



REPORT OF MARINE SURVEY

**Appraisal Inspection
of the vessel
"Forever And a Day! and a Night"
1994 Bayliner 3055 Ciera Sunbridge**



PREPARED EXCLUSIVELY FOR:



**CONDUCTED BY:
GRANT WESTBY**

S.A. Society of Accredited Marine Surveyors (SAMS)

on

10/20/2022

INTRODUCTION

REPORT INTRODUCTION COMMENTS:

This vessel was surveyed without removal of any part, including fittings, tacked carpeting, screwed or nailed boards, anchors and chain/rode, 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 areas. Client/Owner is advised to open up all such areas for further inspection.

No determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey represents the condition of vessel on (10/20/2022), and is the unbiased opinion of the undersigned, but is not considered an inventory or warranty either specified or implied. Electronics were checked for "power up" only unless otherwise stated.

No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity.

FINDINGS IN THE REPORT OF SURVEY REFLECT CONDITIONS AT THE TIME OF THE SURVEY.

****PLEASE READ THE "RECOMMENDATIONS" SECTION CAREFULLY****

Grant Westby 20-20 Yacht Surveyors, Inc. Serving the areas of MN, WI.
American Boat & Yacht Council - ABYC Standards Member

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SURVEY SCOPE & GENERAL INFORMATION

SURVEY REQUESTED BY

Client name:

██████████

Street address:

██████████
██████████

E-mail address:

██████████

Cellular phone:

██████████

SCOPE OF SURVEY

Type of survey: Appraisal Inspection.
Vessel Yr/Make/Model: 1994 Bayliner 3055 Ciera Sunbridge.
Purpose of survey: Assess the overall condition and value of vessel for clients purpose.
Intended use: Unknown.
Vessel surveyed at: ██████████ Afton, MN.
Survey requested by: This survey was performed at the request of the owner ██████████ who was present for portions of the survey.
Inspection date: 10/20/2022.
Inspection time: 10:15 AM.
Date report written: 10/21/2022.
Conducted by: GRANT WESTBY
S.A. Society of Accredited Marine Surveyors (SAMS).
How survey conducted: The vessel was surveyed out of the water only, and was blocked and on boat stands.
Weather conditions: Clear & dry. Temperature was 50F.
Sea trial: None.
Electrical systems checked: DC power was not available to check DC electrical systems or DC electronics. A.C. shore power was not available to check A.C. electrical system or A.C. components.
Moisture / Delamination: Electrophysics Model GRP 33 Plus, non-invasive moisture meter was used for moisture readings referenced in this report. All moisture readings are comparative to surrounding areas with terms of normal or relatively dry, relatively moist or relatively wet.
Boating Education Note: NOTE: When getting into a larger class of vessels, and regardless of boating experience, the United States Coast Guard Auxiliary and United States Power Squadrons offer boating safety classes that you may find very beneficial. In addition, many Insurance companies offer insurance premium discounts if you have a completion certificate from the USCG Auxiliary or Sail & Power regarding their boating safety classes. Some of the topics covered are:

Advanced Power Boat Handling Mariner's Compass
Anchoring Onboard Weather Forecasting
Basic Coastal Navigation Sail Trim and Rig Tuning
Boat Handling Under Power Trailering Your Boat
USCG Regulations & CFR's Knots, Bends and Hitches
Marine Radar Using VHF & VHF/DCS Marine Radio
How to Use a Chart Using a GPS

VESSEL CONDITION & VALUE

Condition rating: **POOR CONDITION.**
Estimated fair market value: **\$13,061.33.** Three or more methods of valuation were used to obtain the FAIR MARKET VALUE of the vessel: A) ABOS: Similarly equipped, same model vessels shown as sold. B) The present day BUCValuPro® value was adjusted for "Condition" in the Great Lakes Midwest Region. C) NADA averaged value. D) Brokerage Listings.

A) MARKET ANALYSIS PER ABOS.COM: Price digest
Length of Boats: 30' - 31' Vessel Year: 1994 MSRP: \$60,595.00 Low: \$11,134.00.

The model year and date of sale were adjusted at 5% per year (4% physical + 1% functional) and all averaged together. When applicable.

B) BUCVALUEPRO® VALUE:
BUCValuPro® value was adjusted for " **POOR Condition**" Below Average condition in the **Great Lakes Midwest Region = \$13,300.00.**

C) NADA VALUE: Average: **\$14,750.00.**

D) Brokerage Listings: Range: \$0.00 to \$0.00. Average: \$0.00

AVERAGE OF A), B) & C) METHODS:

ABOS/Price Digest.com: **\$11,134.00**
BUCValuPro® value: **\$13,300.00**
NADA: **\$14,750.00**
Brokerage: **\$0.00.**
Average: **\$13,061.33**

CONCLUSION:

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: **\$13,061.33.**

Estimated replacement cost: **\$181,000.00.**

NOTE:

The overall vessel condition and value is for the vessel in its current condition at the time of survey prior to any repairs or maintenance and was established after an inspection of stated vessel, the results of which are included in this report of survey. The estimated fair market value and replacement cost includes all listed auxiliary equipment. See "Condition & Value Summary" section for additional details.

VESSEL INFORMATION

Vessel Yr/Make/Model: 1994 Bayliner 3055 Ciera Sunbridge.
Vessel name: Forever And a Day! and a Night.



Vessel Name

Hailing port:

None sighted.

Hull ID number (HIN):

BVKA36EPJ394 - A true digital photograph of the hull ID number of the referenced vessel is shown here and was found located Starboard transom corner.



HIN #

State registration no.:

WS 3928 GJ.

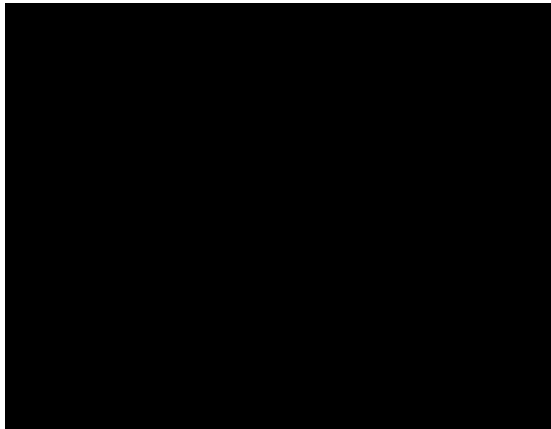


Registration #

Registered owner:

Anne Finch, per state registration papers sighted aboard.

NOTE: The vessel registration should be kept aboard the vessel at all times. You will be required to show this document if you are boarded by law enforcement authorities such as the USCG, Sheriff, Fish & Wildlife, Water Patrol etc.



Manufacturer/Builder: Bayliner Marine Corp., Arlington WA.
Month/Year built: October, 1993.
Vessel Type: Fiberglass, Planing, Modified Vee hull, Conventional sheer.
Vessel Specifications: LOA-Length Overall: 30' 7" // Beam- 10' 0" // Draft:-3' 0" // Weight/Displacement-8000# Dry Weight // Overhead Clearance -8' 9" NOT Including Antenna's.
Source of Specs: Power-Boat Guide 2019.
Vessel description: The Bayliner 3055 Ciera Sunbridge (called the 3055 Avanti Sunbridge in 1991) was a good selling model for Bayliner during her early 1990s production years. A 10-foot beam is about average for a modern 30-footer, so the 3055 isn't a notably roomy boat below for her length although the accommodations are certainly adequate. She has a fairly straightforward mid-cabin floor plan with a convertible dinette, a small galley (the refrigerator is placed under the dinette seat), and an enclosed standup head with shower. Both staterooms have curtains for privacy. The cockpit is well arranged with lounge seating opposite the helm and a wet bar behind the helm seat. The engine access hatch in the cockpit has gas-assist springs, and the transom platform has a folding swim ladder and a built-in shower. Like all Bayliner products, most everything was standard in the 3055 Sunbridge (except air conditioning), and there were practically no options. While the detailing and finish are basic, the low price continues to attract budget-minded buyers on the used market. A single 300hp Mercury sterndrive will cruise at 17 knots and reach a top speed of 2627 knots.

Source: Power Boat Guide 2019.

SURVEY STANDARDS

Standards followed: *This survey was completed using as reference the federal regulations and amendments issued and enforced by the United States Coast Guard under the authority of Titles 33 and 46 of the United States Code of Federal Regulations (CFR's) in effect at the time of the survey inspection. In addition the American Boat and Yacht Council (ABYC) and National Fire Protection Association (NFPA-302) voluntary standards in effect at the time of the survey were used as reference. These ABYC and NFPA voluntary standard practices are generally followed by most vessel manufacturers today. 100% adherence is not guaranteed.*

SURVEY INSPECTION COMMENTS

Comments: All systems and components inspected and described herein apply only at Time of Survey and are considered serviceable and/or functional except as indicated in the survey report and listed in the Recommendations section. Electronic devices and instruments were checked for power up only - not for functionality. Areas not

inspected include vessel structure areas which are covered, unexposed or inaccessible such as screwed down or false panels or bulkheads, moldings or any area that was not readily open for visual inspection. If a component is not identified in this report, it was not sighted/inspected or not installed.

It is the nature of marine vessels that deterioration, wear and accidents do occur and as such, this report therefore represents the condition of the vessel only on the date the survey was conducted. It provides no guarantee and no prediction of the vessel's condition on any later date.

"Priority I Recommendations" are related to Safety & Regulatory findings and are printed RED in the report.

"Priority II Recommendations" are related to Maintenance & Standards findings and are printed BLUE in the report.

"Other Observations & Suggestions" are items that are relatively minor in nature and are printed GREEN in the report.

Report terms used:

- **FRP:** *Fibre reinforced plastic-Also known as Fiberglass or Fibreglass. This is the typical construction material for most modern day yachts and small craft.*
- **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, behind screwed down panels, or requirements not to conduct destructive tests).*
- **FUNCTIONAL/OPERABLE:** *Functions as intended.*
- **POWERS UP:** *Device was tested for Power Up only, not for full design functionality.*
- **SERVICEABLE:** *Sufficient for a specific requirement.*
- **EXCELLENT CONDITION:** *New or like new.*
- **GOOD CONDITION:** *Shows minimal wear with possible minor cosmetic discrepancies.*
- **FAIR CONDITION:** *Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)*
- **POOR CONDITION:** *Requires repair or replacement of system, component or item to be considered fully usable.*

EXTERIOR HULL & BOTTOM INSPECTION

HULL EXTERIOR-SIDES

Hull type/Construction: Hand laid and molded fiberglass, with white gel coat surface.
Hull cosmetics: Hull needs a thorough cleaning and polishing. A few minor dings/dock rash noted.

Also noted on the starboard hull side was an area approximately 10" in height by 24" in length where there is a crack as well as gel coat stress cracks from what appears be the result of an impact.

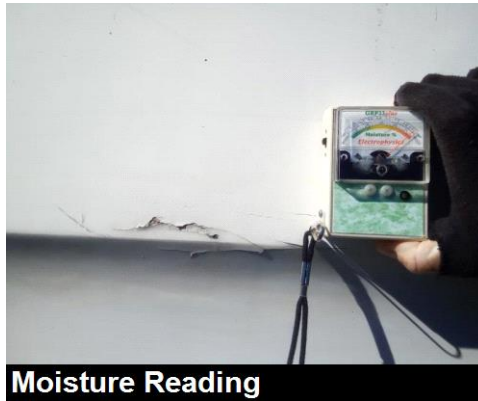
Deep scratches should be filled in and covered with matching gel coat.



Starboard Hull Side

Moisture/Delamination:

Most moisture meter readings on hull sides and surrounding thru hull fittings were relatively dry with normal comparative moisture meter readings. Moisture meter showed higher than normal moisture meter readings of more than 30% on a scale of 0-100 and possible delamination when same areas checked with percussion hammer. Suspect areas are: Starboard board hull side surrounding the impact area above the Bayliner logo. **RECOMMENDATION:** To determine more precisely the condition of laminate, examination of core samples is advised to determine actual condition of interior FRP material. Have the areas noted checked by a fiberglass/hull expert to determine extent of moisture and internal condition of FRP and or core material.



Moisture Reading

Stem:

Solid, no cracks on external inspection. Moisture readings relatively Dry.

Stem thru hull fittings:

Bow eye for trailering is well secured thru stem. Anchor/chain locker drains thru side of stem.

Side thru hull fittings:

All thru hull fittings are adequately secured and sealed to hull.

Rub rail:

Rub rail is Black rubber, with backing of aluminum. Well secured in good condition with only minor scrapes.

Port Lights:

Port and starboard sides recessed, opening type.

Engine room vents:

Port and starboard sides of upper hull. Well secured and functional.

TRANSOM

Transom type:

Conventional flat transom, with molded in swim platform.

Moisture/Delamination:

All moisture meter readings on transom and surrounding thru hull fittings were relatively dry with normal comparative moisture meter readings. No Delamination discovered when randomly testing with percussion hammer.

Transom cosmetics:

Good transom surface condition.

Swim Platform/Step:

Molded In, Fiberglass.

Swim/Boarding ladder:

The boarding ladder is stainless steel drop down that is mounted on swim platform. The ladder rungs, have plastic steps. The ladder is well secured and functional.

Transom shower:

Yes. Not tested, water system was winterized.

Transom storage: Storage area located under aft transom seat.
Transom door: None. Safety chain in place and secure.
Transom thru hull fittings: All well secured and functional.
Trim tabs: Bennett single ram hydraulic trim tabs. Well secured.
Transducers: External depth transducer is well secured to transom.
Transom anode: NONE: Recommend installing for improved corrosion protection.
Transom drain plug: Plug was removed. Be sure to reinstall drain plug before launch.

HULL BOTTOM

Construction material: Molded fiberglass, with hard chines, with multiple molded in strakes on each side. No cracks or separation sighted on any portion of hull bottom.
Bottom paint: Anti-fouling bottom paint in good condition.
Stress cracks: None sighted.
Osmotic blistering: NO evidence of blisters was found on hull bottom during bottom inspection.
Moisture/Delamination: All random moisture meter readings on hull bottom and surrounding thru hull fittings were relatively dry with normal comparative moisture meter readings. No Delamination discovered when randomly testing with percussion hammer.
Grounding damage: None noted.
Strainers/Scoops/Screens: All strainers/screens are well secured to hull bottom. Clear of debris & zebra mussels.
Thru Hull fittings: Mushroom type bronze fittings for all below water line sea cock locations. Well secured to hull bottom.
Hull bottom drain plugs: Consider installation of fiberglass beaching shoe if planning to beach frequently to aide in the protection of the hull fiberglass.



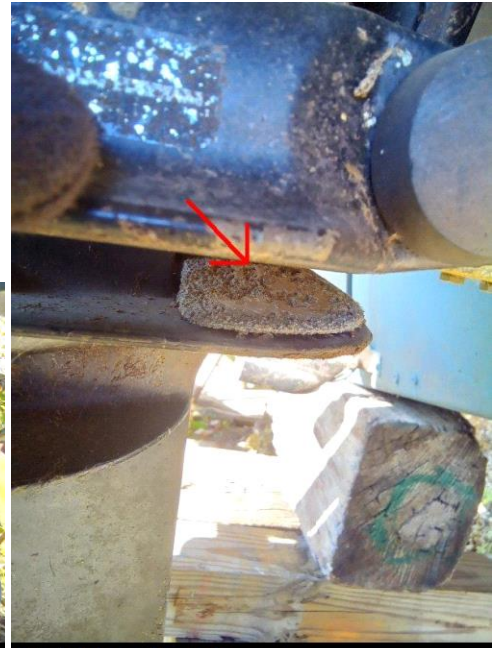
Forward Keel Beaching Area

ANODES

Trim tabs: No.
Out drive(s): Yes, need replacement.



Outdrive Anodes



Outdrive Anodes

Replacement required:

Anode notes:

All anodes are deteriorated. **RECOMMENDATION:** Replace all anodes.

Monitor all anodes frequently on hull and underwater equipment and replace when they are no more than 50% wasted. Anodes are normal replacement items designed to help protect the running gear from electrolytic corrosion.

EXTERIOR & BOTTOM PHOTOS

Photos:



Starboard Hull Bottom to Aft



Portside Hull Bottom to Aft



Portside Lower Transom Area



Portside Aft Hull Bottom Area



Starboard Aft Hull Bottom Area



Starboard Lower Transom Area

TOP DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

- Deck Surface:** Molded, cored fiberglass deck and side deck construction (core not sampled). White gel coat with molded in non-skid fiberglass surface. Good condition. Deck is solid under foot, no soft spots discovered and no visible cracks or chips sighted.
- Moisture/Delamination:** Moisture meter readings on top and side decks and surrounding thru deck fittings were relatively dry with normal comparative moisture meter readings. No Delamination discovered when randomly testing with percussion hammer.
- Anchor platform:** Fiberglass platform. Fiberglass chips or gouges sighted at anchor platform. Recommendation: Repair as needed to restore to original condition.



Anchor Platform

- Anchor/chain locker:** Below deck accessed from V-berth area. Lines/chain run thru deck pipe.
- Deck pipe:** Cover missing.



Deck Pipe

Windlass:	Vessel not equipped.
Bow pulpit/rail:	Stainless steel, well secured.
Stanchions/side rail(s):	Stainless steel, well secured.
Toe rail(s):	Not equipped.
Deck hatches:	Yes, well secured. Seals in good condition, support arm(s) in place.
Escape hatch(es):	Forward cabin top.
Boarding gate:	Port side entry gate with safety chain.
Cleats & fairleads:	Horn cleats are all well secured to deck and side deck and are functional.
Fill Pipes:	All fill pipes on top deck are properly marked as to purpose/use per ABYC recommendations.
Cabin (house) to deck joint:	Molded in. No stress cracks noted.
Grab rail(s):	Stainless steel on top sides of foredeck. Painted on backside of radar arch. Well secured.
Exterior teak:	None.
Windshield:	Large three piece aluminum framed with side panels. No cracks or separation sighted.
Spotlight:	None.
Horns:	Dual horns are securely mounted on foredeck. NOTE: See Safety Equipment/Sound devices for condition.
Radar arch:	Fiberglass and well secured.
Stern rail:	Stainless steel. Stanchion base near transom entry is broken and loose. Recommendation: Inspect further and repair or replace as needed to restore to original condition.



Entry Gate Stanchion Base

Wash down: Located at transom area. Not tested.

COCKPIT / AFT DECK

Cockpit area: Fiberglass non-skid with engine hatch cover.
Cockpit & Helm seating Adjustable/Swivel single helm seat. aft bench seat with storage under seat areas, "L" shaped vinyl covered seating on side of helm station. Padded cockpit vinyl seat cushions available and are in good condition.
Sole: FRP (fiber reinforced plastic) with molded in non-skid.
Moisture/Delamination: All moisture meter readings on sole were relatively dry with normal comparative moisture meter readings.
Scuppers/deck drain(s): Yes.
Canvas: Camper top canvas enclosure with stainless steel frame support. The plastic glass is not clear. Discolored/clouded/cracked in numerous places and near the end of it's expected life. Many areas the snaps cannot be secured due to age shrinkage. **RECOMMENDATION:** Renew all plastic canvas glass and re fit or replace all canvas for better protection of interior.



Forward Clear Vinyl



Forward Portside Canvas

Cockpit equipment: Sink/Wet bar has, molded in sink, w/ cold pressure faucet.
Cabin entrance: Bi-fold door for cabin entrance with lock. Door functional and with a securing strap or latch.
Storage: Two side cockpit storage lockers. Under most cockpit seating areas. Storage under wet bar/sink area.

Bolster pads: Cockpit bolster pads are in good condition. No cracks or separation sighted. Serviceable.

Engine compartment access: Manual lift engine compartment hatch cover, with Hydraulic Ram assist.

Wash down: Water fixture(s) available in: At transom. Not tested.

INTERIOR HULL & STRUCTURAL INSPECTION

HULL INTERIOR & STRUCTURAL COMPONENTS

Hull to deck joint: Overlap (Shoe box type). No leaks thru any part of hull to deck joint area sighted.

Bilge(s): Engine bilge spaces are oily and in need of cleaning ----- Keep bilge areas as clean as possible to more quickly identify leaks as soon as they occur. Clean as required. NOTE: Whenever you visit your boat, it's good practice to check the bilge area(s) for higher than normal levels of water and proper functionality of the bilge pump(s) or anything else that could be causing trouble.



Stringers: Hull stiffness provided by FRP covered wooden longitudinal stringers that run the length of the vessel. Complete inspection not possible due to limited access. Stringers were sighted in the engine compartment and under portions of cabin sole and are well glassed into hull where sighted. Stringers checked with Moisture meter where accessible and all readings were relatively Dry. Stringers sounded with hammer where accessible and appeared very sound. No soft spots, separation, cracks rotting or splitting sighted. Limber holes appear to be adequately sealed where sighted.

Bulkheads: Athwart-ships reinforcement enhanced by structural bulkheads bonded to the hull with FRP (fiber reinforced plastic). All tabbing appears serviceable and sound with no cracks or separation of tabbing sighted in any compartments. No visual evidence of movement sighted in any bulkhead.

Stem: Solid stem, no cracks or separation sighted inside.

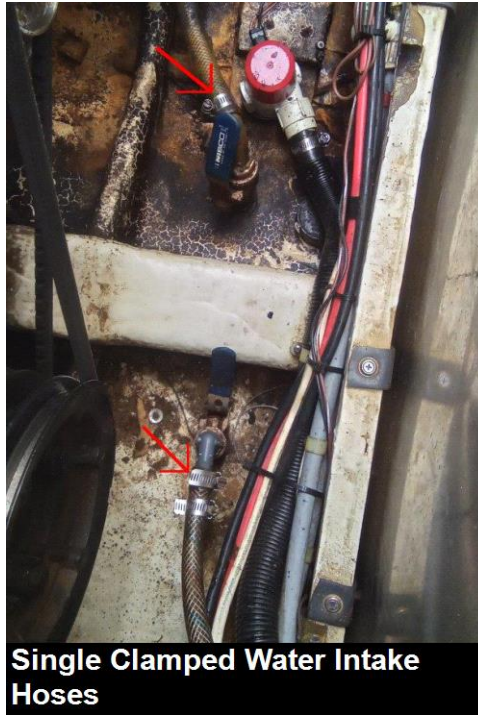
Inside of transom: Reinforced. Secure, no cracks or separation in areas sighted.

ALL THRU HULL FITTINGS

Sea valves: Bronze seacock ball valve(s) installed. Sea valves sighted are used for: Air Conditioner(s) raw water intake(s), Raw water wash down inlet.

Sea valve condition: Sea valves are all functional.

Sea valves piping: Marine rubber covered reinforced hose. Some Sea cock hoses are single clamped or clamp is not securely on fitting. ---- Recommend all sea cock hoses be double clamped if sufficient room for two clamps on sea cock barb fitting.



Single Clamped Water Intake Hoses

Sea strainers: Internal strainer(s) installed for Sea strainer(s) are clear of debris.

ENGINE COMPARTMENT / PROPULSION SYSTEM

MAIN ENGINE(S)

Engine specifications Two, MerCruiser 5.0 LX/V8 Inboard/outdrive, using Gasoline fuel V8 configuration. Naturally aspirated.

Engine serial no(s): Port engine serial no: OF 140638.
Starboard engine serial no: OF 140642.



Port Engine Serial #'s



Starboard Engine Serial #'s

Engine(s) hours: Port hrs: 451.2 hrs on meter.
Starboard hrs: 412.9 hrs on meter.



Port Engine Hour Meter



Starboard Engine Hour Meter

- Raw water hoses:** Good condition. No cracks, soft spots or leakage sighted.
- Belts and pulleys:** Belts condition are serviceable. No cracks or splits sighted. Pulleys/belts appear to be in line.
- Cooling system(s):** Raw water intake through intake side of out drives lower unit circulated through engine and combined with engine exhaust and routed through the out drive prop hubs.
- Engine ventilation:** Natural ventilation for engine space is provided. Power exhaust ventilation blower(s) are installed. Not tested. No DC power available.
- Engine ground cable:** Engines are properly grounded together with a proper size conductor cable.
- Oil level and condition:** Clean & full on dipstick(s). No evidence of water or cuttings in lube oil as sighted on dipstick(s).
- Flame arrestor(s):** Yes, USCG approved.
- Ignition protection:** Yes. Alternator and Starter appear to be OEM and ignition protected.
- Fuel pump(s):** Engine mounted. No leaks sighted.
- Fuel supply lines:** USCG A1 flex. No leaks, cracks or soft spots sighted.
- Fuel pump to carb hose:** Not sighted.
- Fuel filter(s):** No leaks sighted at fuel filter(s).
- Engine mounts and beds:** Engine mounts appear to be well secured to the support stringers. NOTE: See Hull Interior section for condition of stringers themselves.
- Insulation:** Yes.
- Last major overhaul:** Unknown. Service records not available or sighted.
- Engine(s) operated:** Engines not operated for purposes of this survey.
- Engine room summary:** [Engine room is dirty, oily and in need of cleaning.](#)
- Other notes:**
- *It is good practice when buying a used vessel that all fluids (Engine/Transmission) be changed and the raw water cooling impeller(s) also be changed. As stated in the Terms and Conditions agreement, It is understood that the attending surveyor is not an engine/transmission surveyor. As such, I recommend that all engines and transmissions be inspected by a qualified expert engine surveyor/mechanic who use sophisticated electronic tools specific to the make/model of engine(s) to determine the internal condition of engine performance and determine any repairs necessary of the engine(s), transmission gears, and pumps, heat exchangers, coolers, etc.*

EXHAUST SYSTEM

- Exhaust manifold:** Good condition. The exhaust system including risers were inspected using an inspection mirror and no obvious cracks or leakage issues were noted. **Recommendation: Have engines inspected by a qualified marine service department prior to vessels next operation.**
- Piping/Clamps:** Securely double clamped as required. No cracks soft spots or evidence of leaks sighted in exhaust system.
- Discharge location(s):** Thru out drive prop hub(s).

OUTDRIVE(S)

No/Make/Model:	Two, MerCruiser Alpha One.
Serial number(s):	See main engine section for all serial numbers.
Gear ratio:	Not sighted on out drive.
Transom/ gimbal housing(s):	Sound No corrosion sighted. Well secured.
Gimbal bearing:	Gimbal bearing is tight. Minimal or no excess play.
Ground wire:	Ground wires in place and properly secured.
Upper housing(s):	Sound. No or little corrosion sighted.
Lower housing(s):	Sound. No or little corrosion sighted.
Upper bellows:	Not sighted due to outdrives in the lowered position and no DC power available to trim up. Recommendation: Inspect further and replace as needed prior to vessels next launch.
Lower bellows:	Not sighted due to outdrives in the lowered position and no DC power available to trim up. Recommendation: Inspect further and replace as needed prior to vessels next launch.
Shift control bellow:	Not sighted due to outdrives in the lowered position and no DC power available to trim up. Recommendation: Inspect further and replace as needed prior to vessels next launch.
Steering Tie Bar:	Steel tie bar.
Skeg condition:	



Port Side Skeg



Starboard Side Skeg

Prop(s):	Prop hub stamped with a pitch of 17. Prop blades leading edges are nicked or bent and should be serviced. RECOMMENDATION: Have prop(s) repaired and re balanced to prevent excess vibrations. Prop Edge.
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Prop Hub



Prop Edge

Gear Noise:

Prop spins free with no gear noises heard. Prop shaft(s) did not appear to have any distortion when checked visually.

Hydraulic lines:

Hydraulic lines are secured and show no signs of leakage.

Lube oil condition:

Plug was not pulled to check gear oil. **RECOMMENDATION:** Have outdrive oil condition checked for excess gear wear and replace gear oil. Monitor condition frequently.

Drive anodes:

Replace all.

Damage sighted:

When manually lifted the Portside inside trim ram squirted water from a crack that appears to be from freeze damage. Recommendation: Inspect further and repair as needed to restore full function.



Port Inside Trim Ram Crack



Port Inside Trim Ram

PROPULSION PHOTOS

Photos:



Outdrives to Starboard



Outdrives to Portside



Engine Space



Port Engine



Starboard Engine

STEERING SYSTEM

STEERING SYSTEM

Type:	Sea Star-Teleflex, Cockpit Wheel steering.
Mounting(s):	Secure.
Steering tie bar:	Well mounted with rudder steering arms connected by a steel lateral bar.
Lines and fittings:	No evidence of leaks sighted.

ELECTRICAL SYSTEMS

D.C. ELECTRICAL SYSTEMS

D.C. Voltage system: 12 Volt system.

Battery Set One: Battery set has a total of one sized 27 lead acid that are type deep cycle that are located in the engine compartment which provide service to engine start. Positive terminal(s) not covered as required. **RECOMMENDATION:** Code of Federal Regulations - CFR33.183.420 mandates that positive terminals be protected against accidental shorting by the use of insulation barriers or sleeves or with battery case cover. Recommend compliance with Code of Federal Regulations.



Battery Terminals

Battery Set Two: Battery set has a total of one that are type 27 lead acid deep cycle that are located in the engine compartment which provide service to engine start and house electrical. Positive terminal(s) not covered as required. **RECOMMENDATION:** Code of Federal Regulations - CFR33.183.420 mandates that positive terminals be protected against accidental shorting by the use of insulation barriers or sleeves or with battery case cover. Recommend compliance with Code of Federal Regulations.

Battery selector switch: Yes, two rotary switches are functional.

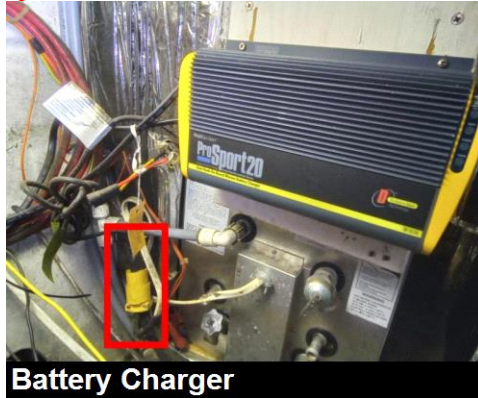


Battery Selector Switches

Charging system: Both engine mounted alternators. The battery charger is a ProSport12 marine charger.

Charger is ignition protected. Charger was not tested. - No AC power to vessel for survey. ----- Owner is advised to connect shore power and verify that the charger is fully functional providing required charge to batteries.

Battery charger is plugged into a 110V extension cord which is plugged into an inverter that is NOT labeled as ignition protected and is located in a gasoline powered vessel next to the gasoline fuel tank. Recommendation: Relocate Inverter to an area that is isolated from the fuel tank and engine space and relocated the electrical connection for the battery charger to an area isolated from the engine space.



- Battery Charger**
- Distribution panel:** All DC circuits controlled from the helm station dash.
- Battery monitor:** None.
- D.C. usage meter(s):** Not equipped.
- Breaker(s)/fuse(s):** Additional DC breakers at helm for helm electronics.
- D.C. wiring:** Anti-Chafe protection sighted at all compartment pass thru locations. Not all well secured. Some loose wiring runs sighted. RECOMMENDATION: ABYC E-11 currently recommends that all electrical wiring runs be secured no further apart than every 18 inches. Recommend compliance.
- DC Electrical ground:** DC electrical system is properly tied into vessels electrical ground system using the engine as a common ground.
- Other notes:** *Note: For 12 volt systems, a fully charged battery reads 12.7 Volts, 75% charged battery reads 12.4 Volts, 50% charged battery reads 12.2 Volts, 25% charged battery reads 12.0 Volts and a discharged battery reads 11.9 Volts or less. Check battery condition frequently.*

A.C. ELECTRICAL SYSTEMS

- A.C. Voltage system:** 30 Amp - 120 Volt system. Shore Power: One shore power inlet provided by Marinc 30 Amp capacity located on Starboard side of cabin top.
- Shore power cord(s):** No shore power cords were sighted.
NOTE: Doing a regular inspection of your power cords is a good way to ensure that they haven't incurred heat damage that could start a fire aboard your boat. When examining your cords, start at the ends and look for brown discoloration at the base of the blades - a clear indicator of excessive heat. (Blades with a worn nickel coating or pitting are another red flag). Next, identify what caused the damage and replace any overheated connections immediately before a cord is used again. Often, a damaged inlet is the culprit and just replacing the shore power connection will only damage the new one.
- Shore power breaker:** Dual pole breaker for shore power at main power distribution panel per ABYC recommendations.
- Distribution panel(s):** Stand-alone panel in main salon.
- Branch breakers:** All A.C. circuits are adequately protected by branch breakers.
- Reverse polarity indicator:** Yes. Not tested. No AC Power to vessel.---- Test for proper polarity after AC Power is provided.
- GFCI protection:** GFCI protection is provided for galley and head and other wet locations. Test

regularly to be sure functional. Not tested. No AC power. GFCI outlet should be tested when AC power is available to vessel to ensure that it trips properly. Replace outlet(s) that do not trip when tested.

A.C. meter(s):

None sighted.

A.C. wiring:

Stranded copper boat cable- size and rating, where sighted, appears correct and serviceable for intended use. All wiring runs sighted are properly secured every 18" per ABYC E-11 and NFPA 302 recommendations. Anti-Chafe protection sighted at all compartment pass thru locations. A.C. wiring is properly terminated. No wire nuts or loose connections sighted. Ring spade or crimp on connectors sighted for wiring connections per ABYC recommendations.

A.C. Electrical ground:

A.C. electrical system is properly tied into vessels electrical ground system using the engine(s) as a common ground.

Galvanic Isolator:

None sighted.

GENERATOR

Manufacturer/Location: Vessel not equipped.

INVERTER/CONVERTER

Type: DC to AC Inverter.

Manufacturer: Nature Power 3000 Watt Digital Inverter 12V DC - 115AC.

Location: Engine compartment.

Input (volts) 12 Volts.

Output 115 volts.

Ignition protection: Not labeled. (See charging system category for findings and recommendations).

Warning labels: Yes, appropriate Warning label in place and readable.

GROUND/BONDING SYSTEM

Main bonding conductor: Twin engines are properly connected to each other by a common conductor circuit.

Through-hull(s) connected: Not all thru hulls connected to ground system. RECOMMENDATION: Ensure all thru hulls are properly connected to electrical ground system using insulated green ground wire.

Trim tabs connected: Both trim tabs are Not connected to ground system. RECOMMENDATION: Ensure both trim tabs are properly connected to electrical ground system using insulated green ground wire.

ELECTRICAL PHOTOS

Photos:



AC Power Distribution Panel

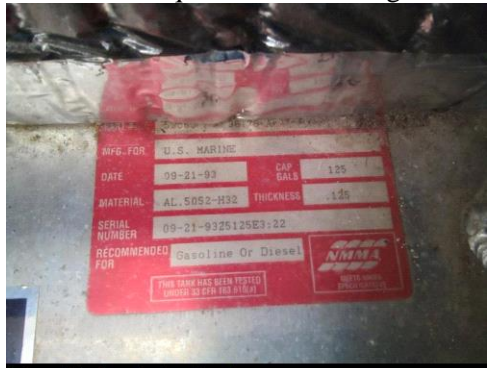


Cockpit Inverter Control Switch and Outlet

TANKAGE / PLUMBING

FUEL TANK(S)

No & Location: One tank located In engine space.
Tank type & capacity: Tank(s) are constructed of 5052 Aluminum. The tank capacity is 125 gallons as sighted on tank label.
Manufacturer' s label(s): The USCG required label was sighted on fuel tanks.



Fuel Tank Label

Fuel supply lines: USCG A1 flex hose from tank to fuel pump. Well secured and No cracks, soft spots or splitting sighted. Serviceable.
 NOTE: Most fuel hose manufacturers now recommend fuel hoses be replaced every five years.(just like replacing older signal flares). This is more important with the introduction of ethanol into gasoline as hoses can and do deteriorate from the inside. The date of manufacture is imprinted on all USCG approved fuel hoses. Consider replacing all flexible fuel hoses every 5 years as a part of routine maintenance.

Shut off valve(s): Anti-siphon valve at tank fuel feed fitting.

Vent line/location: Vent located on hull side(s), with flame screens or cleanable vents in place. No cracks, soft spots or splitting sighted. Serviceable.

Fill line(s) located: At transom, clearly marked for gasoline fuel per ABYC recommendations.

Fill pipe & condition: USCG Type A2 flex hose. No cracks, soft spots or splitting sighted. Serviceable. Fuel fill fitting end was Not sighted due to access. ---- Owner is advised to remove access panels to view condition of fuel fill hoses and to insure they are properly double clamped.

Fuel fill grounded: Not sighted due to no ready access. ---- Owner is advised to open up an access point to fuel fill to verify that the fill is properly grounded.

Tank(s) grounded: Yes, tank is properly grounded.

Tank(s) secured: Yes, bottom brackets are secure.

Tank(s) on flat surface: The bottom of the tank is adequately ventilated.

Inspection/cleaning access: Good.

Tank(s) condition: Visually good (where accessible).

FRESH WATER TANK(S)

No & locations of tanks: Tank not sighted during normal inspection process. Tank(s) must be behind/under screwed down panels. No ready access for inspection. Owner is advised to fill water tank and check proper function of pump to pressurize lines and all fittings for leaks.

Tank(s) type & capacity: Plastic with a total capacity of reportedly 36 gallons. No capacity label on tank to confirm.

Inspection/cleaning access: Very limited-Since the Fresh water tank(s) and system fittings were not readily visible, owner is advised to remove or install any access panels to inspect water tank(s), fill and vent lines and ensure they are serviceable.

Tank(s) condition: Not sighted due to no ready access.

Accumulator tank(s): SHURflo.

Water pump(s): 12 Volt, Not tested. Water system was winterized.

Supply lines: Grey plastic piping for all water connections. No evidence of leaks sighted for areas

Filling line(s) located: open to inspection.
Vent(s) location(s): Side deck clearly marked for water.
Side hull.

HOLDING TANK(S) - BLACK WATER

No & Location of tanks: Not sighted during the normal course of inspection of all open compartmental areas. Waste tank location may be in a sealed compartment not readily open to inspection. ----- Owner is advised to check vessel manuals for location of waste tank and fully inspect prior to using head system.

Marine Sanitation Device: Certification Type: MSD U.S.C.G. Type III. (Holding tank). Waste tank is connected to deck waste fitting for pump out. Waste tank appears to be also connected to an operational overboard discharge system in addition to the waste holding tank and deck pump out. This is in violation of USCG regulations for the Great Lakes and all inland waters. An operational waste overboard discharge system is illegal in Inland waters and the Great Lakes and can result in major fines. **RECOMMENDATION:** The overboard discharge system if connected must be disabled. USCG regulation 33CFR 159.7 requires securing the device by one of the following methods: 1) closing the seacock and removing the handle; 2) padlocking the seacock in the closed position; 3) using a non-releasable wire-tie to hold the seacock in the closed position; or 4) locking the door to the space enclosing the toilets with a padlock or door handle key lock.



Tank(s) type & capacity: Not sighted due to no ready access.
Tank(s) condition: Not sighted due to no ready access.
Inspection/cleaning access: Very limited-Since the holding tank and system fittings were not readily visible, owner is advised to remove or install any access panels to inspect holding tank, vent and waste lines and ensure they are serviceable.
Lines: Sanitation hose. No cracks or leaks where sighted.
Discharge line(s) located: Deck pump out, Deck pump out or overboard discharge thru an opened seacock. (See previous findings and recommendations).
Waste treatment system(s) installed: No.

WATER HEATER

Tank location: Engine compartment.
Manufacturer/capacity: Tank was built by: Kuuma. The capacity is 6 US gallons.



- How powered:** 110V no heat exchanger installed.
- Ignition protected:** Yes, water heater is marine type and labeled as ignition protected.
- Water heater test:** Not tested - water system appeared to be winterized. -- Test after filling water heater to be sure fully functional.
- Pressure relief valve(s):** Yes, drains into bilge area.
- Drain fixture(s)/plug(s):** Yes. Appears functional.
- Supply lines:** Reinforced plastic. No evidence of leaks sighted.
- Tank(s) secured:** Yes, tank is well secured to base.
- Inspection/cleaning access:** Good.
- Other notes:** NOTE: Do not leave hot water heater AC switch on unless water is in the hot water tank or the heating element will burn out. Recommend turning off water heater whenever leaving the vessel.

HELM & NAVIGATION ELECTRONICS

NAVIGATION ELECTRONICS

Helm station:

Main Helm station. Wheel steering.

Compass(es):

Mounted at main helm: 4" Ritchie Compass has very cloudy dome making compass card difficult to read. ----- Repair or replace as deemed necessary.



VHF radio(s):

Mounted at main helm: Standard Horizon Eclipse, Not tested- No DC Power available.



Depth sounder(s):
Multi-function instrument(s):

Mounted at main helm: Lowrance 3500. Not tested. No DC Power available.

Mounted at main helm: Lowrance Elite-5HDI. Not tested. No DC Power available.



Lowrance Unit

OTHER ELECTRONICS AND CONTROLS

Bilge pump switches:	Many switches not marked. (See bilge pumps section for details on operational status).
Courtesy lights:	No DC power available.
Drive/Trim Position:	Not equipped.
Gasoline/Propane Vapor detector:	Not sighted. Most fume/vapor detectors on the market today detect both gasoline and propane vapors and should be mounted in the engine space and/or the lower part of the bilge because gas vapors are heavier than air. Highly recommended.
Horn:	Not tested. No DC Power available.
Spotlight controls:	Not equipped.
Trim Tabs:	No DC power available.
Windshield wiper(s):	Not equipped.

ENGINE INSTRUMENTS AND CONTROLS

Throttle and shift controls:	Quicksilver. Separate levers for each engine throttle and shift control. Not tested as sea trial was not conducted as part of this inspection.
Engine room blowers:	Not tested. No DC power available.
Engine alarm/shutdown:	Engine Alarm. Engine alarm Not tested.
Engine status:	All engine instruments are OEM US Marine. (Original Equipment Manufacturer).
Panel lights:	No DC power available.
Hour meter(s):	See engine category.

HELM and OTHER INSTRUMENT PHOTOS

Photos:



Helm Area



Helm

CABIN INTERIOR APPOINTMENTS

MAIN SALON

Style: Contemporary.
Cabin steps: Carpeted cabin entrance steps.
Sole: Carpeting installed throughout. Carpet needs cleaning.
Bulkheads/Trim: Vinyl covered.
Headliner: Padded cloth. Some staining noted.
Headliner above cabin entry steps is becoming dislodged from the ceiling area.
Recommendation: Monitor and renew as needed if condition worsens.



Headliner



Starboard Sidewall Window Area



Port Sidewall Window Area



Headliner

Hatch screens: None sighted.
Framing Trim: Teak trim around all doors and counter tops.
Salon furnishings: Convertible dinette sleeper.
Light fixtures: 12 volt cabin lights throughout the vessel.
Seating: Full cushions, cloth covered. Worn areas or seam splitting sighted on cushions.
RECOMMENDATION: Cushions will need recovering in near future to restore to original condition.



Salon Seating Area

- Windows:** Port light windows-Opening type with screens. Well-sealed and appear serviceable, -- cloth curtains for side windows. Curtains/blinds shades appear to be serviceable.
- Storage:** Storage under seats, and in V-berth and in lower bilge areas.
- A/C - Fans:** Air Conditioning control available in Main Salon. Not tested no AC power available.
- Overall interior condition:** Interior is in fair condition.

ENTERTAINMENT ELECTRONICS

- Stereo(s):** Main salon: Pioneer AM/FM with CD player. Unit is built in and well secured. Not tested. No DC power available.

GALLEY

- Location:** Starboard side, with Formica type surface counter top, and teak trim.
- Sink(s):** Single stainless steel deep well, with hot/cold faucet.
- Water system:** Pressurized hot and cold. Not tested. Water system was winterized.----- Re-test on board fresh water system after filling water tank with water.
- Stove:** Origo 4300E, two burner, alcohol/electric. Not tested.



Galley Stove Model

- Refrigeration:** Norcold model DE-0051 with freezer. Door safety lock is installed and functional. Designed to operate on 110V or 12V power. Not tested. No AC or DC power available.



Refrigerator Label

Galley lighting: Not tested. No DC power available.
Storage: Appears to be adequate.
Needs cleaning Galley area is in need of cleaning.

DINETTE

Table type: Formica top. Good condition.
Seating: U-shaped seating around table.

BERTHS / STATEROOMS

Berths: Six.
Master stateroom: In V-berth area. Amenities include: privacy curtain.
Guest stateroom: In Mid-cabin area. Amenities include: Hanging closet, and privacy curtain.
Other accommodations: Convertible dinette berth with removal/lowering of table.

HEAD(S)

Number/Location: One head on Starboard side, off main salon area, with molded FRP surface counter top.
Toilet(s): Jabsco. Manual flush pump. Not tested. Winterized.
Raw water supply: Raw water intake thru bronze seacock.
Sink: Plastic. Hot & Cold pressure water fixture at sink.
Shower(s): Head area doubles as shower with pull out handheld fixture.
Medicine cabinet: Yes, available.
Vent fan: Not equipped.
Head lighting: Not tested, no power available.
Shower sump tank/ pump: Outside head - under cabin entry steps. Located in sump tank with auto float and automatic bilge pump. Not tested-Float inside sealed sump container.

AIR CONDITIONING (A/C)

Manufacturer & Type: Mermaid Marine Air, 120 volt - reverse cycle.
Locations / BTU Capacity: Main salon- BTU: 12,000 BTU.



Air Conditioner Label

Temp Controls:
Filter(s) Condition:

Hunter digital control. Not tested.
Air intake filters in need of cleaning. ----- Clean air intake filter to allow A/C unit to operate at maximum efficiency. Vent cover for filter is broken. Recommendation: Repair or replace as needed to restore full function.



Air Conditioner Vent Cover

A/C Raw water: Bronze sea cock for A/C Raw water intake, with sea strainer.
Thru hull strainer: Strainer located at A/C raw water pump inlet seacock. Strainer is clear.
Raw water-cooling pump: Not tested. Vessel not launched at time of inspection.

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

Navigation lights: Navigation lights were not tested due to no batteries on board. RECOMMENDATION: Owner is advised to ensure all Navigation lights are operational to comply with 33 USC 2020/Colregs 20 before using vessel at night or in limited light conditions.

Life Jackets (PFD's): USCG Type II, 1 to 5 sighted aboard. Appear to be in good condition.
Throwable type PFD's: USCG approved Ring buoy(s), Throwable devices sighted are in poor condition. RECOMMENDATION: Replace all poor condition with new USCG approved Type IV PFD's for safety and store in a readily accessible location and with a 30' to 50' floating tether line attached.

Visual Distress Signals: None sighted on board. RECOMMENDATION: Ensure visual distress signals are aboard to comply with USCG regulations 33 CFR 175.110 for visual distress signals prior to using vessel. You must have at least three aerial or three red hand held signals that are current. NOTE: All visual distress signals have a printed expiration date - 3 years from date of manufacture. It is recommended that expired signals be retained for backup. You must have at least three aerial or three red hand held signals that are current.

Sound devices: Electric horn was Not functional when tested. No DC power available. RECOMMENDATION: Ensure horn is functional before using vessel and repair or replace to comply with USCG regulations for sound devices.

USCG placards: "Discharge of Oil Prohibited" placard is posted. MARPOL (Garbage) placard not sighted. This is required for any vessel 26' or longer. RECOMMENDATION: Acquire and post an official USCG approved Trash Disposal Placard near waste area to comply with USCG regulations 33 CFR 151.59.

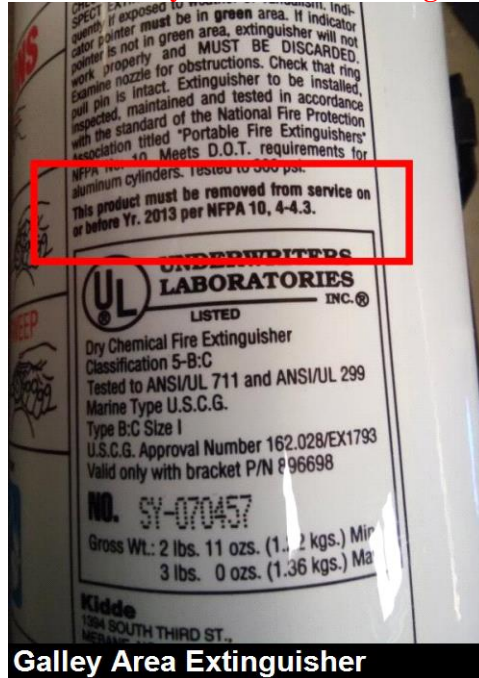
Flame arrestor(s): Yes, USCG approved.
Engine ventilation: Power exhaust ventilation blower(s) are installed. Not tested. No DC power available. Recommendation: Test for full function when DC power is available.

FIRE FIGHTING EQUIPMENT- U.S.C.G. Required

Dry Chemical Size I: Two USCG approved extinguisher(s) sighted at: Galley and Main salon. Galley area extinguisher as exceeded the manufacturer recommended in service

date.

All gauge(s) read full. USCG approval on the extinguisher is only valid if the extinguisher is mounted in the required bracket per USCG 46 CFR 162.028-3(g). **Dry chemical Fire extinguishers should be installed with available brackets in a readily accessible and visible location- Not stored inside drawers or cupboards. RECOMMENDATION: Use the recommended bracket for each hand held dry chemical fire extinguisher to meet USCG requirements.**



Galley Area Extinguisher

Fixed /Clean Agent:

No fixed automatic fire extinguishing system in engine space. ----- This would be a good safety item to consider adding. CO2, Argon, HALON, FE-241, FM-200, HCFC-123, HalGuard (HG1550R or HG1100R) are all recognized clean-agents that are designed to fight engine-room related fires.

**FIRE EQUIPMENT
OBSERVATION:**

Insufficient number of fire extinguishers for this size vessel. USCG standards for vessels 26 to 40 feet require two (2) BI extinguishers or one (1) BI and (1) one Fixed system. ABYC A4.6.3 and NFPA 302 Chapter 12 recommend three (3) extinguishers: one(1) outside the engine compartment, One at steering position and One near the galley or passenger cockpit. **RECOMMENDATION: Recommend compliance with ABYC and NFPA for this size vessel. Fire extinguishers should be permanently mounted and readily available using the mounting system for the brand chosen.**

NOTES:

- *Recommend at least one fire extinguisher be located in the galley area where fires are more likely to occur from cooking.*
- *ABYC A-4 recommends that all fire extinguishers have a full maintenance check performed at least once per year by a qualified fire extinguishing service company a tag should be attached showing the date of the maintenance check.*
- *Fire extinguisher pressure gauges should be checked monthly to assure that readings are full or in the green area.*

NFPA recommends that dry chemical fire extinguishers be periodically shaken to ensure the dry chemical powder is loose and is not compacted. If in doubt, replace the extinguisher.

BILGE PUMPS

- ELECTRIC PUMPS:** One electric pump. Located at: Engine compartment bilge. Pumps sighted are: Rule 12 volt, 1100 GPH. Pump not tested. No DC power available. Recommendation: Test for full function when DC power is available.
- SHOWER & SUMP PUMP(S):** One pump. Sealed sump tank with one pump and auto float switch. Pump is Sahara S500, with auto float switch but was not tested due to vessel was winterized at time of inspection.
- Bilge Pump Comments:** CAUTION---- Bilge pumps are high maintenance items. Bilge pumps are only the initial part of a de-watering system, which may include a sump-box, check-valves or occasionally anti-siphon loops and valves, piping, a seacock if the exit is below waterline and a thru-hull tailpiece. This entire system must be understood and maintained. Bilge pumps may fail at any time. No warranty as to longevity can be expressed or implied at survey. Tapered wooden plugs tied to seacocks are an inexpensive safety item and highly recommended under current ABYC standards. Keeping bilges clean and free of debris is a vital part of insuring proper operation. It is also recommended that each bilge pump be periodically tested by filling the immediate bilge area with water, to ensure the pump(s) and float switch(s) and or high water alarms (if equipped) are operating as designed.

AUXILIARY SAFETY EQUIPMENT

- First aid kit:** Not sighted. Highly recommended.
- Smoke detector(s):** None sighted. ----- Since 2004, NFPA 302-12.3 has recommended RV tested or more recently marine tested Smoke Detection devices for all vessels 26 ft (8m) or more in length with accommodation spaces intended for sleeping and is installed and maintained according to the manufacturer' s instructions.
- Carbon monoxide detectors:** Carbon monoxide fume detectors were not sighted but have been recommended since 2001 by both ABYC and NFPA. RECOMMENDATION: Due to the number of carbon monoxide related deaths on boats, this surveyor highly recommends the installation of **MARINE TYPE CO** detection devices on all gasoline and diesel powered vessels to comply with ABYC A-24 and NFPA 302 recommendations. Detectors shall be located to monitor the atmosphere in the main cabin and each sleeping area. Obtain suitable marine carbon monoxide detectors at a marine chandlery.

NOTE: During the burning of any of fuels, Carbon Monoxide (CO) gas may be created due to incomplete combustion from propulsion systems, cabin heater or stove as well as nearby boats running generators. Adequate ventilation must be provided at all times while burning any of these fuels, but CO may also be drawn into the cabin through ventilation systems. This is especially true of boats running air conditioning. Unlike smoke, CO is odorless and colorless and can't be detected by a human. CO is a silent menace and kills without warning. Regular testing of installed CO detectors in any occupied spaces below decks is highly recommended. Also, remember that CO alarms have a limited life span - five years according to most manufacturers. Check the manufacture date on the CO detectors on board and replace as recommended by the manufacturer.

Minnesota State Law: (Sophia's Law) statue 2014 section 86B.005 goes into effect May 01, 2018. All boats with enclosed accommodation compartment must comply to ABYC Standard A-24.

GROUND TACKLE

- Primary anchor:** Hooker type. Anchor/rode shackle pins are not properly seized----- Seize anchor rode shackles with galvanized or monel seizing wire from pin to shackle to help

prevent loss of anchor.



SEA TRIAL RESULTS

SEA TRIAL DETAILS

Date & Time: Sea trial not conducted as part of this inspection.

AUXILIARY EQUIPMENT

MISCELLANEOUS EQUIPMENT & ACCESSORIES

Cockpit cushions: Yes, available. Appear to be in good condition.
Cockpit table: Good condition.
Miscellaneous other: Folder with vessel owners manuals and manuals for installed electronics was sighted aboard. Bow to beach ladder.

* Vessel also contained personal owner items in most compartments. Surveyor was not able to determine which items went with sale of vessel or responsible for items removed after inspection.*

INSPECTION RECOMMENDATIONS SUMMARY

PRIORITY I - SAFETY & REGULATORY RECOMMENDATIONS:

(MAY BE MANDATORY)

The items listed are required by state laws or federal laws and U.S.C.G. regulations or are considered by the attending surveyor to represent unsafe operating conditions. Recommend these items be corrected before next use of vessel.

ELECTRICAL SYSTEMS

D.C. ELECTRICAL SYSTEMS

Battery Set One:

Battery set has a total of one sized 27 lead acid that are type deep cycle that are located in the engine compartment which provide service to engine start.

Positive terminal(s) not covered as required. RECOMMENDATION: Code of Federal Regulations - CFR33.183.420 mandates that positive terminals be protected against accidental shorting by the use of insulation barriers or sleeves or with battery case cover. Recommend compliance with Code of Federal Regulations.

Battery Set Two:

Battery set has a total of one that are type 27 lead acid deep cycle that are located in the engine compartment which provide service to engine start and house electrical.

Positive terminal(s) not covered as required. RECOMMENDATION: Code of Federal Regulations - CFR33.183.420 mandates that positive terminals be protected against accidental shorting by the use of insulation barriers or sleeves or with battery case cover. Recommend compliance with Code of Federal Regulations.

Charging system:

Battery charger is plugged into a 110V extension cord which is plugged into an inverter that is NOT labeled as ignition protected and is located in a gasoline powered vessel next to the gasoline fuel tank.

Recommendation: Relocate Inverter to an area that is isolated from the fuel tank and engine space and relocated the electrical connection for the battery charger to an area isolated from the engine space.

TANKAGE / PLUMBING

HOLDING TANK(S) - BLACK WATER

Marine Sanitation Device:

Certification Type: MSD U.S.C.G. Type III. (Holding tank). Waste tank is connected to deck waste fitting for pump out. Waste tank appears to be also connected to an operational overboard discharge system in addition to the waste holding tank and deck pump out. This is in violation of USCG regulations for the Great Lakes and all inland waters. An operational waste overboard discharge system is illegal in Inland waters and the Great Lakes and can result in major fines.

RECOMMENDATION: The overboard discharge system if connected must be disabled. USCG regulation 33CFR 159.7 requires securing the device by one of the following methods: 1) closing the seacock and removing the handle; 2) padlocking the seacock in the closed position; 3) using a non-releasable wire-tie to hold the seacock in the closed position; or 4) locking the door to the space enclosing the toilets with a padlock or door handle key lock.

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

Navigation lights:

Navigation lights were not tested due to no batteries on board.

RECOMMENDATION: Owner is advised to ensure all Navigation lights are operational to comply with 33 USC 2020/Colregs 20 before using vessel at night or in limited light conditions.

Visual Distress Signals:

None sighted on board. RECOMMENDATION: Ensure visual distress signals are aboard to comply with USCG regulations 33 CFR 175.110 for visual distress signals prior to using vessel. You must have at least three aerial or three red hand held signals that are current. NOTE: All visual distress signals have a printed expiration date - 3 years from date of manufacture. It is recommended that expired signals be retained for backup. You must have at least three aerial or three red hand held signals that are current.

Sound devices:

Electric horn was Not functional when tested. No DC power available. RECOMMENDATION: Ensure horn is functional before using vessel and repair or replace to comply with USCG regulations for sound devices.

USCG placards:

"Discharge of Oil Prohibited" placard is posted. MARPOL (Garbage) placard not sighted. This is required for any vessel 26' or longer. RECOMMENDATION: Acquire and post an official USCG approved Trash Disposal Placard near waste area to comply with USCG regulations 33 CFR 151.59.

Engine ventilation:

Power exhaust ventilation blower(s) are installed. Not tested. No DC power available. Recommendation: Test for full function when DC power is available.

FIRE FIGHTING EQUIPMENT- U.S.C.G. Required

Dry Chemical Size I:

Two USCG approved extinguisher(s) sighted at: Galley and Main salon.
Galley area extinguisher as exceeded the manufacturer recommended in service date.

All gauge(s) read full. USCG approval on the extinguisher is only valid if the extinguisher is mounted in the required bracket per USCG 46 CFR 162.028-3(g).

FIRE EQUIPMENT OBSERVATION:

Insufficient number of fire extinguishers for this size vessel. USCG standards for vessels 26 to 40 feet require two (2) BI extinguishers or one (1) BI and (1) one Fixed system. ABYC A4.6.3 and NFPA 302 Chapter 12 recommend three (3) extinguishers: one(1) outside the engine compartment, One at steering position and One near the galley or passenger cockpit. RECOMMENDATION: Recommend compliance with ABYC and NFPA for this size vessel. Fire extinguishers should be permanently mounted and readily available using the mounting system for the brand chosen.

BILGE PUMPS

ELECTRIC PUMPS:

One electric pump. Located at: Engine compartment bilge. Pumps sighted are: Rule 12 volt, 1100 GPH. Pump not tested. No DC power available. Recommendation: Test for full function when DC power is available.

AUXILIARY SAFETY EQUIPMENT

Carbon monoxide detectors:

Carbon monoxide fume detectors were not sighted but have been recommended since 2001 by both ABYC and NFPA.

RECOMMENDATION: Due to the number of carbon monoxide related deaths on boats, this surveyor highly recommends the installation of. CO detection devices on all gasoline and diesel powered vessels to comply with ABYC A-24 and NFPA 302 recommendations. Detectors shall be located to monitor the atmosphere in the main cabin and each sleeping area. Obtain suitable marine carbon monoxide detectors at a marine chandlery.

NOTE: During the burning of any of fuels, Carbon Monoxide (CO) gas may be created due to incomplete combustion from propulsion systems, cabin heater or stove as well as nearby boats running generators. Adequate ventilation must be provided at all times while burning any of these fuels, but CO may also be

drawn into the cabin through ventilation systems. This is especially true of boats running air conditioning. Unlike smoke, CO is odorless and colorless and can't be detected by a human. CO is a silent menace and kills without warning. Regular testing of installed CO detectors in any occupied spaces below decks is highly recommended. Also, remember that CO alarms have a limited life span - five years according to most manufacturers. Check the manufacture date on the CO detectors on board and replace as recommended by the manufacturer.

Minnesota State Law: (Sophia's Law) statute 2014 section 86B.005 goes into effect May 01, 2018. All boats with enclosed accommodation compartment must comply to ABYC Standard A-24.

PRIORITY II - MAINTENANCE & STANDARDS RELATED RECOMMENDATIONS:

(NOT NORMALLY MANDATORY)

These are important maintenance items sighted which in the opinion of this firm should be performed. They may also include recommendations to conform to current ABYC and NFPA-302 voluntary standards which may not have been in effect or may not have been adhered to by the builder when the vessel was constructed. Some of these, if not addressed, could lead to a Priority I safety issue and/or may result in a reduced vessel market value.

EXTERIOR HULL & BOTTOM INSPECTION

HULL EXTERIOR-SIDES

Moisture/Delamination:

Most moisture meter readings on hull sides and surrounding thru hull fittings were relatively dry with normal comparative moisture meter readings.

Moisture meter showed higher than normal moisture meter readings of more than 30% on a scale of 0-100 and possible delamination when same areas checked with percussion hammer. Suspect areas are: Starboard board hull side surrounding the impact area above the Bayliner logo. RECOMMENDATION: To determine more precisely the condition of laminate, examination of core samples is advised to determine actual condition of interior FRP material.

Have the areas noted checked by a fiberglass/hull expert to determine extent of moisture and internal condition of FRP and or core material.

ANODES

Replacement required?:

All anodes are deteriorated. RECOMMENDATION: Replace all anodes.

TOP DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

Stern rail:

Stainless steel. Stanchion base near transom entry is broken and loose. Recommendation: Inspect further and repair or replace as needed to restore to original condition.

COCKPIT / AFT DECK

Canvas:

Camper top canvas enclosure with stainless steel frame support. The plastic glass is not clear.

Discolored/clouded/cracked in numerous places and near the end of it's expected life. Many areas the snaps cannot be secured due to age shrinkage.

RECOMMENDATION: Renew all plastic canvas glass and re fit or replace all canvas for better protection of interior.

ENGINE COMPARTMENT / PROPULSION SYSTEM

MAIN ENGINE(S)

Engine room summary:

Engine room is dirty, oily and in need of cleaning.

OUTDRIVE(S)

Upper bellows:

Not sighted due to outdrives in the lowered position and no DC power available to trim up.

Recommendation: Inspect further and replace as needed prior to vessels next launch.

Lower bellows:

Not sighted due to outdrives in the lowered position and no DC power available to trim up.

Recommendation: Inspect further and replace as needed prior to vessels next launch.

Shift control bellow:

Not sighted due to outdrives in the lowered position and no DC power available to trim up.

Recommendation: Inspect further and replace as needed prior to vessels next launch.

Prop(s):

Prop hub stamped with a pitch of 17. Prop blades leading edges are nicked or bent and should be serviced.

RECOMMENDATION: Have prop(s) repaired and re balanced to prevent excess vibrations.

Damage sighted:

When manually lifted the Portside inside trim ram squirted water from a crack that appears to be from freeze damage. Recommendation: Inspect further and repair as needed to restore full function.

ELECTRICAL SYSTEMS

D.C. ELECTRICAL SYSTEMS

D.C. wiring:

Anti-Chafe protection sighted at all compartment pass thru locations. Not all well secured. Some loose wiring runs sighted. RECOMMENDATION: ABYC E-11 currently recommends that all electrical wiring runs be secured no further apart than every 18 inches. Recommend compliance.

CABIN INTERIOR APPOINTMENTS

MAIN SALON

Seating:

Full cushions, cloth covered. Worn areas or seam splitting sighted on cushions. RECOMMENDATION: Cushions will need recovering in near future to restore to original condition.

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

Throwable type PFD's:

USCG approved Ring buoy(s), Throwable devices sighted are in poor condition. RECOMMENDATION: Replace all poor condition with new USCG approved Type IV PFD's for safety and store in a readily accessible location and with a 30' to 50' floating tether line attached.

OTHER OBSERVATIONS:

These are other less significant maintenance items or observations that if not addressed, could lead to more important priority issues and/or could lead to a reduced vessel market value. The cost of addressing these recommendations is generally minimal.

EXTERIOR HULL & BOTTOM INSPECTION

HULL EXTERIOR-SIDES

Hull cosmetics:

Hull needs a thorough cleaning and polishing. A few minor dings/dock rash noted.

Also noted on the starboard hull side was an area approximately 10" in height by 24" in length where there is a crack as well as gel coat stress cracks from what appears to be the result of an impact.

Deep scratches should be filled in and covered with matching gel coat.

HULL BOTTOM

Hull bottom drain plugs:

Consider installation of fiberglass beaching shoe if planning to beach frequently to aide in the protection of the hull fiberglass.

TOP DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

Anchor platform:

Fiberglass platform. Fiberglass chips or gouges sighted at anchor platform. Recommendation: Repair as needed to restore to original condition.

Deck pipe:

Cover missing.

INTERIOR HULL & STRUCTURAL INSPECTION

HULL INTERIOR & STRUCTURAL COMPONENTS

Bilge(s):

Engine bilge spaces are oily and in need of cleaning ----- Keep bilge areas as clean as possible to more quickly identify leaks as soon as they occur. Clean as required. NOTE: Whenever you visit your boat, it's good practice to check the bilge area(s) for higher than normal levels of water and proper functionality of the bilge pump(s) or anything else that could be causing trouble.

ALL THRU HULL FITTINGS

Sea valves piping:

Marine rubber covered reinforced hose. Some Sea cock hoses are single clamped or clamp is not securely on fitting. ---- Recommend all sea cock hoses be double clamped if sufficient room for two clamps on sea cock barb fitting.

ENGINE COMPARTMENT / PROPULSION SYSTEM

EXHAUST SYSTEM

Exhaust manifold:

Good condition. The exhaust system including risers were inspected using an inspection mirror and no obvious cracks or leakage issues were noted.

Recommendation: Have engines inspected by a qualified marine service department prior to vessels next operation.

OUTDRIVE(S)

Lube oil condition:

Plug was not pulled to check gear oil. RECOMMENDATION: Have outdrive oil condition checked for excess gear wear and replace gear oil. Monitor condition frequently.

ELECTRICAL SYSTEMS

A.C. ELECTRICAL SYSTEMS

Reverse polarity indicator:

Yes. Not tested. No AC Power to vessel.---- Test for proper polarity after AC Power is provided.

GFCI protection:

GFCI protection is provided for galley and head and other wet locations. Test regularly to be sure functional. Not tested. No AC power. GFCI outlet should be tested when AC power is available to vessel to ensure that it trips properly. Replace outlet(s) that do not trip when tested.

TANKAGE / PLUMBING

FUEL TANK(S)

Fill pipe & condition:

USCG Type A2 flex hose. No cracks, soft spots or splitting sighted. Serviceable. Fuel fill fitting end was Not sighted due to access. ---- Owner is advised to remove access panels to view condition of fuel fill hoses and to insure they are properly double clamped.

Fuel fill grounded:

Not sighted due to no ready access. ---- Owner is advised to open up an access point to fuel fill to verify that the fill is properly grounded.

FRESH WATER TANK(S)

No & locations of tanks:

Tank not sighted during normal inspection process. Tank(s) must be behind/under screwed down panels. No ready access for inspection. Owner is advised to fill water tank and check proper function of pump to pressurize lines and all fittings for leaks.

Inspection/cleaning access:

Very limited-Since the Fresh water tank(s) and system fittings were not readily visible, owner is advised to remove or install any access panels to inspect water tank(s), fill and vent lines and ensure they are serviceable.

HOLDING TANK(S) - BLACK WATER

No & Location of tanks:

Not sighted during the normal course of inspection of all open compartmental areas. Waste tank location may be in a sealed compartment not readily open to inspection. ----- Owner is advised to check vessel manuals for location of waste tank and fully inspect prior to using head system.

Inspection/cleaning access:

Very limited-Since the holding tank and system fittings were not readily visible, owner is advised to remove or install any access panels to inspect holding tank, vent and waste lines and ensure they are serviceable.

WATER HEATER

Water heater test:

Not tested - water system appeared to be winterized. -- Test after filling water heater to be sure fully functional.

HELM & NAVIGATION ELECTRONICS

NAVIGATION ELECTRONICS

Compass(es):

Mounted at main helm: 4" Ritchie Compass has very cloudy dome making compass card difficult to read. --
--- Repair or replace as deemed necessary.

OTHER ELECTRONICS AND CONTROLS

Gasoline/Propane Vapor detector:

Not sighted. Most fume/vapor detectors on the market today detect both gasoline and propane vapors and should be mounted in the engine space and/or the lower part of the bilge because gas vapors are heavier than air. Highly recommended.

CABIN INTERIOR APPOINTMENTS

MAIN SALON

Sole:

Carpeting installed throughout. Carpet needs cleaning.

Headliner:

Padded cloth. Some staining noted.

Headliner above cabin entry steps is becoming dislodged from the ceiling area. Recommendation: Monitor and renew as needed if condition worsens.

GALLEY

Water system:

Pressurized hot and cold. Not tested. Water system was winterized.----- Re-test on board fresh water system after filling water tank with water.

Needs cleaning

Galley area is in need of cleaning.

AIR CONDITIONING (A/C)

Filter(s) Condition:

Air intake filters in need of cleaning. ----- Clean air intake filter to allow A/C unit to operate at maximum efficiency. Vent cover for filter is broken. Recommendation: Repair or replace as needed to restore full function.

SAFETY EQUIPMENT

FIRE FIGHTING EQUIPMENT- U.S.C.G. Required

Fixed /Clean Agent:

No fixed automatic fire extinguishing system in engine space. ----- This would be a good safety item to consider adding. CO2, Argon, HALON, FE-241, FM-200, HCFC-123, HalGuard (HG1550R or HG1100R) are all recognized clean-agents that are designed to fight engine-room related fires.

AUXILIARY SAFETY EQUIPMENT

First aid kit:

Not sighted. Highly recommended.

Smoke detector(s):

None sighted. ----- Since 2004, NFPA 302-12.3 has recommended RV tested or more recently marine tested Smoke Detection devices for all vessels 26 ft (8m) or more in length with accommodation spaces intended for sleeping and is installed and maintained according to the manufacturer' s instructions.

GROUND TACKLE

Primary anchor:

Hooker type. Anchor/rode shackle pins are not properly seized----- Seize anchor rode shackles with galvanized or monel seizing wire from pin to shackle to help prevent loss of anchor.

CONDITION & VALUE REPORT SUMMARY

DECLARATION:

Rating of vessel condition was determined upon completion and review of all reported survey information including recommendations and comparing vessel to the same or similar age models. Possible vessel condition ratings are as follows:

- **EXCELLENT** - Essentially as new or Bristol in appearance.
- **ABOVE AVERAGE** - Has had above average care with no obvious defects or limitations.
- **AVERAGE** - Ready for sale but needs some maintenance or repairs, updates or cleaning.
- **BELOW AVERAGE (POOR)** - Needs significant maintenance, repair or service.

Estimated fair market value was determined by cross referencing data from Soldboats.com, BUC, ABOS, NADA, Powerboat Guide and other brokerage listings or local dealers. Adjustments are then made for condition or equipment as necessary. The fair market value is for the vessel in its current condition prior to any repairs or maintenance.

Estimated replacement cost was determined using information obtained from BUC, ABOS or local dealer prices using the same or similar make and model with similar equipment options.

- **RATING OF VESSEL CONDITION..... POOR CONDITION:**
- **ESTIMATED FAIR MARKET VALUE.....\$13,061.33:**
- **ESTIMATED REPLACEMENT COST.....\$181,000.00:**
- **INTENDED USE OF VESSEL..... PLEASURE;**
- **SUITABILITY FOR INTENDED SERVICE: Vessel IS considered fit for its intended use and upon correction of all listed Priority I recommendations.**

NOTE: All "Priority II" and "Other Recommendations" should be thoroughly reviewed to bring vessel up to current standards and or improve the value of the vessel.

CONDITION & VALUE REPORT SUMMARY

CLOSING STATEMENT & SIGNATURE:

SURVEYOR'S CERTIFICATION

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

- > The statement of fact contained in this report are true and correct.
- > The reported analysis, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, are my personal, unbiased professional analyses, opinions and conclusions.
- > I have no present 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 estimate, the attainment of stipulated 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.

This report is submitted in confidence for the exclusive use of [REDACTED] without prejudice to the rights and/or interests of other concerned parties and may not be used for any other purpose or relied upon by any other person.

ATTENDING SURVEYOR: Dated: 10/21/2022



Conducted by: GRANT WESTBY
S.A. Society Of Accredited Marine Surveyors

