ANCHOR MARINE SURVEYING, LLC

MARINE APPRAISAL CONDITION AND VALUE SURVEY REPORT
POWERBOAT

Anchor Marine Surveying

[redacted]

FILE # 3679OCT26
SURVEY 09/17/26
REPORT 09/17/26
UPDATE

Federal Tax ID #46-4109866

The inspection of this vessel and subsequent report was undertaken on behalf of the below listed party. Distribution or use of this survey by another is prohibited. It is understood Anchor Marine Surveying LLC is not responsible to any other party for the information contained in this report, and it may have been subject to alteration.

OWNER: [redacted]

ADDRESS: [redacted]

E MAIL ADDRESS [redacted]

CELL PHONE [redacted]

NAME OF VESSEL Nauti Lady HAIL PORT Cambridge, Maryland

MANUFACTURER'S HIN # XYU00008M83D BOW NUMBERS Documented

DOC. NO. 687030 NET TONNAGE GROSS TONNAGE

DISPLACEMENT 40,000 lbs





The following abbreviations will be used throughout this report:

SF&R - Surveyor's Findings and Recommendations
FRP - Fiberglass Reinforced Plastic
ND - Not Determined
N/A - Not Applicable
PU - Powers Up

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MAKE OF VESSEL Ocean 46 SS YEAR BUILT 1983

CONFIGURATION Super Sport Sport Fish

BUILDER(S) Ocean Yachts, Egg Harbor City, NJ

LENGTH O.A. 46'-0" BEAM 15'-2" DRAFT 3'-6"

HULL MATERIAL Fiberglass Reinforced Plastic

DECK & CABIN MATERIAL Fiberglass Reinforced Plastic

LOCATION OF SURVEY [redacted] Cambridge, Maryland

IN WATER SURVEY Yes OUT OF WATER SURVEY No

OF HELM STATIONS Two

PRIMARY COMPASS Ritchie

SIZE OF CARD 6" card

EVIDENCE OF DRY/WET ROT FRP Vessel

EVIDENCE OF DELAMINATION OR VOIDS minor (age and manufacture appropriate)

*UNDERWATER GEAR: **In water survey, underwater area not sighted.**

Information from older survey report.

PROPELLER SHAFT Two 1 3/4" stainless steel

PROPELLER Two bronze 25" X unknown three blade right and left hand rotating

SHAFT BEARING Two cutlass CONDITION Good

MAIN STRUT Single Arm CONDITION Good

INTERMEDIATE STRUT(S) None CONDITION N/A

FORWARD STRUT Single Arm CONDITION Good

RUDDER TYPE Two spade

MATERIAL Bronze CONDITION Good

CONDITION OF EXTERNAL THROUGH HULL(S) Fair - monitor

ENGINE INTAKE SEA STRAINERED Yes

EVIDENCE OF UNDERWATER ELECTROLYTIC/GALVANIC ACTION None

ZINC, PLATES, COLLARS, ETC. Unknown

CONDITION Unknown

EVIDENCE OF OSMOTIC BLISTERING Unknown

FAIRNESS OF HULL WHEN SIGHTED Fair above the waterline

CONDITION OF UNDERWATER AREA AND PAINT Unknown

EVIDENCE OF EXTERNAL HULL DAMAGE none observed

*PROPULSION MACHINERY Two Detroit Diesel 671Ti, 450 horsepower each, diesel marine engines

FUEL TYPE Diesel

SERIAL#(S) Port: 6A430129 Stb: 6A430707 Single: N/A

MODEL#(S) Port: 1063-3303 Stb: 1063-5303 Single: N/A

ENGINE HOURS Port: 2900.6 Stb: 2900.6 Single: N/A

PAINT CONDITION Poor

OIL CONDITION No sample ENGINE THROUGH HULL(S) Seacocks

ENGINE BEARERS Four heavy fore and aft stringers with steel hangers

TRANSMISSION Two Capital / Allison

HOSE CLAMPS BELOW LOAD WATERLINE Double stainless steel

CONDITION OF HOSES, PIPES & CONNECTIONS Fair/Fair/Fair

FLEXIBLE FUEL LINES Yes CONDITION Good

FUEL LINES PROTECTED, SUPPORTED & SECURED Yes/Yes/Yes

FLAME ARRESTER N/A FUEL STRAINER(S) Racor

DRIP PAN/CONDITION Yes, oily

BLOWER Diesel OPERATIVE Yes

BILGE BLOWER DUCTING Yes PROPERLY SECURED Yes

IGNITION BLOWER PLACARD Diesel FEDERAL OIL POLLUTION PLACARD Yes WASTE DISPOSAL PLACARD Yes

FEDERAL DRUG PLACARD No, recreational vessel

PROPULSION SYSTEM AND ENGINE COMPARTMENT IN COMPLIANCE WITH PRESCRIBED GUIDELINES Yes / Yes

*FUEL TANKAGE: NO. OF TANKS Two APPROX CAPACITY EACH reported as 290 gallons each

TOTAL CAPACITY 580 gallons MATERIAL(S) Aluminum

WHERE LOCATED Port & starboard outboard of engine compartment

SHAPE Rectangular CONDITION poor - 15% visible

HOW SECURED Frames and bulkheads

LOCATION OF FILL(S) Port & starboard main weather deck

CLEAN OUT PLATED No VENTED Yes/Yes PROPERLY LABELED Yes

FUEL CUTOFF VALVE(S) TYPE Lever turns

WHERE LOCATED Between tanks & filters

IMPROPER STORAGE OF INFLAMMABLES No FUEL SPACES/TANKS

AND INSTALLATION IN COMPLIANCE WITH SUGGESTED GUIDELINES Yes

*WATER TANKAGE: NO. OF TANKS one APPROX. CAPACITY EACH 150

reported gallons each

TOTAL CAPACITY 150 gallons LOCATION below forward cabin sole

MATERIAL Polyethylene

SHAPE Rectangular CONDITION Only approximately 1% visible

HOW SECURED stringers/bulkhead LOCATION OF FILLS Main

weather deck PROPERLY LABELED Yes

CLEAN OUT PLATED Yes VENTED Yes

SHORE SIDE WATER HOOKUP Yes PRESSURE WATER SYSTEM Yes

HOT WATER STORAGE TANK/CAPACITY Yes, 20 gallons

FUEL TYPE 120 volt AC

VISUAL CONDITION Good

*ELECTRICAL SYSTEM: 115 VOLT AC Yes 12 VOLT DC Yes

OTHER None

CONDITION OF DC WIRING Good / fair DC PANEL Yes

BREAKERS Yes FUSES No OTHER N/A

CONDITION OF AC WIRING: Fair AC PANEL Yes

BREAKERS Yes FUSES No OTHER N/A

SHORE POWER Yes, 50 amp RECEPTACLE(S)/CABLE(S)/END FITTINGS

APPROVED Yes/Yes/Yes

POLARITY INDICATOR Yes POLARITY PLUG Yes

AIR CONDITIONING/MANUFACTURER two Cruiseair

REVERSE CYCLE Yes NO. OF UNITS Two

115 VOLT AC OUTLETS IN HEAD & GALLEY ARE GROUND FAULT TYPE (GFCI)

Yes

115 VOLT AC ELECTRICAL SYSTEM AND INSTALLATION IN COMPLIANCE WITH

ALL EXISTING REQUIREMENTS AND REGULATIONS Yes

12 VOLT DC ELECTRICAL SYSTEM AND INSTALLATION IN COMPLIANCE WITH

ALL EXISTING REQUIREMENTS AND REGULATIONS No, see SF&R

*AUXILIARY GENERATOR/MANUFACTURER Westerbeke

SERIAL NUMBER 7438 MODEL NUMBER BTD614

HOURS 3869.6

KW RATING 10 KW SEPARATE STARTING BATTERY No

**Numbers for generator not legible, provided by owner

SEPARATE FUEL TANK No, draws off starboard

AUXILIARY CHARGER/INVERTOR/CONVERTER 20 amp Charger/No/No

MANUFACTURER Charles RATING 20 amp

*GALLEY: LOCATION amidship

VENTILATION Good STOVE Three burner gimbaled with oven

FUEL 115 volt AC WOODWORK PROTECTED Yes

REFRIGERATION/MFG apartment sized NFD FUEL 115 volt AC

ICE BOX No MICROWAVE OVEN Sharp w/ convection FUEL 115 volt AC

NUMBER & TYPE OF SINK(S) One rectangular

WASHER AND SEPARATE DRYER none TRASH COMPACTOR none

*IS GAS USED No TYPE N/A

*CABIN HEATER(S)/MAKE & NO. OF UNITS Reverse cycle AC

*MARINE SANITATION: NUMBER OF ENCLOSED HEADS Two

LOCATION: At Master Stateroom, Guest staterooms

NO. OF & TYPE OF WATER CLOSETS two electrically operated Galley Maids

THROUGH HULLS EQUIPPED WITH Seacocks

DIRECT DISCHARGE Yes HOLDING TANK Yes VENTED Yes

DECK SERVICE FITTING(S) Yes PROPERLY LABELED Yes

Y VALVE Yes

CHEMICAL TREATMENT OR MACERATION SYSTEM(S) No/Yes

SANITATION SYSTEM IN COMPLIANCE WITH EXISTING REQUIREMENTS OF CHESAPEAKE BAY AND ITS TRIBUTARIES Yes, as long as no effluent is being pumped overboard

SINK/S two SHOWER/S two VANITY/S two

*BILGE PUMPING SYSTEM: TOTAL # OF PUMPS/MAKE/SIZE four - total Rule 1500 GPH

LOCATION: amidship, aft & forward in engine space, and at transom

MANUAL HAND PUMP No LOWEST DISCHARGE 12" above waterline

*GROUND TACKLE: NO. OF ANCHORS One PRIMARY ANCHOR MANUFACTURER

Lewmar

CHAIN TAIL Yes RODE Not sighted

BITTER END OF PRIMARY ANCHOR RODE PERMANENTLY SECURED Yes

BACK UP ANCHOR: None sighted

ANCHOR PULPIT/WINDLESS/ROLLER CHOCK/SPRIT/CLEATS/SNUBBING BIT

Yes / Yes / Yes / Yes / Yes three / No

GROUND TACKLE ADEQUATE Yes

BOW RAILS Yes MATERIAL SS Tubing LENGTH E.S. 24'

AVERAGE HEIGHT ABOVE DECK 33"

AVERAGE HEIGHT OF COCKPIT 36"

*FIRE FIGHTING EQUIPMENT: IN ENGINE COMPARTMENT One Fireboy

manual/automatic HFC for 500 cubic feet

EQUIPPED WITH GAUGE(S) Yes

LAST CERTIFICATION unknown

FIRE FIGHTING EQUIPMENT OTHER THAN ENGINE COMPARTMENT Three-

2 lb unit under flybridge helm, 2lb ABC starboard side of salon

2 lb rechargeable at port salon

EQUIPPED WITH GAUGES Yes

LAST CERTIFICATION Certification not sighted

FIRE FIGHTING EQUIPMENT AND INSTALLATION IN ENGINE ROOM/REST OF

BOAT CONSIDERED ADEQUATE No / Yes

*SAFETY EQUIPMENT: PERSONAL FLOATATION DEVICES-NO. & TYPE 8

Type I in Flybridge

PRIMARY COMPASS Ritchie

HEAVING RING(S) & BRACKET(S) Yes / Yes

SIXTY PLUS FEET OF LINE PERMANENTLY SECURED Yes

SAFETY FLARE KIT Yes EXPIRATION unknown

NAVIGATIONAL LIGHTS OPERATIVE: PORT Yes STARBOARD Yes

STERN Yes BOW Yes ANCHOR LIGHT(S) Yes

DEPTH INDICATOR function of GPS OPERATIVE PU

AUTOPILOT Robertson AR200DL OPERATIVE PU

VHF RADIO Standard Horizon HX150 OPERATIVE PU

GPS Garmin GPS Map 180 OPERATIVE PU

RADAR Raytheon R41 / Koden CVS-801 OPERATIVE PU

LOUD HAILER None OPERATIVE PU

SAT PHONE none OPERATIVE UNK

BILGE FUME DETECTOR Diesel WATER LIGHT No DROGUE No

FOG WHISTLE Yes PERMANENTLY MOUNTED ELECTRIC HORN Yes

HAND HELD GAS OPERATED HORN No MOUTH OPERATED HORN No

EPIRB Yes MANUFACTURER ACR

RIGID DINGHY(S) No

INFLATABLE None

RAFT No

OUTBOARD MOTOR No MAKE N/A

MODEL N/A SERIAL # N/A

RAILS AROUND FLYING BRIDGE Yes

MATERIAL Stainless steel

HAND RAILS ON FORWARD CABIN Yes

MATERIAL Stainless Steel

ANCHOR PULPIT Yes BOW PULPIT No

STERN PULPIT No STERN RAIL No

LIFE LINES None NUMBER N/A

SINGLE/DOUBLE N/A MATERIAL N/A

HEIGHT FROM DECK N/A

GATE (S) Yes NUMBER One

MAN OVER BOARD LADDER Yes

STERN RESCUE PLATFORM No

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LOCATION:

The survey was performed at the request of [redacted] the owner of the vessel. The survey was performed on September 17, 2026 while the vessel was in the water at [redacted] Cambridge, Maryland. [redacted] was present during the inspection on land.

CRITERIA OF THIS MARINE APPRAISAL SURVEY:

The vessel was inspected visually, by knife, by moisture meter testing and percussion testing where applicable. No gear was removed from the yacht, no invasive testing was performed nor was any portion of the vessel disassembled.

The fair market value will be discussed and a suggested appraisal price will be determined. The basis of the fair market value will be the B.U.C. Used Boat Price Guide, which is statistically authenticated with current listings of more than 300,000 listings of used pleasure boats and there are more than 75,000 annual additions and changes. An online comparable service BUC Book, boatwizard.com and the Power Boat Guide will also be used.

In addition the Surveyors uses their broad experience in the

Marine Industry combined with the recent trends in local marketing to determine what is believed to be an accurate and fair market value, based on the combination of personal experience plus the authenticated facts, as they are available.

TYPE AND CONDITION:

The vessel was designed and built primarily for offshore fishing and cruising. The subject vessel is most suitable for distance cruising and offshore fishing with many creature comforts. **This is an appraisal survey. It is not meant to be used by a purchaser or insurance company as it does not list issues with compliance or "Surveyor's Finding and Recommendations.**

SPECIFIC OBSERVATIONS

CONSTRUCTION:

The hull is constructed of fiberglass reinforced plastic, laid up in female molds using generally accepted methods and materials. The hull sides are not believed to be cored. The transverse strength of the vessel is maintained by means of the structural marine plywood bulkheads that are closely fitted to the hull and deck and are secured with FRP tabbing and resin.

The deck and hull are joined at the sheer, using a shoe box hull to deck joint sealed on the exterior with FRP, is apparently adequately sealed with waterproof compound and secured with horizontal stainless steel fasteners with outboard stainless steel ½ round. The lapping rail of the deck covers the joint and further acts as a sealer and waterproofer for the shoe box hull to deck joint.

The hull is supported and strengthened by longitudinal bilge stringers that are constructed with heavy molded fiberglass reinforced plastic. The longitudinal stringers are an integral part of the engine beds, thereby making the engines well mounted and affording less vibration.

The hull, when sighted is mostly fair and shows no apparent sign of previous damage from a collision or a heavy grounding. The Surveyor was unable to find any areas that were unfair from any accident or undue stress that the vessel may have undergone.

The hull, decks and cabin were percussion tested, visually examined, as well as being examined with the GRP-33 moisture meter. The vessel was consistent with what is normally found on a sport-

fish of this age and manufacture.

PROPULSION:

The vessel's propulsion is by way of Two Detroit Diesel 671, 450 horsepower Diesel Marine Engines. The engine hours are unknown.

The engines are mounted on the four heavy fore and aft stringers and hung with steel hangers. The fuel lines are flexible, supported, secured and properly protected but generally old.

The engines drive two 1 3/4 inch stainless steel propeller shafts, which pass thru packing glands, cutlass bearings and single arm struts. The propeller shafts are mounted with two three blade 25 x unknown bronze right and left hand rotating propellers.

AUXILIARY GENERATOR:

The vessel is equipped with an Westerbeke 10 KW Auxiliary Generator.

FUEL:

The yacht's diesel fuel is held in two rectangular tanks that are located on the port & starboard outboard of engine compartment. The tanks total capacity is reported to be 580 gallons. The tanks are secured in place by the vessel structure. The fill pipes are on the port & starboard main weather deck and properly labeled. There are two fuel cutoffs in the form of lever turns located between the tanks and the filters.

YACHT’S POTABLE WATER:

The yacht's potable water is held in one rectangular, plastic tanks that has a reported capacity of approximately 125 gallons. The tank is located under the cabin sole and are not visible for inspection. There is a 20 gallon hot water heater that is powered by the 115 volt AC system.

ELECTRICAL SYSTEM:

The vessel's electrical system is composed of 115 volt AC and 12 volt DC systems. There are two 8D 12 volt DC lead acid marine batteries located at the forward end of engine space between the

engines.

The 115 volt AC service is equipped with a panel and protected by breakers, a polarity indicator and a polarity plug. The yacht is equipped with two Cruisair air conditioners.

GALLEY:

The yacht's galley is located the amidship. The galley is bright, well laid out and ventilated. The galley stove is a three burner with oven and is operated with the 115 volt AC system. The galley is also equipped with a refrigeration unit. Additional equipment in the galley includes: one rectangular sink, and adequate counter space and storage cabinets.

MARINE SANITATION:

There are two enclosed heads which are equipped with vanities, showers, sinks and water closets.

The marine sanitation system is equipped for direct discharge, a vented holding tank, a properly labeled deck service fitting and a “Y” valve.

BILGE PUMPING SYSTEM:

The yacht's bilge pumping system is composed of three Rule 1500 electric bilge pumps.

GROUND TACKLE:

The vessel's ground tackle is composed of one anchor. The anchor is equipped with a chain tail. The ground tackle also includes cleats.

FIRE FIGHTING EQUIPMENT:

The fire fighting equipment in the engine compartment is composed of one Fireboy model MA 20500227BL containing HFC227.

The fire fighting equipment in the vessel other than the engine room is composed of one 2 lb unit under the flybridge helm, 2lb ABC unit on the starboard side of the salon, a 2 lb unit and a 2 lb rechargeable unit at the port salon. The extinguishers are

equipped with gauges showing fully charged at time of survey.

SURVEYOR'S EVALUATION:

Ocean Yachts was founded in 1977 and is known for moderately priced sport fisherman. The vessels have an attractive Jersey style hull and well laid out interior.

The 46 Super Sport was the bestseller in the 80's. It was built from 1983 until 1985. The 46 hull was meant to bridge the gap between the 40 and the 50. The propulsion should make about 30 knots. The 6-71 seems to be a small engine for this vessel and there is was a larger option offered.

FAIR MARKET & INSURANCE RECOMMENDATION:

It is felt that the current fair market and insurance value of this vessel, in its present condition, location and at this time is EIGHTY-FOUR THOUSAND DOLLARS ($84,000.00).

APPROACH TO VALUE:

The subject vessel is in fair condition for the age. The engine hours are unknown.

Anchor Marine Surveying LLC, subscribes to an on line comparable service through BUC. This service provides information about vessels based on numerous criteria. It allows the Surveyor to determine the price a vessel, equipped as the subject vessel is equipped, has been sold for in reality. Additionally Anchor Surveying LLC, consults local yacht brokers, builders and repair facilities to ensure were have current market trends in place. The 2026 BUC professional value guide was consulted and provided an estimated low retail price for this vessel of EIGHTY-ONE THOUSAND NINE HUNDRED DOLLARS ($81,900.00) and an estimated high retail value of NINETY THOUSAND DOLLARS ($90,000.00).

The subject vessel in its present condition, location and at this time is valued at EIGHTY THOUSAND DOLLARS ($80,000.00). The replacement value is listed at ONE MILLION FIFE HUNDRED FIFTY THOUSAND DOLLARS ($1,550,000.00)

Survey conducted without prejudice
Respectfully submitted
Anchor Marine Surveying, LLC

Karen Wiley Alt, Primary Surveyor
Accredited Marine Surveyor #756
The Society of Accredited Marine Surveyors (S.A.M.S.)
Standards Accredited
American Boat and Yacht Council
International Association of Marine Investigators since 2001