MADDOCK MARINE SERVICES

MARINE SURVEYING

SPECIALIST IN YACHT AND COMMERCIAL VESSEL INSPECTIONS FOR ALL PURPOSES

SURVEY NO: C2426102.INS **PAGE:** 1 OF 21 **DATE:** March 24, 2026

SURVEY PERFORMED ON BEHALF OF:

[redacted]

GENERAL PARTICULARS:

As requested, this is an, out of water, general CONDITION/VALUE survey performed on the vessel, "Go Fish", HIN: HPN25495F405, described as a 2005 Columbia II power vessel. The vessel was inspected, while out of the water at [redacted], Bay Shore, NY.

Note: This is not a pre-purchase inspection or survey report and is not valid, as such; this inspection and report is valid for general fair market valuation purposes. The purpose of this out of water survey is to determine the overall general integrity, condition and evaluation of all accessible machinery, accessible major structural members, hull, deck, thru-hull fittings, bulkheads, fuel system, plumbing, electrical, steering and to establish a fair market value. This report is not meant to detail inventory or apparatus functions and may not include all miscellaneous equipment.

Following is a full, out of water, Condition/Value **(CV)** survey report, complete with a list of: recommendations **(RR)**, essential repairs **(ER)**, and required items **(RQ)**, proved **(P)**, not proved **(N/P)**. All are noted, but not necessarily under respective categories.

It is presumed that, unless otherwise notified in writing, the client/vessel owner, Daniel Miller has read the full survey report, reviewed all photos and understands and accepts the legal limitations as set forth at the end of this survey report.

GENERAL COMMENTS:

The vessel appeared to be structurally sound and cosmetically in average/fair condition throughout. **Note:** It was reported that the vessel has been out of the water and stored on land, for approximately two years. The systems appeared to be intact and in serviceable condition, from what could be determined; systems were winterized and could not be fully tested. The vessel was well equipped. A sea trial could not be performed and the engine could not be run at the time of survey.

Where applicable, photographs, integral to the report, are noted throughout the report, however, photos of each individual vessel component were not taken. Photos not noted within the report, but included in the Wetransfer.com link, are representative of the general condition of the vessel systems and components.

When the essential repairs have been taken care of, and the normal safety gear and precautions adhered to, this vessel, in my opinion, will be an able vessel for inland, coastal and restricted offshore waters.

[redacted]

STATEMENT OF LIMITING CONDITIONS FOR VALUATION:

The surveyor has performed a cursory inspection of the vessel both inside and out, while out of the water only and without running the engine or sea trial. I have made a market (US Continental Northeast Coast) inquiry with comparable boat builders, brokers, designers and manufacturers of similar vessels. I have used all available publications and areas available to me that may apply or furnish an unbiased, unprejudiced opinion as to the estimated fair market value of this vessel.

VALUATIONS:

It is our opinion, that on a free market, with a willing buyer and a willing seller, this vessel "Go Fish", HIN: HPN25495F405, in its present location and condition, "As Is" would have a local market value of approximately $20,000.00.

INSURANCE STATUS:

With full compliance of the attached essential repair list, "Go Fish", HIN: HPN25495F405, in our opinion, will be an acceptable risk for hull underwriting purposes for inland, coastal and restricted offshore waters.

SPECIFIC INFORMATION:

VESSEL NAME: Go Fish **TYPE:** Power **YEAR:** 2005

BUILDERS SPECS: L.O.A.: 25'0" **BEAM:** 9'0" **DRAFT:** 3'0"

WEIGHT: 5,400 # (Approximate)

DOCUMENTATION NO: N/A **GROSS TON:** N/A **NET TON:** N/A

DOCUMENTATION SPECS: LENGTH: N/A **BREADTH:** N/A **DEPTH:** N/A

H.I.N.: HPN25495F405 **HULL NO:** N/A

STATE REGISTRATION: NY 1182 MB

HAULED: Yes **AFLOAT:** No **TRANSOM HAILING PORT:** Montauk, NY

TYPE OF VESSEL, CONSTRUCTION & DESIGN:

The Columbia II is constructed of hand-laid fiberglass. The hull sides, transom and bottom are solid fiberglass. The main deck utilizes sandwich balsa core construction. The gunnels around the cockpit are plywood covered on both sides with fiberglass. The cockpit sole is fastened in place and can be removed for bilge access; type of composite material unknown. Stringers are plywood

covered and bonded to the hull with fiberglass. The transverse frames and bulkheads are plywood bonded to the hull with fiberglass tabbing. The deck to hull joint is sealed and fastened with thru-bolts. The bottom is a Modified-V design with a deep full-length molded keel, skeg (pipe) and hard chines.

BUILDER: Hampton Shipyard
East Quogue, NY

PROPULSION & MACHINERY:

MFG: Yanmar **MODEL:** 4LHA-DTP **TYPE:** Diesel

HOURS: 1,077.7 **YEAR:** N/A

SERIAL NO: M35761 **COOLING:** Fresh

RPM: 3100 RPM (Continuous) **HP:** 116 KW **NO CYL:** 4 In-line
3300 RPM (Full Load) 147 KW

ENGINE SURVEY/OIL ANALYSIS: No

PROPULSION & MACHINERY CONDITION:

The vessel was powered by a Yanmar, Model 4LHA-DTP, diesel engine. The engine compartment was accessed via a hinged engine box, in the cockpit. The engine compartment was found to be cosmetically clean and mechanically in order. The compartment appeared to be naturally ventilated and a blower, if any, was not located during the survey inspection, however, there was a breaker labeled "blower".

The exterior of the engine appeared clean and paint was in overall good condition. There was some scattered rust/corrosion evident. There was no evidence of fluid leakage, from what could be determined; the engine could not be run. **Note:** It was not known when engine oil and coolant was last replaced; it was not known when seawater pump or impeller were last serviced, or replaced. **(ER)** Change engine oil and filters; flush engine cooling system and replace with fresh coolant; inspect engine seawater pump and impeller and service/replace, as necessary. **Note:** It was not known when internal engine anodes were last replaced. **(ER)** Inspect internal engine anodes and replace, as necessary. Engine hoses and hose clamps appeared acceptable; age was not known. Engine belt appeared acceptable, at present (age was not known), however, it was loose. **(ER)** Properly secure/tighten engine belt.

The seawater intake thru-hull was equipped with a ball valve located on the port side of the engine compartment. The ball valve was functioning, however, handle was corroded. **(RR)** Service ball valve and replace ball valve handle. **Note:** Seawater intake seacock was found in the closed position and was returned to the closed position, after testing. Seawater intake hose was cracked and

deteriorated. **(ER)** Replace seawater intake hose for the engine. Intake hose ends were properly double clamped and hose clamps appeared secure/acceptable. The seawater intake system was not equipped with a water strainer/cleanout, however, it was equipped with a South Bay strainer.

Note: The wet exhaust system was inspected without the engine running. The wet exhaust system was equipped with a fiberglass, linear, muffler, which appeared secure and in good condition; there was no evidence of leakage, from what could be determined, without running the engine. Exhaust hoses and hose clamps appeared secure/good and hose ends were properly double clamped. The exhaust port appeared secure and in good condition; there was no evidence of leakage when observed from within the aft bilge compartment.

The standard, non-dripless, stuffing box for the propeller shaft appeared acceptable; age was not known. Stuffing box hose and hose clamps appeared secure/acceptable and hose ends were properly double clamped. **(ER)** Inspect propeller shaft packing gland for leakage when the vessel is afloat and shaft is rotated in both forward and reverse; service/repack, as necessary.

A sea trial could not be performed and the engine could not be run at the time of survey. Start up and shut-down were located at the pilothouse helm station **(N/P)**. The ZF Hurth, Model ZF45A, marine transmission (Ratio: 1.5:1) was not engaged during the survey inspection. The single, twin lever, single function, SeaStar Solutions, cable controls functioned smoothly, when tested, from both the pilothouse and cockpit control locations. Neutral safety switch, if any, could not be tested.

The engine mounts appeared to be in serviceable condition; there was no evidence of excessive corrosion except for the aft starboard engine mount **(See Photo 5F)**. **(ER)** Service aft starboard engine mount. From what could be determined, the engine mounts appeared to be secure to the beds (bolted to top of engine beds), however, a backdown test could not be performed, for confirmation of their security.

The pilothouse helm gauges (no gauges at cockpit control station). Yanmar gauge panel consisted of a single tachometer, oil pressure and water temperature with alarms and indicator lights **(N/P)**. Gauge panel, alarms and indicator lights could not be tested. Engine zincs inspection and oil analysis were not performed. As a whole the engine and all components appeared to be fully intact and in serviceable condition.

BOW THRUSTER:

The vessel was equipped with a Vetus, 3KW, 12 VDC bow thruster (Date of Manufacture 2021). The thruster motor and wiring, accessed via the forward bilge hatch, were in poor, corroded, condition. **Note:** Thruster motor and wiring had evidence that it may have been submerged and the bow thruster could not be tested **(See Photos 6-6D)**. **(ER)** Determine if bow thruster can be serviced/repaired or if it needs to be replaced.

Fiberglass tube, appeared secure/good; there was no evidence of damage when observed from the exterior and on the interior. **Note:** The single, six-bladed, propeller was seized and could not be rotated by hand.

Single lever, controls, located at both the pilothouse and cockpit stations, could not be tested. Main disconnect, if any, was not found during the survey inspection.

The bow thruster was supplied by a single, Deka Marine, Type 27M6, wet cell battery located, to port, below the V-berth. The battery was found to be properly secured within an acid-proof battery tray. Bow thruster battery was dated 8/24 and, when tested with a multi-meter showed 9.0 volts at the time of survey. Battery terminal and cable appeared secure/good and positive terminal was properly covered. Solenoid switch and in-line fuse was located alongside the bow thruster battery **(See Photo 6H).**

AUXILIARY MACHINERY:

The vessel was equipped with a Heater Craft cabin heater. The heating unit and switch control located on the port side of the pilothouse appeared secure and in good condition. The unit was plumbed to the engine closed cooling system. The supply/return hoses and hose clamps appeared secure and in good condition **(See Photo 7D). (RR)** Install shut-off valves at the engine connections for the supply/return hoses.

The vessel was not equipped with a generator, invertor or air conditioning.

FUEL TANKS & FUEL SYSTEM:

The vessel was equipped with two 5052 aluminum (.190 gauge thickness) diesel fuel tanks (Capacity 52 Gallons Each) located, to port and starboard, below the cockpit, outboard of the engine. The tanks were only partially accessible for inspection (tops via cockpit deck hatches). **Note:** Periodically access and inspect all fuel tanks and all fuel system, hoses, hose clamps and components.

The tanks were manufactured, 2005, by Atlantic Coastal Welding, Inc. From what could be determined, there was no evidence that the port and starboard fuel tanks were not properly secured, vented, liquid tight (to the fuel level which could not be determined) and vapor tight to the hull interior. Fuel gauges (two) located at pilothouse helm station could not be tested and fuel levels could not be determined at the time of survey. **Note:** The quality and age of any fuel within the tanks could not be determined, at the time of survey.

Fuel supply/return hoses were of an approved type (USCG Type A-1). Fuel supply and return hoses and fittings, wherever accessible, appeared acceptable; age was not known. **Note:** Vent hoses and fittings were not accessible, therefore, their type and condition could not be determined. **(ER)** Ensure fuel vent hoses and fittings are of an approved type and that they are in acceptable

condition. Vent screens were clear. Fuel shut-offs, at the tank tops, did not function and were seized in the open position **(See Photos 8, 8B)**. **(ER)** Service/free-up or replace fuel shut-offs, as necessary, so they can be closed and opened properly.

The engine was supplied via a single Wix, WF 10012, fuel filter/water separator (dated 7/6/2023), located in the engine compartment, aft. A secondary fuel filter (Yanmar) was also in the system. **(ER)** Replace all fuel filters. **Note:** Manual fuel primer, on the fuel filter/water separator, was heavily corroded **(See Photo 8D)**. **(ER)** Replace fuel filter bracket and primer bulb.

Fuel deck fills were located on the port and starboard side decks respectively. **Note:** Fuel fill hoses were not accessible below covers which were secured with multiple screws in place. **(ER)** Access and ensure port and starboard fuel fill hoses and hose clamps are of an approved type and that they are all in acceptable condition; replace, as necessary.

The tanks and deck fills were tested with an ohmmeter and were found to be properly bonded to the vessel's common ground.

From what could be determined, there was no evidence that the fuel tanks and deck fills were not mechanically strong or well supported. A three psi aerostatic test was not performed on the fuel tank system.

MAJOR STRUCTURAL MEMBERS
HULL SIDES, DECK & DECK TO HULL JOINT:

The hull sides, transom, decks, enclosed pilothouse and trunk cabin were inspected visually, by sounding with a steel hammer and by utilizing a moisture meter. The hull sides and transom appeared structurally sound. There was no evidence of structural damage, voids, or delamination. When sounded, the hull sides and transom appeared solid and did not exhibit dull tones or any evidence of softness at the time of survey. Moisture readings of the hull sides and transom showed no elevated readings at the time of survey. There was a deep gouge on the surface of the port hull side, midway between the rubrail and the chine, in line between the aft two bow rail stanchions **(See Photo 9CC)**.

The rubrail all around was intact and undamaged except across the stern, from the starboard aft corner to the port aft corner **(See Photos 9E, 9F, 9G)**. **(ER)** Repair rubrail, across the stern, from the starboard aft corner to the port aft corner.

The fiberglass/core decks and plywood gunnel, around the cockpit, pilothouse enclosure and trunk cabin, appeared to be in overall good condition. There was no evidence of damage with the exception of a ding in the port side deck, outboard the cockpit **(See Photo 10E)**. There was no evidence of dull tones/softness, voids, delamination or, elevated moisture with the following comments and/or exceptions. Starboard side deck, outboard the cockpit and across the stern deck had high elevated moisture readings **(See Photos 10C, 10D; areas outlined in blue)**. When sounded these areas appeared solid and did not exhibit dull tones

or any evidence of softness, at the time of survey. The trunk cabin top, forward had two areas with high elevated moisture readings and when sounded, exhibited dull tones and evidence of softness **(See Photos 10, 10A; areas outlined in blue)**. The removable cockpit sole was fastened in place; type of material was unknown. When decks were walked upon, there was no evidence of downward flexing. **(RR)** Monitor all thru-deck, pilothouse and trunk cabin penetrations regularly and rebed, as necessary, to help hinder water intrusion and deterioration to the core material.

The deck to hull joint was inspected visually, where accessible, and showed no sign of working, staining or any evidence of water entry at the time of survey.

BULKHEADS, STRINGERS & FRAMES:

Bulkheads, stringers, frames and tabbing, where accessible, were inspected visually and by sounding with a steel hammer. Although the liner, interior joinery and machinery covered certain areas of the interior, those that were visible showed no signs of working, rot, deterioration, or delamination. Bulkheads, stringers and frames, where accessible, appeared to be solid; there were no cracks or fractures evident. **Note:** Keep bilges as dry as possible to hinder possible deterioration from water intrusion to the stringers, frames and bulkheads. The tabbing, where accessible, appeared secure and showed no signs of peeling, parting or cracking, at the time of survey.

UNDERWATER MACHINERY & BOTTOM:

Inspection included the keel, skeg, rudder, rudder port, thru-hull fittings, propeller shaft (where accessible), propeller, shaft log and cutless bearing.

The deep full-length keel had no evidence of damage or compression where it rested upon two keel blocks. The skeg (pipe) was bolted to the aft end of the keel. The skeg was bent upward **(See Photo 11K)** and not properly secured at the keel connection **(See Photo 11L)**. **(ER)** Straighten skeg and properly secure it to the keel.

The balanced, spade-type, rudder appeared secure and in acceptable condition. Rudder port appeared secure/good; there was no evidence of rudder stock movement, within the rudder port.

Underwater thru-hull fittings appeared secure/acceptable. Single engine intake thru-hull fitting, was equipped with a South Bay strainer. Other intake thru-hull fittings were not equipped with external strainers. The single transducer appeared secure/good.

There was no evidence of galvanic or stray current corrosion on any underwater hardware at the time of survey. Zinc anodes were deteriorated. **(ER)** Replace all zinc anodes [Propeller Shaft (one) and South Bay Strainer (one)].

The three-bladed, propeller (Manufacturer/Size/Pitch: N/A) was

properly secured at the time of survey, utilizing double propeller nuts/cotter pin. Propeller was in poor condition with a large section of a blade missing **(See Photos 11Q)**. **(ER)** Replace propeller. **Note:** The 1 1/4" diameter propeller shaft appeared acceptable, wherever accessible *, Propeller shaft rotated smoothly, with no resistance, when turned by hand in both directions. Propeller shaft log appeared secure/good; there was good shaft clearance within the log. Strut appeared acceptable and was secured to the hull, however, it was not secured to the skeg **(See Photo 11P)**. **(ER)** Properly secure strut to the skeg. Cutless bearing had excessive wear and was deteriorated. **(ER)** Replace cutless bearing. The vessel was not equipped with trim tabs.

The bottom of the hull was inspected visually, by sounding with a steel hammer and by utilizing a moisture meter. The bottom appeared structurally sound at the time of survey. There was no evidence of structural damage. There was no evidence of voids or delamination and when sounded, the bottom exhibited even tones throughout and did not exhibit dull tones or any evidence of softness at the time of survey. The bottom had evidence of scattered osmotic blisters **, which were difficult to locate due to the poor/flaking condition of the bottom paint. **(ER)** Properly prepare bottom and apply a fresh coat of anti-fouling paint.

* **Note:** There is the possibility of excessive wear and/or corrosion to the propeller shaft, which is undetectable unless they it is removed from the vessel.

** **Note:** Osmotic blister domes dry and recede in vessels which have been removed from the water, for even a short period of time, making them undetectable without destructive testing; Multiple layers of paint may conceal blisters.

PLUMBING SYSTEM:

The plumbing system, wherever accessible, was inspected and appeared to be in serviceable condition, from what could be determined. **Note:** There was limited access to plumbing system components

The system was equipped with a single water tank (material/capacity N/A) located below the cockpit, to port. There was no access to the water tank at the time of survey. The manufacturer label and date of manufacture were not available.

From what could be determined, there was no evidence that the tank was not properly secured or vented. Tank was reported to be empty, at the time of survey, therefore, liquid tightness could not be proved. Water deck fill was located on the port side deck. Fill hose and hose clamps appeared secure/good.

Potable supply hoses and hose clamps appeared secure/acceptable, wherever accessible. Vent screen was clear. Vent hose was not accessible, therefore, its condition could not be determined at the time of survey. The system was pressurized by a

Shurflo Blaster II, 12 VDC, pump located on the port side of the engine compartment, outboard the batteries appeared secure/good **(N/P)**. The system was not equipped with an accumulator tank or water heater.

The galley was equipped with a single stainless steel sink with single lever cold water faucet **(N/P)**. The galley sink was plumbed to discharge directly overboard; drain hose/hose clamps appeared secure/good.

The vessel was equipped with a seawater washdown system on the starboard side of the cockpit **(N/P)**. The seawater intake thru-hull fitting was equipped with a ball valve on the starboard side of the engine compartment. The ball valve did not function and was seized in the closed position **(See Photo 12B)**. **(ER)** Service/free-up intake ball valve for the seawater washdown system, as necessary, so it can be opened and closed properly. The seawater intake hose was not of a type designated for below waterline use (potable).
(ER) Replace seawater intake hose with the proper hose designated for below waterline use. Intake hose clamps were deteriorated and hose ends were not double clamped. **(ER)** Replace seawater intake hose clamps, for the seawater washdown system and properly double clamp all intake hose ends. The intake system was not equipped with a water strainer/cleanout. The intake pump (manufacturer/model N/A), located on the starboard side of the engine compartment appeared secure, however, it was heavily corroded **(See Photo 12D)**.
(ER) Replace seawater washdown pump. Supply hoses were not accessible, therefore, their condition could not be determined.

Port and starboard transom freeing ports were clear.
(RR) Replace missing cover for the port side transom freeing port. Drain and discharge thru-hull fittings, located above the waterline, appeared secure/good with the exception of the starboard side thru-hull fitting (second from forward), above the waterline, which was cracked. **(RR)** Replace cracked thru-hull fitting.
(RR) Monitor all thru-hull fittings regularly, at each vessel haulout and prior to each vessel launch; service/rebed, as necessary.

ELECTRICAL SYSTEMS:

The 120 volt (VAC) and 12 volt (VDC) electrical systems were inspected. **Note:** The VAC electrical system could not be tested as shore power was not available, at the time of survey; The VDC system could not be tested as batteries were discharged at the time of survey.

The Blue Sea Systems 12 VDC main panel was located at the helm station. The system utilized the battery switch as the system's main disconnect. All VDC branch circuits were well labeled and overcurrent protected by breakers or quick-acting glass fuses (below the helm dash) **(See Photo 13B)**. A Perko battery selector switch was located on the starboard side of the cabin, aft.

The VDC system was supplied by two West Marine, SKU# 15020126, batteries which were both dated 8/22. Both batteries were located

in the engine compartment, forward, and were properly secured within acid-proof battery boxes, with covers. All terminals/cables appeared secure/acceptable and positive battery terminals were properly covered. A battery test switch was not in the system. When tested individually, utilizing a multi-meter, port battery showed 4.1 volts and starboard battery showed 6.2 volts at the time of survey. **(ER)** Fully charge both batteries and load test; if batteries do not hold a charge, replace them. The vessel was not equipped with a battery charger.

The 120 VAC electrical system was supplied via a single 30 Amp/125 Volt, inlet receptacle located on the starboard side of the cockpit. The inlet receptacle appeared secure and in good condition; there was no evidence of damage or corrosion at the time of survey. The inlet could not be tested as shore power was not available at the time of survey. The inlet supplies all circuits. The VAC shore power inlet was not equipped with a primary shore power disconnect circuit breaker.

The Blue Sea Systems VAC main panel was located on the starboard side of the forward cabin. The main panel was not equipped with a main disconnect or reverse polarity indicator. **(ER)** Carry a portable reverse polarity indicator aboard the vessel. All VAC branch circuits were well labeled and overcurrent protected by breakers. The VAC outlet circuits appeared secure/good, however, they could not be tested. The outlet circuits were GFCI (Ground Fault Circuit Interrupter) protected [Forward Cabin **(N/P)**, Galley **(N/P)**, Port Side of Pilothouse **(N/P)**]. **(ER)** Ensure GFCI outlets all function properly.

As a whole the electrical systems appeared to be in serviceable condition; all the necessary breakers/switches were ignition-protected.

Bonding System: This vessel does not have a bonding system.

ELECTRONIC EQUIPMENT:

All electronics were found to be properly secured and protected from the elements. **Note:** Electronics could not be tested at the time of survey. Electronic equipment, auxiliary equipment and accessories examined, aboard the vessel, included:

1. (Pilothouse) Simrad Multi-Function Unit

2. (Pilothouse) Northstar Multi-Function Unit

3. (Pilothouse) Raymarine VHF Radio

4. Simrad Radome Radar Antenna

5. Northstar GPS Antenna

6. (Unlabeled) VHF Antenna [Antenna base was bent and not secure

(See Photo 14E, 14EE] (ER) Properly secure VHF Antenna base.

**** NOTE IMPORTANT US COAST GUARD SAFETY ALERT (13-18):** A relatively recent USCG safety alert (13-18) warns that LED lighting can potentially interfere with VHF-FM radio and AIS reception. The Safety alert says the Coast Guard has received reports from crews, ship owners, inspectors and other mariners regarding poor reception on VHF frequencies used for radiotelephone, digital selective calling (DSC) and Automatic Identification Systems (AIS) when in the vicinity of light emitting diode (LED) lighting on-board ships (e.g., navigation lights, search lights and floodlights, interior and exterior lights, adornment. See actual USCG safety alert for additional details, if any.

AUXILIARY EQUIPMENT & ACCESSORIES:

Auxiliary equipment and accessories examined aboard the vessel unless otherwise noted included:

1. Delta Plow Anchor with Chain and Rode
2. Double Roller Anchor Fairlead (Secure/Good/Rotated)
3. Lewmar ProFish Deck-Mounted Windlass (Secure/Good) **(N/P)** with Pilothouse Helm Switch **(N/P)**.
4. Ritchie Compass
5. Remote Search Light **(N/P)**
6. (Two) Windshield Wipers **(N/P)**
7. (Two) 12 VDC Cockpit Lights (Secure/Good) **(N/P)**
8. (Seven) Pilothouse Top-Mounted Rod Holders
9. (Six) Flush-Mounted Rod Holders

DECK GEAR & JOINERY:

All deck gear and joinery was inspected and found to be properly secured and in good condition.

STEERING SYSTEM:

The closed cable steering system (manufacturer N/A) was inspected from the pilothouse helm station and cockpit helm station through to the rudder. The stainless steel destroyer steering wheel, in the pilothouse and the cockpit tiller, appeared secure and in good condition. Rotary helm appeared secure/good **(See Photo 16A)**. Closed cable and cable clamp appeared secure/acceptable

wherever accessible. Tiller appeared secure/good. Upper rudder bearing appeared secure; there was no movement when the rudder was turned to port and starboard. **(ER)** Inspect rudder post packing gland for leakage when the vessel is afloat; service/repack, as necessary. When tested out of the water, the steering was smooth and responsive.

INTERIOR JOINERY & CUSHIONS, HEADLINER ETC:

The interior joinery work appeared structurally sound and in overall good condition with the following comments. **(RR)** Clean and detail vessel interior. Cushions, headliner and cabin sole were all in overall good condition.

Opening portlights, pilothouse windows, windshield, and single trunk cabin escape hatch, had no evidence of damage, cracks, leakage, staining or any evidence of water intrusion at the time of survey.

GALLEY:

The vessel was equipped with a galley area on the starboard side of the pilothouse. The galley was not equipped with a stove, microwave or cooking appliances. The galley was equipped with a Norcold refrigerator/freezer which appeared to be in poor condition **(N/P)** and was being used for storage at the time of survey.

MARINE SANITATION DEVICE:

The vessel was equipped with one toilet plumbed as a Type III marine sanitation device (MSD); A device that is designed to prevent the overboard discharge of treated or untreated sewage or any waste derived from sewage.

The Jabsco electric-flush, toilet appeared secure **(N/P)**. Toilet seat cover was broken. **(RR)** Replace toilet seat cover. The seawater intake thru-hull fitting was equipped with a ball valve on the starboard side of the forward bilge compartment. The ball valve did not function and was seized in the closed position **(See Photo 18B)**. **(ER)** Service/free-up MSD intake ball valve, so it can be opened and closed properly. Seawater intake hoses and hose clamps were deteriorated and intake hose ends were not double clamped. **(ER)** Replace all seawater intake hoses and hose clamps for the MSD system and properly double clamp all intake hose ends. Discharge hoses and hose clamps appeared acceptable. Discharge hose end, at the ball valve was properly double clamped. **(ER)** Properly double clamp all discharge hose ends for the MSD system. A diverter T-fitting was in the system.

The single polyethylene waste holding tank (Capacity N/A), located below the V-berth, appeared to be properly secured and vented. Transparent tank appeared empty. Since tank was empty, liquid tightness could not be proved. **(RR)** Fill MSD waste holding tank with clear water, to capacity, to check for liquid

tightness/leakage and pump out prior to filling with waste.

A deck pump-out fitting was located on the starboard side of the forward deck. The MSD discharge thru-hull fitting, located on the starboard side, below the V-berth, was equipped with a ball valve. The ball valve was functioning. **Note:** Discharge ball valve was found in the closed position and was returned to the closed position after testing **(See Photo 18H)**. The Jabsco discharge pump, located below the V-berth, appeared secure and in good condition. The discharge pump could not be tested.

FIRE EXTINGUISHERS:

Fire equipment on board the vessel at the time of survey included two Type BC Size 1 fire extinguishers; one at the cockpit/helmsman's position (green; no date) and one in the galley area (green; no date).

The enclosed engine compartment was not equipped with fire extinguishing equipment, as required. **Note:** All inboard and inboard outdrive (I/O) powered vessels, with the engine compartment enclosed, shall have either a fixed fire extinguishing system installed in the machinery space or provisions for discharging the extinguishing agent directly into the space immediately surrounding the engine without opening the primary access; where portable equipment is to be used, a small, suitably labeled, readily accessible, port to the enclosure shall be provided which allows the extinguisher to remain upright during discharge. **(ER)** Equip the enclosed engine compartment with a fixed fire extinguishing system or install fireport to the enclosure in order to allow use of a portable extinguisher, of sufficient capacity for the size of the compartment, as outlined.

SAFETY EQUIPMENT:

The vessel must be equipped with safety equipment as required by the USCG for the vessel's length and passenger carrying capacity, e.g., PFDs, flares, whistle, bell, horn, throwable safety ring, first aid kit, etc. (See Required category F.) Flares, Bell, First Aid Kit and Life Raft, if any, were not found aboard the vessel during the survey inspection. **(ER)** Outfit vessel with and always maintain the required inventory of safety equipment which is sufficient for the vessel's passenger carrying capacity and intended usage. Safety equipment on board this vessel, at the time of survey, included:

1. (Four Type II PFDs
2. (Two) Type III PFDs
3. Whistle
4. Single Trumpet Horn **(N/P)**

5. (One) Type IV Ring Buoy

6. EPIRB (old/outdated)

BILGE PUMPS:

The vessel was equipped with three bilge pumps; one Rule (Model N/A) in the pilothouse bilge (no float switch) (#1), one Manufacturer/Model N/A with internal float switch in the aft bilge (#2) and one Rule Mate 500 with internal float switch in the aft bilge compartment (#3). All the bilge pumps appeared secure/acceptable, from what could be determined. (Two) Manual switches were located at the pilothouse helm. The bilge pumps could not be tested. **(ER)** Ensure all three bilge pumps and float switches (if equipped) are functioning properly and can be relied upon.

The pumps and float switches were wired and overcurrent protected by breakers at main VDC panel. **(RR)** Install a high water bilge alarm.

VENTILATION, ACCESS, BILGES:

Ventilation to most areas of the vessel was good, including the engine compartment. The pilothouse and cabin ventilation was fair and good with the portlights **(P)**, port and starboard sliding pilothouse windows **(P)**, and single trunk cabin escape hatch **(P)** open. The portlights, fixed and opening windows, windshield panes, and deck/escape hatch no cracks, staining or any evidence of leakage at the time of survey.

Bilge access was good. Bilges were not clean; the pilothouse and forward cabin bilges had standing water and the engine compartment bilge had dried sludge. **(ER)** Clean all bilges and remove all standing water.

NAVIGATIONAL AIDS & LIGHTS:

Vessel was carrying navigational lights as prescribed in the 72 COLREGS and THE 80 INLAND RULES OF THE ROAD for preventing collisions at sea or on inland waters. The navigation lights were all properly shielded, however, they could not be tested.
(ER) Ensure all navigation lights function properly and can be relied upon.

ESSENTIAL REPAIRS:

The essential repairs, in this surveyor's opinion, include all repairs and corrections necessary to restore and maintain the original integrity of the vessel. The standards and practices used as guidelines were those of the American Boat & Yacht Council, National Fire Protection Association and the United States Coast

Guard. **Note:** Other essential repairs marked **(ER)** on this report, may not appear on this list. Please note that items on this list are not in priority order.

NOTE: All hose ends located near or below the waterline and connected directly or indirectly to a seacock or thru-hull fitting must be double clamped.

NOTE: Always maintain the required inventory of safety equipment which is sufficient for the vessel's passenger carrying capacity and intended usage; carry all required safety equipment onboard at all times.

1. Change engine oil and filters; flush engine cooling system and replace with fresh coolant; inspect engine seawater pump and impeller and service/replace, as necessary.

2. Inspect internal engine anodes and replace, as necessary.

3. Properly secure/tighten engine belt.

4. Replace seawater intake hose for the engine.

5. Inspect propeller shaft packing gland for leakage when the vessel is afloat and shaft is rotated in both forward and reverse; service/repack, as necessary.

6. Service aft starboard engine mount.

7. Determine if bow thruster can be serviced/repaired or if it needs to be replaced.

8. Ensure fuel vent hoses and fittings are of an approved type and that they are in acceptable condition.

9. Service/free-up or replace fuel shut-offs, as necessary, so they can be closed and opened properly.

10. Replace all fuel filters.

11. Replace fuel filter bracket and primer bulb.

12. Access and ensure port and starboard fuel fill hoses and hose clamps are of an approved type and that they are all in acceptable condition; replace, as necessary.

13. Repair rubrail, across the stern, from the starboard aft corner to the port aft corner.

14. Straighten skeg and properly secure it to the keel.

15. Replace all zinc anodes [Propeller Shaft (one) and South Bay Strainer (one)].
16. Replace propeller.
17. Properly secure strut to the skeg.
18. Replace cutless bearing.
19. Properly prepare bottom and apply a fresh coat of anti-fouling paint.
20. Service/free-up intake ball valve for the seawater washdown system, as necessary, so it can be opened and closed properly.
21. Replace seawater intake hose, for the seawater washdown system, with the proper hose designated for below waterline use.
22. Replace seawater intake hose clamps, for the seawater washdown system and properly double clamp all intake hose ends.
23. Replace seawater washdown pump.
24. Fully charge both batteries and load test; if batteries do not hold a charge, replace them.
25. Carry a portable reverse polarity indicator aboard the vessel.
26. Ensure GFCI outlets all function properly.
27. Properly secure VHF Antenna base.
28. Inspect rudder post packing gland for leakage when the vessel is afloat; service/repack, as necessary.
29. Service/free-up MSD intake ball valve, so it can be opened and closed properly.
30. Replace all seawater intake hoses and hose clamps for the MSD system and properly double clamp all intake hose ends.
31. Properly double clamp all discharge hose ends for the MSD system.
32. Equip the enclosed engine compartment with a fixed fire extinguishing system or install fireport to the enclosure in order to allow use of a portable extinguisher, of sufficient capacity for the size of the compartment, as outlined.
33. Outfit vessel with and always maintain the required inventory of safety equipment which is sufficient for the vessel's

passenger carrying capacity and intended usage.

34. Ensure all three bilge pumps and float switches (if equipped) are functioning properly and can be relied upon.

35. Clean all bilges and remove all standing water.

36. Ensure all navigation lights function properly and can be relied upon.

RECOMMENDATIONS

Recommendations represent changes that would affect normal comfort and safety functions. The vessel's intended usage was considered. Employing these suggestions is encouraged as part of an ongoing maintenance program. Other recommendations in the report marked **(RR)** do not necessarily appear on this list. Please note that items are not listed in priority order.

NOTE: All vessel components, seawater hoses, fuel hoses, hose clamps, fittings, thru-hull fittings, etc., described in this survey report, as "acceptable, at present" or "age was not known" or "some corrosion evident" should be monitored regularly, as part of ongoing maintenance, for any increase in deterioration and serviced/replaced, as necessary.

NOTE: All valves, seacocks, ball valves etc., wherever utilized throughout the vessel, should be exercised regularly to help keep them in good and reliable/operating order.

NOTE: Ventilate all vessel bilges and compartments, as much as practical and remove all standing water to help prevent condensation and help hinder mold/mildew growth which is common in these areas.

NOTE: Bilge pumps and float switches should be wired and overcurrent protected, outside the 12 VDC system, so they can function when the vessel is unattended and the main battery switch is in the off position.

1. Service ball valve and replace ball valve handle for the engine intake system.

2. Install shut-off valves at the engine connections for the supply/return hoses for the cabin heater.

3. Monitor all thru-deck, pilothouse and trunk cabin penetrations regularly and rebed, as necessary, to help hinder water

intrusion and deterioration to the core material.

4. Replace missing cover for the port side transom freeing port.

5. Replace cracked starboard side thru-hull fitting (second from forward), above the waterline.

6. Monitor all thru-hull fittings regularly, at each vessel haulout and prior to each vessel launch; service/rebed, as necessary.

7. Clean and detail vessel interior.

8. Replace toilet seat cover.

9. Fill MSD waste holding tank with clear water, to capacity, to check for liquid tightness/leakage and pump out prior to filling with waste.

10. Install a high water bilge alarm.

THE REQUIREMENTS & INFORMATION LISTED BELOW INDICATE SIGNIFICANT FACTORS THAT ARE PROVIDED FOR YOUR INFORMATION AND SAFETY. THEY ARE NOT AN INTEGRAL PART OF THE SURVEY REPORT. PLEASE READ CAREFULLY.

A. Required refers to items or equipment deemed necessary by the following regulatory bodies: United States Coast Guard (USCG) and/or, National Fire Protection Association (NFPA) and/or, The American Boat & Yacht Council (ABYC). The following list identifies some areas of minimum requirements for the prevention & elimination of fire and explosion, safety of life measures, adequate ventilation, and exits aboard this vessel.

B. A placard must be mounted in the engine room in a conspicuous area stating "DISCHARGE OF OIL PROHIBITED", referring to the Federal Water Pollution Control Act, also, "NO PLASTICS OR GARBAGE DISCHARGE," A placard must be displayed in a conspicuous area: It is illegal for any vessel to dump plastic trash anywhere in the ocean of the navigable waters of the United States. Annex V of the "MARPOL TREATY" is an international law for a cleaner, safer environment. Violation of these requirements may result in civil penalties, fine and punishment. State and local regulations may further restrict the disposal of garbage.

C. **IGNITION PROTECTION: ***DEFINITION ONLY***** The design and construction of a device such that under operating conditions will not ignite a flammable hydrocarbon mixture surrounding the device when an ignition source causes an explosion or is incapable of releasing sufficient electrical energy to ignite a hydrocarbon mixture. The source of ignition must be hermetically sealed to

prevent all of this from occurring.

D. The NFPA & USCG requirement for all vessels 25' to 40'; Three, B-1 fire extinguishers are required; Engine compartment area, helmsman's position, and main cabin *, **, ***

It shall not be necessary to travel more than half the length of the vessel to reach an extinguisher. Other rules and variables apply to engineered or pre-engineered systems installed in accordance with the USCG & NFPA installation manuals

* Extinguishers recommended for the engine compartment shall not be located inside the compartment but near an entrance to the area. **EXCEPTION**, Fixed Systems such as a Halon 1301 or CO2, carbon dioxide must be USCG approved and incorporate a visible or audible means outside the protected space indicating the system is charged or discharged. Systems may be manually and automatically discharged, or both.

** On vessels containing galley stoves, one of the required extinguishers of a suitable type shall be readily accessible.

E. **E.P.I.R.B. - "WARNING:** It is unlawful to transmit a distress signal unless an emergency exists. This unit broadcasts such a signal on the international distress frequencies. This alerts all government monitoring stations, military, FAA, airline and Coast Guard air craft."

F. It is the captain or masters obligation to ensure that all safety equipment as required by the USCG is provided and aboard the vessel at all times.

G. "Machinery in general is in the hands of persons varying in intelligence and habits of care. This fact goes far to disprove the charge that the vessel or vessel's engine and/or hull was both imminently and forseeably dangerous to life and limb when it was sold."

LEGAL LIMITATIONS:

As requested, this out of water, general Condition/Value survey represents my opinion and observations of the vessel, "Go Fish", HIN: HPN25495F405, to the best of my ability as observed on the day of inspection, March 24, 2026. Every care has been taken, and my full professional capabilities utilized to inspect this vessel without running the engine or testing of system components, without dismantling, unpacking lockers or opening up areas ordinarily concealed. We are not responsible for latent defects that could not be readily discovered by normal inspection or inspection limited in scope, by packed compartments, shrink-wrap, winterization, unavailable VAC/VDC electric source, dead batteries,

weather, black mold or any other factors, which are out of control of the surveyor or beyond the scope of the, out of water, survey as requested by the vessel owner, Daniel Miller.

All findings on this survey report were made on the day of inspection, March 24, 2026. We are not responsible for damages or incidents which can occur after the survey inspection performed, March 24, 2026 as the result of handling of the vessel after the survey inspection by the vessel owner and/or their representatives/boat yard personnel; or by the vessel owner's failure to complete all essential and/or recommended repairs listed on this report, which, if not completed, could result in vessel damage, sinking or bodily harm.

The vessel owner, Daniel Miller further understands this is not a full Condition/Value/Prepurchase survey report and is not valid as such. We are not responsible for each individual vessel manufacturers' building standards, material standards or quality control standards; standards, which although deemed acceptable by the manufacturer, may be inferior. It is the vessel owner's responsibility to be aware of the practices and standards of the vessel manufacturer and to determine whether these practices and standards are acceptable to them and are appropriate for the vessel's intended usage.

This out of water general Condition/Value survey is given in confidence to Daniel Miller and is without responsibility to others to whom it may be shown. This survey report may not be sold, transferred or assigned to any other party. This report is limited solely to the party for whom this report was originally prepared and is not a warranty either expressed or implied nor does it, in any way, guarantee the condition of the vessel, or the seaworthiness, or a check of the state of readiness to proceed to sea; The owners and guests and operators and crew must all, individually, satisfy themselves of these conditions, each and every time, before going to sea.

This survey report may not be altered in any way except by the attending surveyor or his representatives; Any alterations, to this survey report, other than those authorized by the attending surveyor, in the form of a signed and stamped addendum/amendment, may constitute fraud for which legal action may be warranted.

It is further agreed by Daniel Miller that, by accepting this survey report, Maddock Marine Services shall be held harmless, and shall not be held liable or responsible for any error, omissions or oversight in the surveying of the vessel. All observations/findings by the undersigned were made on the day of inspection, are strictly in the nature of an opinion and should not be acted upon without verification.

No recommendations have been made, by the surveyor, to either accept or decline this vessel for donation or remediation. The decision to accept or decline this vessel for donation or remediation, based on the survey findings, is at the sole discretion of the prospective party receiving the vessel as a donation.

Questions regarding this report should be directed to the surveyor. He may be reached in the Hampton Bays, New York office 631-728-7970.

Respectfully submitted without prejudice,

Stephen W. Maddock, NAMSGlobal-CMS
Certified Marine Surveyor

SWM/dm

Photos sent separately via the wetransfer.com webs

NATIONAL ASSOCIATION OF MARINE SURVEYORS, INC.
STEPHEN W. MADDOCK
No.
132-753
CERTIFIED MARINE SURVEYOR