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1974 33 Viking Boats Sloop Rigged Sailboat

"Compromise"

Underwriter's C&V Survey Report

Of the Vessel

"Compromise"

1974 33 Viking Boats Sloop Rigged Sailboat

Conducted By

Prepared For

[redacted]

Date Of Survey: April 19, 2025
Report Submitted On: April 27, 2025

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1 INTRODUCTION

1.1 **PURPOSE & SCOPE**

The Underwriters Condition and Value survey of the 1974 Viking Boats Sloop Rigged Sailboat named "Compromise", was conducted for Re-Insurance purposes at the request of [redacted] The inspection was performed on January 15, 2025. The Survey was requested to determine the physical condition and value of the vessel.

Moisture readings taken and referenced throughout the report's body were taken with a GENERAL, Pinless Moisture Meter (Model MMD7NP).

Images supplied in this report were taken with an Olympus Tough TG-860 camera. The photos represent a true and accurate representation of the subject when the image was taken.

Where stated, the Hull and Deck's surface was percussion sounded with a Stanley phenolic hammer approximately every 6" to 8".

Where referenced, the installation of double hose clamps is recommended throughout this report. It is understood that double clamps should only be installed where there is a sufficient length of tailpiece/pipe and hose length overlap to allow the correct installation. No clamp shall be installed closer than 1/4" to the end of the hose and must fully engage the tailpiece/pipe or fitting. Any clamp extending over the end of the hose may cause it to be cut internally or may force it off of the fitting.

No reference or information should be construed to indicate evaluation of the internal condition of engines, transmissions, drives, or generators, nor the propulsion system's or the auxiliary power system's operating capacities. It is recommended and understood that a qualified Engine Surveyor should survey all DIESEL/GAS engines to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

All electrical and electronic equipment was tested for power up and power off only. All electrical testing was conducted with a BM520 Battery Tester, Klein Tools RT250 circuit tester and a CRAFTSMAN 3482141 AC/DC voltage meter. The wiring was only inspected where accessible. A significant amount of the wiring could not be sighted due to the wiring looms and conduits that transit areas, which would require dismantling and removals for their inspection. If a detailed report as to the condition and capacities of the wiring and electrical components is desired, it is recommended that a qualified ABYC Certified Marine Electrical Engineer is employed to conduct such an inspection.

Vessel tankage was visually inspected where accessible. It is always best if the tanks are inspected when full, as per my pre-inspection requests. If a more thorough assessment is desired, they should be filled and checked under full tank status or pressure tested to attest to their condition.

Sailing vessel spars & rigging will be visually inspected from deck level to eye level only. The sails were inspected as found furled or bagged unless other arrangements were made. Further inspection by a qualified rigger or sail maker is always recommended.

The vessel was surveyed without the removal of any parts, including fixed partitions, fastened panels, fittings, headliners & wall-liners, bulky furniture, tacked carpeting or other fixed flooring material, appliances, electrical equipment or electronics, instruments, anchors line & chain, spare parts, personal gear, clothing, miscellaneous items in the bilges, cabinets, lockers or other storage spaces, or other fixed or semi-fixed items. Only installed items were inspected, including but not limited to enclosures, covers, and tops.

Locked compartments or otherwise inaccessible areas were not inspected. The Owner/Buyer/Survey requester is advised to ensure that all such areas are accessible for further inspection. A visual inspection was conducted only on readily available structures, and no destructive testing was performed.

The systems on the subject vessel were untested unless stated otherwise in this report.

The specifications listed within the report are believed to be correct; however, accuracy is not guaranteed. It is recommended to obtain accurate measurements and perform calculations as desired or to verify all vessel specifications and capacities with the vessel's builder.

Naval architecture and engineering analysis were not a part of this Survey. The survey was conducted following generally accepted marine standards and criteria utilized in the maritime surveying industry. Persons or entities entitled to rely upon this report are advised that this surveyor is not an engineer, nor does he possess any specialized knowledge beyond the degree of skill commonly po e ed by other in the ame employment Furthermore no determination of tability characteri tic or inherent structural integrity was made, and no opinion is expressed with respect therein. Complete compliance with, identification of, and reporting on all standards, codes, and regulations is not guaranteed.

he urveyor hall have no liability for con equential damages per onal injury damages property los damages or punitive damages, all of which shall be deemed to have been knowingly and voluntarily waived upon the use of this survey report.

In no event shall the legal liability of Bimini Boat Surveying exceed the fee paid for this survey report, regardless of claims or suits and whether under the theory of tort contract prod ct liability admiralty or otherwi e

This signed report represents the Survey's findings and supersedes all conversations, statements, and representations, whether verbal or in writing. This Survey Report represents the vessel's condition on April 25, 2025 and is the unbiased opinion of the nder igned urveyor but it i not to be con idered an inventory warranty or guarantee either pecified or implied The Survey Report is for the exclusive use of Nancy Flory and those lenders and underwriters that will finance and insure the vessel for the client and is not assignable to any other parties for any purpose.

1.2 DEFINITION OF TERMS

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

APPEARED/APPEARS/ SIGHTED

It is intended to indicate that a close or complete inspection 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 testing), or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time.

FIT FOR THE INTENDED USE:

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

POWERS UP

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

EXCELLENT/BRISTOL CONDITION:

Maintained in mint or bri tol fa hion u ually better than factory new and loaded with extra a rarity

ABOVE AVERAGE CONDITION:

Nearly new has had above average care and is equipped with extra electrical and electronic gear.

AVERAGE CONDITION:

Ready for sale, requiring no additional work and typically equipped for its size.

AIR CONDITION

Requires usual maintenance to prepare for a sale.

POOR CONDITION:

Sub tantial yard work required and devoid of extra

RESTORABLE CONDITION:
Enough of the hull and engine exists to restore the boat to useable condition.

NSALVAGABLE CONDITION
Well past the end of its service life, impossible to preserve from potential loss or destruction.

FUNCTIONAL:
Capable of erving the purpo e for which it ha been de igned

NON-FUNCTIONAL:
Not capable of serving the purpose for which it has been designed.

SERVICEABLE:
Capable of being used, worn, cleaned, repaired.

NON SERVICEABLE
Not capable of being used, worn, cleaned, repaired.

OPERATIONAL:
Able to function or be u ed

NON-OPERATIONAL:
Not able to function or be used.

DISREPAIR:
The condition of being impaired or neglected state.

NEEDS SERVICING
The condition of needing repair, restore to condition for service:

USE OF "A" "B" or "C":
U e of the letter "A" "B" or "C" in the body of thi report will indicate that a finding will be li ted in the ''Finding and Recommendations'' Section under a lettered and numbered heading. PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS, AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.

Deficiencie noted under ''SAFETY'' hould be addres ed before the ve el get underway These finding repre ent an endangerment to personnel and the vessel's safe and proper operating condition. Findings may also violate U.S.C.G. regulations.

Deficiencies noted under ''OTHER DEFICIENCIES'' should be corrected shortly to maintain standards and help the vessel retain its value

Deficiencies noted under "SURVEYORS NOTES AND OBSERVATIONS" are items that the surveyor took note of. They are recommendations that should be addressed to keep the vessel operating safely and correctly.

Deficiencies will be listed under the appropriate heading:

A. SAFETY DEFICIENCIES

B. OTHER DEFICIENCIES NEEDING ATTENTION

C. SURVEYORS NOTES AND OBSERVATIONS

1.3 **CONDUCT OF SURVEY**

The following mandatory and voluntary standards were used as guidelines in the conduct of this survey:

- THE MANDATORY 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)
- THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC).
- THE NATIONAL FIRE PROTECTION ASSOCIATION 302 (NFPA 302).

2 GENERAL VESSEL INFORMATION

2.1 *Survey Details*

2.1.1 **TYPE OF SURVEY REQUESTED**

Condition and Value for Insurance

2.1.2 **VESSEL TYPE**

Auxiliary Sail

2.1.3 **DATE AND TIME OF SURVEY**

The survey was conducted from 09:30 to Noon on April 19th, 2025.

2.1.4 **REPORT SUBMITTED DATE**

Report Submitted on: Sunday April 27, 2025

2.1.5 **SURVEY LOCATION**

Survey location: [redacted], St Clair Shores, MI 48080

2.1.6 **PERSONS IN ATTENDANCE DURING SURVEY**

Attending the survey was the Surveyor, Mike Drouillard [redacted].

2.2 *Vessel Information*

2.2.1 **HIN (HULL IDENTIFICATION NUMBER)**

XTY330490574

2.2.2 **INTENDED USE**

As described by the current owners / operators of the vessel this sailboat is used for pleasure cruising close to their home marina and (importantly) without the use of the main sail. The boom for the main sail has not been in use for the past three years, per the owners. The primary usage is to sail with the jib sail only and using the gas engine on occasion.

2.2.3 **VESSEL DESCRIPTION**

The Viking 33 is a small recreational keelboat, built predominantly of fiberglass, with wood trim. It has a masthead sloop rig, a raked stem, a raised reverse transom, an internally-mounted spade-type rudder controlled by a tiller and a fixed swept fin keel. The boat came factory-equipped with a 30 hp (22 kW) Universal Atomic 4 gasoline engine.

2.2.4 **VESSEL NAME**

Compromise

2.2.5 **MODEL YEAR**

1974 (per hull identification number)

2.2.6 **VESSEL MAKE**

Viking Boats

2.2.7 **LENGTH OVERALL (LOA)**

33.58 Feet (per SailboatData.Com)

2.2.8 **BEAM**

9.83 feet (per SailboatData.Com)

2.2.9 **DRAFT**
5.50 feet (per SailboatData.Com)

2.2.10 **BALLAST**
4,512 lbs. (per SailboatData.Com)

2 2 11 **DISPLACEMENT**
8 807 lb (per SailboatData Com)

2.2.12 **STATE REGISTRATION**
Vessel has the required state registration and was assigned MC 2565JZ. The registration decal is valid through 2026.

3 SAFETY EQUIPMENT

3.1 *Safety Equipment (U.S.C.G. Required Equipment)*

3.1.1 **WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)**
The vessel had a variety of Type I PFDs onboard. A quantity of four Type PFD's were sighted and they were all acceptable.

3.1.2 **THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)**
Two Type IV PFDs were present.

3 1 3 **VISUAL DISTRESS SIGNALS (33 CFR 175.101)**
A total of ix flare were found on the boat They were valid and provided 30 and 15 minute of emergency ignaling

3.1.4 **SOUND PRODUCING DEVICES (33 CFR 83)**
A HT Marine & Sport air horn was on the boat during the inspection.

3.1.5 **FIRE EXTINGUISHERS**
Two new fire extinguishers were onboard. A Kiddie Fire Out FOAM 2 liter unit with external hose and labeled as a Type AB. And a First Alert Marine Auto Type B & C handheld unit.

3.1.6 **NAVIGATION LIGHTS (33 CFR 83)**
The sidelights, stern light masthead light, and anchor light all illuminated when tested.

3.1.7 **"NO OIL DISCHARGE" PLACARD (33 CFR 151/155)**
Found properly displayed in the engine compartment.

3 1 8 **"TRASH DISPOSAL" PLACARD (33 CFR 151/155)**
None ighted Required in U S water

Finding A-1

A "Garbage Disposal Rules" Placard was not sighted onboard.

Recommendation

Display a MARPOL garbage discharge placard to comply with 33 CFR Section 151.59. Install in the galley or companionway.

3 1 9 **GASOLINE ENGINE SPACE VENTILATION (33 CFR 175/183 46 CFR 25)**
he engine pace appeared to have adequate ventilation a built with ventilation provided by a 12v blower with ho es to carry fumes into the outside atmosphere.

3.2 *Additional Safety Equipment*

3 2 1 **CARBON MONOXIDE & SMOKE DETECTORS**
A new Fir t Alert 2 in 1 (model 1046796) moke / carbon monoxide detector with a 10 year battery wa on the boat

3.2.2 **SEARCH LIGHT**
A brand new handheld HT LED Spotlight was on the vessel. It had 140-260 lumens and was very suitable for this boat.

3.2.3 **FIRST AID SUPPLIES**
A First Aid kit was observed onboard.

3.2.4 MOORING LINES

Four (4) mooring lines were observed onboard.

3.2.5 FENDERS

Fenders were observed in the aft storage lockers.

3.3 *Bilge Pumping Systems*

3 3 1 ELECTRIC BILGE PUMPING SYSTEMS

None ighted ee finding

Finding B-1

No electric bilge pump was sighted onboard.

Recommendation

Install an appropriate-sized automatic electric bilge pump.
ABYC standards (H-22: Electric Bilge Pumps) strongly recommend at least one bilge pump (manual or electric) for boats with enclosed bilge areas.

I would recommend a minimum pump capacity of 500–1,000 gallons per hour (GPH) for the primary pump, with a secondary pump or backup system for redundancy.

3.3.2 MANUAL BILGE PUMPING SYSTEMS

A manual bilge pump was not sighted during the survey. It's highly recommended to have a manual bilge pump onboard.

3.3.3 BILGE PUMP COMMENTS

The bilge was exposed in the salon. It could use a good cleaning and the sole flooring should be replaced prior to use to allow for easy maneuverability while under way.
There was also no bilge pump in the bilge wh ch is needed prior to sailing.

Finding B-2

The sole floor boards need to be in place prior to sailing.

Recommendation

Replace the floor board o the crew can afely maneuver in ide the cabin

Finding B-3

The bilge needs a 12v bilge pump, with the discharge going overboard.

Recommendation

In tall an adequate 12v bilge pump with automatic float witch Con ider adding a econdary bilge pump and float witch in the engine compartment as a backup.

Photo 1: *The bilge area in the cockpit.*

Photo 2

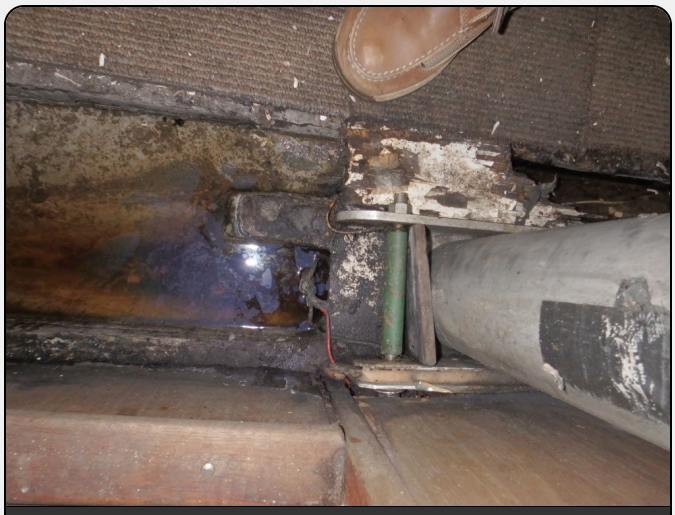


Photo 3: *The bilge near the mast step.*

3.4 *Through-Hulls*

3 4 1 **SEACOCKS/SEA VALVES AND FITTINGS**

our eacock and gate valve were found on the boat

1. Sink Drain in Head

2. Scupper drains for quickly draining water inside cockpit
3. Galley skink drain
4. Engine intake strainer / seacock.

All of these seacocks utilized a gate valve to close off the flow of water. All of the seacock valves were seized and could not be open or closed by hand. Recommend to replace all seacocks with appropriately sized ball valves designed for marine use. It's also recommended to evaluate the hoses going to the seacocks and to replace with PVC / Vinyl reinforced flexible hose.

Finding A-2

All of the seacocks were seized and used a gate valve. The hoses connecting to the seacocks were also outdated.

Recommendation

Replace all seacocks with marine grade ball valves and review and asses the hoses going to the seacocks and replace if it's beyond it' ervice life
Follow these ABYC Standards H-27.7.1 when replacing the seacocks: A seacock shall be securely mounted so that the assembly will withstand a 500 pound (227 Kg) static force applied for 30 seconds to the inboard end of its connection fitting, at any point in its most vulnerable direction, without the assembly failing to perform as intended).

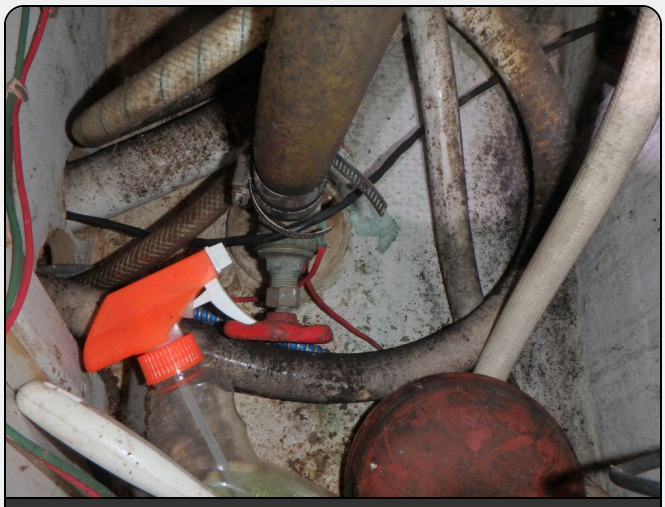


Photo 4: *Gate valve in the head - used for the sink drain.*

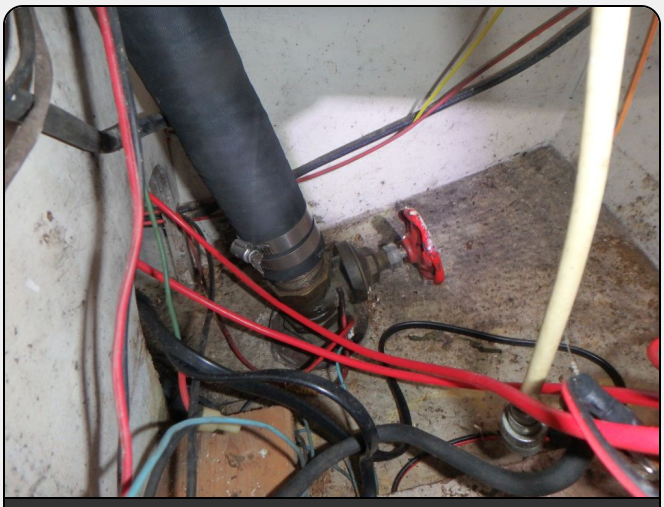


Photo 5

Photo 6 *Gate valve in the galley for the sink drain*

3.4.2 **HOSES AND PIPING**

Appeared mostly serviceable where sighted. Monitor frequently for dry cracking, degradation, damage or chafing. I would ecommend to have a chedule to replace the dated fre hwater ho es and piping over the cour e of the next two ea on

3.4.3 **BELOW STATIC WATERLINE THROUGH-HULLS**

Bronze hull bottom mounted through-hull fittings with strainer scoops/screens. The exterior condition of the through-hulls appeared ati factory with no vi ible damage or ignificant weathering Monitor/clean often

3.4.4 **ABOVE STATIC WATERLINE THROUGH-HULLS**

Bronze, stainless steel and plastic hull discharge/drainage through-hulls were located above the vessel's static waterline. The exterior condition of the through hull appeared ati factory with no vi ible damage or ignificant weathering

3.5 *Ground Tackle*

3.5.1 **ANCHORS**

a 10lbs. Navy Style anchor was in the starboard side aft storage locker. It was galvanized coated with some minimal signs of surface ru t It had a teel hackle attached to the anchor line

Finding B-4

The anchor-to-chain shackle's securing bolt was not safety wired.

Recommendation

Properly in tall afety wiring (eizing wire) to prevent accidental anchor lo a nece ary

Photo 7: *Add thin safety wire through the hole in the anchor pin.*

3.5.2 **ANCHOR RODE TYPE**

Braided nylon line was the primary anchor Rhode. It was of sufficient length.

4 HULL

4 1 HULL DESCRIPTION

Solid fibergla hull ide were ounded with a phenolic hammer and tested with a digital moi ture meter Reading and soundings were in a normal range and the hull sides showed no signs of damage, delamination or osmotic water intrusion. The hull sides were green with an off-white boot stripe.

4.2 TRANSOM

Reverse chine transom was tested and found to be dry and free from delamination or damage.

4 3 WETTED SURFACES

he boat had a Peter on tyle fixed wept fin keel and an internally mounted pade type rudder The bottom paint wa in need of a fresh coat of pain which the owners said was planned to happen before the boat is splashed back in the water.

Finding C 1

New bottom paint should be considered. Per the owners, the bottom will be painted prior to launching the boat.

Recommendation

Reapply bottom paint.

Photo 8 *Signs of the boat needed new bottom paint*

5 DECK

5.1 DECK DESCRIPTION

The deck is reported to be cored FRP with white gelcoat and a white molded non-skid. I was unable to determine the type of coring u ed while researching the ve el

The deck was sounded with a phenolic hammer and tested with a moisture meter and was found to be mostly solid, however areas around the chain plates showed delamination and high (70-80%) moisture content. This is likely due to water intrusion through the mounting hardware.

Safety lines and stanchions ran the perimeter of the boat and were not fully setup due to the boat being in winter storage. During the survey the stanchions and lifelines were pretty flexible and not secure. Some of the stanchions on the bow of the boat were oose and need attention.

he current tandard (ABYC H 41 tandard for Deck Safety Lifeline and Hardware) recommend lifeline in talled 24" off the deck, however due to the age of the vessel, 18" height is acceptable. Per the standards the lifelines must withstand a transverse oad of 400 pounds (1,780 N) applied at the midpoint without failing or deflecting excessively.

The system (including stanchions, pulpits, and attachment points) must be designed to handle dynamic loads from crew leaning or falling against it.

Finding B-5

Areas of delamination and high moisture were found around the chain plates and stanchions.
It is noted that the intended use of the vessel per the owners is not to use the main sail which would rely on the mast which is upported by the chainplate With no main ail in u e the chainplate are till critical but they will not endure the heavy load on the rigging.

Recommendation

Inve tigate further and repair in accordance with good marine practice a neces ary Thi will involve removing the chain plates and faulty stanchions, repairing the damaged area(s) and re-bedding the hardware.

Photo 9: *Moisture meter showing a 70% level of moisture around this chainplate penetration on the port side.*

Photo 10: *Areas of elevated moisture and delamination were found on the port side decks*

Finding B-6

The stanchion bases and lifelines had significant play and flex during the survey. It's noted the lifelines were not fully setup and established during the survey since the boat was in winter storage.

Recommendation

Follow ABYC H-41 standards to ensure the lifelines can Lifelines must withstand a transverse load of 400 pounds (1,780 N) applied at the midpoint without failing or deflecting exce ively

The system (including stanchions, pulpits, and attachment points) must be designed to handle dynamic loads from crew leaning or falling against it.

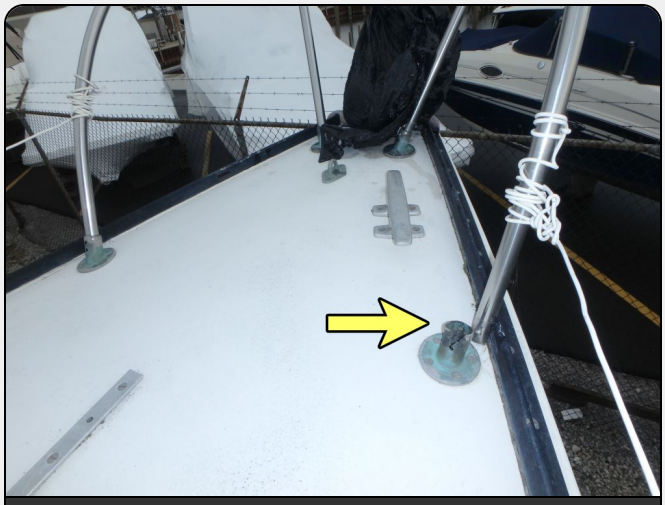


Photo 11: *Stanchion base is cracked allowing the stanchion support to come out*

Photo 12: *The stanchion bases on the bow should be tightened or rebedded or replaced if necessary*

Finding B-7

Gelcoat cracks were found around several of the deck mounted hardware.

Recommendation

The crack ighted were con i tent with tre placed on the lifelines and tanchion I recommend to monitor the e area to be sure the gelcoat cracks don't spread or become worse. These types of cracks are consistent with a vessel of this age.

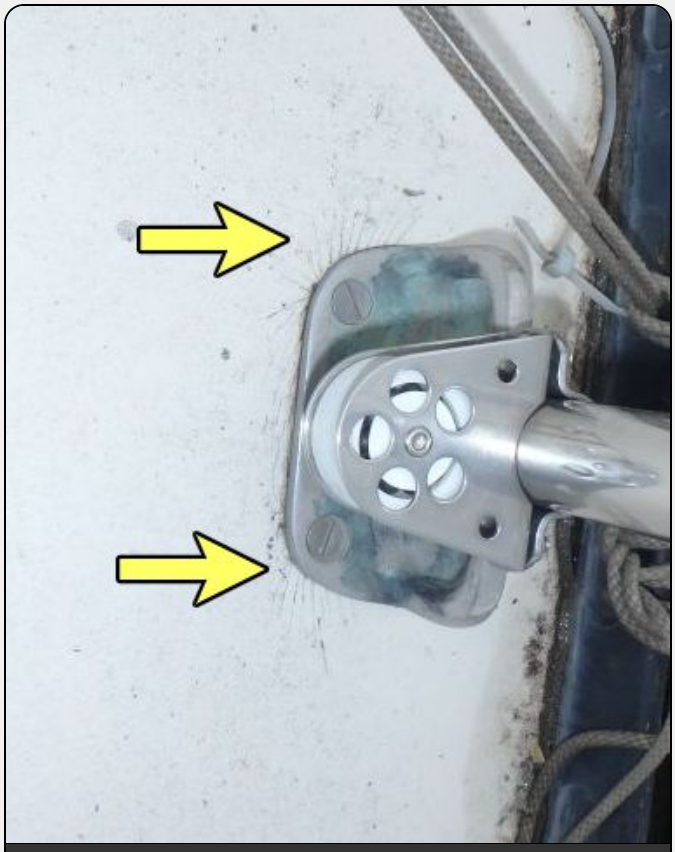


Photo 13: *Small "spider-cracks" coming from the stanchion mount*

5.2 **CABIN HOUSE**

Four 10" aluminum cleats that are thru-bolted were sighted, one on the foredeck and three around the cockpit. All are functional.

5.3 **TOE-RAILS/BULWARKS**

The black anodized aluminum toe rail that is integrated into the rub rail and hull to deck joint was fit for the intended use.

5.4 **DECK DRAINAGE**

Self-bailing deck drains were observed at appropriate locations throughout the vessel, and all appeared to be functional.

5 5 **HATCHES PORTLIGHTS PORTHOLES**

he boat had a total of four portlight two in the alon area and two amid hip in the head and forward alon area and a ingle hatch on the foredeck. The portlights were sealed with a plastic material and according the owners it provides an effective way to keep moisture out and serves for their intended usage. There is water staining indicating some level of previous water intrusion on the inside of the portlight window frames and the surrounding areas.

Photo 14: *Portlights viewed from inside the salon.*

Photo 15: *The hatch on the foredeck as viewed from the v-berth.*

5 6 **EXTERIOR BRIGHT WORK**

he exterior Teak brightwork varni h wa worn weathering lifting and di colored Thi i cla ified a a co metic i ue and not structural.

5 7 **EXTERIOR SEATING**

he cockpit had molded eating on the port and tarboard ide a well a aft of the helm along the tran om The eating appeared functional and serviceable but the paint surface was worn thin.

5 8 **COCKPIT ARRANGEMENT**

he cockpit ole wa a white gel coat with non kid The cockpit ole wa firm underfoot percu ion te ting and moi ture readings were normal. Two drains were sighted in the forward part of the cockpit.

5 9 **EXTERIOR HARDWARE CONDITION**

A total of five Barlow winches were on the deck Two on either ide of the cockpit one for rai ing the main (near the ma t) There were also two Barlow winches mounted to the mast. All of the winches were tested and were serviceable. They were firmly mounted and showed no signs of distress.

6 RIGGING & SAILS

6.1 *Standing Rigging*

6.1.1 MAST

Anodized Aluminum Mast which appeared in serviceable condition. Aluminum spars were mounted to the mast about 1/2 way up and from deck level appeared to be serviceable.

As mentioned in this report, the owners state the mast will not be used for the main sail since the only sailing the boat will do is with the jib ail only

There were wood shims utilized to stabilize the mast as as it entered through the cabin top.

Finding C 2

Wood shims were used to support the mast where it penetrated through the cabin.

Recommendation

Suggest to have a qualified rigger inspect the mast if the main sail will be used.
Wood shims are acceptable for temporary use only.

Photo 16: *View of the mast where it penetrates the cabin. The wood shims are visible.*

Photo 17: *Closer view of the wood shims.*

6.1.2 **BOOM**

Per the owners, the boom has not been installed or used since the main sail has not been hoisted in 3 years. The boom was securely stowed on the boat and based on it's appearance it was serviceable.

6.1.3 **MAST STEP**

The mast is keel stepped and resting on an aluminum base plate. A visual inspection of the mast and mast step showed it to be free of damage, cracks or severe weathering.

he keel area where the ma t tep i mounted had an accumulation of water making a thorough in pection difficult

6 1 4 **GOOSENECK**

he goo eneck i utilized to ecure the boom The boom ha not been in talled or u ed in the pa t three year The attachment point where to boom would connect to the mast is aluminum an appeared free from cracks or fatigue.

Photo 18: *The aluminum gooseneck attachment point.*

6 1 5 SHROUDS/STAYS/TERMINAL ENDS

he ve el i equipped with a ingle preader ma thead loop rig The hroud con i t of 1x19 tainles teel wire 5/16 inch diameter, with swaged end fittings at the masthead and Sta-Lok fittings at the chainplates. The rigging includes two upper shrouds per side (port and starboard) and one lower shrouds per side, attached to stainless steel chainplates bolted through the deck to nternal backing plates.

Finding B 8

The stainless steel shroud Stay-Loc type "eye" fitting appears to shown signs of distress and fatigue.

Recommendation

Monitor these Stay-Loc fittings in the future to be sure the distress is not getting worse. Due to the fact the vessel does not use the main sail which would add stress to these Stay-Lok fittings the concern is not serious enough to recommend these issues are addressed prior to sailing.

Photo 19: *The Stay-Lok eye shows small distress markings on close inspection.*

6.1.6 **RIGGING CHAIN PLATES**

The chainplates on the vessel were internal chainplates bolted to bulkhead or knees, where sighted. All the chainplates sighted were functional. On the interior cabin the chainplate backers were painted white to match the inner hull surface. There were no eak water intru ion or damage to the e chainplate backer however a thorough in pection wa not po ible due to the interior chain plate backers being painted white.

There was elevated moisture and delamination detected during the inspection around the chainplates where they are mounted to the out ide deck Thi may potentially lead to "crevice corro ion" which i a localized form of corro ion that occur in confined spaces or crevices where oxygen access is limited, and moisture, salts, or contaminants can accumulate. The trapped environment creates a chemical imbalance, accelerating pitting and material degradation. Regular cleaning, proper material selection (e.g., 316 stainless steel), and sealing crevices help prevent it.

Photo 0 *Amidship chainplate backer support*

Finding B-9

The deck around the chain plate howed elevated moi ture and delamination Thi could lead to crevice corro ion

Recommendation

A maintenance schedule should be established to include the inspection of the areas of fiberglass and the stainless steel chainplate to determine the everity of damage and to determine if crevice corro ion ha tarted on the chainplate

6.2 *Running Rigging*

6.2.1 MAIN SHEET TRAVELER

The main sheet traveler was securely mounted in the cockpit just aft of the companionway. The blocks moved freely along the traveler

6.2.2 ROLLER FURLING GEAR

The headsail roller furling system was reported to be functional.

6.2.3 SHEETS & HALYARDS

Braided 5/16'' halyards with wire to line splices. The mainsheet halyard was in poor condition with the wire to rope splice covered n tape and showing signs of fraying.

Due to the owner comment that the boat will not u e the main halyard ince the main ail i not u ed I do not have concern

Photo 21: *Wire to rope splice for the main halyard.*

6 2 4 TRACKS & CARS

Aluminum track were located on either ide of the cabin hou e The car equipped on the track were able to freely lide fore and aft. The tracks were sighted to be in serviceable condition.

6 2 5 BLOCKS

Several wivel block were ighted on the cabin top the heeve and cheek were appeared to be functional

6.3 *Sails*

6.3.1 MAINSAIL

The boat reportedly had a main sail but it was not used or hoisted in the past three years. The owners reported they only use the ib / head ail while ailing

6.3.2 HEADSAIL

The headsail is reported to be in overall very good condition and was purchased as a custom jib from North Sails in 2023.

6.3.3 SAIL COVERS & SAIL BOOTS

None sighted.

7 VESSEL INTERIOR / CABIN APPOINTMENTS

7.1 *Cabin Interior*

7 1 1 CABIN ARRANGEMENT

he cabin had a galley to tarboard once through the companionway and a navigation table to port Seat were arranged along the port and starboard sides of the main salon. Forward of the salon and on the port side was a toilet and sink in a cozy head area. A v-berth was located in the bow of the boat.

7.1.2 GALLEY & DINNING ARRANGEMENT

The galley offered a two burner alcohol stove which appeared to be out of service. Owners stated the stove has not be used in many years. The burners had corrosion and water accumulated in the recessed burner bowls.

A tainle teel ba in ink with lever handle faucet appeared mo tly clean but wa not te ted due to no 12v power being available at the time of the survey.

Two top-loading ice box compartments were accessible on the Formica covered counter space. Teak wood cupboards were in fair condition but u eable with indication of water tain about 5 6" above the ba e

7 1 3 ACCOMMODATION & HEAD ARRANGEMENT

he alon offered two ingle berth one port and one tarboard A quarter berth wa located on the port ide aft of the navigation table. Forward of the salon, there was a V-berth and head. All berthings sighted appeared to be functional. The cushions showed signs of water stains.

he head offered a toilet and ingle ba in ink with a faucet A non gfci outlet wa on the port ide wall in the head The wall nside the head showed signs of mold accumulation which may be from the winter storage and lack of air moving in the area while n storage. There were wire nuts used under the sink for the wiring which need to be replaced.

he toilet wa not functional although it wa plumbed to the black water tank

The sink in the head had a West Marine 50 psi water pump for the faucet.

Finding B-10

Wire nut hould not be u ed on boat due to their inability to maintain a ecure plice under vibration and typical boat movement. Wire nuts also allow for moisture intrusion.

Recommendation

Use heat shrink connectors from manufactures such as Ancor or Blue Sea Systems for wire splices.

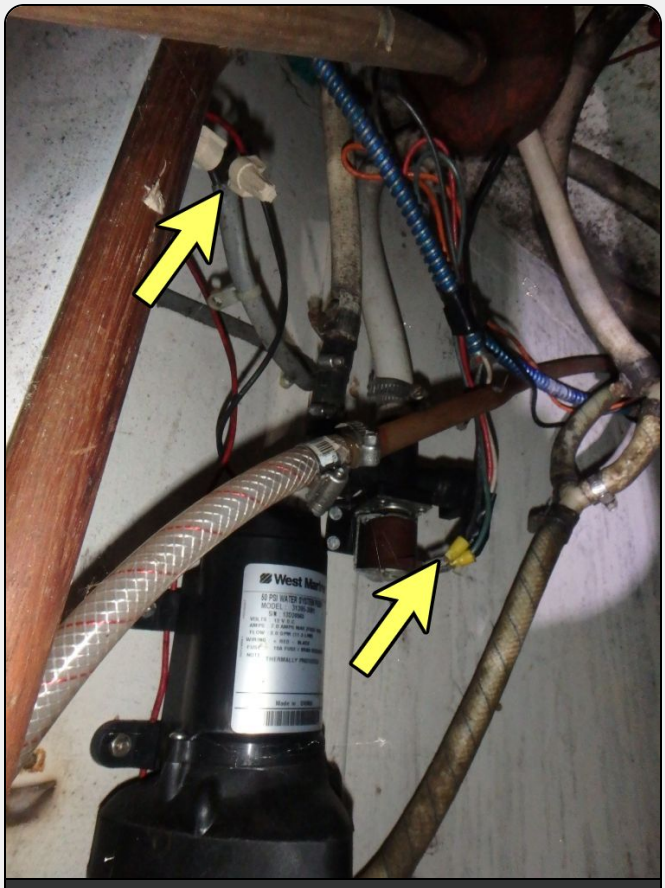


Photo 22: *Wire nuts should not be used on boats.*

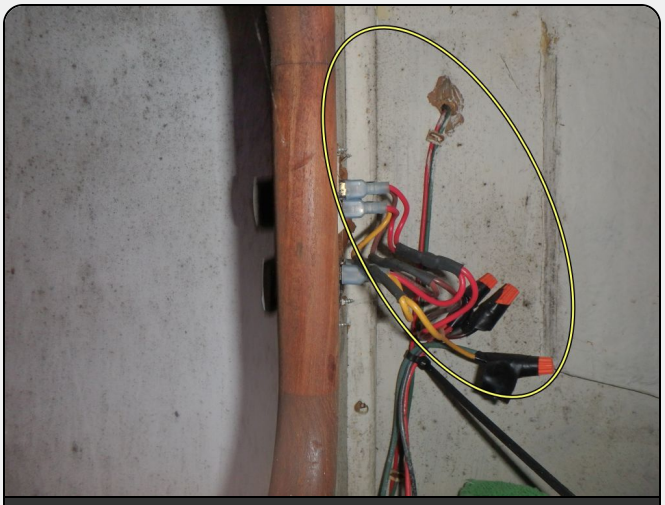


Photo 23: *wire connectors on the back side of the switches in the head.*

Finding B 11

Exposed live wire terminals under the sink in the head need to be covered.

Recommendation

Apply heat shrink or new spade connectors on the solenoid to prevent metallic objects from accidentally touching these connects are creating sparks.

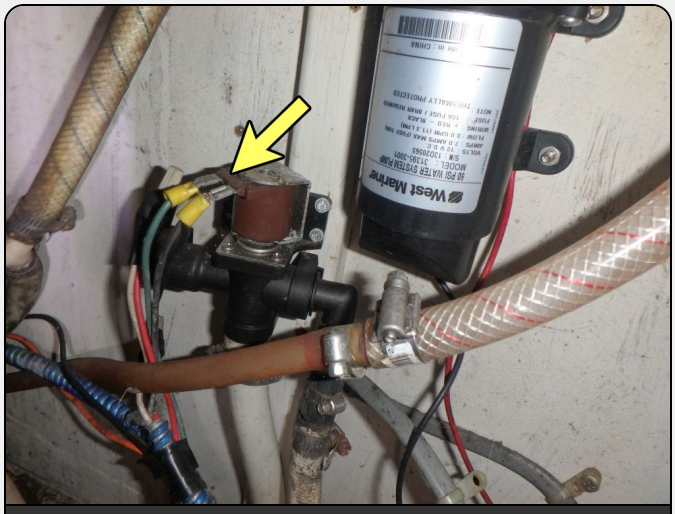


Photo 24: *These exposed connectors need to be covered.*

7.1.4 **INTERIOR CABINETRY, JOINERY, DOORS, ETC.**

Mostly made from teak wood. The wood is in overall good condition for its age. Water staining was noticed on the very bottom 3"-6" of the wood; The owner stated there was standing water in the cabin while the boat was in winter storage several years ago which would explain the water marks on the wood.

Photo 25: *Dark stains on the bottom of the cabinets indicate past water damage.*

7 1 5 **INTERIOR CUSHIONS & MATTRESSES**

he interior cu hion howed ign of water tain but were functional and were mo tly dry during the urvey

Photo 26: *Interior cushions should some wear and water stains.*

7.1.6 INTERIOR COMMENTS

While the interior was in overall fair condition it served it's purposes. During the survey the floorboards were removed to provide access to the bilge. It's highly recommended to replace the floorboards to provide safe footing while sailing. The headliner in the cabin showed signs of a dark colored mold and peeling paint. Recommend to clean the headliner with soap, water and a 1% dilution of bleach to kill the mold.

Photo 27: *Floorboards were removed for the survey.*

8 PROPULSION SYSTEM

8.1 *Propulsion System*

8 1 1 **PROPULSION SYSTEM DESCRIPTION**

he boat utilized a Univer al Atomic 4 four cylinder ide valve ga oline powered marine engine produced by the Univer al Motor Company from 1947 to 1984.

The engine has been dependable per the owners comments and has been maintained with oil changes.

he engine belt and ho e were in pected and were found to be in erviceable condition

Photo 28

8 1 2 **ENGINE EXHAUST SYSTEM**

he engine u ed a raw water cooled exhau t with flex ho e and a teel water lift muffler exiting the tran om The exhau t ho e appeared to be "swollen" near the connection to the water lift muffler. Recommend to replace this section of hose.

Finding B 12

Exhaust hose is beyond the serviceable life, the hoses showed swelling and wear.

Recommendation

Replace the exhaust hose with double clamps on all connections per ABYC P-1.7. Hose must be suitable for exhaust systems and marked with "Marine Water Exhaust Type Hose" to be sure it meets the standards.

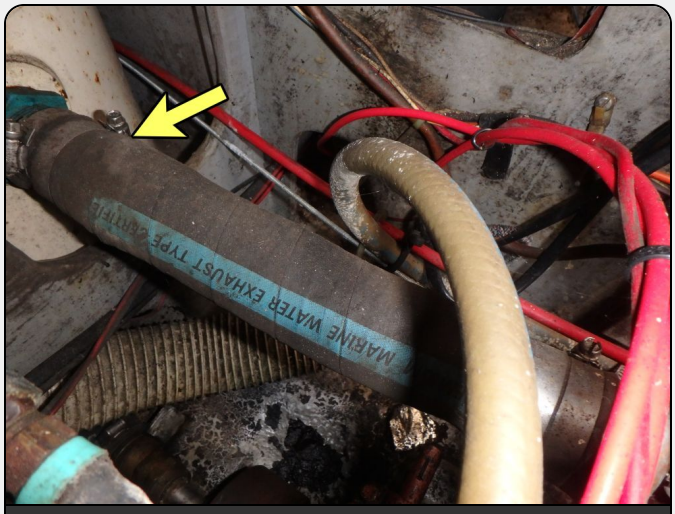


Photo 29: *Swelling noticed on exhaust hose indicating it's past it's useful life.*

8.1.3 **ENGINE COOLING SYSTEM**

A raw-water cooling system using fresh seawater which is circulated through the engine block and exhaust manifold to absorb heat, and then discharged back overboard. The cooling system uses a rubber impeller water pump to facilitate water flow. Appeared erviceable

8.1.4 **BACKFIRE FLAME CONTROL (46 CFR 25/58)**

S C G Approved

8.1.5 **ENGINE BED MOTOR MOUNTS & STRINGERS**

Main engine beds are made of heavy FRP longitudinal stringers inboard and outboard. In conjunction, adjustable motor mounts are bolted to the tringer and are u ed to adju t the prop haft alignment a well a ecure the engine to the hull tringer structure. No visual evidence of FRP gelcoat stress cracking or movement.

8.1.6 **TRANSMISSION**

Direct drive no manufacturer' data tag wa ighted

8.1.7 **THROTTLE & SHIFT CONTROLS**

A cable-type throttle and shifting mechanism were sighted at the helm. The throttle and shifting cable system appeared serviceable

8.1.8 **ENGINE INSTRUMENTATION & ALARMS**

Main engine instrument gauges were installed on the port side cockpit to include oil pressure, amperage meter and a temp gauge.

8.1.9 **ENGINE SPACE VENTILATION**

Natural ventilation was provided by the transom mounted cowl vent. Powered ventilation was provided by a 12-volt blower fan with flexible white vent hoses which appeared in tact and serviceable.

8.1.10 **PROPELLER SHAFTS & COUPLERS**

The drive shaft coupler is fit for the intended use. Some minor corrosion was sighted on the drive shaft coupler. The prop shaft exiting the vessel was in serviceable condition.

8.1.11 **PROPELLER SHAFT STRUTS & CUTLESS BEARINGS**

The propeller shaft strut appeared to be a bronze I beam type and was fit for the intended use. The cutless bearing was tested for free play and wa found to be in erviceable condition

8.1.12 **PROPELLERS**

The boat had a bronze 4D x 5P ELIPTEC folding propeller in serviceable condition.

9 FUEL SYSTEMS

9 1 FUEL FILL & FUEL FILL HOSE

he fuel fill cap wa tainles teel and wa located on the port ide of the ve el The fuel tank could be acces ed through the port side settee locker and was labeled as a Mirax fuel tank. It was encased in the fiberglass structure. The tank had a grounding wire properly attached and a ball valve seacock on the top of the tank with a hose leading to the fuel filter. Upon inspection the fuel fill hose appeared to be serviceable - no leaks or gasoline fumes were noticed during the inspection.

The fuel line from the Racor filter to the engine does appear weathered and likely beyond it's service life. Typical fuel hose is good for a maximum of 15 years and since no markings were visible on the hose, I suggest sometime this season that the fuel lines are replaced with Type A1 USCG approved fuel line. The line should be double hose-clamped at all connections. The same refit would apply to the fuel line from the ga tank to the Racor fuel filter u ing an A1 type fuel line of appropriate ize

Photo 0 *Fuel tank with grounding wire and seacock*

Finding B-13

The fuel line from the tank to the Racor fuel filter and from the Racor filter to the engine appeared weathered and pa t the 15 year life span of these hoses.

Recommendation

Recommend to create a plan to replace the fuel lines from the tank to the engine with new and approved fuel lines. See the requirement below

Fuel lines must be USCG-approved and meet SAE J1527 (for hoses) or ABYC-compliant standards for marine use. The USCG (33 CFR 183, Subpart J: Fuel Systems) aligns with ABYC for recreational boats and adds:

Fuel Ho e **Must be USCG Type A1 for fuel delivery** line labeled accordingly

Type A: Required for fuel lines carrying liquid fuel (e.g., diesel from tank to engine). Must be reinforced, flexible, and resistant to fuel heat and fire

Type A1: Fire-resistant (must withstand 2.5 minutes of flame exposure without leaking).

Type A2 Le tringent for non pres urized y tem or fill/vent lines but till fuel resi tant

Type B: For vent or fill lines only, not suitable for fuel delivery to the engine.

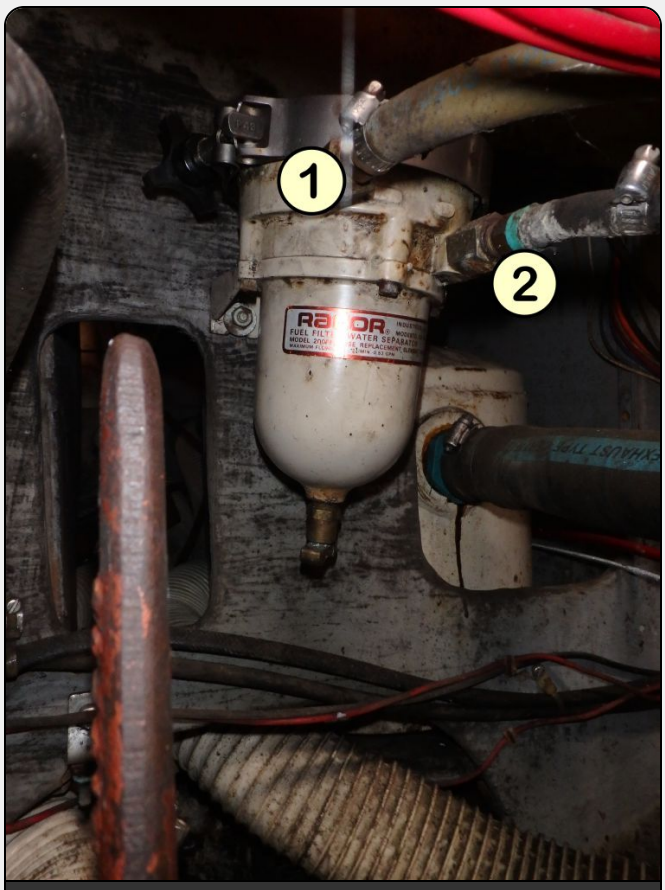


Photo 31 *Hose 1 Leads from the Racor filter to the engine.*
Hose 2: Comes from the fuel tank to the Racor.

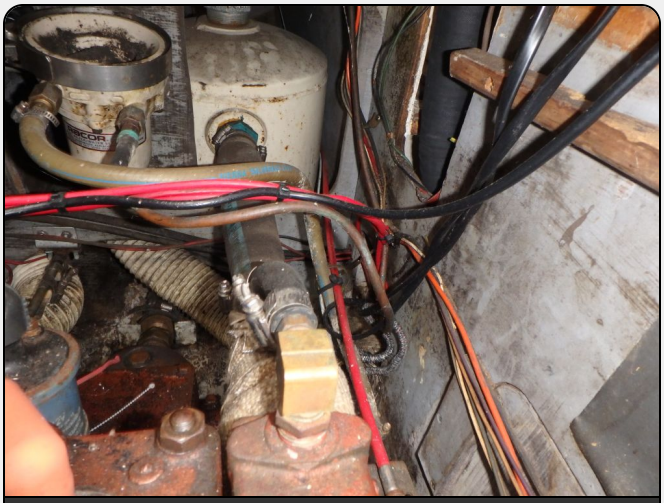


Photo 32

9.2 **FUEL FILTERS**

A Racor 200F fuel filter was in the engine compartment. It's recommended to clean / replace the filter annually. While not an mmediate need, this maintenance should be done this season.

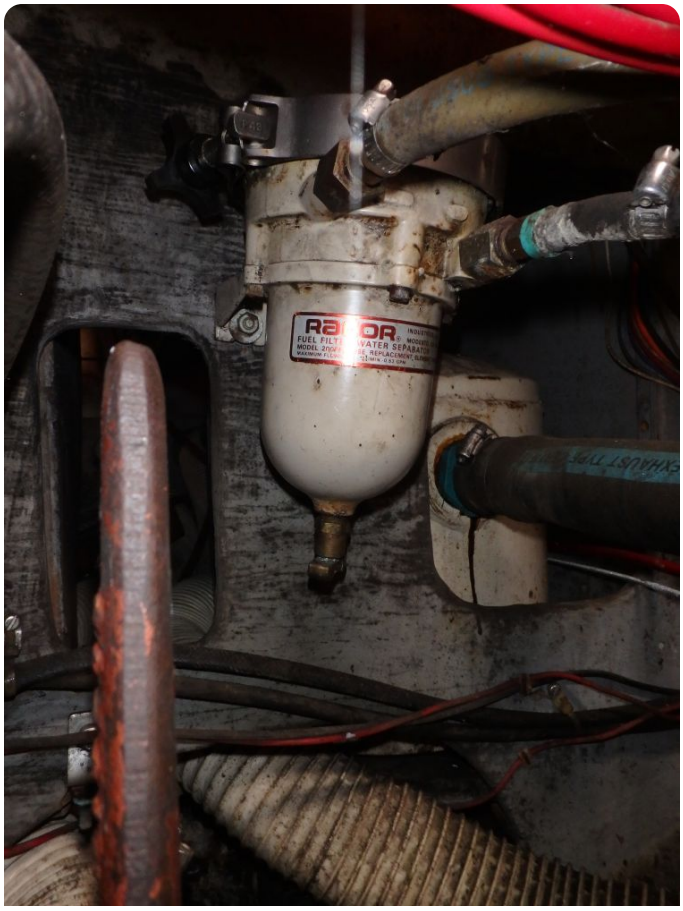


Photo 33:

10 STEERING SYSTEMS

10 1 **STEERING SYSTEM DESCRIPTION**

he teering y tem i an Ed on teering pede tal with chain cable and pulley type mechanical teering The teering y tem wa fit for the intended use and was successfully tested for full range of motion on the rudder.

10 2 **RUDDERS**

he rudder i reportedly foam cored fiberglas with a tainle teel rudder po t The rudder wa te ted for fit and wear and i fit for the intended use.

11 ELECTRICAL SYSTEMS

11.1 *DC Electrical Systems*

11 1 1 **DC SYSTEM DESCRIPTION**

he DC y tem on the boat operated at 12 volt There were two 650 cranking amp batterie labeled a new in April of 2022 in the battery compartment on the port side of the companionway.

The batteries were each in a white plastic battery storage box and were awaiting final connections for the season. As explained to the owners, the batteries should be covered with the covers sighted near the batteries and strapped down securely to prevent them from moving more than 1" in any direction per the regulation

The DC switch panel was in need of mounting into a secure area so the back of the panel is not exposed which could allow a metallic object to make contact and create sparks.

There was a PERKO Battery selector switch with breakers which meets the requirements for ABYC.

The batteries were charged via an ignition protected NOCO Genius Gen 5 X2 charging which appeared less than 5 years old. It wa properly mounted in the engine area A battery i olator wa mounted to the tarboard ide of the engine compartment and also appeared less than 5 years old.

The DC panel needs to be permanently mounted into a secure area.

Mount the panel into an area or enclo ure where nothing could accidentally make contact with the expo ed terminal which would crate a spark.

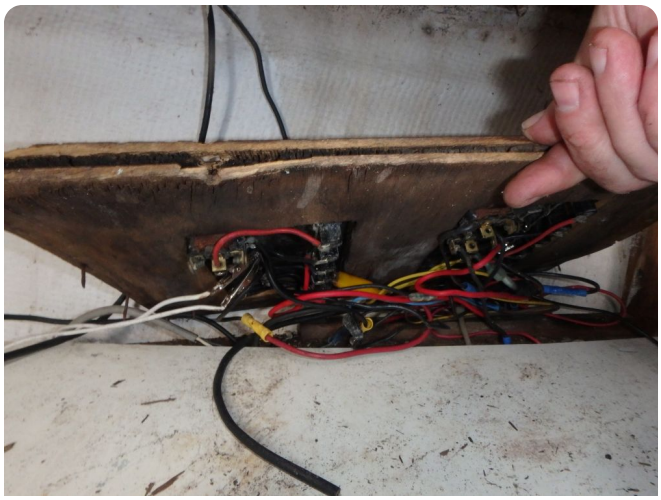


Photo 34:

Photo 35

11.2 *AC Electrical Systems*

11.2.1 **AC SYSTEM DESCRIPTION**

The vessel is wired for 120 volts @ 60Hz. There was a 30amp AC Circuit box / breaker in the cockpit locker. It showed signs of light corrosion. Due to the vessel being stored on land and away from a shore power station the AC system could not be tested. A dated MotoMa ter 12v battery charger wa al o in thi cockpit locker Since there i a newer battery charger in the engine compartment I would be sure this older charger is completely disconnected from the AC system and batteries.

11 2 2 **AC SHORE POWER INLETS CORDS**

he hore power connector with a chrome face and outer ring wa properly mounted to the tarboard ide locker A hore power cable was stowed in the storage locker. It is critical to use an approved AC shore power cable. Below are the requirements of ABYC and the UL.

Shore power cable mu t be marine grade flexible and rated for wet environment They are typically Type SO SOW or STOW cords, meeting UL 817 (Underwriters Laboratories) and ABYC E-11 standards for marine use.

Cables must be sized appropriately for the amperage and voltage of the shore power connection. For your vessel you should use at lea t 10 AWG (American Wire Gauge) conductor for your hore power cable

11.2.3 **AC ELECTRICAL POWER OUTLETS**

The vessel had two AC outlets. One in the galley and one in the head. Neither of these outlets appeared to be GFCI outlets. It's po ible the AC breaker panel provide GFCI protection but it wa not confirmed during the urvey

There were no GFCI protected AC outlet ob erved onboard

Replace the outlet or provide GFCI protection for the outlet in compliance with:

ABYC E-11.13.3.5
" If installed in a head, galley, machinery space, or on a weather deck, the receptacle shall be protected by a Type A (nominal 5 milliamperes) g
round fault circuit interrupter (GFCI)"

Photo 36:

Photo 37

11.3 *Electrical Protection Equipment*

11 3 1 **GALVANIC ISOLATION SYSTEM (ABYC A 28)**

here wa a battery i olator in the engine compartment It wa properly mounted The model and erial number were not legible

Photo 38:

11.3.2 **LIGHTNING PROTECTION**

A lightning protection system was not implemented on this vessel.

12 WATER SYSTEMS

12.1 *Freshwater System*

12.1.1 **WATER SYSTEM DESCRIPTION**

The boat had two water sources (head faucet and galley faucet) each with their own dedicated 12v pump. The fresh water hoses did not appear to have leaks but did show signs of age indicating they may be past their service life. There were no visible date markings on the hoses but best practices for fresh water hoses of reinforced PVC or vinyl (which this vessel uses) on boats suggest they are replaced every 5 10 year The fre hwater tank wa not acces ible and the black water holding tank wa located under the v-berth.

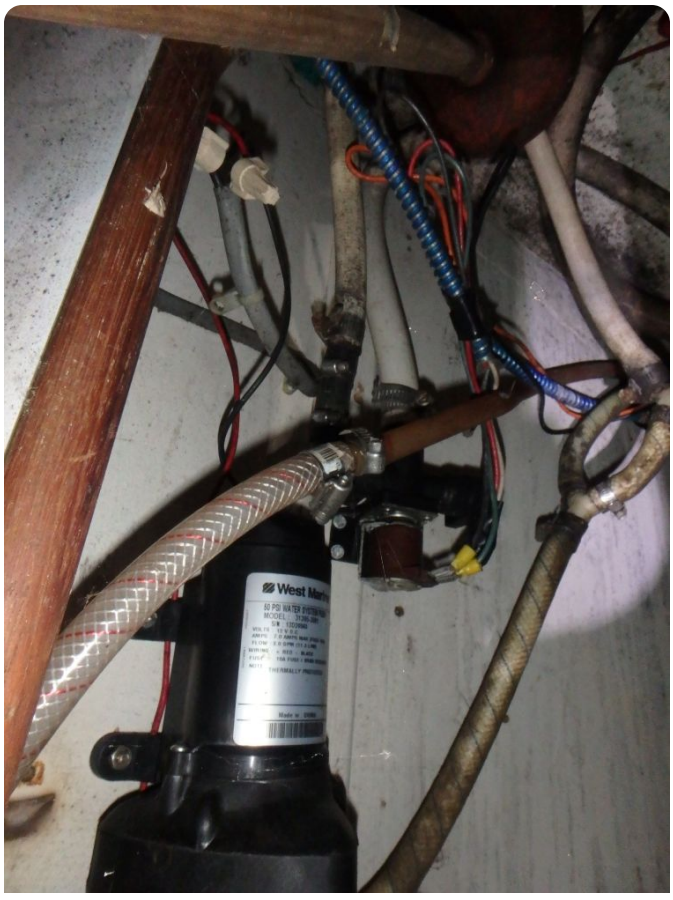


Photo 39:

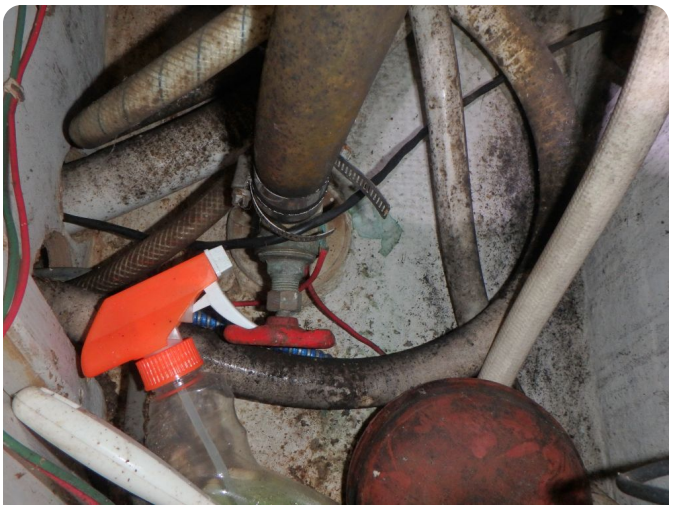


Photo 40:

Some of the fresh water hoses appeared past their service life.

It's recommended to replace the hoses sometime this boating season.

12.2 *Black Water & Grey Water System*

12.2.1 **MARINE SANITATION DEVICE (MSD) SYSTEM DESCRIPTION**

A type III MSD waste system (utilizes a holding tank or similar device that prevents the overboard discharge of treated or untreated sewage) was sighted. It was not tested.

he toilet wa white with two button for flu hing ju t aft of the toilet The toilet wa dirty and would benefit from cleaning

The boat did not appear to have an option for overboard discharge, so no Y-Valve is required. The toilet appeared to connect directly to the holding tank.

The black water holding tank was located under the v-berth.

Photo 41

Photo 42:

12.2.2 **BLACKWATER SYSTEM DISCHARGE**

There was a waste water deck fitting on the port side amidships.

12.3 *Raw Water System*

12.3.1 **RAW WATER SYSTEM DESCRIPTION**

Raw water is delivered to the engine via a through hull intake strainer which is plumed directly to the engine. The intake strainer and hoses appeared serviceable however a date of manufacture could not be identified on the intake water hose. Recommend to have a plan to replace thi intake water ho e during the 025 ea on

13 ELECTRONICS & NAVIGATION EQUIPMENT

13.1 *Radio Equipment*

13 1 1 **VHF RADIO**

A We t Marine VHF480 VHF radio wa viewed during the urvey and the owner mentioned it would be connected and ready prior to sailing.

13.2 *Navigation Equipment*

13 2 1 **MULTIFUNCTIONAL DISPLAYS**

he ve el had an analog knot meter which had no wire connected to it (rendering it inoperable) and a DataMarine Model S100KL s/n: 055129 digital distance / speed meter on the starboard side of the cockpit. Both of these showed signs of weathering and use.

he port ide of the cockpit had a Horizon digital di play and a Heel Meter both of which were everely weathered and difficult to read.

Photo 43:

Photo 44

13 2 2 **COMPASSES**

An AquaMeter compa wa integrated into the teering pede tal in the cockpit A ob erved the compa had moderate to severe hazing on the glass/ plastic viewing bubble making it hard to read. An additional Ritchie brand compass was sighted in the cabin near the navigation station and appeared to move freely and function as intended.

Photo 45: *Compass in the cabin.*

Photo 46: *Compass at the helm.*

A: FIRST PRIORITY / SAFETY AND COMPLIANCE DEFICIENCIES

"Trash Disposal" Placard (33 CFR 151/155)

A "Garbage Disposal Rules" Placard was not sighted onboard.

Display a MARPOL garbage discharge placard to comply with 33 CFR Section 151.59. Install in the galley or companionway.

Seacocks/Sea-Valves and Fittings

All of the seacocks were seized and used a gate valve. The hoses connecting to the seacocks were also outdated.

Replace all seacocks with marine grade ball valves and review and asses the hoses going to the seacocks and replace if it's beyond it's service life.
Follow these ABYC Standards H-27.7.1 when replacing the seacocks: A seacock shall be securely mounted so that the assembly will with tand a 500 pound (227 Kg) tatic force applied for 30 econd to the inboard end of it connection fitting at any point in it most vulnerable direction, without the assembly failing to perform as intended).

DC System Description

The DC panel needs to be permanently mounted into a secure area.

Mount the panel into an area or enclosure where nothing could accidentally make contact with the exposed terminals which would crate a spark.

AC Electrical Power Outlets

There were no GFCI protected AC outlets observed onboard.

Replace the outlet or provide GFCI protection for the outlet in compliance with:

ABYC E 11 13 3 5
" If installed in a head, galley, machinery space, or on a weather deck, the receptacle shall be protected by a Type A (nominal 5 milliamperes) g
round fault circuit interrupter (GFCI)"

B: SECONDARY PRIORITY / FINDINGS NEEDING TIMELY ATTENTION

Electric Bilge Pumping Systems

No electric bilge pump wa ighted onboard

Install an appropriate-sized automatic electric bilge pump.
ABYC tandard (H 22 Electric Bilge Pump) trongly recommend at lea t one bilge pump (manual or electric) for boat with enclosed bilge areas.

I would recommend a minimum pump capacity of 500–1,000 gallons per hour (GPH) for the primary pump, with a secondary pump or back p y tem for redundancy

Bilge Pump Comments

The ole floor board need to be in place prior to ailing

Replace the floor boards so the crew can safely maneuver inside the cabin.

Bilge Pump Comments

The bilge need a 12v bilge pump with the di charge going overboard

Install an adequate 12v bilge pump with automatic float switch. Consider adding a secondary bilge pump and float switch in the engine compartment a a backup

Anchors

The anchor-to-chain shackle's securing bolt was not safety wired.

Properly in tall afety wiring (eizing wire) to prevent accidental anchor lo a neces ary

Deck Description

Areas of delamination and high moisture were found around the chain plates and stanchions.
It is noted that the intended use of the vessel per the owners is not to use the main sail which would rely on the mast which is supported by the chainplates. With no main sail in use the chainplates are still critical but they will not endure the heavy loads on the rigging

Investigate further, and repair in accordance with good marine practice as necessary. This will involve removing the chain plates and faulty tanchion repairing the damaged area( ) and re bedding the hardware

Deck Description

The stanchion bases and lifelines had significant play and flex during the survey. It's noted the lifelines were not fully setup and established during the survey since the boat was in winter storage.

Follow ABYC H-41 standards to ensure the lifelines can Lifelines must withstand a transverse load of 400 pounds (1,780 N) applied at the midpoint without failing or deflecting excessively.

The y tem (including tanchion pulpit and attachment point) mu t be de igned to handle dynamic load from crew leaning or falling against it.

Deck Description

Gelcoat crack were found around everal of the deck mounted hardware

The cracks sighted were consistent with stress placed on the lifelines and stanchions. I recommend to monitor these areas to be ure the gelcoat crack don't pread or become wor e The e types of crack are con i tent with a ves el of thi age

Shrouds/Stays/Terminal Ends

The stainless steel shroud Stay-Loc type "eye" fitting appears to shown signs of distress and fatigue.

Monitor these Stay-Loc fittings in the future to be sure the distress is not getting worse. Due to the fact the vessel does not use the main ail which would add tres to these Stay Lok fitting the concern i not eriou enough to recommend the e i ue are addressed prior to sailing.

Rigging Chain Plates

The decks around the chain plates showed elevated moisture and delamination. This could lead to crevice corrosion.

A maintenance schedule should be established to include the inspection of the areas of fiberglass and the stainless steel chainplates to determine the severity of damage and to determine if crevice corrosion has started on the chainplates.

Accommodation & Head Arrangement

Wire nuts should not be used on boats due to their inability to maintain a secure splice under vibrations and typical boat movement Wire nut al o allow for moi ture intru ion

Use heat shrink connectors from manufactures such as Ancor or Blue Sea Systems for wire splices.

Accommodation & Head Arrangement

Exposed live wire terminals under the sink in the head need to be covered.

Apply heat hrink or new pade connector on the olenoid to prevent metallic object from accidentally touching the e connect are creating sparks.

Engine Exhaust System

Exhaust hose is beyond the serviceable life, the hoses showed swelling and wear.

Replace the exhaust hose with double clamps on all connections per ABYC P-1.7. Hose must be suitable for exhaust systems and marked with "Marine Water Exhaust Type Hose" to be sure it meets the standards.

Fuel Fill & Fuel Fill Hose

The fuel line from the tank to the Racor fuel filter and from the Racor filter to the engine appeared weathered and past the 15 year life pan of the e ho e

Recommend to create a plan to replace the fuel lines from the tank to the engine with new and approved fuel lines. See the requirements below:

Fuel lines must be USCG-approved and meet SAE J1527 (for hoses) or ABYC-compliant standards for marine use. The USCG (33 CFR 183, Subpart J: Fuel Systems) aligns with ABYC for recreational boats and adds:
Fuel Hoses: **Must be USCG Type A1 for fuel delivery** lines, labeled accordingly.

Type A: Required for fuel lines carrying liquid fuel (e.g., diesel from tank to engine). Must be reinforced, flexible, and resistant to fuel, heat, and fire.

Type A1: Fire-resistant (must withstand 2.5 minutes of flame exposure without leaking).

Type A2 Les tringent for non pre urized y tem or fill/vent line but till fuel re i tant

Type B: For vent or fill lines only, not suitable for fuel delivery to the engine.

Water System Description

Some of the fresh water ho e appeared pa t their ervice life

It's recommended to replace the hoses sometime this boating season.

C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

Wetted Surfaces

New bottom paint hould be con idered Per the owner the bottom will be painted prior to launching the boat

Reapply bottom paint.

Mast

Wood him were u ed to upport the ma t where it penetrated through the cabin

Suggest to have a qualified rigger inspect the mast if the main sail will be used.
Wood him are acceptable for temporary u e only

14 SUMMARY

14 1 **VESSEL CONDITION**

Ves el Condition

The OVERALL VESSEL RATING OF CONDITION is determined based upon the Surveyor's experience to analyze several factors to derive at a the vessels value.

BUC RESEARCH i the recreational boating indu try leader in providing boat values BUC Re earch u e econometric foreca ting techniques for determining the value of boats. They have also developed a grading scale based upon the observed condition of the vessel. This grading scale is an accepted standard in the marine industry for a vessel at the time of survey and is used to assist n determining any adjustments to the range of base values in the BUC USED BOAT PRICE GUIDE for a similar vessel sold within a given time period and i taken into con ideration when the urveyor determine the Fair Market Value

The following is the accepted Marine Grading System of Condition:

'EXCELLENT (BRISTOL) CONDITION" A vessel that is maintained in mint or "Bristol" fashion (usually better than factory new, oaded with extra a rarity)

'ABOVE AVERAGE CONDITION'' A vessel that has had above average care and is equipped with extra electrical and electronic gear.

'AVERAGE CONDITION'' A ves el ready for ale requiring no additional work and normally equipped for her ize

'FAIR CONDITION'' A vessel that requires usual/normal maintenance to prepare for sale.

'POOR CONDITION'' A ves el that requires ub tantial yard work and i devoid of extra

'RESTORABLE CONDITION'' Enough of the hull and engine(s) exists to restore the boat to usable condition.

When considering the results of this survey and by virtue of my experience and opinion, the condition of this vessel at the time of the survey was:

AIR CONDITION

Statement of Valuation

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 condition requi ite to a fair ale the buyer and eller each acting prudently knowledgeably and a uming 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:

Buyer and eller are typically motivated

Both parties are well informed or well advised, and each acting in what they consider their own best interest.

A reasonable time is allowed for exposure in the open market.

Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and

he price repre ent a normal con ideration for the ve el old unaffected by pecial or creative financing or ales conce ion granted by anyone associated with the sale.

Appraisal Methodology:

he following method of valuation wa u ed to obtain the FAIR MARKET VALUE of the ve el

BUC USED BOAT PRICE GUIDE (BUC) was reviewed using the make/model/year and the above assessed condition of the vessel to attain an estimated price range for the “South Atlantic and Florida” region. Then similarly equipped, same or similar model vessels

isted as sold on SoldBoats.com (SoldBoats) in recent years were researched and adjusted for model year and date of sale and other differences from the vessel surveyed before being averaged together. Finally, a review of current market value listing was evaluated with similar adjustments made to compare like vessels. Recognizing that a knowledgeable buyer will not overpay, and boat rarely ell for the a king price the current ale market wa con idered to determine any additional adju tment to the Fair Market Value.

Market Analysis:

BUC USED BOAT PRICE GUIDE
Model Year: 1974
Model: Viking 33
Current Retail Value Range $14 300 $16 00
Value adjusted for BUC "Fair" Condition: $10,900-$12,400
Replacement Value: $146,500

Similar Ve el Currently For Sale Due to the age and a limited number of imilar ves el being old over the pa t 5 10 year thi data should be considered generalized.
1974 Viking 33 - JD Powers suggests a lower end value of this boat at $9,400
1974 Viking 33 was listed several years ago for $10,700

Conclusion
When in the proce of evaluating a ve el' final Fair Market Value dollar amount are rounded up or down to gain whole number amounts. Example: $10,500.00 rounds to up to $11,000.00. $10,400.00 rounds down to $10,000.00. After consideration of the reliability of the data, the extent of the necessary adjustments, and the condition of the vessel, it is the Surveyor's opinion that the FAIR MARKET VALUE" was equal to the average of the BUC, SoldBoats.com, Current Market Values.

The Fair Market Value subject for this vessel is:

$7,500

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. BUC's "ESTIMATED REPLACEMENT COST" of the subject vessel is: $146,500

14.2 SUMMARY

Per the request for a Marine Survey of the vessel Compromise, to evaluate its present condition and estimate its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally n pected by the under igned on April 19 2025 Subject to the correction of deficiencie li ted in ection A and B the ves el i considered to be reasonably suitable for its intended use. Other defects listed should be corrected in keeping with proper maintenance practices or as upgrades.

14.3 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 stated assumptions and limiting conditions and are my per onal unbia ed profe ional analy e opinion and conclu ion

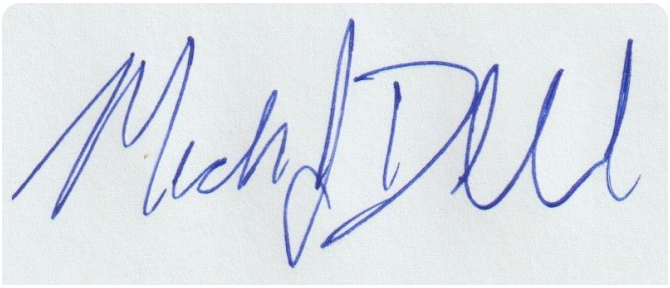
-I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias concerning the parties involved.

-My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favor the client' cau e the amount of the value e timate the attainment of a tipulated result or the occurrence of a ub equent event.

-This report should be considered as an entire document. No single section is meant to be used except as part of the whole.

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

hi report i ubmitted without prejudice and for the benefit of Nancy Flory on April 25 025



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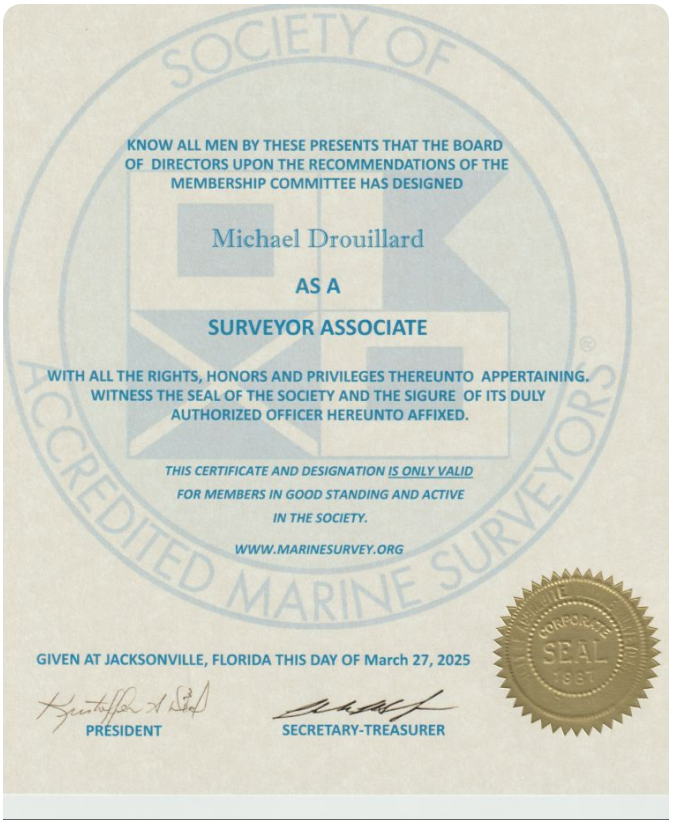

Photo 48

14.4 **PHOTOS**

Photo 49

Photo 50

Photo 51

Photo 52

Photo 53

Photo 54

Photo 55

Photo 56

Photo 57

Photo 58

Photo 59

Photo 60

Photo 61

Photo 62

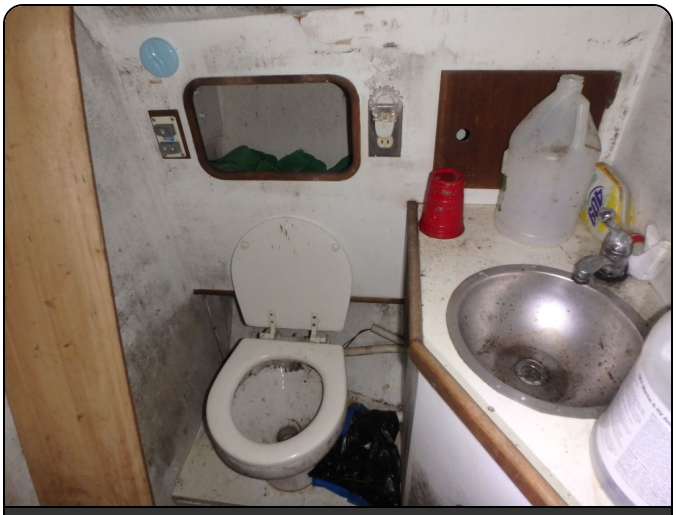

Photo 63

Photo 64

Photo 65

Photo 66

Photo 67

Photo 68

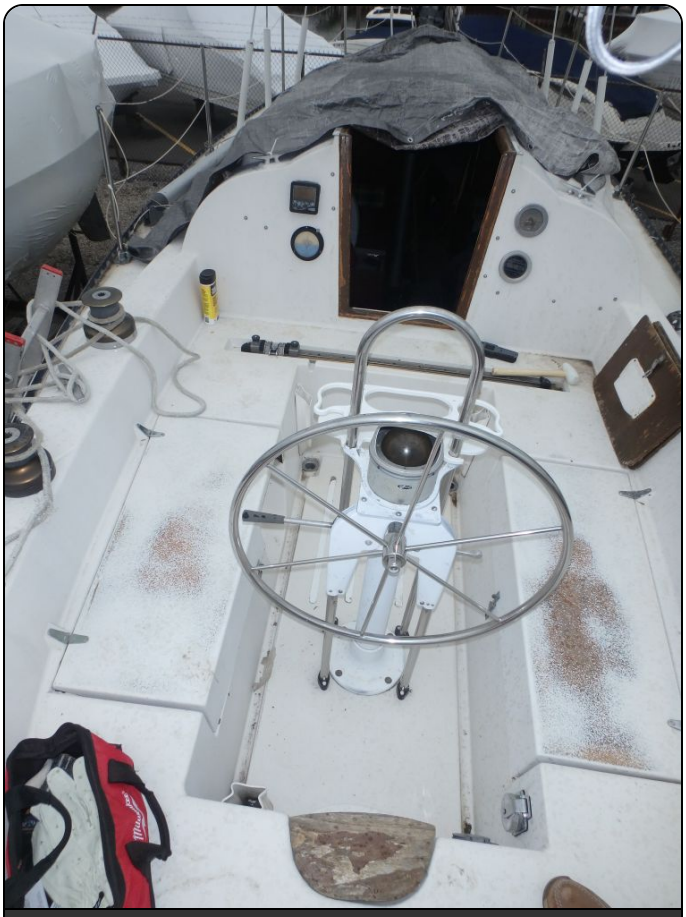

Photo 69