

Ulrick Marine
MARINE SURVEYOR AND CONSULTANT

2011 Cigarette 38 Top Gun

Not Named



MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

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Report of Marine Survey

Of The Vessel

Not Named

2011 Cigarette 38 Top Gun

Conducted by
Charles Ulrick

INDEPENDENT MARINE SURVEYOR

PREPARED FOR:

9/12/2022

MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of , the attending surveyor did attend onboard the 2011 Cigarette 38 Top Gun, beginning on September 12, 2022 where an "out-of-the-water-survey" was conducted at All Marine, NJ. The ship's papers were not on board. The Hull Identification Number CRTUST011 was verified from the transom. A sea trial was performed. 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 Tramex Skipper moisture meter. 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.

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.

This vessel was manufactured prior to enactment of some of the current USCG CFR regulations and NAPA and ABYC standards. Compliance with those currently in force through necessary for the safety of the vessel and those on board results in entries in Section IV A and/or Section IV B of the Findings and Recommendations Section of this report. Others left to the discretion of the owner are in Section IV C. Thus the report does not suggest complete compliance with all current requirements, standards or practices.

I. INTRODUCTION

VESSEL DESCRIPTION

The 38 Top Gun has been the icon of the Cigarette line for over 25 years with good reason - timeless style and perfect performance. Each rendition has been continually refined, challenging the turn of every bolt, the stitch of each seam, the smoothness of its lines--but never straying from its heritage. Being known as the legend in offshore doesn't slow Cigarette's drive for continual improvement. Technological improvements using lightweight fiber-reinforced composites, scrupulous manufacturing techniques and a focus on balance and drivability has bred the best Top Gun ever created.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER: 220912142
NAME OF VESSEL:
TYPE OF SURVEY: Pre-Purchase for Buyer
OVERALL VESSEL RATING: **** ABOVE AVERAGE
ESTIMATED MARKET VALUE:..... \$245,000.00
ESTIMATED REPLACEMENT COST: \$665,000.00
BUILDER: Cigarette Power Boats Opa-Locka FL.
MODEL YEAR: 2011
MODEL OF VESSEL: 38 Top Gun
HULL IDENTIFICATION NUMBER (HIN): CRTUST11
STATE VALIDATION STICKER NUMBER: ... #J646400
PLACE OF SURVEY: All Marine, NJ
DATE/TIME OF SURVEY: 9/12/2022
HULL MATERIAL: Solid FRP (Fiber Reinforced Plastic)
HULL TYPE: Deep-V Stepped hull
LENGTH OVER ALL (L.O.A.): 38' 9"
BEAM: 8'
DRAFT: 27" Drive down
DISPLACEMENT: 9900 lbs
OVERHEAD CLEARANCE: 5' 5"
PROPULSION SYSTEM: Twin stern drives
FUEL TYPE: Gasoline.
FUEL CAPACITY: 224 Gallons.
AC POWER: 110 volt. 15 amp
DC POWER: 12 Volt system
INTENDED USE/BUYER: Recreational cruising
BUYER'S EXPERIENCE: Owned previous boats.
INTENDED CRUISING AREA: Inland Lakes
No USCG recalls for found for this vessel.

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
- *** Per USCG Documentation
- **** Per Buc Book

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

TYPE:

Deep-V with stepped bottom, lifting strake's and flared bow.

MATERIAL:

FRP (fiber reinforced plastic). Assorted mats, resins and painted gelcoat, foam cored.

EXTERIOR HULL:

Painted. Good condition no damage or repairs were sighted.

BULKHEADS:

Athwartships reinforcement enhanced by encapsulated bulkheads and web frames bonded to the hull with FRP (fiber reinforced plastic). High moisture was detected at the midship and engine space bulkheads. Serviceable condition.

***C.1**

High moisture was detected at the midship and engine space bulkheads.

STRINGERS:

Hull stiffness provided by FRP longitudinal stringers. High moisture was detected in the engine space, a small void was detected at the port outside aft stringer

***C.2**

High moisture was detected in the engine space, a small void was detected at the port outside aft stringer

STEM:

Raked stem FRP with flared bow. No damage or repairs were observed.

TRANSOM:

Reinforced flat transom Thru-transom exhaust. Low moisture and good soundings. No damage or repairs. Bolt on aluminum swim platform is well secured.

BILGE:

Aft bilge- engine space provides the area for most boat systems and tankage. Coated white, clean and dry. Forward bilge is clean and dry

LIMBER HOLES:

Limber holes are of adequate size and clear.

MOISTURE CONTENT:

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

NOTE:

The vessel was floating on even lines

DECK CONSTRUCTION

TYPE:

Flush deck -off shore sport boat.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

DECK CONSTRUCTION(*continued*)

MATERIAL:

Molded FRP-fiberglass, painted

HULL-TO-DECK JOINT

TYPE:

Overlapping type.

FASTENERS:

The hull joint is a FRP bond.

REINFORCEMENT:

A rub rail with 1/4 round stainless steel molding surrounds the vessels hull joint and is in good condition

NOTE:

No leaks were sighted at the hull joint were sighted.

DECK FITTINGS

SCUPPERS:

The scuppers are adequate and are clear of debris draining to the bilge.

DECK SURFACE:

Smooth painted finish paint cracks were sighted midship. Low moisture and good soundings

*C.3

Smooth painted finish paint cracks were sighted midship.

HATCHES:

Single 20" x 20" flush mounted hatch. Good condition.

GRAB RAIL:

Hand rails at various locations on vessel. Adequate and secured.

CLEATS:

Stainless pop up type cleats well secured.

BRIDGE DECK

MATERIAL:

Molded FRP

TYPE:

Open offshore type

COCKPIT:

Large single level cockpit with helm to starboard (the helm is equipped with a full Livorsi gauge package and controls). Port and starboard lockers. Snap in carpets over a mat. The vinyl coaming tops is slightly worn from the boat cover.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

BRIDGE DECK (*continued*)

SEATS:

Aft Racing type bucket seats. Helm and mate electric seats worked when tested. Good condition.

WINDSHIELD:

6" Plastic spray shield (tinted). Good condition.

SUN PAD:

Aft engine cover/sun pad in good condition.

ADDITIONAL EQUIPMENT AND ACCESSORIES

GENERAL EQUIPMENT:

Electric engine hatch. Worked when tested

ACCESSORIES:

Cockpit and engine space lighting, conveniently placed cup holders. Fender baskets in the engine space.

CANVAS AND COVERS:

Full boat. Good condition. Some mold was sighted on the underside

FENDERS:

2 Fenders. Good condition

DOCK LINES:

Assorted dock lines were observed. Adequate

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

JOINERY AND FINISH:

Cigarette Cover Girl Cabin. No vinyl or seats forward

INTERIOR BULKHEADS:

The interior bulkheads fit well

WATER INTRUSION SIGNS:

No water intrusion was sighted.

FABRIC AND CUSHIONS:

White vinyl in good condition midship only.

FLOOR AND WINDOW COVERINGS:

Blue carpets in good condition.

HEADS:

Porta-A-Potie

III. SYSTEMS

CABIN APPOINTMENTS

INTERIOR DESCRIPTION: *(continued)*

LIGHT FIXTURES:

12 Volt cabin lights were operable.

CONDITION AND DEFICIENCIES:

The vessels interior is well kept and clean.

NOTE:

Electric cabin door worked when tested.

PROPULSION

MAIN ENGINES

TYPE:

Two (2) four cycle fuel injected engines.

MANUFACTURER:

Mercury Racing

SERIAL NUMBERS:

Port # OW963668 Starboard # OW963671

HORSE POWER:

Approximately 525 rated hp.

NUMBER OF CYLINDERS:

Eight (8) in a V configuration.

INDICATED HOURS:

578 Hours on the computers

THROTTLE CONTROLS:

Livorsi lever-cable type. Work smoothly.

FLAME ARRESTOR:

USCG approved.

EMERGENCY SHUT DOWN:

Attachable kill cord.

ENGINE MOUNTS AND BED:

Mounted to steel racing mounts attached to steel angle brackets bolted to the main stringers.
Good condition.

DRIP PANS:

None Sighted. Engine fluid and loose debris falls into bilge area. A oil absorbing cloth is recommended.

III. SYSTEMS

PROPULSION

MAIN ENGINES(*continued*)

LUBRICATION:

Internal oil pump with remote spin off filters. The engines are equipped with oil coolers. The oil is full.

VENTILATION:

Natural, flow ventilation provided by vents

BILGE BLOWERS:

Atwood 12 Volt ignition protected. Worked when tested.

EXHAUST SYSTEM:

The exhaust is raw water cooled using new chrome headers and marine exhaust hoses and double clamps and exiting through the transom. No leaks were sighted.

LUBE TRANSFER:

Oil drain hoses

ENGINE ALARMS:

Low oil pressure alarm and coolant over heat warning audible at helm station. Worked when tested.

ENGINE SHUT DOWN:

Helm switches and keys

CONDITION AND DEFICIENCIES:

Good condition.

IGNITION PROTECTION:

Properly protected were sighted in engine space.

PORT RPM HISTORY:

RPM	HOURS
0-2000	390.5
2000-2500	8.5
2500-3500	124
3500-4200	45.8
4200-4700	5.8
4700-5000	2.5
5000-5200	1.1
5200-5300	.2

III. SYSTEMS

PROPULSION

MAIN ENGINES(*continued*)

STARBOARD RPM HISTORY:

RPM	HOURS
0-2000	391.4
2000-2500	10
2500-3500	129.9
3500-4200	40
4200-4700	4.4
4700--5000	2.1
5000-5200	.6
5200-5300	1.3

GAUGES:

The port water pressure gauge did not work

*B.1

The port water pressure gauge did not work

NOTE:

The engine computers were scanned and no codes were present

COOLING SYSTEM

TYPE:

Freshwater reservoir type cooling.

COOLANT LEVEL:

The coolant is full in both engines

HOSES AND CLAMPS:

Reinforced rubber hose well clamped and well routed and supported.

BELTS AND PULLEYS:

The single drive belt is serviceable on each engine.

SEACOCKS AND STRAINERS:

The plastic sea strainers are clear

NOTE:

The engines are equipped with fresh water flush inlets .I recommend changing the impellers as a maintenance item unless they were recently serviced.

III. SYSTEMS

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

Gasoline.

MATERIAL:

Aluminum.

NUMBER OF TANKS:

Single tank

TANKS CAPACITY:

224 Gallons

SECURED:

Well secured.

LOCATION:

On center line under the cockpit.

MANUFACTURING LABEL:

None Sighted Due to Access.

FILL PIPE LOCATIONS:

Port and starboard side decks marked GAS

FILL PIPE GROUNDED:

Appears to be properly grounded.

FILL PIPE MATERIAL:

USCG A2 hose

FILL PIPE FITTINGS:

Stainless steel.

HOSE CONNECTIONS, CLAMPS:

Stainless steel. Doubled clamped.

FUEL LINES AND FITTINGS:

Grade USCG type A1. Good condition.

VENT LOCATION:

Port and starboard topsides, flame screens were sighted.

SHUT-OFF VALVE:

Shut off valves are in line at the tank

FUEL FILTERS:

MerCruiser remote spin off # 35- 802893T

III. SYSTEMS

FUEL SYSTEM

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

FILTER/FUEL CONDITION:

Appears new

FUEL COOLER:

Engine mount fuel cooler appears serviceable.

IGNITION PROTECTION:

Properly protected were sighted.

GAS GAUGE:

The gauge was reading half.

NOTE:

A complete inspection of the fuel system was limited to access.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:

New AGM battery powered 12 volt system.

BATTERIES:

The Batteries properly secured. Group # 27.

MAIN BATTERY SWITCHES:

Blue Seas rotary switches under aft bench seat. Worked when tested.

PANEL:

The 12 volt panel is at the helm with a sub panel under the aft seat..

BREAKERS/FUSES:

Well marked breakers under aft seat.

TYPE CONNECTORS:

Round lugs.

ROUTING/SUPPORT:

Well supported and secured where sighted. Fit for intended use.

CHARGING SYSTEM (BATTERY CHARGER):

ProNautic 12/20 worked when tested

CHARGING SYSTEM (ALTERNATOR):

Belt driven alternator 65 amps. Serviceable condition.

OUTLETS:

12 Volt outlets were sighted and were of cigarette socket type. Worked when tested.

III. SYSTEMS

ELECTRICAL SYSTEMS

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

NOTE:

A complete inspection of the 12 volt wiring was limited do to access.

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET:

Single Marinco weather proof inlet port cockpit for the battery charger only.

STEERING SYSTEM

STEERING SYSTEM

TYPE:

Hydraulic steering

MANUFACTURER:

Latham Marine Steering

LINES AND FITTINGS:

Reinforced flexible hose, with metallic fittings. Good condition..

PRESSURE/RESERVOIR TANK READING:

The reservoir is full.

ACTUATOR CYLINDER:

Good condition. No leaks were sighted.

GROUND TACKLE

GROUND TACKLE

ANCHORS:

Danforth type anchor adequate size for the vessel. Stored under the aft seat.

RODE MATERIAL:

Marine grade nylon line.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF:

None sighted. Recommend a hand held.

GPS/CHART PLOTTER:

Garmin 5208 multifunction with a data card worked when tested

SPEED LOG:

GPS worked when tested

III. SYSTEMS

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT(*continued*)

DEPTH SOUNDER:

Garmin worked when tested

ELECTRONICS (ENTERTAINMENT)

STEREO SYSTEM:

Kenwood system worked when tested.

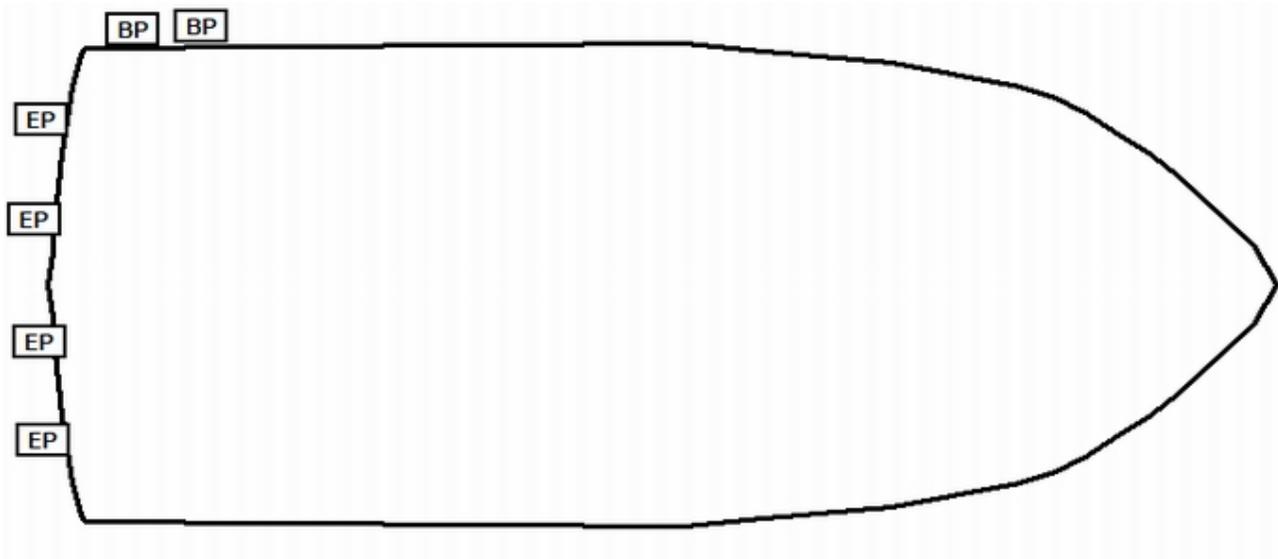
SPEAKERS:

Polk Weather proof speakers. Good condition

THRU-HULLS

THRU-HULLS:

THRU-HULLS ABOVE WATER LINE (DIAGRAM):



Abbreviation	Description
BP	Bilge Pumps
EP	Exhst Ports

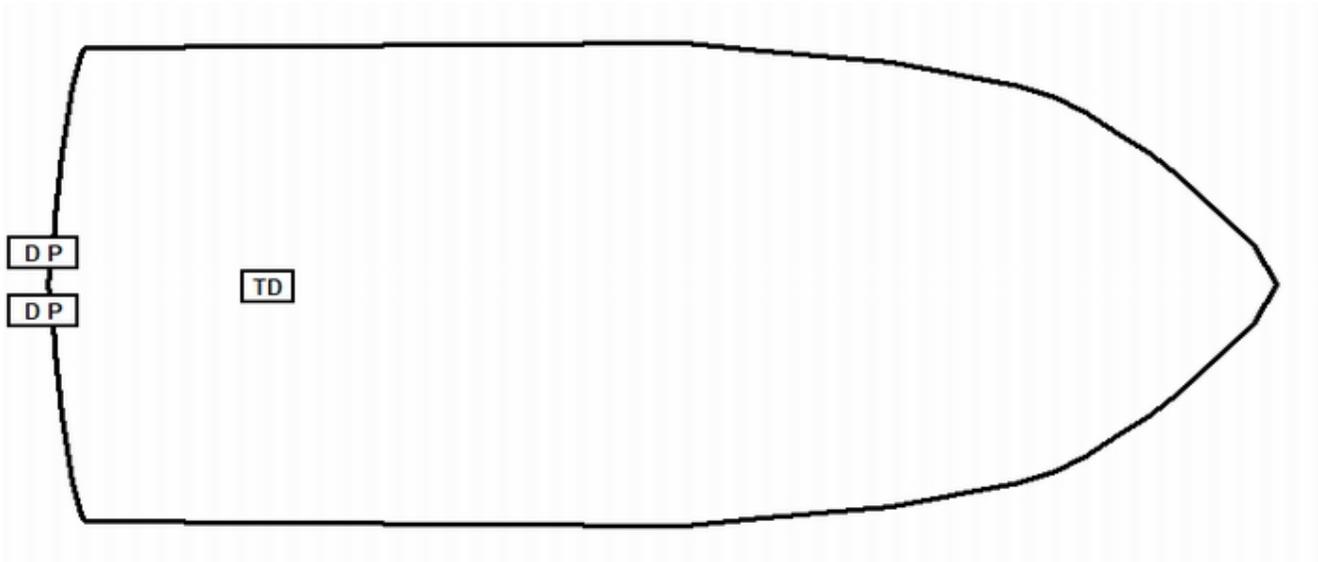
** Red Icon(s) with white text indicates inoperable item.

III. SYSTEMS

THRU-HULLS

THRU-HULLS:(*continued*)

THRU-HULLS BELOW WATER LINE (DIAGRAM):



Abbreviation	Description
D P	drain plug
TD	Transducer

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

DRAIN PLUGS:

Transom drain plugs.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S:

4 Type II adults in weather proof bag

NUMBER OF THROWABLE PFD'S:

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

FIRE EXTINGUISHERS:

2 Kidde size 1 BC. Needs inspection

VISUAL DISTRESS SIGNALS:

None sighted

*B.2

No flares sighted

III. SYSTEMS

SAFETY EQUIPMENT

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

SOUND DEVICES:

Electric horn (works)

FLAME ARRESTORS:

USCG approved.

POWER EXHAUST BLOWERS:

The blowers worked when tested.

NAVIGATION LIGHTS:

Properly located did not work when tested

"NO OIL DISCHARGE" PLAQUE:

None Sighted.

*B.3

No oil discharge sighted in engine spaces.

TRASH DISPOSAL PLACARD:

None sighted

*C.4

Not sighted

AUXILIARY SAFETY EQUIPMENT

BILGE WATER ALARM AND SAFETY SWITCHES:

The high water alarm did not work when tested

*B.4

The high water alarm did not work when tested

FIXED FIRE EXTINGUISHING SYSTEM (HALON TYPE):

Fire boy Halon in engine room automatic is charged, some rust beginning to form on the bottle. Needs current inspection.

FUME SNIFFER ALARM SYSTEMS:

None sighted. Gas fume detectors are highly recommended by ABYC

CARBON MONOXIDE DETECTOR:

None sighted highly recommended ABYC and NFPA

BILGE PUMPS

LIST:

2 Rule 2000 Worked when tested. The water sensors did not shut off.

*B.5

The water sensors did not shut off.

III. SYSTEMS

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S):

5 Blade Stainless steel. Good condition.

TRIM TABS:

Single piston (K-Planes) trim tabs with dash indicators. Worked when tested.

ANODES:

The anodes are in serviceable condition.

OUTDRIVES:

Bravo One Shorty 1:5:1 Ration The vessel is equipped with trim indicators. Good condition.

BELLOWS:

Good condition.

CONDITION OF HULL (WETTED SURFACE)

BLISTERS:

No blisters were sighted.

CONDITION OF BOTTOM PAINT:

Bare bottom in good condition, no damage or repairs were sighted. Minor gelcoat repairs were sighted

NOTE:

The moisture readings were low. No damage or repairs were sighted.

SEATRIAL REPORT

INTRODUCTION

INTRODUCTION:

The Not Named was operated on the inland water way on September 12, 2022 The vessel was operated by Mario . Attending the sea trial was myself. There was no wind the tide was running in at about 1 knot, the water way was calm and no boat traffic.

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. Except for the port water pressure gauge see findings
5. Manufacturer's recommended max RPM is 4800-5200
Engines reached 5200 RPM at full throttle.
6. The steering system operated normally.
7. The throttles operated normally.
8. The drives operated normally/smoothly.
9. The back down test was satisfactory.
10. There were no excessive vibrations noted.
11. The trim tabs operated normally. The drive trim 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.

TRIAL RUN DATA

PORT ENGINE:

RPM	OIL	VOLT	TEMP
1000	60	14	140
4000	70	14	150
5400	70	14	150

III. SYSTEMS

SEATRIAL REPORT

TRIAL RUN DATA(*continued*)

STARBOARD ENGINE:

RPM	OIL	VOLTS	TEMP
1000	14	60	140
4000	14	70	150
5400	14	70	150

VESSELS SPEED:

RPM	MPH
600	4
3400	40
3600	44
3800	48
4000	55
5200	80

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

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.1 (PAGE 10) GAUGES:

The port water pressure gauge did not work	
FINDINGS	RECOMMENDATIONS
The port water pressure gauge did not work	Replace the gauge

B.2 (PAGE 15) VISUAL DISTRESS SIGNALS:

None sighted	
FINDINGS	RECOMMENDATIONS
No flares sighted	Comply with USCG regulations for Visual Distress Signals.

B.3 (PAGE 16) "NO OIL DISCHARGE" PLAQUE:

None Sighted.	
FINDINGS	RECOMMENDATIONS
No oil discharge sighted in engine spaces.	Provide USCG "No Discharge of Oil" placard - CFR 155.770.

B.4 (PAGE 16) BILGE WATER ALARM AND SAFETY SWITCHES:

The high water alarm did not work when tested	
FINDINGS	RECOMMENDATIONS
The high water alarm did not work when tested	Consult a marine technician and repair to ABYC standards

B.5 (PAGE 16) LIST:

2 Rule 2000 Worked when tested. The water sensors did not shut off.	
FINDINGS	RECOMMENDATIONS
The water sensors did not shut off.	Investigate and repair to ABYC standards.

IV. FINDINGS AND RECOMMENDATIONS

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.1 (PAGE 5) BULKHEADS:

Athwartships reinforcement enhanced by encapsulated bulkheads and web frames bonded to the hull with FRP (fiber reinforced plastic). High moisture was detected at the midship and engine space bulkheads. Serviceable condition.

FINDINGS	RECOMMENDATIONS
High moisture was detected at the midship and engine space bulkheads.	Consult a fiberglass expert to determine the extent of the moisture or if any exist.

C.2 (PAGE 5) STRINGERS:

Hull stiffness provided by FRP longitudinal stringers. High moisture was detected in the engine space, a small void was detected at the port outside aft stringer

FINDINGS	RECOMMENDATIONS
High moisture was detected in the engine space, a small void was detected at the port outside aft stringer	Consult a expert to determine the extent if any moisture exists

C.3 (PAGE 6) DECK SURFACE:

Smooth painted finish paint cracks were sighted midship. Low moisture and good soundings

FINDINGS	RECOMMENDATIONS
Smooth painted finish paint cracks were sighted midship.	Repair as necessary

C.4 (PAGE 16) TRASH DISPOSAL PLACARD:

None sighted

FINDINGS	RECOMMENDATIONS
Not sighted	Comply with CFR title 33 sec.151.59 9" x 4" trash placard

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, Sold Boat.com. 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 some 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:

ABOVE 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:

\$245,000 Dollars
Two Hundred Forty Five Thousand Dollars

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:

\$665,000 Dollars
Six Hundred Sixty Five Thousand Dollars

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the , for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I here with submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on September 12, 2022 and was found to be a well constructed 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.

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 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.

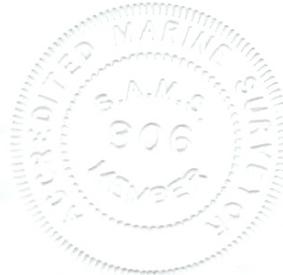
I have made a personal inspection of the vessel that is the subject of this report.

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



RIMG9153



HIN # CRTUST02C011



Mold on the underside of the boat cover



Worn coaming tops

VI. PHOTOGRAPHS



High moisture at the midship bulkhead



Halon bottle developing rust



High water alarm inop



Bilge pump sensor sticks

VI. PHOTOGRAPHS



High moisture at the engine space bulkhead



High moisture at the engine space stringers, minor void detected at the aft port side stringer



Deck paint cracks



Deck paint cracks

VI. PHOTOGRAPHS



Port water pressure gauge inop.