Schiehl & Associates LLC
MARINE SURVEYORS AND CONSULTANTS

1979 Hatteras 58 Cockpit Motor Yacht

"NAN SEA GALE"

MARINE SURVEYORS AND CONSULTANTS

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Report of Marine Survey

Of The Vessel

"NAN SEA GALE"

1979 Hatteras 58 Cockpit Motor Yacht

Conducted by
Richard J. Schiehl

INDEPENDENT MARINE SURVEYOR

PREPARED FOR:

Farmers Exchange Bank

09 July 2013

MARINE SURVEYORS AND CONSULTANTS

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Farmers Exchange Bank, the attending surveyor did attend onboard the *1979 Hatteras 58 Cockpit Motor Yacht, "NAN SEA GALE"* beginning on 09 July 2013 where an "in-the-water-survey" was conducted at Homeport Marina, Gulf Shores, Alabama. The ship's papers were not on board. The Hull Identification Number **(HIN)** was verified from the transom. An out-of the water inspection of underwater machinery and the exterior of the hulls wetted surface area was not performed. The reason for the survey, was to ascertain the physical condition and value of the 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.

NOTE: It is recommend and understood that all diesel 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.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER:	**2013-07091**
SURVEY PREPARED FOR:	**Farmers Exchange Bank**

NAME OF VESSEL:	**"NAN SEA GALE"**
TYPE OF SURVEY:	**Condition and Value**
OVERALL VESSEL RATING:	**Poor**
ESTIMATED MARKET VALUE:	**$72,000**
ESTIMATED REPLACEMENT COST:	**$1,800,000**
YEAR/MAKE/MODEL OF VESSEL:	**1979 Hatteras 58 Cockpit Motor Yacht**
BUILDER:	**Hatteras Yachts**
YEAR BUILT:	**1979**
MODEL YEAR:	**1979**
HULL IDENTIFICATION NUMBER (HIN):	**HATDH31C0179**
HAILING PORT:	**Orange Beach, Alabama**
OFFICIAL NUMBER:	**606592**
USCG DOCUMENTED FOR:	**Recreational**
OWNER:	**James Shiver 1302 Dinkle Road Stanley, NM 87056**
PLACE OF SURVEY:	**Homeport Marina, Gulf Shores, Alabama**
DATE OF SURVEY:	**09 July 2013**
HULL MATERIAL:	**FRP**
HULL TYPE:	**Modified V, planing**
LENGTH OVER ALL (L.O.A.):	**58' 3"**
BEAM:	**15' 10"**
REGISTERED BEAM:	**15.8'**
DRAFT:	**4' 9"**
DEPTH:	**7'**
DISPLACEMENT:	**74,000 lbs**
GROSS TONS:	**43**

II. GENERAL INFORMATION

NET TONS:	**34**
PROPULSION SYSTEM:	**Twin inboard engines**
FUEL TYPE:	**Diesel**
FUEL CAPACITY:	**775 gallons**
AC POWER:	**125/250V/50A shore power Ship's generators**
DC POWER:	**12/32VDC**
FRESH WATER CAPACITY:	**300 gallons**

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.

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

TYPE:
Modified V, planing

MATERIAL:
FRP

EXTERIOR HULL:
***B1, C1, C2, C3**

White gelcoat with blue boot stripe and stainless steel rub rail cap. Numerous abrasions were noted on the hull sides. Several engine room vent cowling louvers were found to be missing. Moderate on heavy oxidation was noted the hull sides. Moderate to heavy rot was noted on the wood splash rails.

PORTLIGHTS:
***C4**

(6) port and (4) starboard. The forward port portlight frame was found to be damaged and part broken off.

BULKHEADS:
(6)

STRINGERS:
Cored longitudinal stringers overlaid with FRP and tabbed to hull bottom. No stringer stress was noted in areas accessible for inspection.

TRANSOM:
***B2**

FRP transom with outward opening transom door to port with hinged top gate in way. Moderate to heavy damage was noted on the bolt-on swim platform.

BILGE:
***B3**

Bilge compartments were found to contain petroleum product.

DECK CONSTRUCTION

TYPE:
Walk around superstructure with aft recessed cockpit area.

MATERIAL:
***C5**

Cored FRP with non-skid. Moisture levels were found to be high on the side decks, forward on he bow deck and in isolated areas on the bow trunk.

COCKPIT:
***B4, C6**

Aft recessed cockpit area. Teak steps forward to port in the cockpit area lead to the mezzanine and cabin entry door. Port and starboard aft flood lights tested operable. The starboard cockpit flood light was found to be damaged. Moisture levels were found to be elevated on the cockpit sole and high on the cockpit sole hatches.

HULL DECK AND SUPERSTRUCTURE

HULL-TO-DECK JOINT

TYPE:
Overlap.

FASTENERS:
Stainless steel fasteners.

BEDDING COMPOUND:
Elastomeric compound.

REINFORCEMENT:
FRP tabbing.

OTHER:
The hull to deck joint integrity was found to be good in areas accessible for inspection.

DECK FITTINGS

STANCHIONS:
***C7**

Stainless steel stanchions fitted (9) each port and starboard with teak top rail and port and starboard boarding gates. Heavy wear was noted on the teak deck rails.

BOW RAIL:
Stainless steel bow pulpit rail.

TOE RAILS:
Molded FRP, integral to deck.

VENTILATION:
Natural.

SCUPPERS:
Port and starboard aft deck overboard drains and port and starboard side deck drains.

WINDLASS:
Galley Maid windlass tested operable.

HAWSE PIPES:
(1) anchor rode hawse pipe fitted on the bow deck. Mooring line hawse pipes fitted (1) each port and starboard aft cockpit corners.

DECKBOX:
***B5**

FRP dunnage boxes are secured port and starboard on the bow deck. The hinges on the starboard bow deck dunnage box cover were found to be broken.

DECK SURFACE:
Painted white with non-skid.

HATCHES:
30" FRP hatch fitted centerline on the bow deck.

GRAB RAIL:
Stainless steel grab rails fitted port and starboard superstructure sides.

HULL DECK AND SUPERSTRUCTURE

DECK FITTINGS *(continued)*

CLEATS:
14" stainless steel mooring cleats fitted (1) each port and starboard forward on the bow deck and (1) each port and starboard aft inboard cockpit corners. 12" stainless steel mooring cleats fitted (2) each port and starboard side decks. Skene chocks fitted port and starboard, forward on the bow deck.

ANCHOR PLATFORM:
FRP anchor platform with teak inlay, fitted with stainless steel chute and roller.

DAVITS:
***B6**

120VAC tender davit aft on the flybridge deck did not operate when tested.

SUPERSTRUCTURE

MATERIAL:
***C8, C9**

FRP. Mildew staining was noted on the superstructure and decks. Paint failure was noted the side deck overhead.

WINDOWS/PORTS/DOORS:
***B7, C10**

Fixed windows forward and aft. Fixed and sliding windows port and starboard. Sliding cabin entry door aft and port and starboard amidships. Wear and separation was noted on the teak trim around the cabin entry door frames. The centerline windshield wiper tested operable. Port and starboard windshield wiper controls were found to be frozen.

FITTINGS AND HARDWARE:
***C11**

Exterior hardware was found to be lightly oxidized.

JOINERY STRESS:
***C12**

Light surface stress was noted at the superstructure corners.

SUPERSTRUCTURE TO DECK JOINT:
Molded.

MOISTURE CONTENT:
***B8**

Superstructure moisture content was found to be high around port and starboard windows frames and on the aft bulkhead.

BRIDGE DECK

MATERIAL:
***B9**

FRP. The flybridge deck coring was found to be wet and moderate to heavy coring damage was noted.

HULL DECK AND SUPERSTRUCTURE

BRIDGE DECK *(continued)*

TYPE:
Flybridge helm and seating area.

COCKPIT:
Open aft flybridge deck with davit and tender cradle.

SEATS:
***C13**

Helmsman and companion chairs at the console. Heavy wear was noted on the flybridge helm chair.

BIMINI:
Blue canvas bimini on stainless steel frame.

WINDSHIELD:
***C14**

Low profile Lexan windshield. A section of the flybridge windshield was found to be broken off forward to starboard.

SAFETY RAIL SYSTEM:
Molded port, starboard and forward with safety rail aft.

OTHER:
***C15**

Flybridge speaker covers were found to be damaged or missing. An aluminum radar arch is mounted on the flybridge.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

JOINERY AND FINISH:
***C16**

Interior joinery and finish was found to be below average for the vessel age.

INTERIOR BULKHEADS:
(6) partial.

WATER INTRUSION SIGNS:
***B10**

Evidence of water intrusion was noted in way of the port and starboard window frames and at the aft port corner of the aft stateroom. Water damage was noted on interior laminates in way.

STORAGE AREAS:
Ample storage is provided for vessel's supplies and personal effects.

HEADLINERS:
***C17**

Padded headliners. Isolated seam separation was noted on interior headliners.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION: ***(continued)***

DOORWAYS:
Hinged doors to heads and staterooms.

FABRIC AND CUSHIONS:
***C18**

Wear and staining was noted on interior cushions.

FLOOR AND WINDOW COVERINGS:
***C19, C20, C21**

Isolated wear and staining was noted on the cabin sole carpet. Isolated finish wear was noted on the teak parquet floor coverings. Isolated wear was noted on vinyl floor coverings. Louvered blinds are fitted on salon windows and aft cabin entry door.

ACCOMMODATIONS:
Aft master stateroom queen island berth, (2) port stateroom berths and forward stateroom upper and lower berths.

HEADS:
(3)

SHOWERS:
(3)

FAUCET FIXTURES:
Single faucet fixtures in the heads and galley.

LIGHT FIXTURES:
32VDC and 115VAC cabin lighting.

SALON FURNISHINGS:
Sofa to starboard. Side chairs and chest to port. Wet bar and entertainment center forward in the salon area. Wheelhouse forward of the salon area with athwartship bench seating.

VENTILATION:
Natural and air conditioning units.

AIR CONDITIONING UNITS:
(3)

CABIN HEATING:
Provided by reverse cycle air conditioning units.

TELEVISIONS:
RCA color television/VCR combination in the salon area tested operable.
Sanyo color television in the aft stateroom tested operable.
Magnavox color television/VCR combination in the port stateroom tested operable.
Magnavox color television/VCR combination in the forward stateroom tested operable.

STEREO, ETC.:
Philips Magnavox FW775P Mini Hi-Fi stereo in the salon area.
Apex AD-1010W DVD player in the salon area.

CABIN APPOINTMENTS

GALLEY

LOCATION:
Galley down, forward of the salon area to port with opposing dinette.

SINKS:
Single basin stainless steel sink with single faucet.

REFRIGERATION:
***B11**

Kenmore upright refrigerator/freezer. Moderate corrosion was noted on the galley refrigerator and the unit was found to be unplugged.

STOVE/OVEN:
***B12, B13**

Modern Maid oven and (4) burner electric range. The oven tested operable. (1) Galley range burner did not operate when tested and the control was found to be missing for another burner. The hood light over the galley range did not operate when tested.

MICROWAVE:
Panasonic Inverter microwave oven tested operable.

ACCESSORIES:
***B14, B15**

Kenmore dishwasher powered up and cycled when tested.
Mr. Coffee automatic coffee maker.
Scottsman ice maker did not operate when tested.
Kenmore All-In-One washer/dryer tested operable.
Sears Kenmore 1/2 HP garbage disposal did not operate when tested.

OTHER:
***B16**

The light over the galley sink was found to be adrift.

PROPULSION

MAIN ENGINES

TYPE:
Twin inboard diesel engines.

MANUFACTURER:
***B17**

Detroit Diesel 8V92. Moderate to heavy corrosion was noted on the main engines and gears.

SERIAL NUMBERS:
Not legible.

HORSE POWER:
550 HP

NUMBER OF CYLINDERS:
(8) each

PROPULSION

MAIN ENGINES *(continued)*

INDICATED HOURS:
Port: 1,157 Starboard: 6,840

THROTTLE CONTROLS:
***B18**

Morse dual lever/cable throttle and clutch. The starboard engine gear control cable was found to be broken or disconnected at the lower station.

EMERGENCY SHUT DOWN:
Port and starboard shut down pull cables at the helm station.

ENGINE MOUNTS AND BED:
***B19**

Engine mounts bolt to longitudinal stringers. Corrosion was noted on the main engine mounts.

DRIP PANS:
None.

VENTILATION:
Natural and bilge blowers.

BILGE BLOWERS:
***B20**

The engine room blower switch was found to be frozen.

EXHAUST SYSTEM:
***B21, B22**

Corrosion and leakage was noted on the main engine stainless steel exhaust pipes. Surface corrosion was noted on multiple main engine raw water exhaust hose clamps.

ENGINE SYNCHRONIZER:
***B23, B24**

Glendinning engine synchronizer did not operate when tested. Corrosion wks noted on the linkage connections at the engine synchronizer.

STUFFING BOX:
***B25**

Corrosion was noted on the stuffing box hose clamps.

COOLING SYSTEM

TYPE:
Closed system, fresh water cooled engines and raw water cooled exhaust.

RAW WATER STRAINERS:
Found to be generally clean.

PROPULSION

COOLING SYSTEM *(continued)*

HOSES AND CLAMPS:
***B26, B27**

Multiple main engine cooling hoses were found to be age worn. Corrosion was noted multiple main engine cooling hose clamps.

BELTS AND PULLEYS:
***B28**

Surface corrosion was noted on the main engine pulleys.

SEACOCKS:
***B29**

Main engine raw water seacocks were found to be stuck in the open position.

TRANSMISSIONS

MANUFACTURER:
Allison.

DRIVE TYPE:
Reduction.

PACKING GLAND:
Flange adjustable packing glands.

COOLER:
External engine mounted raw water heat exchangers.

OTHER:
***B30**

Corrosion was noted on the linkage on the main engine gear control cables.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:
Diesel.

MATERIAL:
FRP

NUMBER OF TANKS:
(3)

TANKS CAPACITY:
750 gallons.

SECURED:
Yes.

LOCATION:
Forward and aft keel.

FUEL SYSTEM

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

MANUFACTURING LABEL:
Hatteras Yachts.

FILL PIPE LOCATIONS:
Port deck.

FILL PIPE GROUNDED:
Appears to be properly grounded.

FILL PIPE MATERIAL:
Flexible fuel hose.

FILL PIPE FITTINGS:
Flush deck mounted fuel fill pipes.

HOSE CONNECTIONS, CLAMPS:
Found to be in good condition.

FUEL LINES AND FITTINGS:
***B31**

Corrosion was noted on the compression fittings on the fuel lines.

VENT LOCATION:
Port hull topsides.

FUEL FILTERS:
Dual Racor diesel fuel filter/water separators.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:
12/32VDC

BATTERIES:
***B32, B33, B34**

(8) 8VDC batteries in the generator room. (1) American 26R-60 12VDC generator start battery. The generator battery was found to be adrift. The ground cable on the generator battery was found to be chafed through, exposing stranded copper conductor. Moderate corrosion was noted on the 8VDC battery terminals.

BANKS:
(2) banks of (4) each 8VDC batteries in series for 32VDC configuration.

MAIN BATTERY SWITCHES:
Guest main battery switches forward in the port and starboard engine rooms tested operable.

PANEL:
Main electrical distribution panels mounted in the lower helm area.

BREAKERS/FUSES:
Magnetic breakers.

ELECTRICAL SYSTEMS

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

TYPE CONNECTORS:
Captive lug and spade.

ROUTING/SUPPORT:
Conductors were found to be adequately routed and supported where sighted.

CHARGING SYSTEM:
Engine alternators and Sentry 32VDC, 30 amp automatic battery charger.

OTHER:
(2) Newmar Model 32-12-35 Battery Equalizers in the port engine room provide 12VDC supply for bridge.

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET:
(2) 120V/50A and (1) 120/240/50A shore power inlets port and starboard amidships.

AC SOURCE SELECTOR SWITCH:
Rotary select switch at the main electrical distribution panel.

MAIN BREAKER:
The main shore power fuses are located in way of the shore power inlets.

BRANCH BREAKERS:
Individual branch breakers.

CIRCUIT LOAD MONITORS:
Yes.

WIRE TYPE (SIZE AND RATING):
Appears adequate for present use.

ROUTING:
Conductors were found to be generally well routed and supported where sighted.

OTHER:
(2) Shore power transformers are mounted in the generator compartment.

GENERATORS AND INVERTERS

TYPE:
Diesel engine driven generator sets.

MANUFACTURER:
***B35, B36**

Onan. Moderate to heavy corrosion was noted on the port and starboard generators. The port generator did not start when tested and the starboard generator was not tried due to condition.

FUEL TYPE:
Diesel.

KILOWATT RATING:
Not determined.

ELECTRICAL SYSTEMS

GENERATORS AND INVERTERS *(continued)*

VOLTAGE RATING:
120/240 VAC

INDICATED HOURS:
Port: 1,491 Starboard: 1,187

LOCATION:
Generator compartment, forward of engine rooms.

COOLING SYSTEM:
***B37**

Closed system, fresh water cooled engine and raw water cooled exhaust. The generator raw water seacocks were found to be stuck in the open position.

FUEL FILTER:
Racor Model 1000MA fuel filter/water separator.

EXHAUST SYSTEM:
***B38, B39**

Raw water cooled exhaust system fitted with wet mufflers. Corrosion was noted on most generator raw water exhaust hose clamps. The starboard generator exhaust system was found to be disconnected.

ACCESSIBILITY:
Adequate.

WARNING LABELS:
None Sighted.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS:
(1)

CAPACITY:
300 gallons.

ACCESS:
Adequate.

LOCATION:
Centerline in the lazarette bilge compartment.

INSPECTION/CLEANING ACCESS:
Adequate.

MATERIAL:
FRP

FILL PIPE LOCATION:
Starboard deck.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER) *(continued)*

VENT PIPE LOCATION:
Starboard hull topsides.

ACCUMULATOR TANK:
Galley Maid accumulator tank.

PUMPS:
***B40**

Galley Maid fresh water pressure pump tripped the circuit breaker when tested.

HOSES AND CLAMPS:
***B41**

Corrosion was noted on several fresh water system hose clamps.

FRESH WATER SYSTEM (HOT WATER SYSTEM)

TYPE:
***C22**

115VAC electric. The hot water heater could not be tested due to water pump inoperable.

MANUFACTURER:
***B42**

Mor-Flo Model E51-20U-0155V. Corrosion was noted at the base of the hot water heater and the mounts.

CAPACITY:
19 gallons.

PRESSURE RELIEF VALVE:
***B43**

Corrosion was noted on the hot water heater pressure relief valve.

LOCATION:
The hot water heater is mounted in the generator compartment.

ACCESS:
Adequate.

SANITATION

SANITATION (BLACK WATER)

MANUFACTURER:
Galley Maid.

MANUAL OR ELECTRIC TYPE:
***B44, B45**

32VDC electric. The mid and aft head pumps did not operate when tested. Moderate to heavy corrosion was noted on the Galley Maid 32VDC head pumps.

NUMBER OF HEADS:
(3)

SANITATION

SANITATION (BLACK WATER) *(continued)*

LOCATION OF HEADS:
Aft of the V-berth area to port, opposite the port stateroom and forward of the aft starboard to starboard.

M.S.D TYPE USCG SYSTEM:
Type III with holding tank.

RAW WATER SUPPLY AND CLAMPS:
***B46, B47, B48**

Multiple waste system hose clamps were found to be corroded and/or broken. The head raw water supply seacocks were found to be stuck in the open position. The bonding connection to the forward head raw water supply seacock was found to be broken.

DISCHARGE HOSES AND CLAMPS:
***B49**

Head discharge hose clamps were found to be moderately corroded.

PUMP-OUT LOCATION:
Starboard deck.

MACERATOR:
***B50, B51, B52**

Jabsco Model 18590-0002 32VDC macerator pump did not operate when tested. Surface corrosion was noted on the holding tank macerator pump. (1) Hose clamp at the holding tank macerator pump was found to be broken.

"Y" VALVES:
***B53**

The starboard midship head Y-valve was found to be stuck and corrosion was noted on the hose clamps.

HOLDING TANK:
***B54**

FRP holding tanks in the forward bilge compartment and in the generator compartment. A hose clamp at the forward holding tank connection was found to be broken.

SANITATION (GREY WATER)

BASINS, SHOWERS, HOSES AND CLAMPS:
Found to be in generally good condition.

SUMP TANK LOCATION:
Under master stateroom cabin sole and in forward bilge compartment.

MATERIAL:
FRP.

PUMPS:
Rule 32VDC pumps with float switches tested operable.

NUMBER OF TANKS:
(2)

SANITATION

SANITATION (GREY WATER) *(continued)*

DISCHARGE:
Overboard.

STEERING SYSTEM

STEERING SYSTEM

TYPE:
Hydraulic.

MANUFACTURER:
Hynautic.

NUMBER OF STATIONS:
(2)

LOCATIONS:
Main deck helm station and flybridge.

LINES AND FITTINGS:
Found to be in generally good condition.

PRESSURE/RESERVOIR TANK READING:
***B55**

Hydraulic steering pressure was found to be low (0 p.s.i.).

ACTUATOR CYLINDER:
Single actuator with crossover arm found to be well mounted.

MOUNTING:
Appears adequate.

RUDDER POSITION INDICATOR:
Rudder feedback servo attached to the port rudder tiller arm.

UPPER RUDDER BEARING SUPPORT:
Athwartship wood upper rudder bearing support found to be in good condition.

PACKING GLAND:
Hex adjustable packing glands.

ROLL STABILIZER:
***B56, B57**

NAIAD Roll Stabilizer did not power up when tested.
Corrosion was noted on the roll stabilizer system hydraulic hose compression fittings and linkage.

OTHER:
***B58**

The bonding connections to both rudders were found to be broken.

GROUND TACKLE

GROUND TACKLE

ANCHORS:
***B59, B60**

Danforth style anchor. The anchor shank was found to be bent. Isolated corrosion was noted on the anchor.

RODE MATERIAL:
***B61**

Chain and braided nylon rode. Corrosion was noted on the chain anchor rode.

RODE CONSTRUCTION:
Chain is D-clamped to anchor.

WINDLASS:
***B62**

Galley Maid 32VDC windlass tested operable. Surface corrosion was noted on the windlass motor.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF:
***B63**

Standard Horizon Spectrum VHF transceiver is not connected.

RADAR:
Furuno 36 mile radar tested operable.

CHART PLOTTER:
***B64, B65**

Furuno GP-1850D plotter did not power up when tested.
Furuno GP-1650DF plotter is not connected.

AUTOHELM:
Robertson AP22 autopilot powered up and the autopilot motor responded to commands.

FISH FINDER:
***B66, B67**

Sitex AVS-107 sounder did not operate when tested.
Apelco XVC8000 sounder is not connected.

SHIPS CLOCK:
Seth Thomas ship's clock.
Bel Clock Company ship's clock.

LORAN C:
Sitex Koden C797 Loran C receiver is obsolete.

THRU-HULLS

THRU-HULLS:

MATERIAL:
Bronze.

TYPE:
Ball valve seacocks.

BONDED:
Except as noted in this report, all seacocks were found to be connected to the bonding system.

OPERABLE:
Except as noted in the body of this report, seacocks were found to be operable.

FILL PIPES AND VENTS:
Found to be in generally good condition.

BONDING SYSTEM

BONDING SYSTEM

MAIN BONDING CONDUCTOR:
Copper bonding strap and #8 and #10 insulated stranded copper bonding conductor.

THRU-HULL FITTINGS:
Except as noted in the body of this report, thru hull fittings were found to be connected to the bonding system.

RUDDER SHAFTS AND SHAFT LOGS:
Except as noted in this report of survey, the rudder bonding connections were found to be intact.

ENGINES AND GENERATORS:
Connected.

ZINC (HULL ZINC):
Connected.

FUEL, WATER AND WASTE TANKS:
Connected.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S:
(6) Type I PFDs.

NUMBER OF THROWABLE PFD'S:
***B68**

(2) Jim Buoy Model GWX-24 Type IV PFDs. The starboard Type IV PFD was found to be heavily damaged.

FIRE EXTINGUISHERS:
Hand portable fire extinguishers.

SAFETY EQUIPMENT

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

VISUAL DISTRESS SIGNALS:
***B69**

Visual distress signals were found to be expired.

SOUND DEVICES:
***B70**

Ship's horn did not operate when tested.

"NO OIL DISCHARGE" PLAQUE:
Yes.

TRASH DISPOSAL PLACARD:
Yes.

AUXILIARY SAFETY EQUIPMENT

FIXED FIRE EXTINGUISHING SYSTEM:
***B71**

Fire suppression system is not currently inspected.

SEARCH LIGHT:
***B72**

Ray-Line remote control search light motor did not operate when tested.

BILGE PUMPS

LOCATION:
Rule 32VDC bilge pumps in the forward bilge compartment, generator compartment, port and starboard engine rooms and aft bilge compartment tested operable.

HIGH WATER ALARMS:
***B73**

High water alarms did not operate when tested.

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

TYPE:
***B74**

230VAC reverse cycle electric. All air conditioning units did not cool when tested.

MANUFACTURER:
***B75**

Cruisair. Surface corrosion was noted on the air conditioning compressors.

NUMBER OF UNITS:
(3)

LOCATION:
Aft in the starboard engine room.

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

AIR CONDITIONING AND HEAT (AIR CONDITIONING) *(continued)*

THRU-HULL STRAINER:

***B76**

The air conditioning raw water strainer was found to be dirty.

HOSES, CLAMPS AND CONNECTORS:

***B77**

Corrosion was noted on the air conditioning system raw water clamps.

RAW WATER COOLING PUMP:

FloTec 230VAC raw water pump.

CONDENSATE DRAIN:

To bilge.

SEACOCKS:

Tested operable.

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 - NONE NOTED

B. OTHER DEFICIENCIES NEEDING ATTENTION

C. SURVEYORS NOTES AND OBSERVATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.1 (PAGE 4) EXTERIOR HULL:

FINDINGS	*RECOMMENDATIONS*
Several engine room vent cowling louvers were found to be missing.	*Repair as necessary.*

B.2 (PAGE 4) TRANSOM:

FINDINGS	*RECOMMENDATIONS*
Moderate to heavy damage was noted on the bolt-on swim platform.	*Repair or replace.*

B.3 (PAGE 4) BILGE:

FINDINGS	*RECOMMENDATIONS*
Bilge compartments were found to contain petroleum product.	*Clean bilges.*

B.4 (PAGE 4) COCKPIT:

FINDINGS	*RECOMMENDATIONS*
The starboard cockpit flood light was found to be damaged.	*Replace flood light.*

B.5 (PAGE 5) DECKBOX:

FINDINGS	*RECOMMENDATIONS*
The hinges on the starboard bow deck dunnage box cover were found to be broken.	*Replace hinges.*

B.6 (PAGE 6) DAVITS:

FINDINGS	*RECOMMENDATIONS*
120VAC tender davit aft on the flybridge deck did not operate when tested.	*Repair as necessary.*

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.7 (PAGE 6) WINDOWS/PORTS/DOORS:

FINDINGS	*RECOMMENDATIONS*
Port and starboard windshield wiper controls were found to be frozen.	*Repair as necessary.*

B.8 (PAGE 6) MOISTURE CONTENT:

FINDINGS	*RECOMMENDATIONS*
Superstructure moisture content was found to be high around port and starboard windows frames and on the aft bulkhead.	*Repairs to bedding in way of doors and windows may inhibit further water intrusion.*

B.9 (PAGE 6) MATERIAL:

FINDINGS	*RECOMMENDATIONS*
The flybridge deck coring was found to be wet and moderate to heavy coring damage was noted.	*Re-coring of the flybridge deck will be required to restore structural strength.*

B.10 (PAGE 7) WATER INTRUSION SIGNS:

FINDINGS	*RECOMMENDATIONS*
Evidence of water intrusion was noted in way of the port and starboard window frames and at the aft port corner of the aft stateroom. Water damage was noted on interior laminates in way.	*Remove port and starboard windows, reef bedding area and reseat windows.*

B.11 (PAGE 9) REFRIGERATION:

FINDINGS	*RECOMMENDATIONS*
Moderate corrosion was noted on the galley refrigerator and the unit was found to be unplugged.	*Replace refrigerator.*

B.12 (PAGE 9) STOVE/OVEN:

FINDINGS	*RECOMMENDATIONS*
The hood light over the galley range did not operate when tested.	*Repair as necessary.*

B.13 (PAGE 9) STOVE/OVEN:

FINDINGS	*RECOMMENDATIONS*
(1) Galley range burner did not operate when tested and the control was found to be missing for another burner.	*Repair as necessary.*

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.14 (PAGE 9) ACCESSORIES:

FINDINGS	*RECOMMENDATIONS*
Sears Kenmore 1/2 HP garbage disposal did not operate when tested.	*Repair or replace.*

B.15 (PAGE 9) ACCESSORIES:

FINDINGS	*RECOMMENDATIONS*
Scottsman ice maker did not operate when tested.	*Repair or replace.*

B.16 (PAGE 9) OTHER:

FINDINGS	*RECOMMENDATIONS*
The light over the galley sink was found to be adrift.	*Secure light fixture.*

B.17 (PAGE 9) MANUFACTURER:

FINDINGS	*RECOMMENDATIONS*
Moderate to heavy corrosion was noted on the main engines and gears.	*Clean and paint to protect.*

B.18 (PAGE 10) THROTTLE CONTROLS:

FINDINGS	*RECOMMENDATIONS*
The starboard engine gear control cable was found to be broken or disconnected at the lower station.	*Repair as necessary.*

B.19 (PAGE 10) ENGINE MOUNTS AND BED:

FINDINGS	*RECOMMENDATIONS*
Corrosion was noted on the main engine mounts.	*Clean and coat to protect.*

B.20 (PAGE 10) BILGE BLOWERS:

FINDINGS	*RECOMMENDATIONS*
The engine room blower switch was found to be frozen.	*Repair as necessary.*

B.21 (PAGE 10) EXHAUST SYSTEM:

FINDINGS	*RECOMMENDATIONS*
Surface corrosion was noted on multiple main engine raw water exhaust hose clamps.	*Replace with newmarine grade full stainless steel clamps.*

B.22 (PAGE 10) EXHAUST SYSTEM:

FINDINGS	*RECOMMENDATIONS*
Corrosion and leakage was noted on the main engine stainless steel exhaust pipes.	*Replace stainless steel exhaust pipes.*

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.23 (PAGE 10) ENGINE SYNCHRONIZER:

FINDINGS	*RECOMMENDATIONS*
Corrosion wks noted on the linkage connections at the engine synchronizer.	*Clean connections.*

B.24 (PAGE 10) ENGINE SYNCHRONIZER:

FINDINGS	*RECOMMENDATIONS*
Glendinning engine synchronizer did not operate when tested.	*Repair as necessary.*

B.25 (PAGE 10) STUFFING BOX:

FINDINGS	*RECOMMENDATIONS*
Corrosion was noted on the stuffing box hose clamps.	*Replace with newmarine grade full stainless steel clamps.*

B.26 (PAGE 11) HOSES AND CLAMPS:

FINDINGS	*RECOMMENDATIONS*
Corrosion was noted multiple main engine cooling hose clamps.	*Replace with newmarine grade full stainless steel clamps.*

B.27 (PAGE 11) HOSES AND CLAMPS:

FINDINGS	*RECOMMENDATIONS*
Multiple main engine cooling hoses were found to be age worn.	*Replace hoses as needed.*

B.28 (PAGE 11) BELTS AND PULLEYS:

FINDINGS	*RECOMMENDATIONS*
Surface corrosion was noted on the main engine pulleys.	*Clean and coat to protect.*

B.29 (PAGE 11) SEACOCKS:

FINDINGS	*RECOMMENDATIONS*
Main engine raw water seacocks were found to be stuck in the open position.	*Free up seacocks for ease of operation.*

B.30 (PAGE 11) OTHER:

FINDINGS	*RECOMMENDATIONS*
Corrosion was noted on the linkage on the main engine gear control cables.	*Clean and coat to protect.*

B.31 (PAGE 12) FUEL LINES AND FITTINGS:

FINDINGS	*RECOMMENDATIONS*
Corrosion was noted on the compression fittings on the fuel lines.	*Clean and coat to protect.*

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.32 (PAGE 12) BATTERIES:

FINDINGS	*RECOMMENDATIONS*
Moderate corrosion was noted on the 8VDC battery terminals.	*Clean battery terminals.*

B.33 (PAGE 12) BATTERIES:

FINDINGS	*RECOMMENDATIONS*
The ground cable on the generator battery was found to be chafed through, exposing stranded copper conductor.	*Replace battery cable.*

B.34 (PAGE 12) BATTERIES:

FINDINGS	*RECOMMENDATIONS*
The generator battery was found to be adrift.	*Secure battery as recommended by ABYC Standards, Section E-10.7.4.*

B.35 (PAGE 13) MANUFACTURER:

FINDINGS	*RECOMMENDATIONS*
The port generator did not start when tested and the starboard generator was not tried due to condition.	*Repair as necessary.*

B.36 (PAGE 13) MANUFACTURER:

FINDINGS	*RECOMMENDATIONS*
Moderate to heavy corrosion was noted on the port and starboard generators.	*Clean and coat to protect.*

B.37 (PAGE 14) COOLING SYSTEM:

FINDINGS	*RECOMMENDATIONS*
The generator raw water seacocks were found to be stuck in the open position.	*Free up seacocks for ease of operation.*

B.38 (PAGE 14) EXHAUST SYSTEM:

FINDINGS	*RECOMMENDATIONS*
The starboard generator exhaust system was found to be disconnected.	*Repair as necessary.*

B.39 (PAGE 14) EXHAUST SYSTEM:

FINDINGS	*RECOMMENDATIONS*
Corrosion was noted on most generator raw water exhaust hose clamps.	*Replace with newmarine grade full stainless steel clamps.*

B.40 (PAGE 15) PUMPS:

FINDINGS	*RECOMMENDATIONS*
Galley Maid fresh water pressure pump tripped the circuit breaker when tested.	*Repair as necessary.*

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.41 (PAGE 15) HOSES AND CLAMPS:

FINDINGS	*RECOMMENDATIONS*
Corrosion was noted on several fresh water system hose clamps.	*Replace with newmarine grade full stainless steel clamps.*

B.42 (PAGE 15) MANUFACTURER:

FINDINGS	*RECOMMENDATIONS*
Corrosion was noted at the base of the hot water heater and the mounts.	*Clean and coat to protect.*

B.43 (PAGE 15) PRESSURE RELIEF VALVE:

FINDINGS	*RECOMMENDATIONS*
Corrosion was noted on the hot water heater pressure relief valve.	*Clean valve.*

B.44 (PAGE 15) MANUAL OR ELECTRIC TYPE:

FINDINGS	*RECOMMENDATIONS*
Moderate to heavy corrosion was noted on the Galley Maid 32VDC head pumps.	*Clean and coat to protect.*

B.45 (PAGE 15) MANUAL OR ELECTRIC TYPE:

FINDINGS	*RECOMMENDATIONS*
The mid and aft head pumps did not operate when tested.	*Repair as necessary.*

B.46 (PAGE 16) RAW WATER SUPPLY AND CLAMPS:

FINDINGS	*RECOMMENDATIONS*
The bonding connection to the forward head raw water supply seacock was found to be broken.	*Repair bonding connection.*

B.47 (PAGE 16) RAW WATER SUPPLY AND CLAMPS:

FINDINGS	*RECOMMENDATIONS*
The head raw water supply seacocks were found to be stuck in the open position.	*Free up seacocks for ease of operation.*

B.48 (PAGE 16) RAW WATER SUPPLY AND CLAMPS:

FINDINGS	*RECOMMENDATIONS*
Multiple waste system hose clamps were found to be corroded and/or broken.	*Replace with newmarine grade full stainless steel clamps.*

B.49 (PAGE 16) DISCHARGE HOSES AND CLAMPS:

FINDINGS	*RECOMMENDATIONS*
Head discharge hose clamps were found to be moderately corroded.	*Replace with newmarine grade full stainless steel clamps.*

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.50 (PAGE 16) MACERATOR:

FINDINGS	*RECOMMENDATIONS*
(1) Hose clamp at the holding tank macerator pump was found to be broken.	*Replace with newmarine grade full stainless steel clamp.*

B.51 (PAGE 16) MACERATOR:

FINDINGS	*RECOMMENDATIONS*
Surface corrosion was noted on the holding tank macerator pump.	*Clean and coat to protect.*

B.52 (PAGE 16) MACERATOR:

FINDINGS	*RECOMMENDATIONS*
Jabsco Model 18590-0002 32VDC macerator pump did not operate when tested.	*Repair as necessary.*

B.53 (PAGE 16) "Y" VALVES:

FINDINGS	*RECOMMENDATIONS*
The starboard midship head Y-valve was found to be stuck and corrosion was noted on the hose clamps.	*Free up Y-Valve for ease of operation. Replace with newmarine grade full stainless steel clamps.*

B.54 (PAGE 16) HOLDING TANK:

FINDINGS	*RECOMMENDATIONS*
A hose clamp at the forward holding tank connection was found to be broken.	*Replace with newmarine grade full stainless steel clamp.*

B.55 (PAGE 17) PRESSURE/RESERVOIR TANK READING:

FINDINGS	*RECOMMENDATIONS*
Hydraulic steering pressure was found to be low (0 p.s.i.).	*Pressurize system to 20 p.s.i.*

B.56 (PAGE 17) ROLL STABILIZER:

FINDINGS	*RECOMMENDATIONS*
Corrosion was noted on the roll stabilizer system hydraulic hose compression fittings and linkage.	*Clean and coat to protect.*

B.57 (PAGE 17) ROLL STABILIZER:

FINDINGS	*RECOMMENDATIONS*
NAIAD Roll Stabilizer did not power up when tested.	*Repair as necessary.*

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.58 (PAGE 17) OTHER:

FINDINGS	*RECOMMENDATIONS*
The bonding connections to both rudders were found to be broken.	*Repair connections.*

B.59 (PAGE 18) ANCHORS:

FINDINGS	*RECOMMENDATIONS*
Isolated corrosion was noted on the anchor.	*Clean anchor.*

B.60 (PAGE 18) ANCHORS:

FINDINGS	*RECOMMENDATIONS*
The anchor shank was found to be bent.	*Repair or replace as necessary.*

B.61 (PAGE 18) RODE MATERIAL:

FINDINGS	*RECOMMENDATIONS*
Corrosion was noted on the chain anchor rode.	*Clean chain.*

B.62 (PAGE 18) WINDLASS:

FINDINGS	*RECOMMENDATIONS*
Surface corrosion was noted on the windlass motor.	*Clean and coat to protect.*

B.63 (PAGE 18) VHF:

FINDINGS	*RECOMMENDATIONS*
Standard Horizon Spectrum VHF transceiver is not connected.	*Observation.*

B.64 (PAGE 18) CHART PLOTTER:

FINDINGS	*RECOMMENDATIONS*
Furuno GP-1650DF plotter is not connected.	*Observation.*

B.65 (PAGE 18) CHART PLOTTER:

FINDINGS	*RECOMMENDATIONS*
Furuno GP-1850D plotter did not power up when tested..	*Repair as necessary.*

B.66 (PAGE 18) FISH FINDER:

FINDINGS	*RECOMMENDATIONS*
Apelco XVC8000 sounder is not connected.	*Observation.*

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.67 (PAGE 18) FISH FINDER:

FINDINGS	*RECOMMENDATIONS*
Sitex AVS-107 sounder did not operate when tested.	*Repair as necessary.*

B.68 (PAGE 19) NUMBER OF THROWABLE PFD'S:

FINDINGS	*RECOMMENDATIONS*
The starboard Type IV PFD was found to be heavily damaged.	*Replace PFD.*

B.69 (PAGE 20) VISUAL DISTRESS SIGNALS:

FINDINGS	*RECOMMENDATIONS*
Visual distress signals were found to be expired.	*Place current signals on board vessel as required by 33 CFR 175 Subpart C.*

B.70 (PAGE 20) SOUND DEVICES:

FINDINGS	*RECOMMENDATIONS*
Ship's horn did not operate when tested.	*Repair as necessary.*

B.71 (PAGE 20) FIXED FIRE EXTINGUISHING SYSTEM:

FINDINGS	*RECOMMENDATIONS*
Fire suppression system is not currently inspected.	*Have inspected annually.*

B.72 (PAGE 20) SEARCH LIGHT:

FINDINGS	*RECOMMENDATIONS*
Ray-Line remote control search light motor did not operate when tested.	*Repair as necessary.*

B.73 (PAGE 20) HIGH WATER ALARMS:

FINDINGS	*RECOMMENDATIONS*
High water alarms did not operate when tested.	*Repair as necessary.*

B.74 (PAGE 20) TYPE:

FINDINGS	*RECOMMENDATIONS*
All air conditioning units did not cool when tested.	*Repair as necessary.*

B.75 (PAGE 20) MANUFACTURER:

FINDINGS	*RECOMMENDATIONS*
Surface corrosion was noted on the air conditioning compressors.	*Clean and coat to protect.*

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.76 (PAGE 21) THRU-HULL STRAINER:

FINDINGS	*RECOMMENDATIONS*
The air conditioning raw water strainer was found to be dirty.	*Clean strainer.*

B.77 (PAGE 21) HOSES, CLAMPS AND CONNECTORS:

FINDINGS	*RECOMMENDATIONS*
Corrosion was noted on the air conditioning system raw water clamps.	*Replace with newmarine grade full stainless steel clamps.*

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.1 (PAGE 4) EXTERIOR HULL:

FINDINGS	*RECOMMENDATIONS*
Moderate to heavy rot was noted on the wood splash rails.	*Observation.*

C.2 (PAGE 4) EXTERIOR HULL:

FINDINGS	*RECOMMENDATIONS*
Moderate on heavy oxidation was noted the hull sides.	*Observation.*

C.3 (PAGE 4) EXTERIOR HULL:

FINDINGS	*RECOMMENDATIONS*
Numerous abrasions were noted on the hull sides.	*Observation.*

C.4 (PAGE 4) PORTLIGHTS:

FINDINGS	*RECOMMENDATIONS*
The forward port portlight frame was found to be damaged and part broken off.	*Observation.*

C.5 (PAGE 4) MATERIAL:

FINDINGS	*RECOMMENDATIONS*
Moisture levels were found to be high on the side decks, forward on he bow deck and in isolated areas on the bow trunk.	*Levels indicate wet and damaged coring.*

C.6 (PAGE 4) COCKPIT:

FINDINGS	*RECOMMENDATIONS*
Moisture levels were found to be elevated on the cockpit sole and high on the cockpit sole hatches.	*Observation.*

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.7 (PAGE 5) STANCHIONS:

FINDINGS	*RECOMMENDATIONS*
Heavy wear was noted on the teak deck rails.	*Observation.*

C.8 (PAGE 6) MATERIAL:

FINDINGS	*RECOMMENDATIONS*
Paint failure was noted the side deck overhead.	*Observation.*

C.9 (PAGE 6) MATERIAL:

FINDINGS	*RECOMMENDATIONS*
Mildew staining was noted on the superstructure and decks.	*Observation.*

C.10 (PAGE 6) WINDOWS/PORTS/DOORS:

FINDINGS	*RECOMMENDATIONS*
Wear and separation was noted on the teak trim around the cabin entry door frames.	*Observation.*

C.11 (PAGE 6) FITTINGS AND HARDWARE:

FINDINGS	*RECOMMENDATIONS*
Exterior hardware was found to be lightly oxidized.	*Observation.*

C.12 (PAGE 6) JOINERY STRESS:

FINDINGS	*RECOMMENDATIONS*
Light surface stress was noted at the superstructure corners.	*Observation.*

C.13 (PAGE 7) SEATS:

FINDINGS	*RECOMMENDATIONS*
Heavy wear was noted on the flybridge helm chair.	*Observation.*

C.14 (PAGE 7) WINDSHIELD:

FINDINGS	*RECOMMENDATIONS*
A section of the flybridge windshield was found to be broken off forward to starboard.	*Observation.*

C.15 (PAGE 7) OTHER:

FINDINGS	*RECOMMENDATIONS*
Flybridge speaker covers were found to be damaged or missing.	*Observation.*

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.16 (PAGE 7) JOINERY AND FINISH:

FINDINGS	*RECOMMENDATIONS*
Interior joinery and finish was found to be below average for the vessel age.	*Observation.*

C.17 (PAGE 7) HEADLINERS:

FINDINGS	*RECOMMENDATIONS*
Isolated seam separation was noted on interior headliners.	*Observation.*

C.18 (PAGE 8) FABRIC AND CUSHIONS:

FINDINGS	*RECOMMENDATIONS*
Wear and staining was noted on interior cushions.	*Observation.*

C.19 (PAGE 8) FLOOR AND WINDOW COVERINGS:

FINDINGS	*RECOMMENDATIONS*
Isolated wear was noted on vinyl floor coverings.	*Observation.*

C.20 (PAGE 8) FLOOR AND WINDOW COVERINGS:

FINDINGS	*RECOMMENDATIONS*
Isolated finish wear was noted on the teak parquet floor coverings.	*Observation.*

C.21 (PAGE 8) FLOOR AND WINDOW COVERINGS:

FINDINGS	*RECOMMENDATIONS*
Isolated wear and staining was noted on the cabin sole carpet.	*Observation.*

C.22 (PAGE 15) TYPE:

FINDINGS	*RECOMMENDATIONS*
The hot water heater could not be tested due to water pump inoperable.	*Observation.*

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**, 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:

POOR

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:

$72,000
Seventy Two 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:

$1,800,000
One Million Eight Hundred Thousand Dollars

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the "NAN SEA GALE", 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 **09 July 2013**. Subject to correction of deficiencies listed in section IV B, the vessel is considered to be suitable for its intended use.

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.

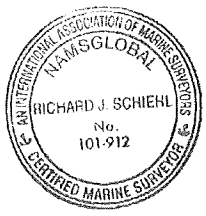
My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.

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.

Richard J Schiehl

Digitally signed by Richard J Schiehl
DN: cn=Richard J Schiehl, o=Schiehl & Associates LLC, ou=NAMS-CMS, email=rschiehl@gulftel.com, c=US
Date: 2013.07.13 11:11:21 -05'00'

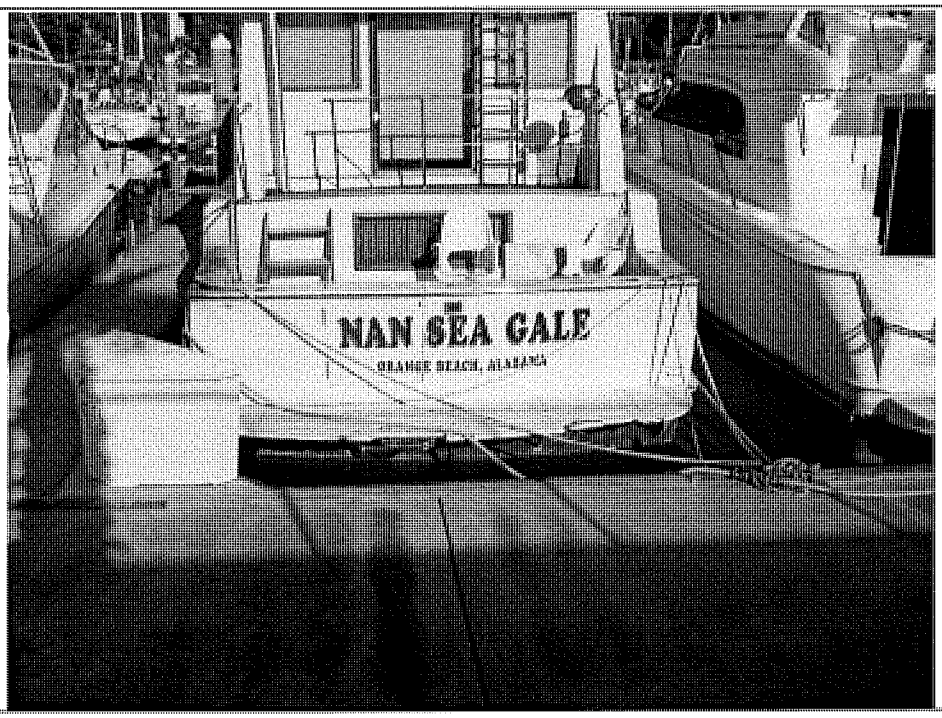


ATTENDING SURVEYOR: _____
Richard J. Schiehl, NAMS-CMS

Attending Surveyor: Cory Scruggs

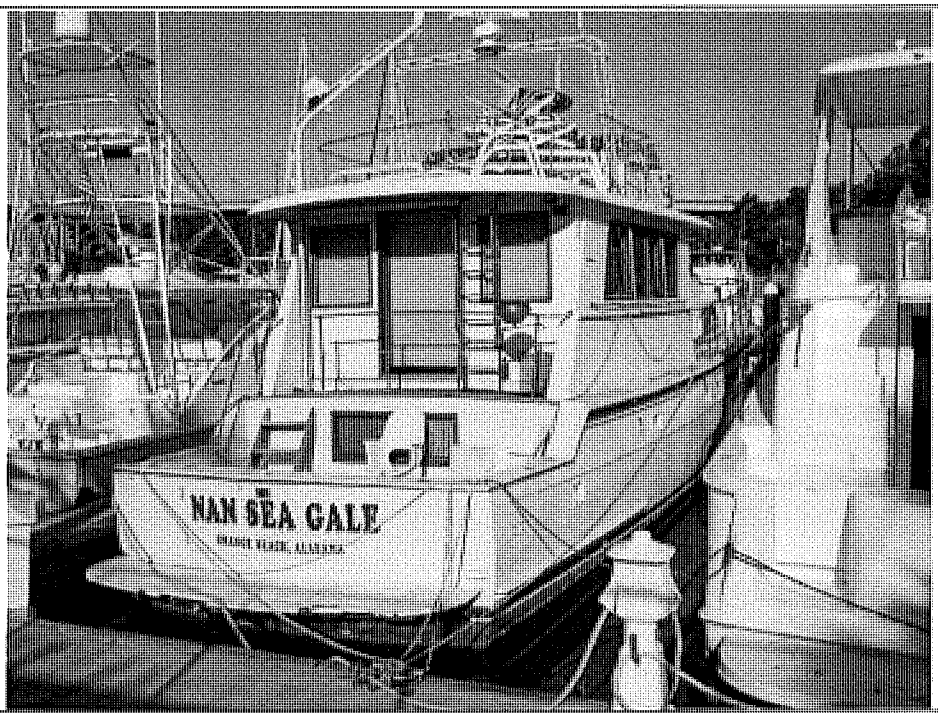
VI. PHOTOGRAPHS

PORT VIEW OF VESSEL

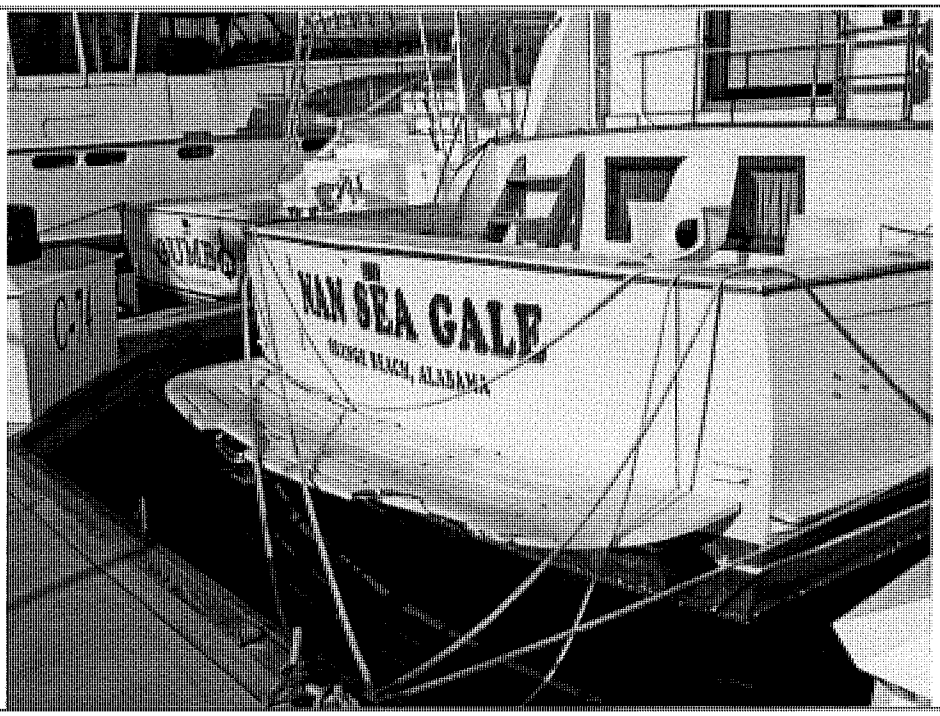


TRANSOM

VI. PHOTOGRAPHS

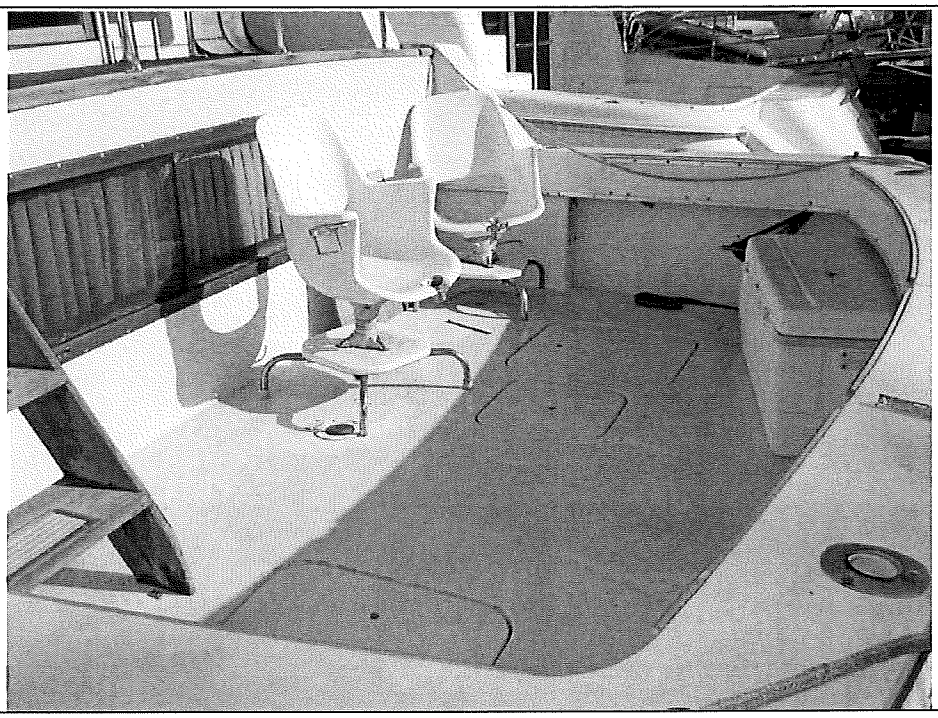


STARBOARD VIEW OF VESSEL

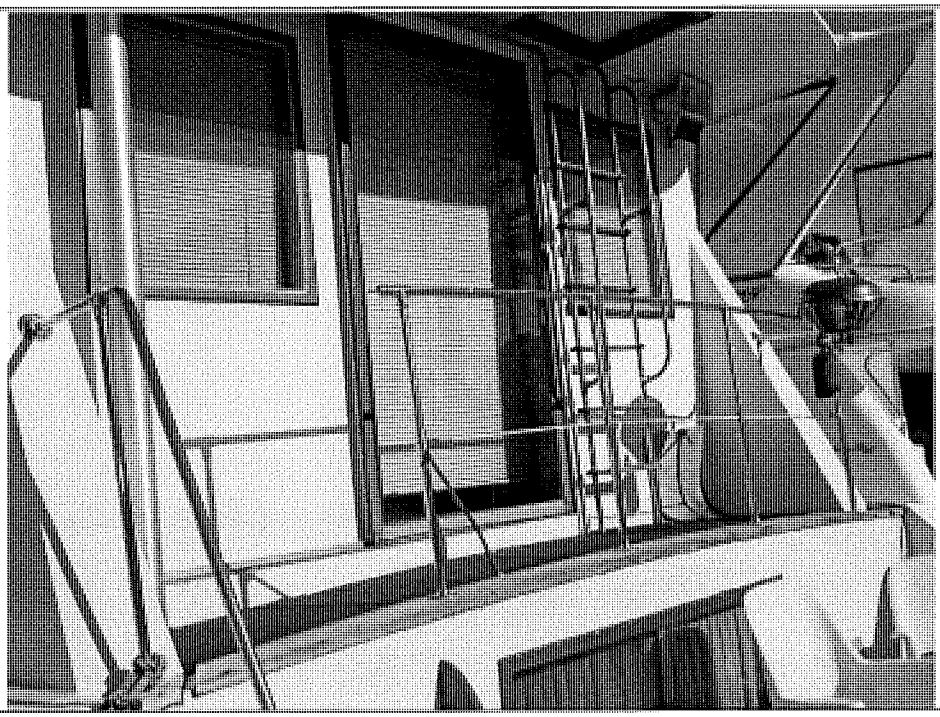


TRANSOM

VI. PHOTOGRAPHS

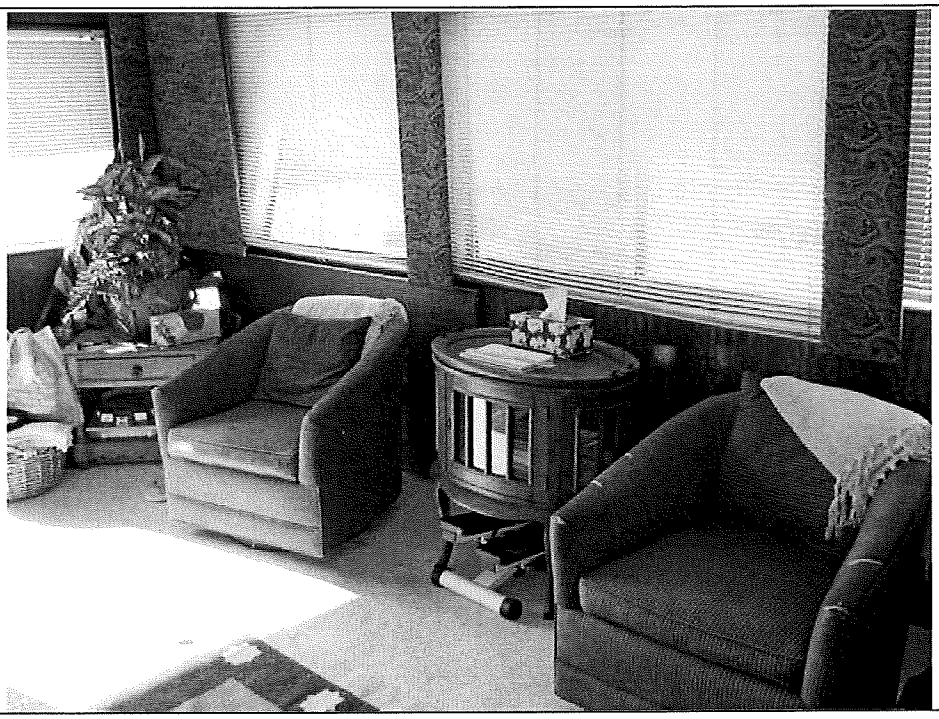


COCKPIT AREA

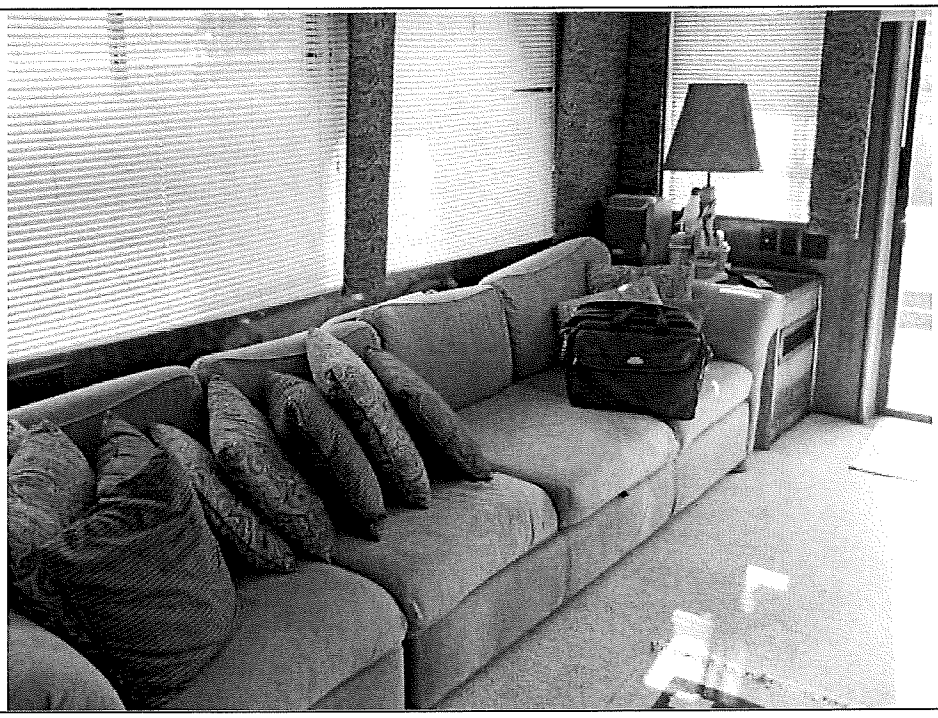


MEZZANINE

VI. PHOTOGRAPHS

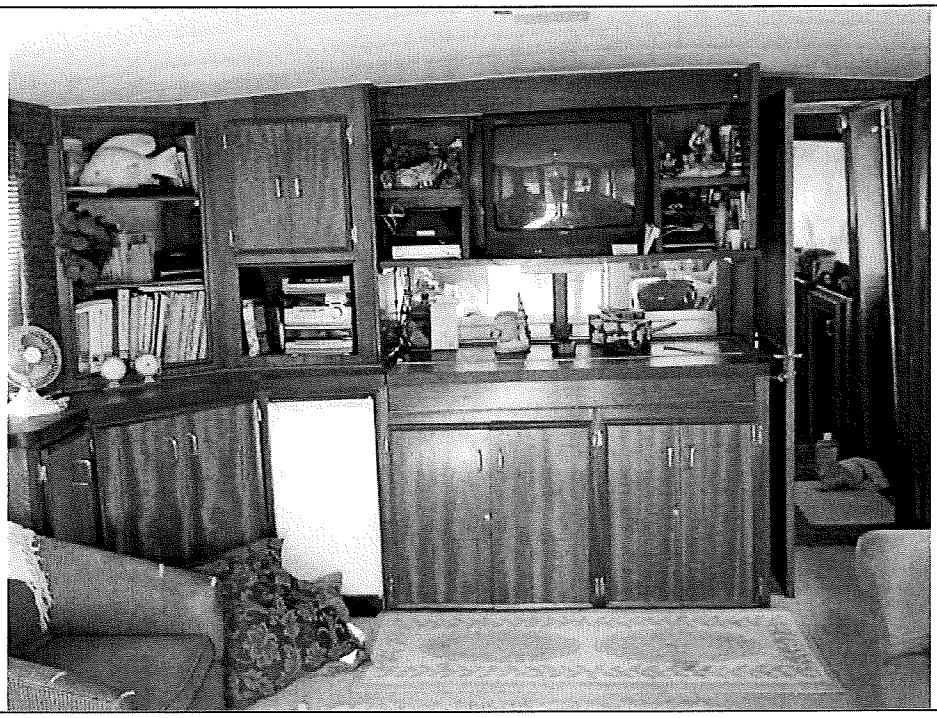


PORT SALON AREA

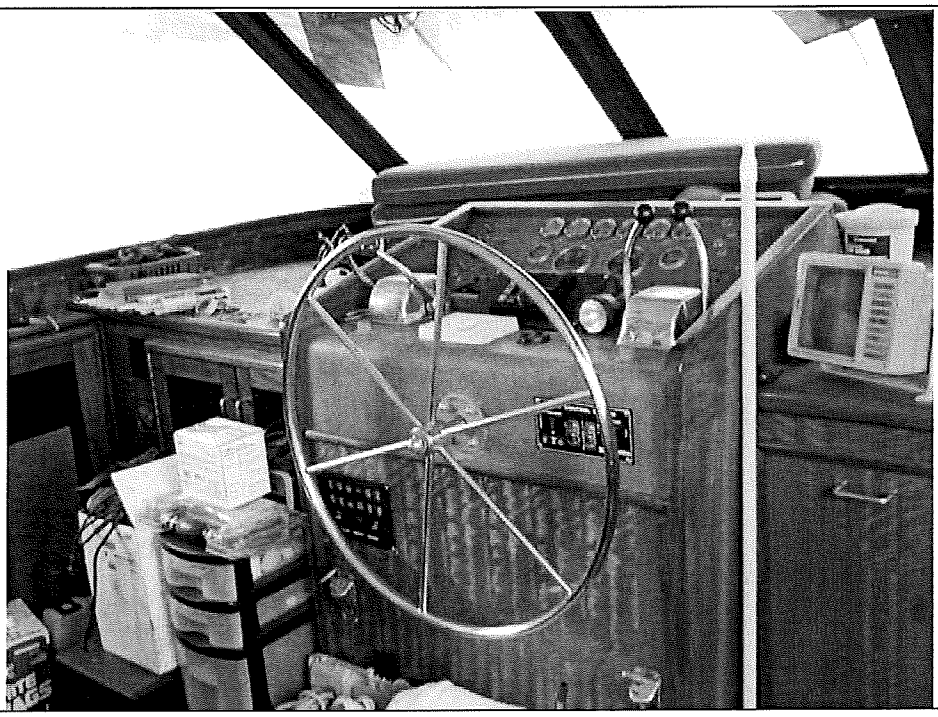


STARBOARD SALON AREA

VI. PHOTOGRAPHS

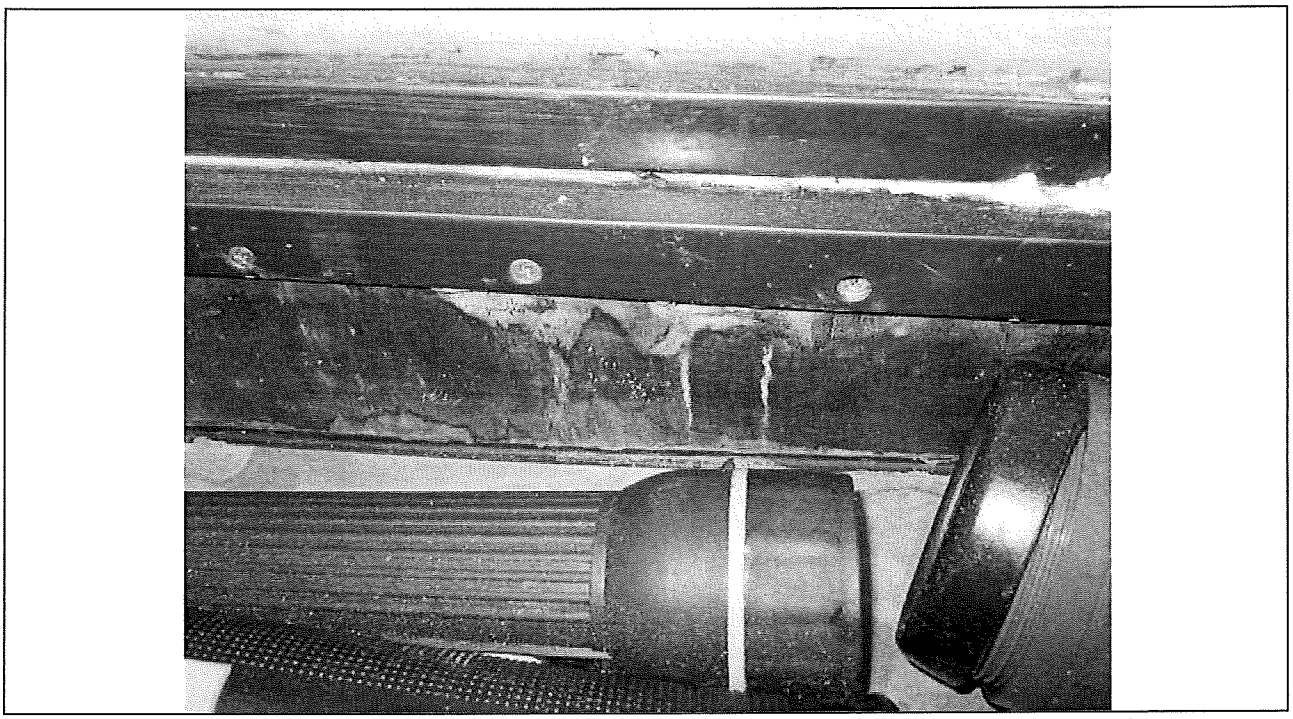


WET BAR AND ENTERTAINMENT CENTER



WHEELHOUSE HELM

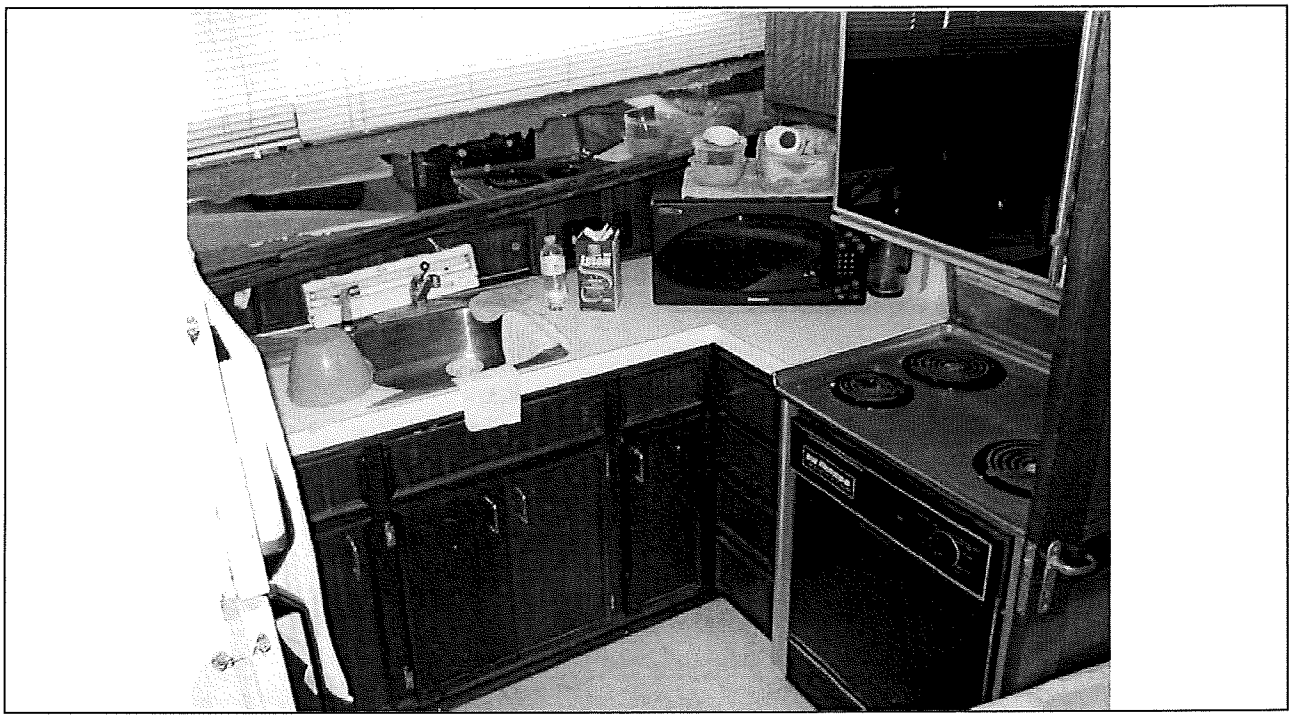
VI. PHOTOGRAPHS



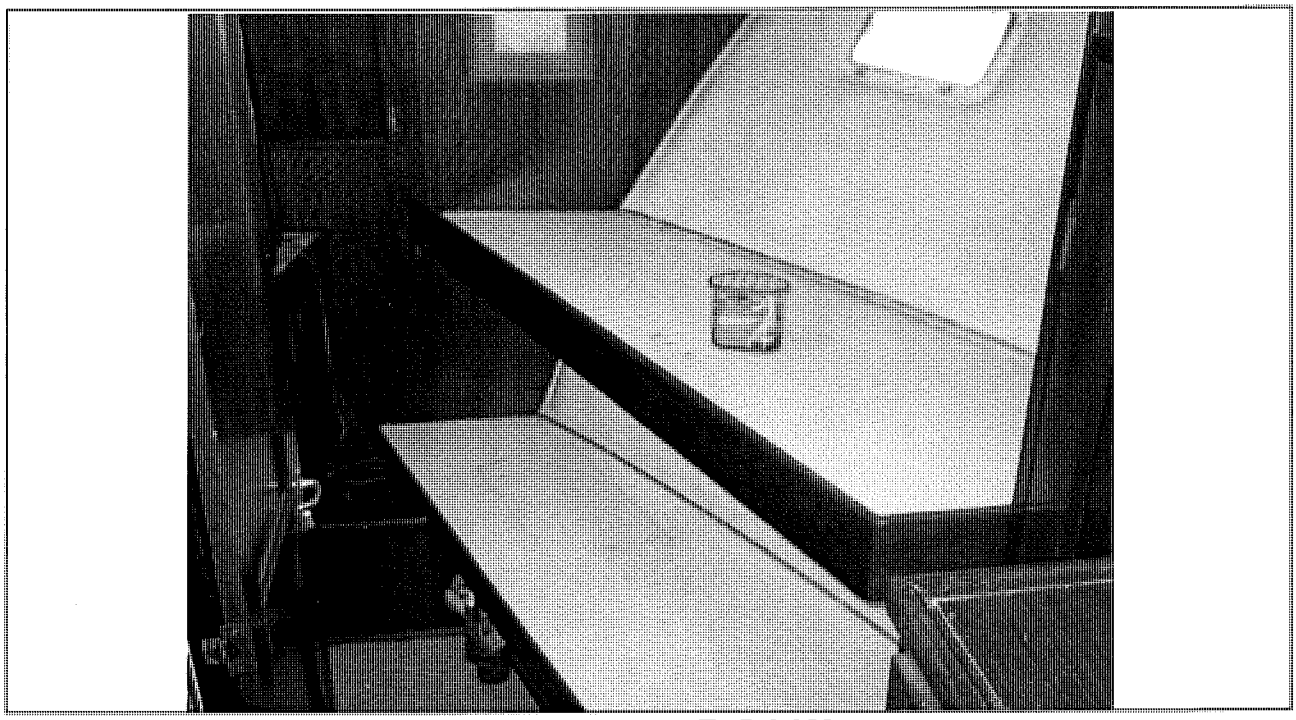
INDICATIVE OF WATER INTRUSION DAMAGE AT WINDOW FRAMES

DINETTE

VI. PHOTOGRAPHS



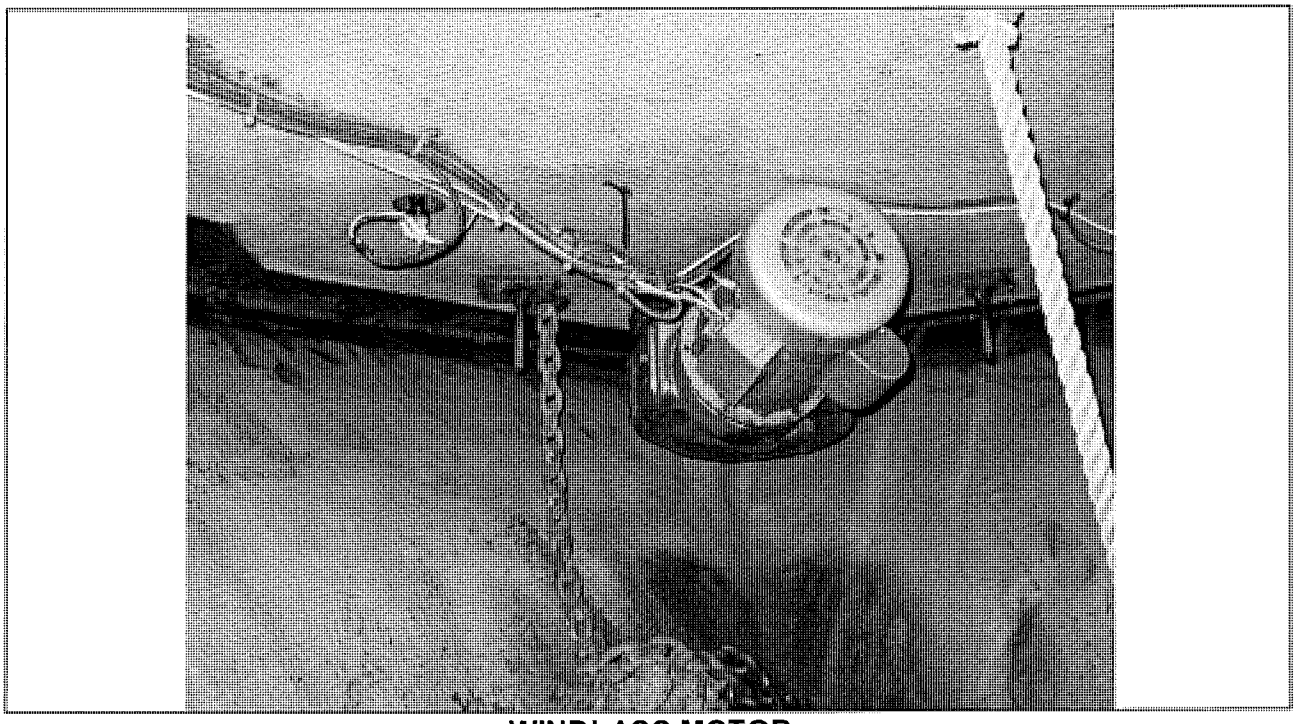
GALLEY



FORWARD STATEROOM

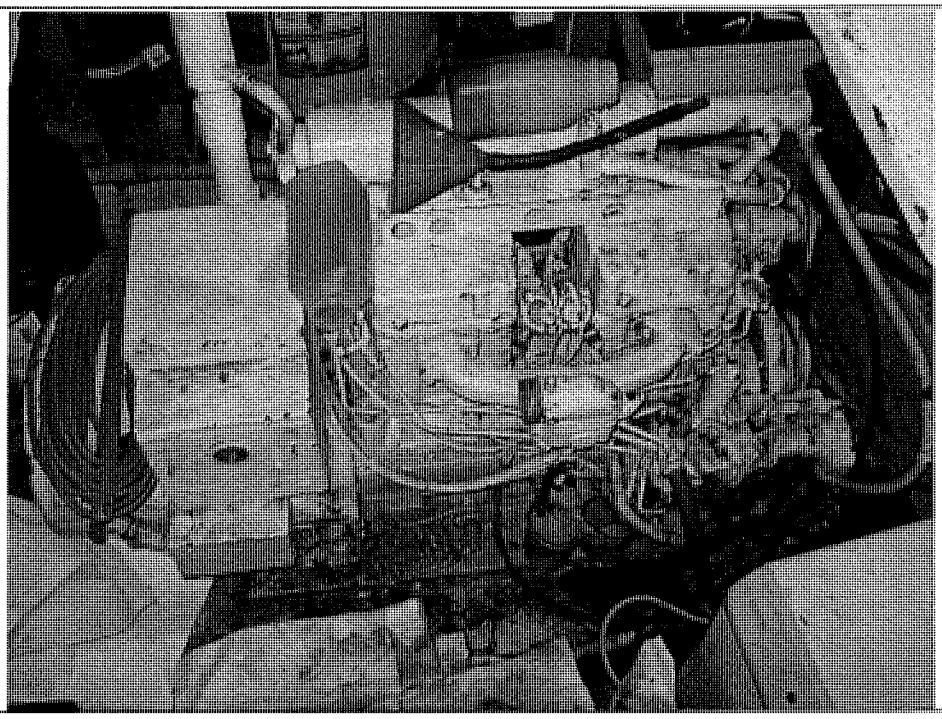
VI. PHOTOGRAPHS

FORWARD HEAD

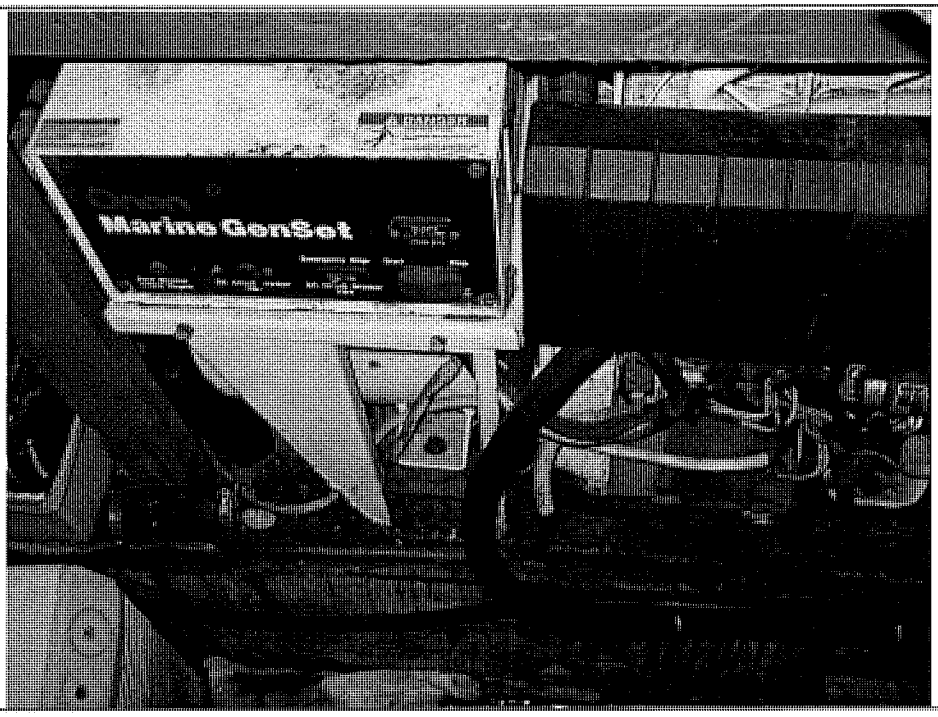


WINDLASS MOTOR

VI. PHOTOGRAPHS

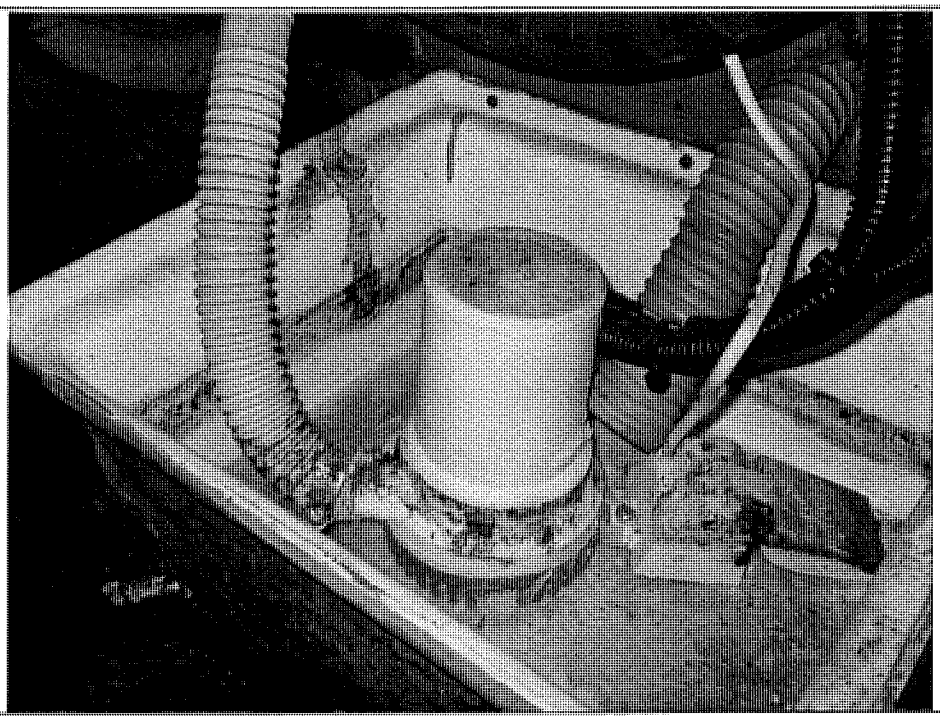


STARBOARD GENERATOR



PORT GENERATOR

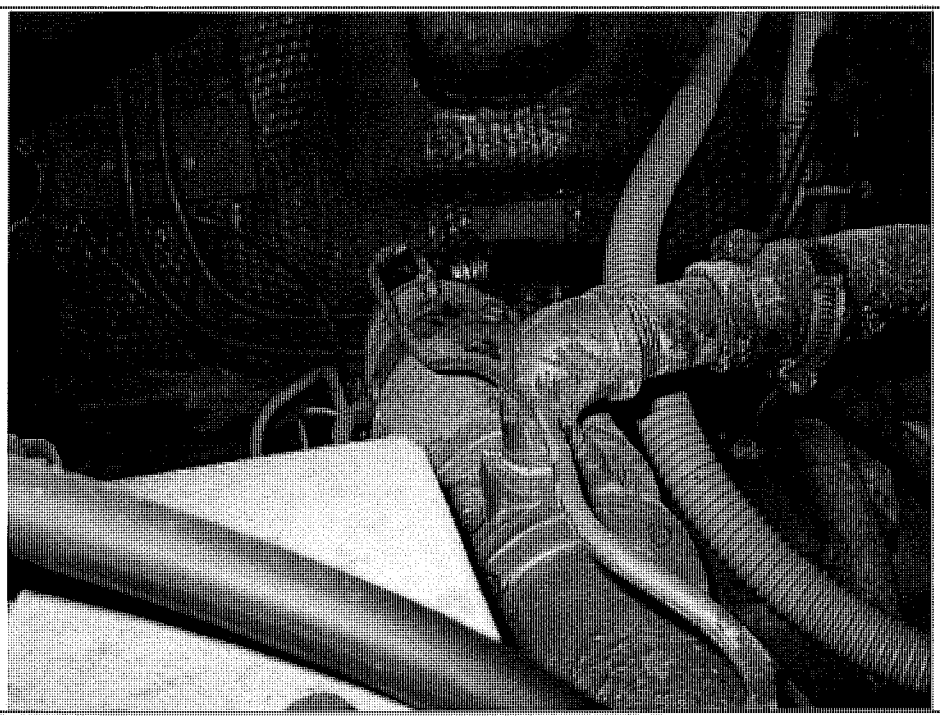
VI. PHOTOGRAPHS



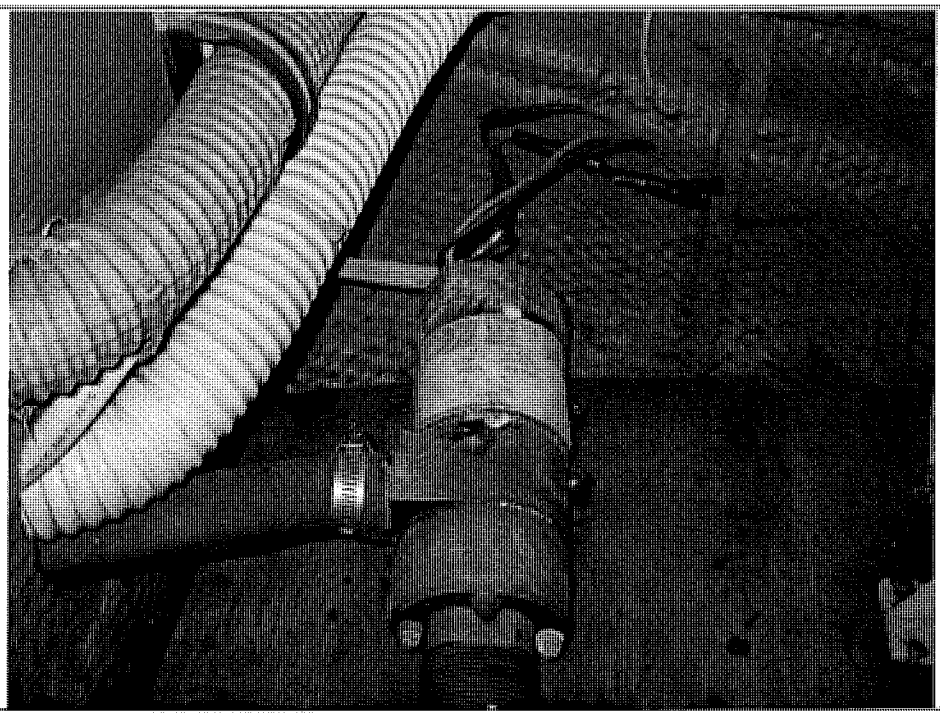
FORWARD GREY WATR SUMP

HOT WATER HEATER

VI. PHOTOGRAPHS

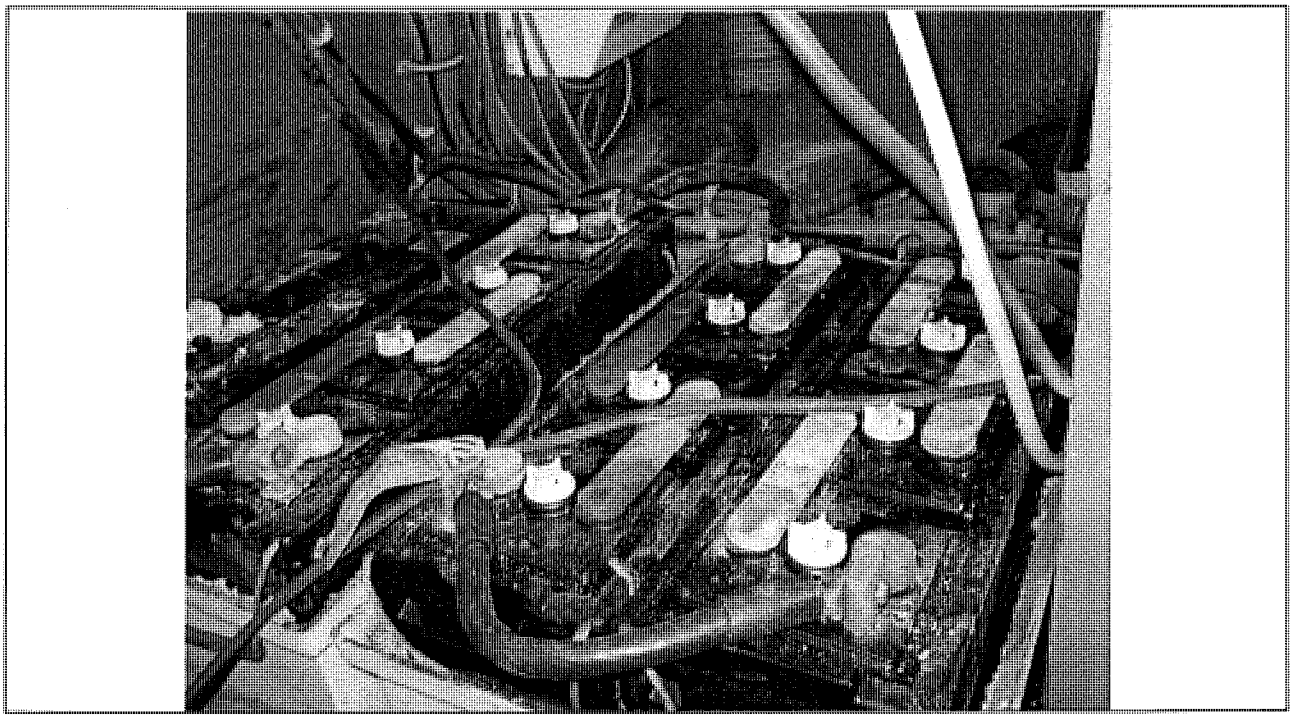


FORWARD HEAD PUMP

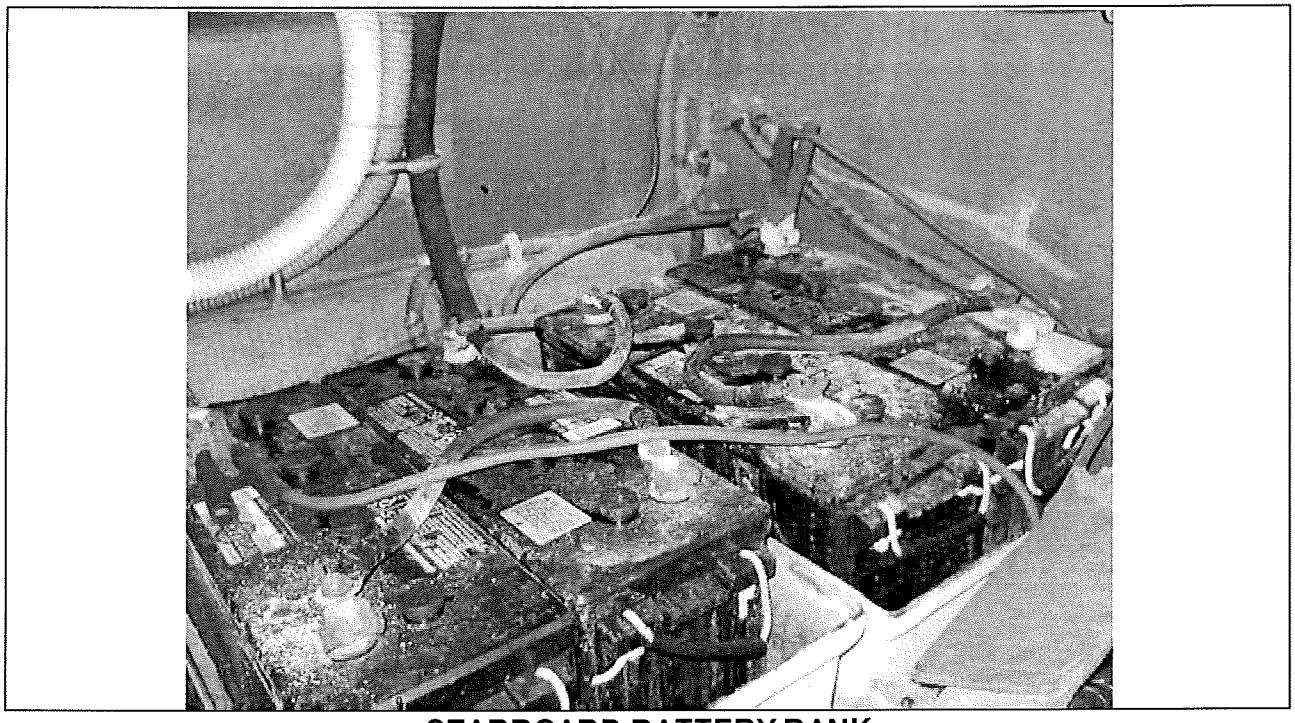


HOLDING TANK MACERATOR PUMP

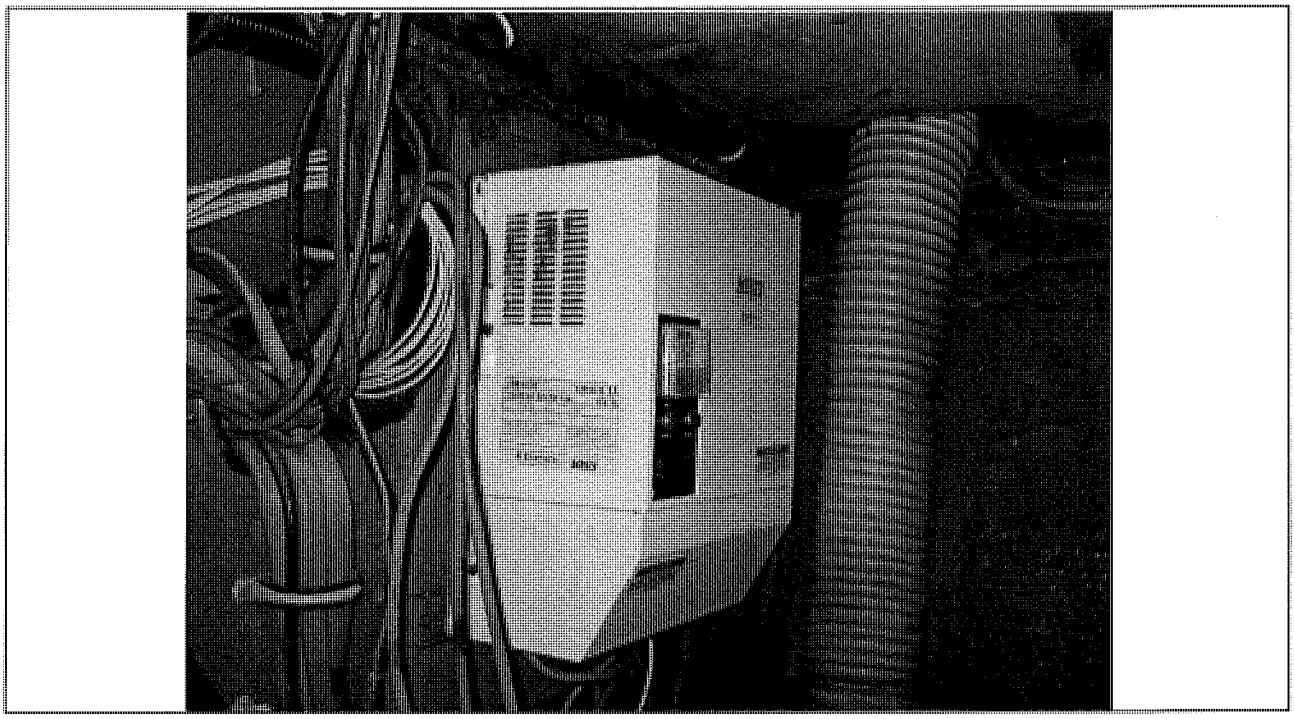
VI. PHOTOGRAPHS



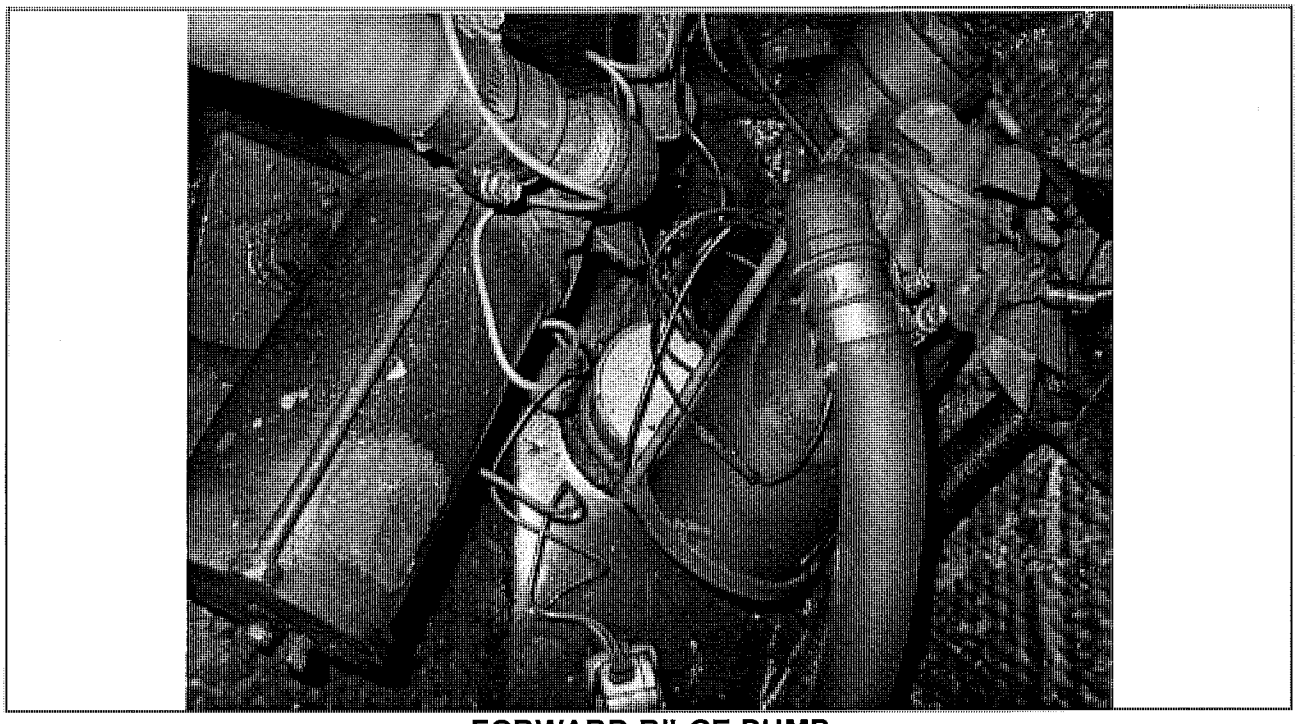
PORT BATTERY BANK



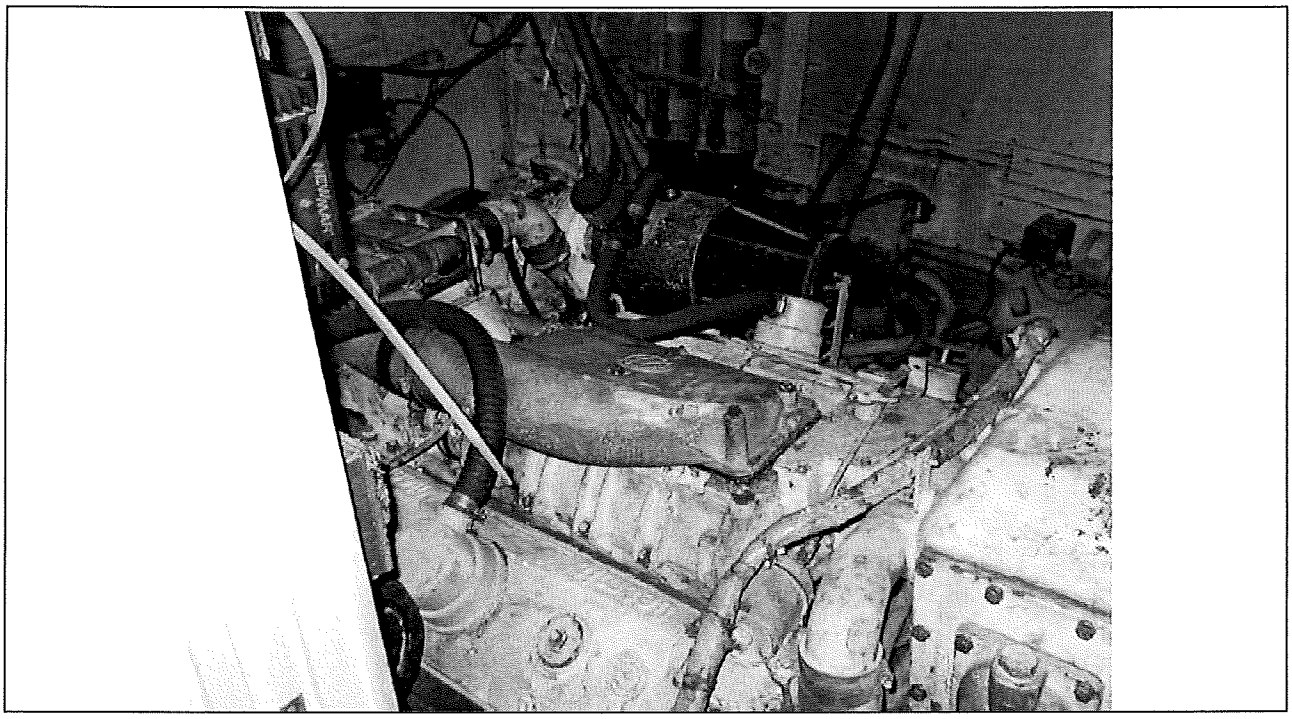
STARBOARD BATTERY BANK



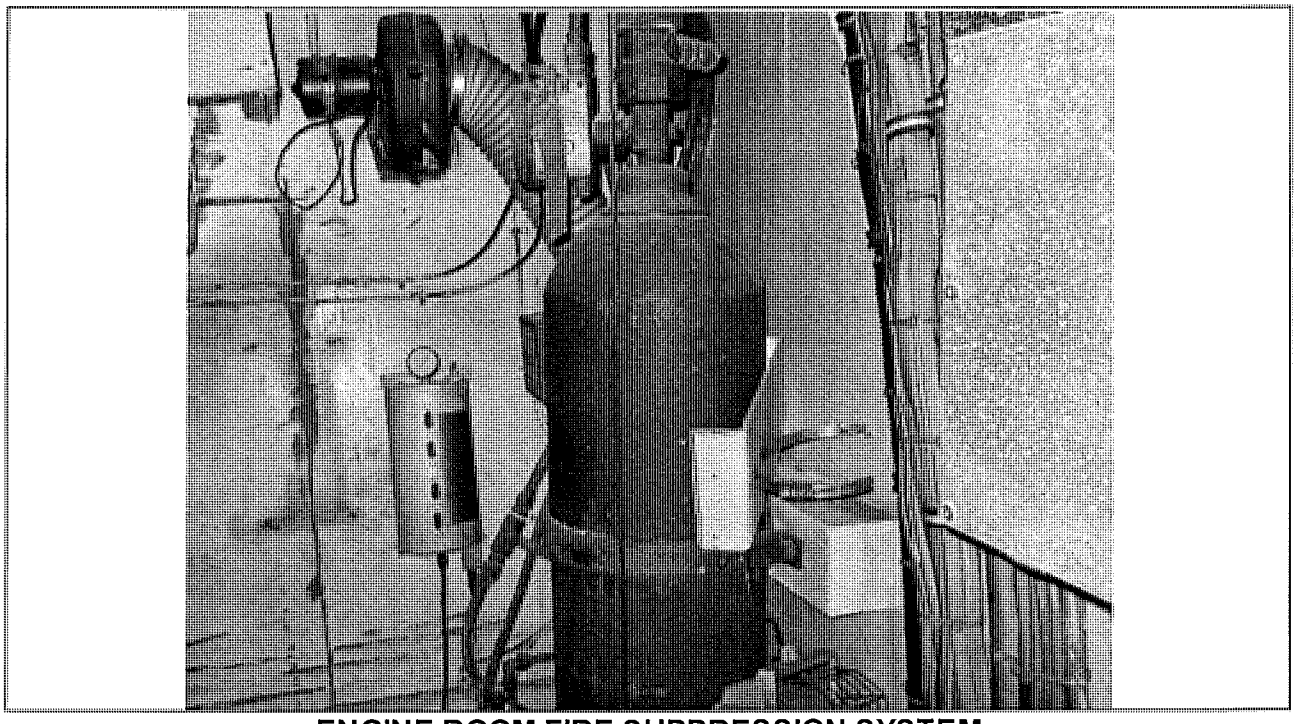
32VDC BATTERY CHARGER



FORWARD BILGE PUMP

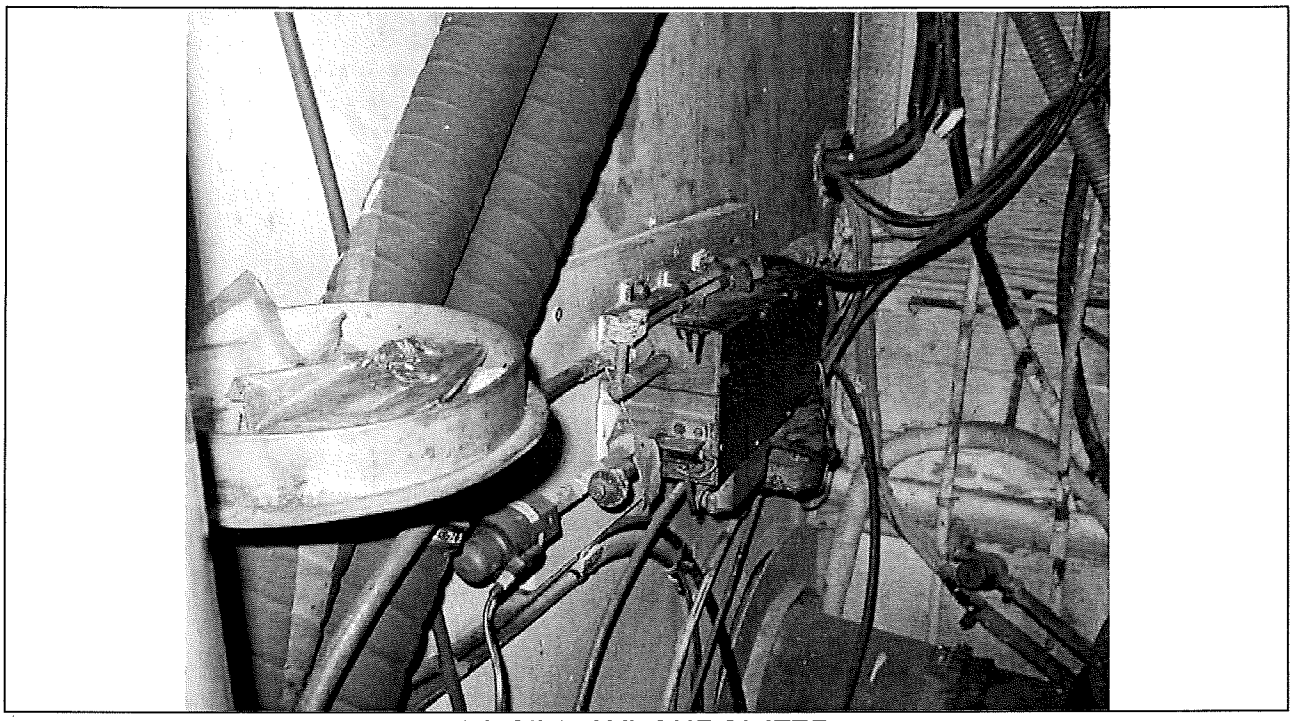


PORT ENGINE

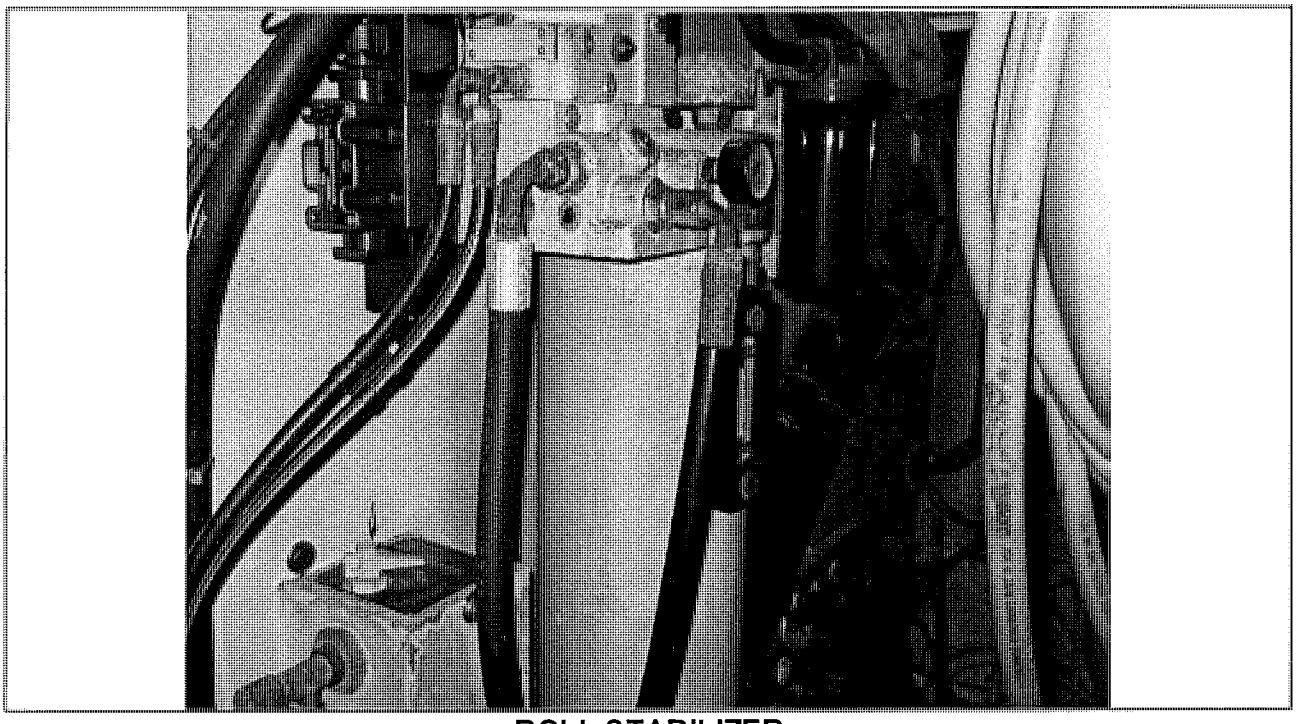


ENGINE ROOM FIRE SUPPRESSION SYSTEM

VI. PHOTOGRAPHS

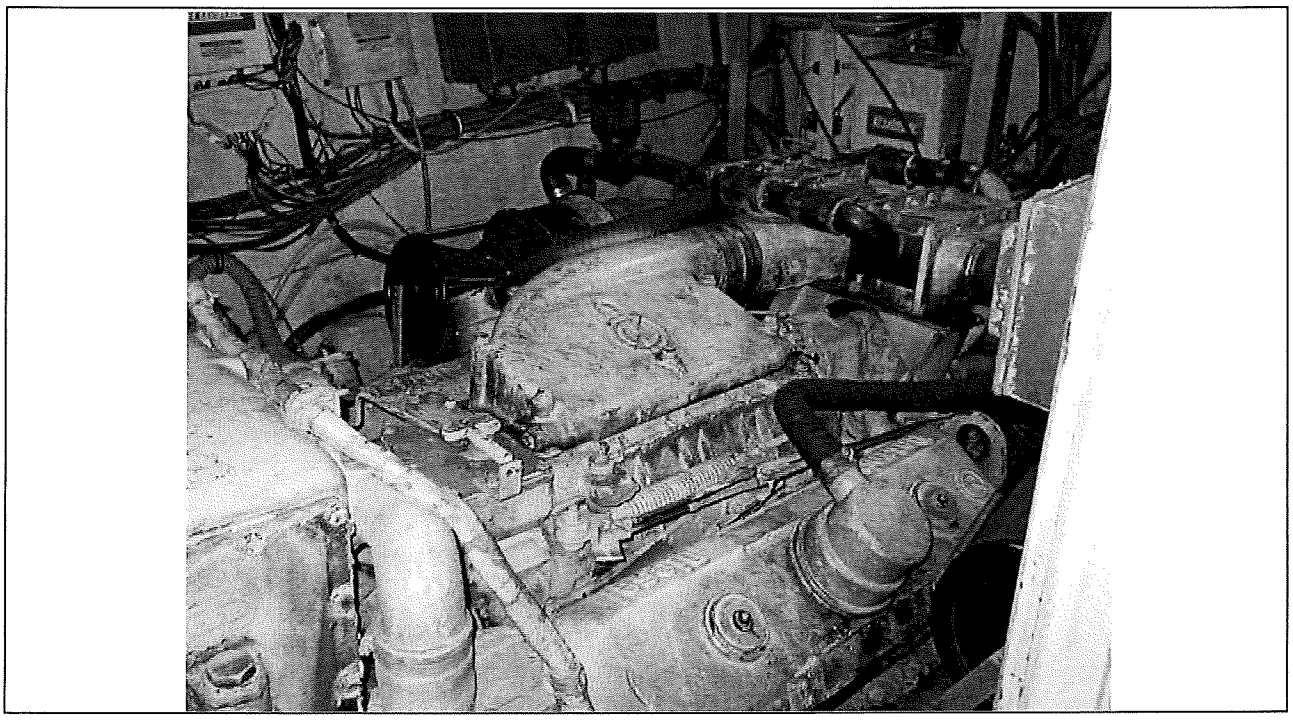


ENGINE SYNCHRONIZER



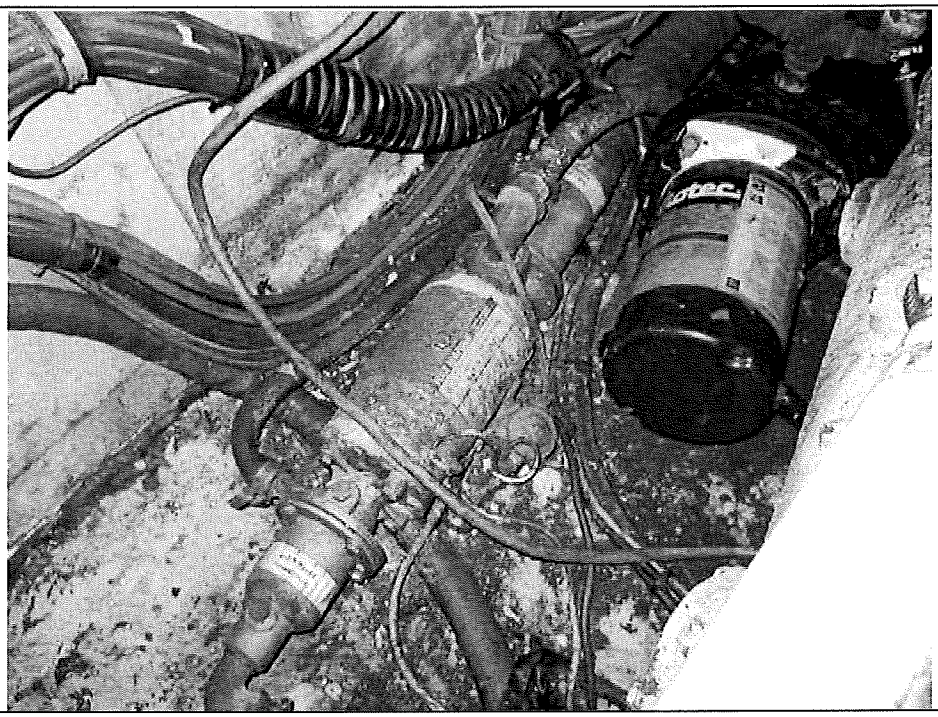
ROLL STABILIZER

VI. PHOTOGRAPHS

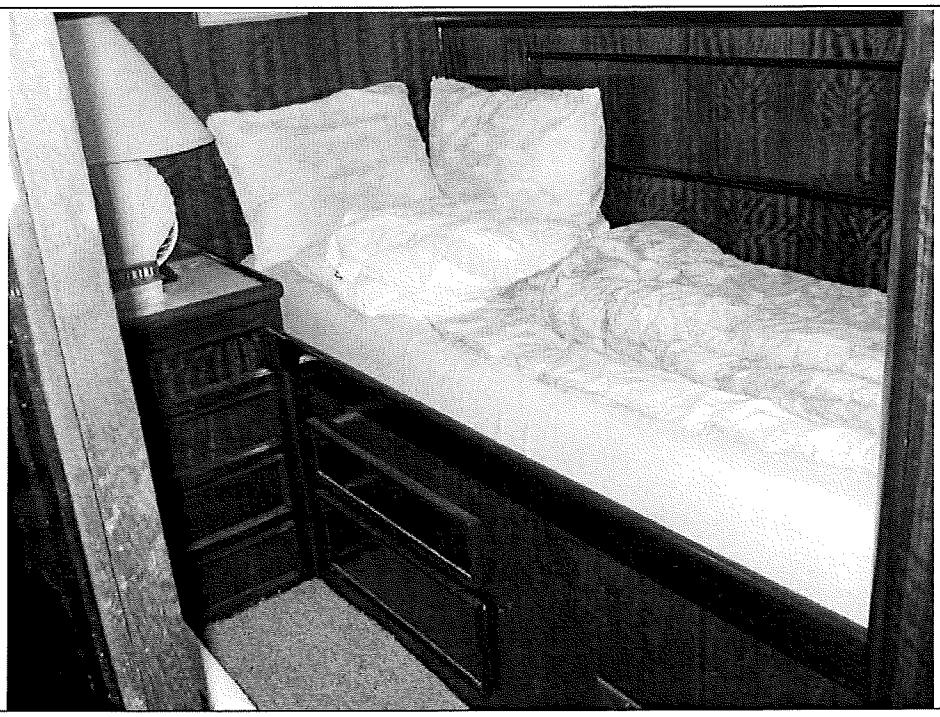


STARBOARD ENGINE

AC UNITS

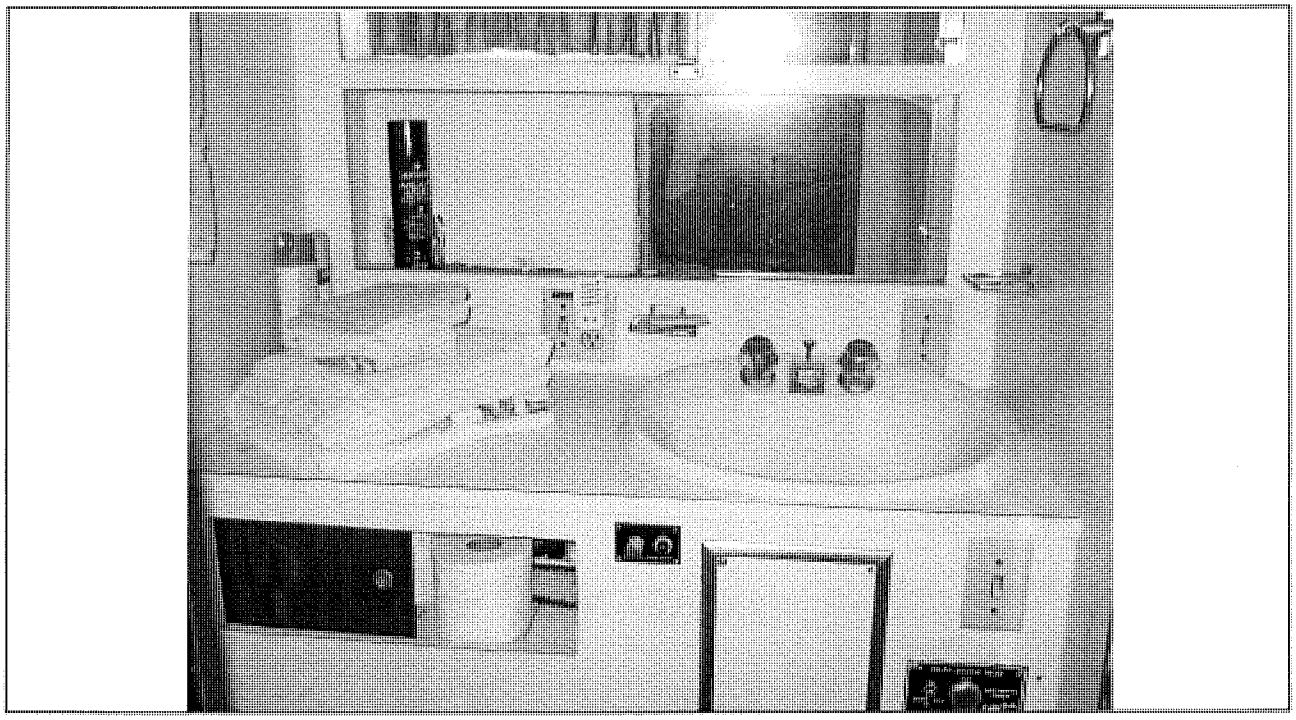


MID HEAD PUMP AND AIR CONDITIONING RAW WATER PUMP

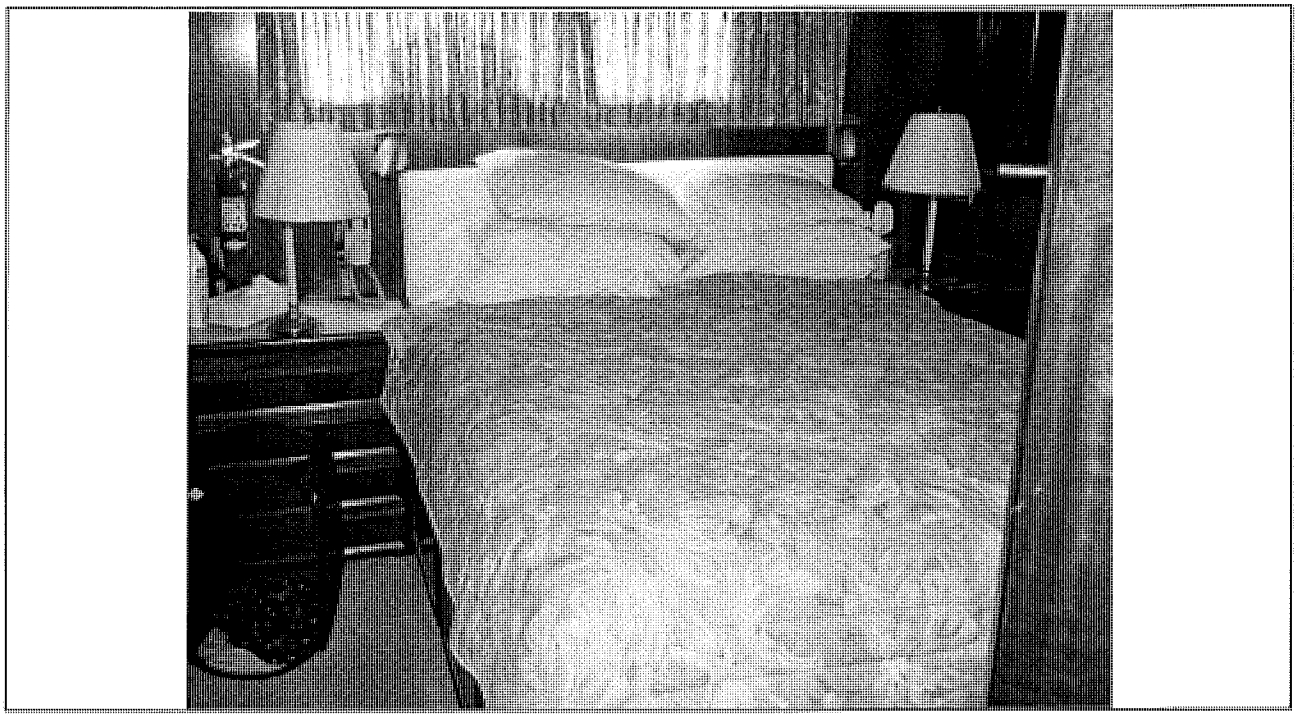


PORT STATEROOM

VI. PHOTOGRAPHS

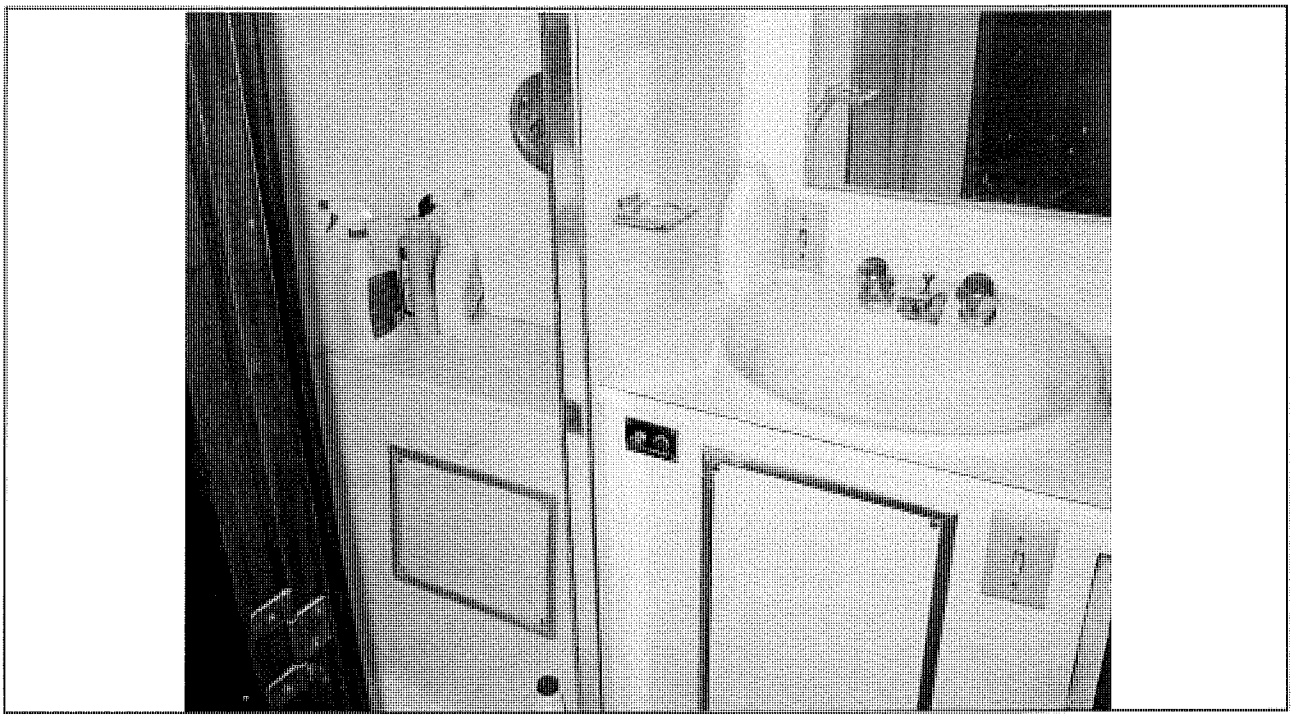


MIDSHIPS HEAD



AFT STATEROOM

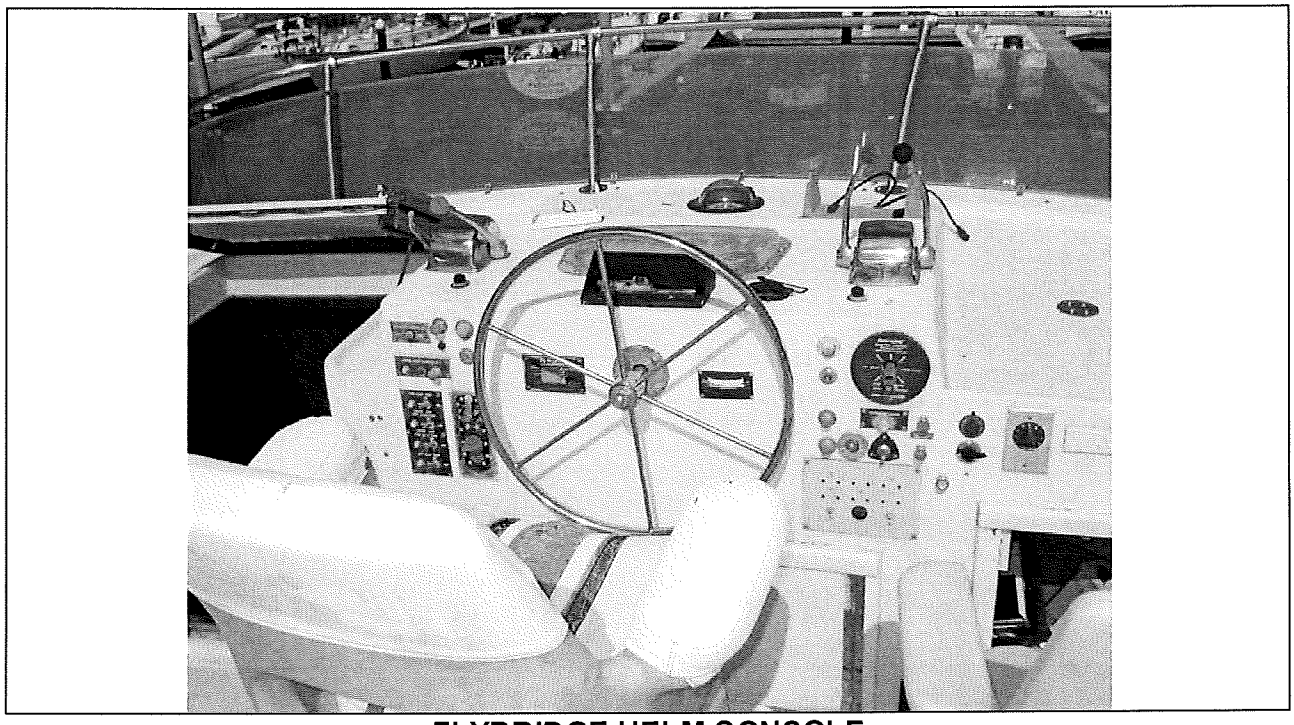
VI. PHOTOGRAPHS



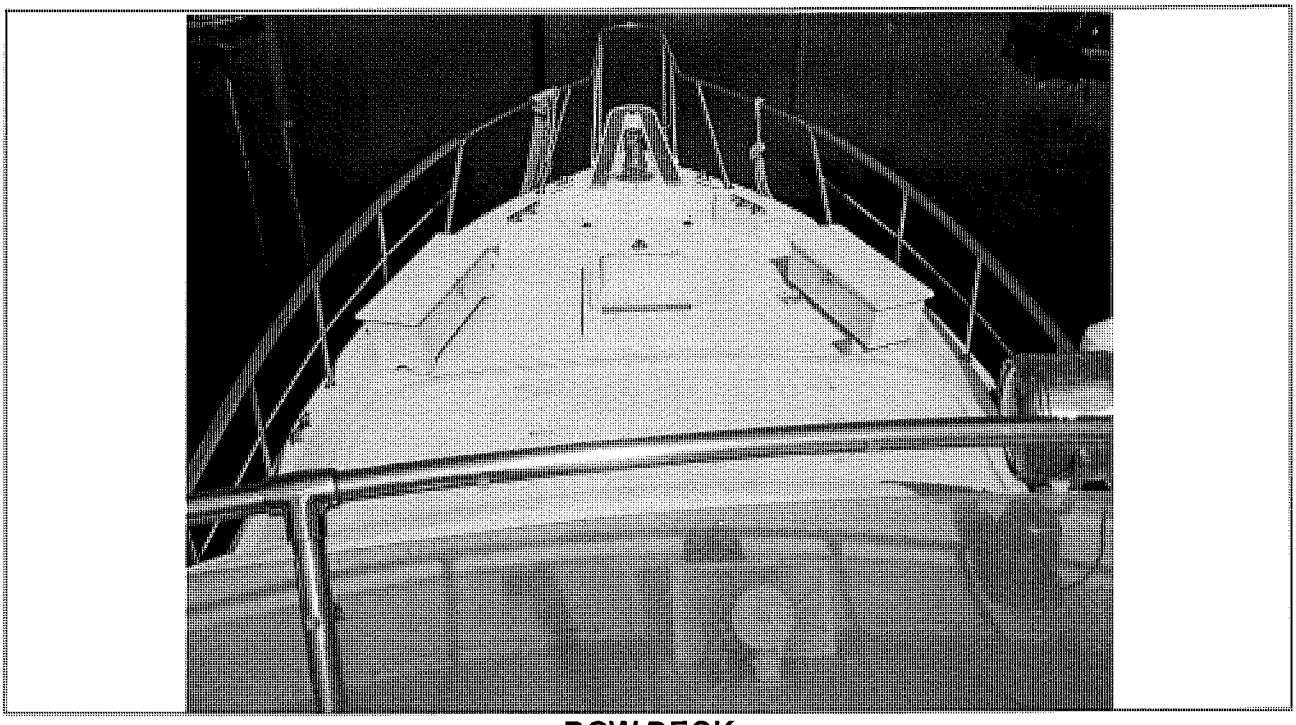
AFT HEAD

WATER INTRUSION TO AFT STATEROOM

VI. PHOTOGRAPHS



FLYBRIDGE HELM CONSOLE



BOW DECK

VI. PHOTOGRAPHS

DAVIT