

Ulrick Marine
MARINE SURVEYOR AND CONSULTANT

1988 Cal 28 Sloop
Gin N Me Cricket



MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

Report of Marine Survey

Of The Vessel

Gin N Me Cricket

1988 Cal 28 Sloop

**Conducted by
Charles Ulrick**

INDEPENDENT (SAMS # 906) MARINE SURVEYOR

PREPARED FOR:

1/21/2026

MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of _____ the attending surveyor did attend onboard the 1988 Cal 28 Sloop, beginning on January 21, 2026 where an "out-of-the-water-survey" was conducted at _____

The ship's papers were not on board. The Hull Identification Number STRSL126H788 was verified from the transom. A sea trial was not performed. An out-of-the-water inspection of underwater machinery and the exterior of the hulls wetted surface area was performed. The reason for the survey, was to ascertain the physical condition and value of the vessel. Moisture readings taken and referenced throughout the body of the report, were taken with the Tramex Skipper moisture meter. AC and DC power was not available to check operation of the electrical systems. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

CONDUCT OF SURVEY:

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

The use of the word "appears" is intended to indicate that a close or complete inspection was not possible or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

Use of asterisks * in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

This vessel was manufactured prior to enactment of some of the current USCG CFR regulations and NAPA and ABYC standards. Compliance with those currently in force through necessary for the safety of the vessel and those on board results in entries in Section IV A and/or Section IV B of the Findings and Recommendations Section of this report. Others left to the discretion of the owner are in Section IV C. Thus the report does not suggest complete compliance with all current requirements, standards or practices.

I. INTRODUCTION

VESSEL DESCRIPTION

The 1988 Cal 28 sloop is a fiberglass, fin-keeled, masthead sloop known as a solid, capable cruiser/racer, featuring a modest 28-foot length, a spacious cockpit, comfortable accommodations for four (V-berth, convertible dinette, quarter berths), a galley with a propane stove, and typically a Yanmar diesel engine, offering good storage and a decent PHRF handicap for its class.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER:..... 260121005

SURVEY PREPARED FOR:.....

NAME OF VESSEL:.....

TYPE OF SURVEY:..... **Condition and Value**

OVERALL VESSEL RATING:..... **Average condition**

ESTIMATED MARKET VALUE:..... **\$14,000.00**

ESTIMATED REPLACEMENT COST:..... **\$145,000.00**

BUILDER:..... **Jensen Marine**

YEAR BUILT:..... **1988**

MODEL OF VESSEL:..... **Cruising Sloop**

HULL IDENTIFICATION NUMBER..... **STRSL126H788**

USCG DOCUMENTATION NUMBER:..... **NO 932086**

USCG DOCUMENTED FOR:..... **Recreational**

STATE VALIDATION STICKER NUMBER:... **NO K441944**

OWNER:.....

OWNER'S ADDRESS:.....

PLACE OF SURVEY:.....

DATE OF SURVEY:..... **1/21/2026**

HULL MATERIAL:..... **Solid FRP (Fiber Reinforced Plastic) cored decks**

HULL TYPE:..... **Full displacement hull fin keel and rudder.**

LENGTH OVER ALL (L.O.A.):..... **28'**

(LOAD) LENGTH WATERLINE (L.W.L).. **22.50'**

BEAM:..... **9'**

BALLAST:..... **2825 lbs. Lead**

DRAFT:..... **4.5'**

DEPTH:..... **5.20**

DISPLACEMENT:..... **7200 lbs**

GROSS TONS:..... **7 Tons**

NET TONS:..... **7 Tons**

II. GENERAL INFORMATION

PROPULSION SYSTEM: **Sail and auxiliary diesel.**
FUEL TYPE: **Diesel.**
FUEL CAPACITY:..... **18 Gallons**
AC POWER: **125 Volt 30 amp**
DC POWER: **12 Volt system**
FRESH WATER CAPACITY: **40 Gallons**
HOLDING TANK: **15 Gallons**
INTENDED CRUISING AREA: **Cape May NJ**
INTENDED USE: **Recreational cruising.**
No USCG recalls for found for this vessel.

II. GENERAL INFORMATION

DEFINITION OF TERMS:

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

APPEARS:

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests).

FIT FOR INTENDED USE:

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

SERVICEABLE: ADEQUATE:

Sufficient for a specific requirement.

POWERS UP:

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

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

Nearly new, with only minor cosmetic or structural discrepancies noted.

FAIR CONDITION:

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

POOR CONDITION:

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

USE OF *:

Use of * in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" section pertaining to the * item.

Asterisks * in this General Information section refers to the source of such information as follows:

* Per Manufacturer's Specifications

** Refer to Summary and Valuation Section

*** Per USCG Documentation

**** Per Buc Book

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

TYPE:

Full displacement with fin keel and spade rudder.

MATERIAL:

FRP (fiber reinforced plastic). Assorted mats, chopped strand mat, resins and gelcoat

EXTERIOR HULL:

White gelcoat with blue sheer and boot stripes. Minor scuffs and scrapes and impact gelcoat cracks were sighted, needs cleaning and wax.

BULKHEADS:

Athwartships reinforcement enhanced by wood bulkheads and structural grid bonded to the hull with FRP (fiber reinforced plastic). Good condition.

STRINGERS:

Hull stiffness provided by FRP encapsulated longitudinal stringers. Serviceable condition. Low moisture readings no delamination was detected in engine space.

STEM:

Raked stem FRP . Good condition

TRANSOM:

Wine glass type transom with boarding ladder.

BILGE:

Deep aft with shallow bilge forward generally clean and dry.

CHAIN LOCKER (DRAINAGE):

The anchor locker is located in the foredeck and is a single V-shaped locker drains over the bow. Good condition

KEEL:

Fin keel.

KEEL EXTERNAL:

Good condition.

BALLAST (KEEL BOLTS):

Stainless steel keel bolts no corrosion sighted.

LIMBER HOLES:

Limber holes are of adequate size and clear.

MOISTURE CONTENT:

Low moisture readings and good soundings at topside's and transom.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

DECK CONSTRUCTION

TYPE:

Raised cabin aft cockpit type.

MATERIAL:

Cored FRP (fiber reinforced plastic) with white gelcoat, non-skid surface.

HULL-TO-DECK JOINT

TYPE:

Visible from the forepeak and engine space the hull to deck joint was of the deck inward flange type.

FASTENERS:

Stainless steel

BEDDING COMPOUND:

Heavy duty marine adhesive.

REINFORCEMENT:

Teak toe rail. Good condition.

NOTE:

No leaks were sighted at the hull joint .

DECK FITTINGS

STANCHIONS:

1" Stainless steel stanchions well secured and bedded to the side decks.

BOW RAIL:

1" Stainless steel well secured

SCUPPERS:

The scuppers are adequate and clear

CHOCKS AND CLEATS:

The aluminum horn type cleats and chocks are well secured.

PUSHPIT:

Stainless steel rail and stanchions with aft boarding gate. Well secured.

DECK SURFACE:

Molded non skid. Low moisture and good soundings.

HATCHES:

Three hatches the lens have crazing. Serviceable condition.

GRAB RAIL:

Teak grab rails on cabin top. Well secured. Needs refinishing

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

DECK FITTINGS(*continued*)

LIFE LINES:

Stainless steel stanchions with double stainless steel cable vinyl covered safety lines. Serviceable.
Port and starboard boarding gates.

ANCHOR PLATFORM:

Aluminum double anchor roller. Serviceable condition.

SUPERSTRUCTURE

MATERIAL:

Molded FRP

WINDOWS/PORTS/DOORS:

Portlights with screens in plastic frames. Good condition. Teak drop board to companionway

FITTINGS AND HARDWARE:

Good condition through out the vessel.

SUPERSTRUCTURE HOUSE TO DECK JOINT:

Molded seamlessly some gelcoat cracks

BRIDGE DECK

MATERIAL:

Molded FRP. Low moisture and good soundings.

TYPE:

Open cockpit type with center binnacle

COCKPIT:

Aft self bailing single level cockpit. Mold non skid sole, Center binnacle. Good condition

SEATS:

Molded FRP bench type.

BIMINI:

1" stainless steel supports on the vessel. The Bimini is in storage

ADDITIONAL EQUIPMENT AND ACCESSORIES

ACCESSORIES:

Deck chairs, cabin fans, personal items.

CANVAS AND COVERS:

Binnacle and winch covers in serviceable condition.

FENDERS:

Assorted fenders. Serviceable condition

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

ADDITIONAL EQUIPMENT AND ACCESSORIES *(continued)*

DOCK LINES:

Assorted dock lines were observed. Adequate

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

JOINERY AND FINISH:

The joinery and finish of the teak interior was in good condition.

CABIN BRIGHT WORK:

Varnish finish on all doors and trim. Good condition.

INTERIOR BULKHEADS:

The interior bulkheads fit well throughout the vessel.

WATER INTRUSION SIGNS:

A small stain was sighted at the forward starboard chain plate (see findings)

STORAGE AREAS:

The cabinets, lockers, drawers, and shelving were well crafted and provide adequate storage.

HEADLINERS:

White vinyl good condition.

DOORWAYS:

Teak door to head and forward cabin. Fit and close properly

FABRIC AND CUSHIONS:

The cloth cushions are in serviceable condition.

FLOOR AND WINDOW COVERINGS:

Teak and holly sole. White cloth window coverings. Good condition

ACCOMMODATIONS:

The vessel sleeps

HEADS:

Single head

SHOWERS:

Remote shower in head

FAUCET FIXTURES:

The faucet fixtures and sinks were operable. No water on board.

LIGHT FIXTURES:

12 Volt cabin lights.

III. SYSTEMS

CABIN APPOINTMENTS

INTERIOR DESCRIPTION: *(continued)*

SALON FURNISHINGS:

Port and starboard settee's with dinette table.

CABIN FURNISHINGS:

V-berth with reading lamps, 12 volt fan, overhead hatch. Quarter berth with storage and 12 volt lighting.

VENTILATION:

Adequate ventilation using hatches and companion way door and Portlights and Dorades.

STEREO, ETC.:

Maxxum with cassette

CONDITION AND DEFICIENCIES:

The vessels interior is well kept.

GALLEY

LOCATION:

Port side at cabin entrance

SINKS:

Rectangular stainless steel sink. Good condition.

REFRIGERATION:

Ice box.

STOVE/OVEN:

2 Burner propane. Not tested

PROPULSION

MAIN ENGINES

TYPE:

Single fuel injected four cycle naturally aspirated engine.

MANUFACTURER:

Yanmar 2GM20F

SERIAL NUMBERS:

#09480

HORSE POWER:

16 hp @ 3400 RPM

NUMBER OF CYLINDERS:

2 Cylinders

III. SYSTEMS

PROPULSION

MAIN ENGINES *(continued)*

INDICATED HOURS:

None sighted

THROTTLE CONTROLS:

Lever-cable type operable.

EMERGENCY SHUT DOWN:

Fuel cable

ENGINE MOUNTS AND BED:

Mounted to steel adjustable mounts with rubber isolators bolted to the main stringers. Serviceable condition.

DRIP PANS:

Fiberglass sump under the engine.

LUBRICATION:

Internal oil pump with remote spin off filter. The oil is full and clean

VENTILATION:

Natural, flow ventilation.

EXHAUST SYSTEM:

Raw water cooled with mixing elbow , marine grade hoses with water lift muffler. The exhaust is not doubled clamped and the hoses are cracked.

***A.1**

The exhaust is not doubled clamped and the hoses are cracked.

ENGINE ALARMS:

Audible alarm

ENGINE SHUT DOWN:

Throttle cable

STUFFING BOX:

Rubber boot with double clamps. Serviceable condition

CONDITION AND DEFICIENCIES:

Serviceable condition

COOLING SYSTEM

TYPE:

Closed fresh water reservoir type cooling system

COOLANT LEVEL:

The coolant is full

III. SYSTEMS

PROPULSION

COOLING SYSTEM(*continued*)

HOSES AND CLAMPS:

Reinforced rubber hose some are **original** well clamped and well routed and supported.

BELTS AND PULLEYS:

The belts and pulleys are in serviceable condition.

SEACOCKS AND STRAINERS:

The strainer was clear and valve operable.

TRANSMISSIONS

TYPE:

Manual gear box

MANUFACTURER:

Yanmar KM2P

DRIVE TYPE:

Shaft drive with coupler no excessive corrosion was sighted.

GEAR RATIO:

.Transmission tag states 2.62:1 ratio

CONTROLS:

Mechanical cable and linkage. Works smoothly.

PROP SHAFT:

1 " Stainless steel

COUPLER (SAFETY WIRE):

Safety wired.

PACKING GLAND:

Hex type bronze nut packing gland. Serviceable condition.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

Diesel.

MATERIAL:

Aluminum fuel tank.

NUMBER OF TANKS:

Single tank

III. SYSTEMS

FUEL SYSTEM

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

TANKS CAPACITY:
18 Gallons

SECURED:
Well secured.

LOCATION:
Starboard lazarette

MANUFACTURING LABEL:
None Sighted Due to Access.

FILL PIPE LOCATIONS:
Starboard side deck labeled Diesel

FILL PIPE GROUNDED:
Properly grounded.

FILL PIPE MATERIAL:
USCG A2 hose is cracked and not doubled clamped
***A.2**
USCG A2 hose is cracked and not doubled clamped

FILL PIPE FITTINGS:
Aluminum

FUEL LINES AND FITTINGS:
Serviceable condition.

VENT LOCATION:
Starboard topside flame screen was sighted.

SHUT-OFF VALVE:
Shut off valve at the tank.

FUEL FILTERS:
Water separator and engine mounted secondary.

NOTE:
A complete inspection of the fuel system was limited to access.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:
Lead acid battery powered 12 volt system.

III. SYSTEMS

ELECTRICAL SYSTEMS

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

BATTERIES:

2 Group 27 batteries are dead

***B.1**

2 Group 27 batteries are dead

MAIN BATTERY SWITCHES:

Perko rotary switch at the panel.

PANEL:

The 12 volt panel is in the cabin at the entrance starboard side.

BREAKERS/FUSES:

The vessel uses well marked circuit breaker and fuse protection.

TYPE CONNECTORS:

Round lugs.

ROUTING/SUPPORT:

Well supported and secured where sighted. Fit for intended use.

CHARGING SYSTEM (BATTERY CHARGER):

No battery charger

CHARGING SYSTEM (ALTERNATOR):

Belt driven alternator

OUTLETS:

12 Volt outlets were sighted and were of cigarette socket type. Appeared serviceable.

NOTE:

Complete inspection of the 12 volt wiring was limited to access.

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET:

Single Marinco weather proof inlet starboard lazarette.

MAIN BREAKER:

Double pole breaker at panel.

BRANCH BREAKERS:

Well marked breakers.

CIRCUIT LOAD MONITORS:

Polarity light.

WIRE TYPE (SIZE AND RATING):

Size and rating, where sighted, appears well routed and supported, serviceable for intended use.

III. SYSTEMS

ELECTRICAL SYSTEMS

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

OUTLETS:

Various A.C. outlets throughout vessel, adequate and conveniently located.

GALVANIC ISOLATOR:

None sighted

NOTE:

A complete inspection of the AC wiring was limited to access.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS:

2 Fresh water tanks

CAPACITY:

80 Gallons

ACCESS:

Good access.

LOCATION:

Under the port and starboard settee's

MATERIAL:

Plastic.

FILL PIPE LOCATION:

Port and starboard side decks (not labeled)

*C.1

Port and starboard side decks (not labeled)

VENT PIPE LOCATION:

Port and Starboard topside's.

PUMPS:

12 Volt on demand. Located under the starboard settee

HOSES AND CLAMPS:

Vinyl hose and plastic tubing at various areas throughout vessel. Serviceable condition

NOTE:

The water system is winterized.

III. SYSTEMS

FRESH WATER SYSTEM

FRESH WATER SYSTEM (HOT WATER SYSTEM)

TYPE:

110 Electric. Marine grade.

MANUFACTURER:

Sea Ward

CAPACITY:

6 Gallons.

PRESSURE RELIEF VALVE:

Copper pressure relief valve built into tank.

HEAT EXCHANGER AND PLUMBING:

Engine connected heat exchanger. Serviceable.

NOTE:

The system is winterized.

SANITATION

SANITATION (BLACK WATER)

MANUFACTURER:

Jabsco

MANUAL OR ELECTRIC TYPE:

Manual, worked when tested.

NUMBER OF HEADS:

Single head

LOCATION OF HEADS:

Starboard near cabin entrance.

M.S.D TYPE USCG SYSTEM:

Certification Type: MSD U.S.C.G. Type III. (Holding tank)

RAW WATER SUPPLY AND CLAMPS:

Reinforced marine type rubber hoses properly clamped. Serviceable condition.

DISCHARGE HOSES AND CLAMPS:

White Santi type hoses. Serviceable condition

PUMP-OUT LOCATION:

Starboard side deck labeled waste

MACERATOR:

manual Whale pump

III. SYSTEMS

SANITATION

SANITATION (BLACK WATER)(*continued*)

"Y" VALVES:

Jabsco Y-valve is operable.

SYSTEM INSTALLATION:

Well installed

HOLDING TANK:

Plastic located under the quarter berth

CAPACITIES:

15 Gallons

SANITATION (GREY WATER)

BASINS, SHOWERS, HOSES AND CLAMPS:

The basins on the vessel drain to thru-hulls in area of basins. The hoses are in serviceable condition.

STEERING SYSTEM

STEERING SYSTEM

TYPE:

Quadrant type steering.

MANUFACTURER:

Edson Mfg.

PULLEYS, CABLE AND CHAIN CONDITION:

Serviceable condition.

RUDDER STOCK:

1 1/2 " Stainless steel

EMERGENCY TILLER:

Located in cabin locker.

GROUND TACKLE

GROUND TACKLE

ANCHORS:

Danforth anchor adequate size for the vessel.

RODE MATERIAL/CONSTRUCTION:

Chain and Thimble and U- shackle.

III. SYSTEMS

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF:

Uniden

SPEED LOG:

Datamarine.

DEPTH SOUNDER:

Datamarine.

COMPASSES:

Ritchie compass in serviceable

BAROMETER:

Barometer in cabin

SHIPS CLOCK:

Clock in cabin

THRU-HULLS

THRU-HULLS:

NOTE:

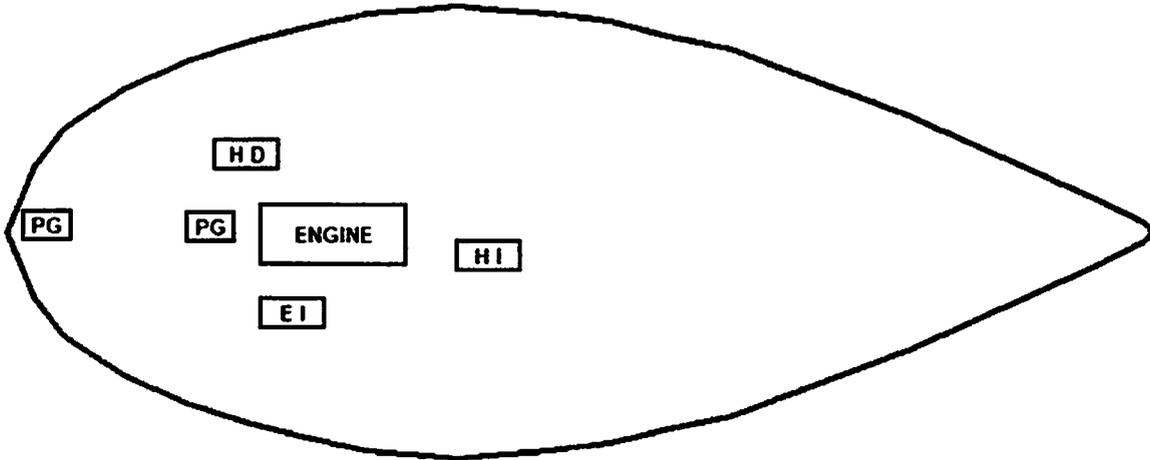
No excessive sun degradation was observed to the above water line thru-hulls.

III. SYSTEMS

THRU-HULLS

THRU-HULLS: (continued)

THRU-HULLS BELOW WATER LINE (DIAGRAM):



Abbreviation	Description
E I	engine intake
ENGINE	Engine
H D	head discharge
H I	head intake
PG	Pkng Gland

** Red Icon(s) with white text indicates inoperable item.

MATERIAL:

Bronze

TYPE:

Ball valve

BONDED:

The thru hulls are bonded.

OPERABLE:

The valves were operable

NOTE:

The head intake thru hull has excessive corrosion

*A.3

The head intake thru hull has excessive corrosion

III. SYSTEMS

BONDING SYSTEM

BONDING SYSTEM

MAIN BONDING CONDUCTOR:

Some thru hull are not bonded

***C.2**

Some thru hull are not bonded

RIGGING, DECK FITTINGS, AND MAST:

Mast is bonded, shrouds and stays are bonded

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S:

Assorted types and sizes

NUMBER OF THROWABLE PFD'S:

One (1) Type IV-U.S.C.G. approved throwable device Life Sling.

FIRE EXTINGUISHERS:

2 Kidde BC size 1. Charged

VISUAL DISTRESS SIGNALS:

Flares are out of date.

***B.2**

Flares are out of date.

SOUND DEVICES:

Hand-held compressed air horn. Operable.

NAVIGATION LIGHTS:

Properly located

"NO OIL DISCHARGE" PLAQUE:

Properly displayed

TRASH DISPOSAL PLACARD:

Properly displayed in cabin

AUXILIARY SAFETY EQUIPMENT

SMOKE DETECTOR:

None Sighted. Highly recommended.

BILGE WATER ALARM AND SAFETY SWITCHES:

Not sighted. This item is highly recommended.

III. SYSTEMS

SAFETY EQUIPMENT

BILGE PUMPS

LIST:

Whale manual cockpit and rule 800 (no float switch) The whale pump has a bad diaphragm.

***B.3**

The whale pump has a bad diaphragm.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER:

2 Blade bronze prop with some stray current corrosion

***B.4**

2 Blade bronze prop with some stray current corrosion

PROPELLER SHAFT:

Good condition no corrosion sighted

PROPELLER SHAFT (LOGS):

Shaft is centered in the shaft log

SHAFT BEARING (CUTLASS BEARING):

Cutlass bearing showed no signs of sloppiness or end play.

STRUTS:

Single I-beam cast bronze strut with excessive stray current corrosion

***A.4**

Single I-beam cast bronze strut with excessive stray current corrosion

RUDDER MATERIAL:

Foam cored fiberglass with high moisture was detected along with a small crack leaching resin

***B.5**

Foam cored fiberglass with high moisture was detected along with a small crack leaching resin

RUDDER MOUNTING:

Partial skeg mounted Hung rudder. No excessive movement.

PROPELLER PROTECTION:

Keel protected.

TRANSDUCERS:

Well installed and bedded.

ZINCS:

The zincs are missing

III. SYSTEMS

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY (*continued*)

NOTE:

There is evidence of stray current corrosion to the thru hulls, prop and skeg

***B.6**

There is evidence of stray current corrosion to the thru hulls, prop and skeg

CONDITION OF HULL (WETTED SURFACE)

BLISTERS:

No blisters were sighted

CONDITION OF BOTTOM PAINT:

Blue ablative bottom paint is loose and excessive

***C.3**

Blue ablative bottom paint is loose and excessive

NOTE:

The moisture readings were low, the sounding were good. No damage or repairs were sighted.

LIQUIFIED PETROLEUM GAS SYSTEM (LPG)

LIQUIFIED PETROLEUM GAS SYSTEM (LPG)

TYPE:

Propane grill

LOCATION:

Cockpit locker

REGULATOR:

Serviceable condition

PRESSURE GAUGE:

Serviceable condition

VENTILATION:

Properly ventilated meets ABYC standards

SHUT-OFFS:

Shut off at tank and electric solenoid.

NOTE:

The propane system is disconnected

III. SYSTEMS

STANDING RIGGING

STANDING RIGGING

MAST:

Aluminum mast. Appears true. No damage or corrosion was sighted. Viewed from the deck.

MAST STEP:

Deck step with compression post. Gelcoat cracks and depression was observed at the mast step.

*B.7

Gelcoat cracks and depression was observed at the mast step.

SPREADERS:

Double aluminum spreader rigged in good condition

SHROUDS AND STAYS:

1 x 19 Stainless steel wire with swag fittings continuous rigged with single adjustable back stay. The rigging is original and corrosion was sighted at the swaged fittings

*B.8

The rigging is original and corrosion was sighted at the swaged fittings

BOOMS:

Aluminum. Serviceable condition

TURNBUCKLES:

Chrome Bronze open face design are weathered. Serviceable condition

CHAIN PLATES:

Sounding and moisture readings in the chain plate deck areas indicated no delamination. Possible leak and corrosion at the starboard chain plate

*B.9

Possible leak and corrosion at the starboard chain plate

MAST SUPPORTERS:

Internal (compression post), coach roof depression was observed

RUNNING RIGGING

RUNNING RIGGING

WINCHES:

Barient # 17 , #21,# 10 winches are serviceable 2 winch handles. I recommend lubrication service.

SAIL TRACK:

Two deck mounted Genoa sail tracks with swivel blocks both port and starboard. Serviceable condition.

BLOCKS:

Garhauer blocks and sheaves are free moving

III. SYSTEMS

RUNNING RIGGING

RUNNING RIGGING(*continued*)

TOPPING LIFT:

Wire toping lift. Serviceable condition.

MAIN SHEET TRAVELER:

Schaefer Deck mounted in serviceable condition.

HALYARDS:

In mast halyards were braided and color coded. The halyards are weathered. The jib halyard is frayed

*B.10

The jib halyard is frayed

SHEETS:

Low stretch braided nylon are weathered.

ROLLER FURLING GEAR:

Harkens roller fuller. Serviceable condition

CLUTCHES:

Spinlock clutches in serviceable condition. **Not properly labeled**

SAILS

SAILS

MAINSAIL:

Dacron main sail in reportedly in serviceable condition. Removed for winter

HEADSAIL:

Dacron headsail reportedly in serviceable condition. Removed for winter

IV. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under "**SAFETY**" should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition. *Findings may also be in violation of U.S.C.G. regulations.*

Deficiencies noted under "**OTHER DEFICIENCIES**" should be corrected in the near future so as to maintain standards and to help the vessel to retain it's value.

Deficiencies will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES
- B. OTHER DEFICIENCIES NEEDING ATTENTION
- C. SURVEYORS NOTES AND OBSERVATIONS

A. SAFETY DEFICIENCIES:

A.1 (PAGE 11) EXHAUST SYSTEM:

Raw water cooled with mixing elbow , marine grade hoses with water lift muffler. The exhaust is not doubled clamped and the hoses are cracked.	
FINDINGS	RECOMMENDATIONS
The exhaust is not doubled clamped and the hoses are cracked.	<i>Comply with USCG Safety Regulations. and ABYC P- 1.7.1.10.1 Double clamp all exhaust connections and replace hoses</i>

A.2 (PAGE 13) FILL PIPE MATERIAL:

USCG A2 hose is cracked and not doubled clamped	
FINDINGS	RECOMMENDATIONS
USCG A2 hose is cracked and not doubled clamped	<i>Comply with ABYC H-23 fuel hoses doubled clamped and replace hose.</i>

A.3 (PAGE 19) NOTE:

The head intake thru hull has excessive corrosion	
FINDINGS	RECOMMENDATIONS
The head intake thru hull has excessive corrosion	<i>Replace thru hull</i>

A.4 (PAGE 21) STRUTS:

Single I-beam cast bronze strut with excessive stray current corrosion	
FINDINGS	RECOMMENDATIONS
Single I-beam cast bronze strut with excessive stray current corrosion	<i>Remove corrosion inspect the strut and replace if necessary</i>

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.1 (PAGE 14) BATTERIES:

2 Group 27 batteries are dead	
FINDINGS	RECOMMENDATIONS
2 Group 27 batteries are dead	<i>Replace batteries</i>

B.2 (PAGE 20) VISUAL DISTRESS SIGNALS:

Flares are out of date.	
FINDINGS	RECOMMENDATIONS
Flares are out of date.	<i>Comply with USCG regulations for Visual Distress Signals.</i>

B.3 (PAGE 21) LIST:

Whale manual cockpit and rule 800 (no float switch) The whale pump has a bad diaphragm.	
FINDINGS	RECOMMENDATIONS
The whale pump has a bad diaphragm.	<i>Repair as necessary</i>

B.4 (PAGE 21) PROPELLER:

2 Blade bronze prop with some stray current corrosion	
FINDINGS	RECOMMENDATIONS
2 Blade bronze prop with some stray current corrosion	<i>Remove corrosion and inspect prop</i>

B.5 (PAGE 21) RUDDER MATERIAL:

Foam cored fiberglass with high moisture was detected along with a small crack leaching resin	
FINDINGS	RECOMMENDATIONS
Foam cored fiberglass with high moisture was detected along with a small crack leaching resin	<i>Consult a fiberglass expert for repairs.</i>

B.6 (PAGE 22) NOTE:

There is evidence of stray current corrosion to the thru hulls, prop and skeg	
FINDINGS	RECOMMENDATIONS
There is evidence of stray current corrosion to the thru hulls, prop and skeg	<i>Consult a marine technician to perform a stray current test at your slip and check the bonding system</i>

B.7 (PAGE 23) MAST STEP:

Deck step with compression post. Gelcoat cracks and depression was observed at the mast step.	
FINDINGS	RECOMMENDATIONS
Gelcoat cracks and depression was observed at the mast step.	<i>Consult a fiberglass expert for an estimate and repairs.</i>

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.8 (PAGE 23) SHROUDS AND STAYS:

1 x 19 Stainless steel wire with swag fittings continuous rigged with single adjustable back stay. The rigging is original and corrosion was sighted at the swaged fittings	
FINDINGS	RECOMMENDATIONS
The rigging is original and corrosion was sighted at the swaged fittings	<i>Consult a rigging expert to further investigate , repair, replace as necessary</i>

B.9 (PAGE 23) CHAIN PLATES:

Sounding and moisture readings in the chain plate deck areas indicated no delamination. Possible leak and corrosion at the starboard chain plate	
FINDINGS	RECOMMENDATIONS
Possible leak and corrosion at the starboard chain plate	<i>Remove and inspect the chain plate</i>

B.10 (PAGE 24) HALYARDS:

In mast halyards were braided and color coded. The halyards are weathered. The jib halyard is frayed	
FINDINGS	RECOMMENDATIONS
The jib halyard is frayed	<i>Replace halyard</i>

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.1 (PAGE 15) FILL PIPE LOCATION:

Port and starboard side decks (not labeled)	
FINDINGS	RECOMMENDATIONS
Port and starboard side decks (not labeled)	<i>Label the fittings water</i>

C.2 (PAGE 20) MAIN BONDING CONDUCTOR:

Some thru hull are not bonded	
FINDINGS	RECOMMENDATIONS
Some thru hull are not bonded	<i>Check bonding system with a meter and repair as necessary.</i>

C.3 (PAGE 22) CONDITION OF BOTTOM PAINT:

Blue ablative bottom paint is loose and excessive	
FINDINGS	RECOMMENDATIONS
Blue ablative bottom paint is loose and excessive	<i>sand and repaint bottom</i>

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION** After a the survey has been completed and the findings have been organized in a logical manner.

The grading of condition, developed by BUC RESEARCH, and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the BUC USED BOAT PRICE GUIDE, ABOS, Yacht World.com, Soldboat.com NADA, The Power Boat Guide and Internet listings for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted marine grading system of condition:

"EXCELLENT (BRISTOL) CONDITION", is a vessel that is maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

"ABOVE AVERAGE CONDITION", has had above average care and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION", ready for sale requiring some additional work and normally equipped for her size.

"FAIR CONDITION", requires usual maintenance to prepare for sale.

"POOR CONDITION", substantial yard work required and devoid of extras.

"RESTORABLE CONDITION", enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** section of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is

OVERALL VESSEL RATING:

AVERAGE

V. SUMMARY AND VALUATION

STATEMENT OF VALUATION:

1. The "**FAIR MARKET VALUE**" is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the "**FAIR MARKET VALUE**" of the subject vessel is:

\$14,000 Dollars
Fourteen Thousand Dollars

2. The "**ESTIMATED REPLACEMENT COST**" indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. "**ESTIMATED REPLACEMENT COST**" of the subject vessel is:

\$145,000 Dollars
One Hundred Forty Five Thousand Dollars

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the , for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on **January 21, 2026** and was found to be a well constructed vessel. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies list should be attended to in a timely fashion.

V. SUMMARY AND VALUATION

SURVEYOR'S CERTIFICATION:

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

The statements of fact contained in this report are true and correct.

The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.

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

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

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

This report is submitted without prejudice and for the benefit of whom it may concern.

ATTENDING SURVEYOR:



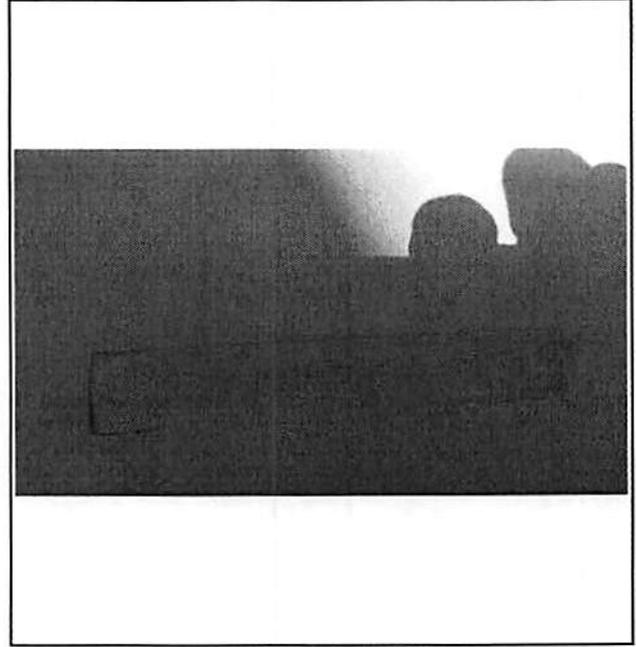
Charles Ulrick (SAMS Y,SC) # 906

Charles Ulrick (SAMS Y,SC) # 906

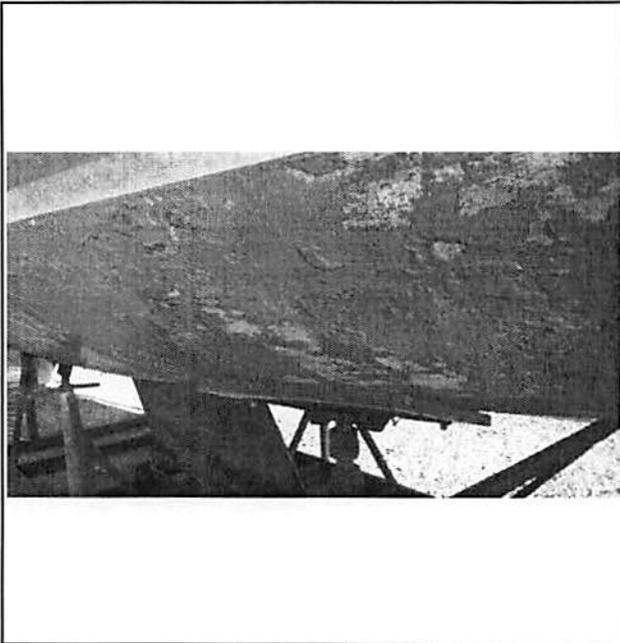
VI. PHOTOGRAPHS



RIMG0811



HIN # STRSL126H788

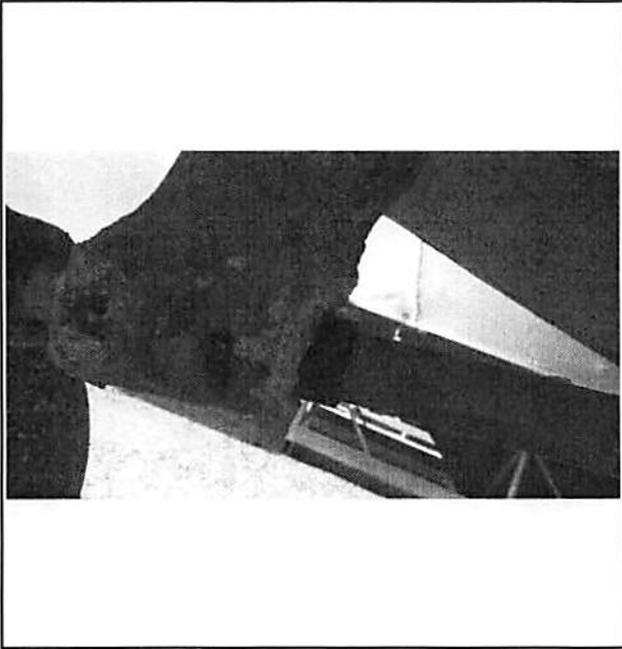


Excessive/loose bottom paint

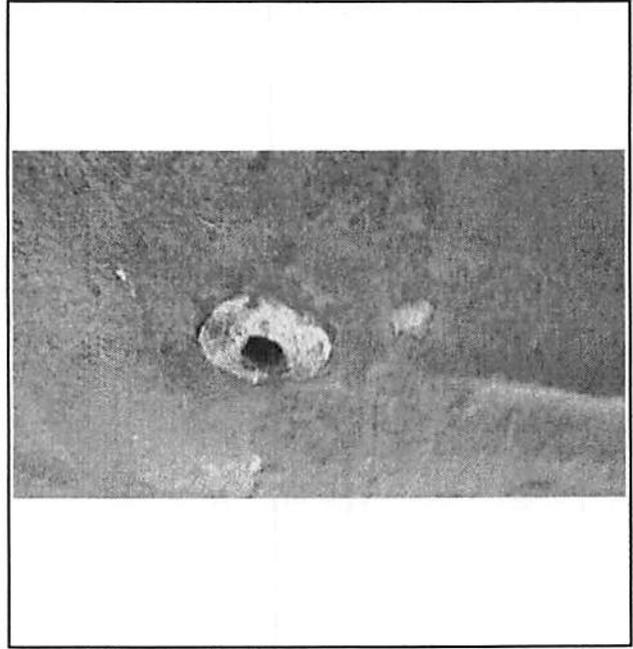


Prop with stray current corrosion

VI. PHOTOGRAPHS



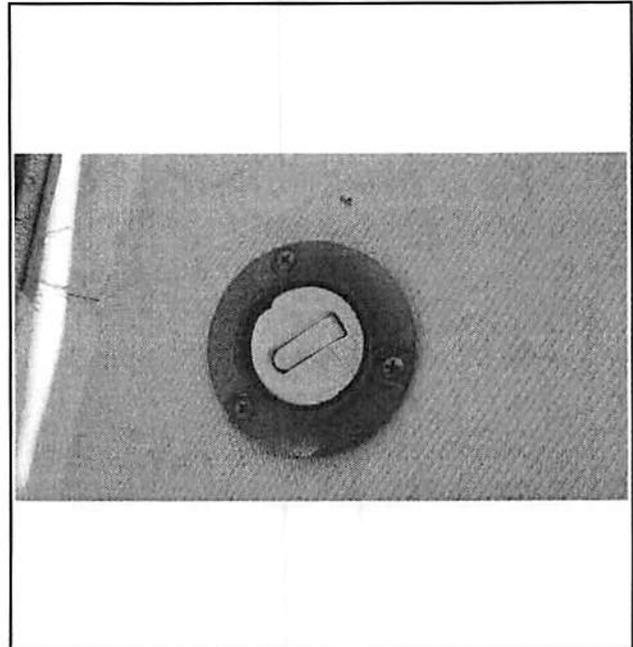
Strut with stray current corrosion



Head thru hull with stray current corrosion

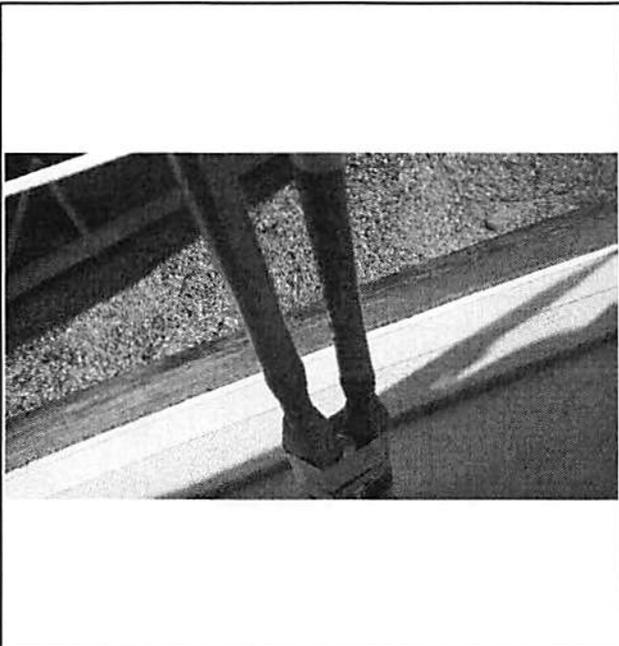


Rudder with high moisture, small crack, leaching resin

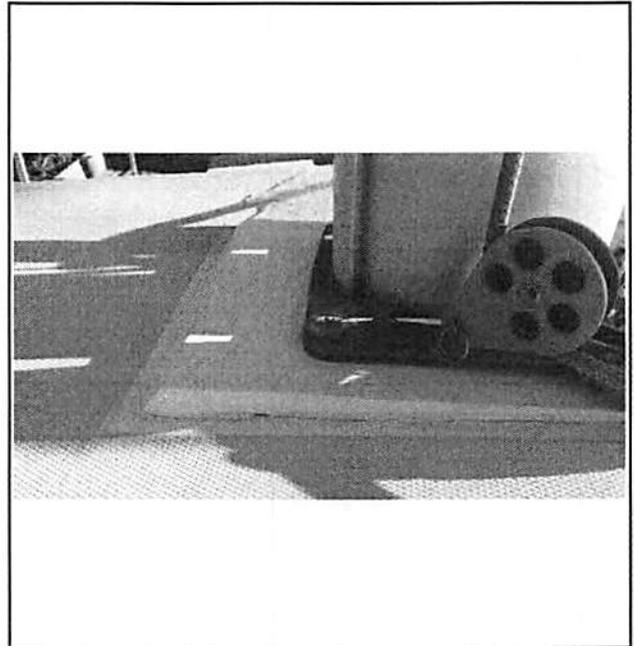


Water fills not labeled

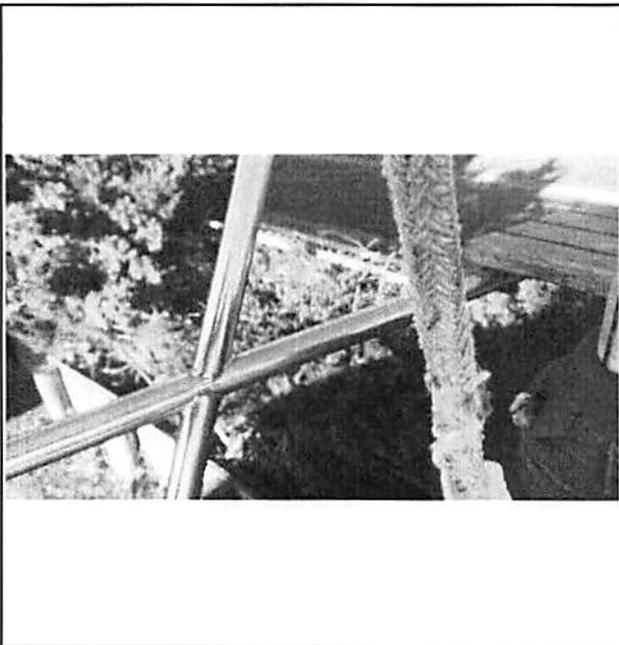
VI. PHOTOGRAPHS



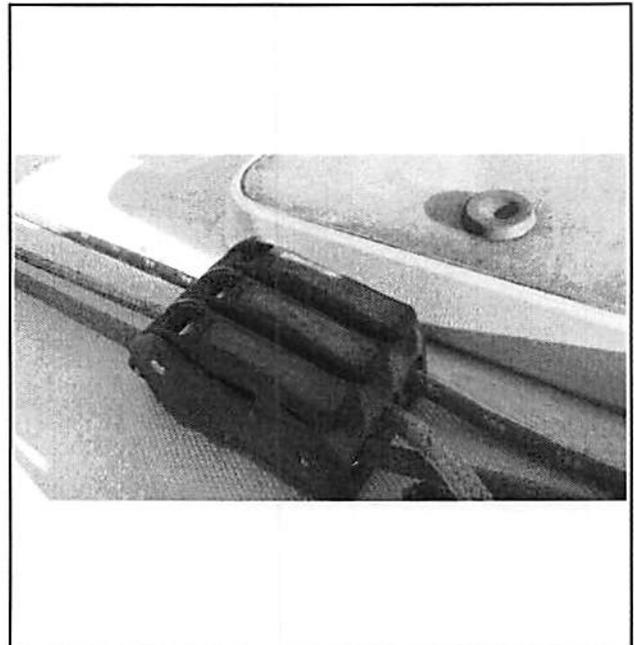
Swaged fittings with corrosion



Mast step with gelcoat cracks and depression



Frayed jib halyard



Clutches not labeled

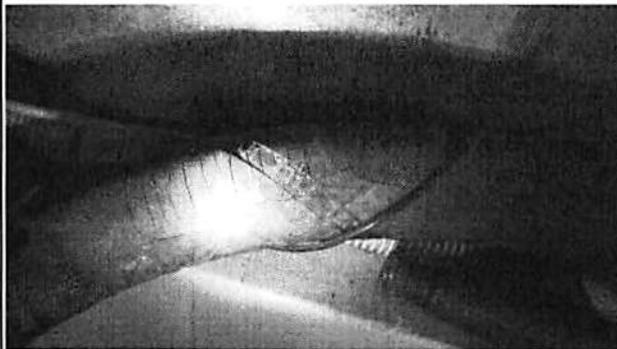
VI. PHOTOGRAPHS



Single clamped fuel fill hose



Cracked fuel fill hose



Cracked exhaust hose

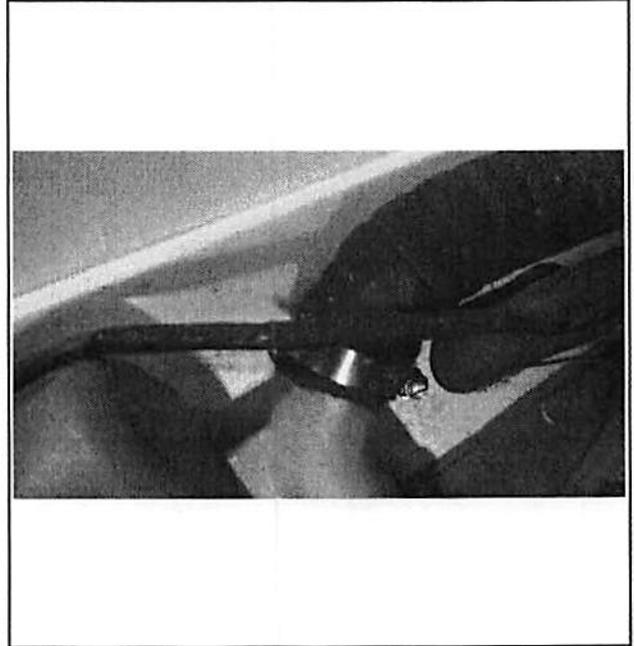


Damage Whale pump

VI. PHOTOGRAPHS



Expired flares



Single clamped exhaust connections.