS	<i>RECOMMENDATIONS</i>
Sat KVH TRAC Vliision M3 Antenna with no signal.	Further investigate and repair as necessary.

B.14 (PAGE 25) VISUAL DISTRESS SIGNALS:

The flare kit at the flybridge is expired.	
FINDINGS	<i>RECOMMENDATIONS</i>
Flares are out of date.	Comply with USCG regulations for Visual Distress Signals.

B.15 (PAGE 25) NAVIGATION LIGHTS:

Properly located and power up. The mast light does not appear high enough to clear the radar. The port LED light has moisture	
FINDINGS	<i>RECOMMENDATIONS</i>
The port LED light has moisture	Repair running light in keeping with accepted marine repair practices.

B.16 (PAGE 25) NAVIGATION LIGHTS:

Properly located and power up. The mast light does not appear high enough to clear the radar. The port LED light has moisture	
FINDINGS	<i>RECOMMENDATIONS</i>
The mast light does not appear high enough to clear the radar.	Further investigate and adjust as necessary.

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.17 (PAGE 27) PROPELLER(S):

2 Three blade Nybral bronze props Reportedly 30 x 41.25 with cup (the pitch numbers are XX out) Both props are slightly out of tune, The port prop locking nut is loose, the starboard prop is loose on the shaft	
FINDINGS	<i>RECOMMENDATIONS</i>
Both props are slightly out of tune,	Recondition both props with a prop specialist.

B.18 (PAGE 27) SHAFT BEARING (CUTTLESS BEARING):

Both shaft bearings have some movement.	
FINDINGS	<i>RECOMMENDATIONS</i>
Both shaft bearings have some movement.	Replace both shaft bearings

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.1 (PAGE 7) EXTERIOR HULL:

Painted white surface with blue boot stripe upper and low spray rails. Good condition some minor scuffs and a small cracked surface at the boot stripe which appears cosmetic only.	
FINDINGS	<i>RECOMMENDATIONS</i>
A small cracked surface at the boot stripe which appears cosmetic only.	Repair as necessary. FRP expert

C.2 (PAGE 9) COCKPIT:

Single level self bailing with raised encapsulated coaming, painted non skid sole low moisture and good soundings. Access hatch to aft bilge steering gear, bilge pumps and fuel tanks. Wash down connections port side. Under gunwale tube lighting. Under gunwale 12 volt outlets with some minor corrosion. Under gunwale wiring needs chafe protection. Mezzanine seating with storage and draining and engine room access door. Aluminum ladder with non slip rungs to flybridge with overhead hatch. Small surface cracks were sighted port and starboard at the seating radius. Some corrosion was sighted at the underside of the gunwale hardware and speakers.	
FINDINGS	<i>RECOMMENDATIONS</i>
Under gunwale 12 volt outlets with some minor corrosion.	Repair as necessary

C.3 (PAGE 10) STORAGE:

Adequate storage under seats and forward locker. The locker door latch does not hold the door closed.	
FINDINGS	<i>RECOMMENDATIONS</i>
The locker door latch does not hold the door closed.	Repair as necessary.

IV. FINDINGS AND RECOMMENDATIONS

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.4 (PAGE 10) GENERAL EQUIPMENT:

Transom mounted under water lights. Power up. Under gunwale and overhead cockpit (multi color) lighting, 12 volt and 110 volt engine room lighting. Powers up. The aft bilge light under the cockpit did not work when tested.

FINDINGS	<i>RECOMMENDATIONS</i>
The aft bilge light under the cockpit did not work when tested.	Repair as necessary.

C.5 (PAGE 12) LIGHT FIXTURES:

12 Volt cabin lights throughout the vessel were operable. One overhead light out in the head,mid companion way and salon.

FINDINGS	<i>RECOMMENDATIONS</i>
One overhead light out in the head,mid companion way and salon.	Repair as necessary.

C.6 (PAGE 20) NUMBER OF HEADS:

Single head there is a loose mounting screw at the toilet base

FINDINGS	<i>RECOMMENDATIONS</i>
Single head there is a loose mounting screw at the toilet base	Tighten screw

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 a 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, ABOS, Yacht World.com, NADA, The Power Boat Guide and Internet listings 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", ready for sale requiring no additional work and normally equipped for her size.

"FAIR CONDITION", requires 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.

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:

\$585,000.00

Five Hundred Eighty Five Thousand Dollars and Zero cents

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:

\$1,100,00.00

One Million One Hundred Thousand Dollars and Zero cents

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the "Cold mold Sample", 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 March 28, 2014 Sea Trailed April 3, 2014 and was found to be a well constructed, appointed and comfortable vessel. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies list should be attended to in a timely fashion.

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 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.

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:



Charles Ulrich (SAMS Y,SC) # 906



VI. PHOTOGRAPHS



IMGP2115.JPG