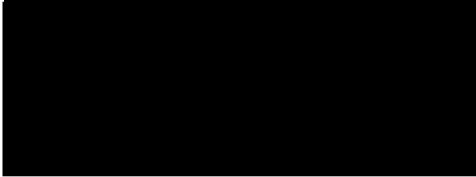


PACIFIC MARINE SURVEYORS

Est. 1965

CONDITION *R* CLAIMS *R* INSURANCE *R* CONSULTING

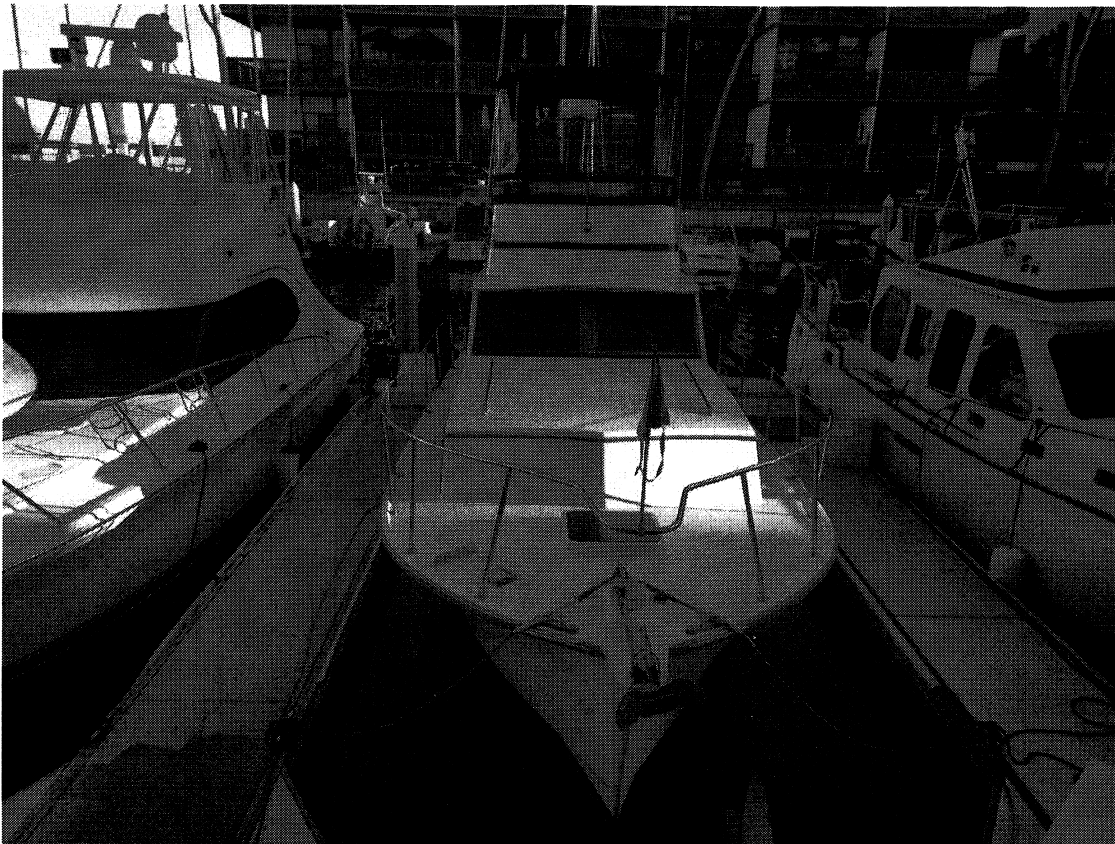
Serving the Boating Community for Over 50 Years



MARINE SURVEY REPORT

"Lady Liberty"

1984 Roughwater Sedan



File Number 22379-RC

Prepared for 

July 9, 2023

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NOTE: Photos taken at the time of survey are included throughout this report.

NOTE: For all items marked with an asterisk (*), see FINDINGS & RECOMMENDATIONS section of this report.

SCOPE OF SURVEY: On July 9, 2023 Pacific Marine Surveyors ("PMS") surveyed the vessel identified below while in the water at [REDACTED] in Long Beach, California to determine, without prejudice, *the current condition and estimated market value for possible donation*. Inspecting all internal and external portions of the vessel that were visible without removing obstructions or operating machinery, we found the vessel as indicated in our Findings and Recommendations section of this Report.

The vessel "Lady Liberty", bearing U.S. Document No. 1234489 and Hull Identification No. (HIN) RWB37114K484, was built by Roughwater Boats in CC Chen, Taiwan of FRP (Fiberglass) in 1984. The vessel is a twin screw, diesel powered, flybridge sedan known as a Roughwater 37 Sedan.

The hull construction is from a female mold, hand laid up, using appropriate layers of matte, cloth and woven roving with resin. There is a gel coat finish on the exterior portions of the vessel, as well as marine enamel. The deck and superstructure are of the same type of construction; however, they are cored and there is a nonskid pattern on the walking surfaces. There are transverse bulkheads, intermittent framing and longitudinal stringers along with a deck-to-hull joint that gives the vessel its rigidity and stiffness.

The main operations center is on the flybridge, with adequate navigational aids and engine-monitoring instrumentation in the adjacent area. There is one (1) pilot seat and one (1) companion seat aft of the helm, as well as one (1) bench seat for companions. The area is protected with a canvas bimini top with stainless steel bows and an Isinglass enclosure. There is a plexiglass venturi with stainless steel supports as well as a stainless steel and wood ladder leading down to the cockpit. Additionally, there is a stainless steel radar tower.

Boarding the vessel over the teak swim platform and stepping through the transom gate, there is a nice-sized cockpit. There are access hatches to the lazarette, the rudder posts, bilge pump, fuel tanks and some storage. There are decks on the port and starboard sides of the cabin leading forward for fishing, anchoring and other uses. There is an FRP bow plank, windlass, stainless steel hand rails, stainless steel bow pulpit, and one (1) cabin top hatches providing light and air to the cabins below.

Entry to the main cabin is through the door at the forward section of the cockpit. There is a settee along the port side of the cabin and there is a lower helm station in the starboard forward section of the main cabin. On the side of the lower helm is the main electrical panel. The cabin sole has access hatches for the engine space, batteries, pumps and engines. Continuing forward and down wood steps there is a convertible dinette on the port side and the galley on the starboard. Forward of the dinette is the enclosed marine toilet on the port side. The galley floor contains hatches to access the water tank, holding tank and additional bilge pumps. Moving further forward and through a bulkhead puts you into the owner's stateroom with a large double berth in the "V" of the hull and the chain locker in the forepeak. Throughout the vessel there are various cabinets, cupboards and drawers for storage.

Vessel: "Lady Liberty"
July 9, 2023
Page 4 of 13

File # 22379-RC

DATE July 9, 2023

FILE NO. 22379-RC

SURVEYED FOR...

ADDRESS

VESSEL NAME "Lady Liberty"

BUILT BY Roughwater Boats **LOCATION** CC Chen, Taiwan **YEAR** 1984

MODEL 37 Sedan **HIN #** 4RWB37114K484 **REGISTRATION** U.S. Doc. # 1234489

SURVEY LOCATION Long Beach, CA (In The Water) **PRESENT AT SURVEY** Surveyors

HULL & DECK

LOA 39'5" **BEAM** 11'7" **DRAFT** 4'0" (Reported Dimensions)

HULL TYPE Hard Chine, Modified-Vee w/ Raked Bow

HULL MATERIAL FRP (Fiberglass) **FASTENERS** Stainless Steel

FRAMES & BEAMS Bulkheads **SPACING** Intermittent

DECKING Nonskid FRP **WINDOWS & PORTS** Twenty-Two (22)

DECK-TO-HULL JOINT Slip Flange

ANCHOR WINDLASS Lofrans w/ Up Switch

GROUND TACKLE Stainless Steel Plow w/ Galvanized Chain

SAFETY RAIL Stainless Steel Stanchions w/ Single Safety Wire

COMPASSES One (1) Ritchie 3" & One (1) Ritchie 4" Spherical Magnetic

DECK EQUIPMENT:

FRP Bow Plank, Stainless Steel Bow Pulpit, Anchor Roller, Wood Rub Rail, Miscellaneous Mooring Equipment, One (1) Cabin Top Hatch, Stainless Steel Hand Rails, Teak Swim Platform.

COCKPIT:

Scuppers, Transom Gate.

FLYBRIDGE:

One (1) Pilot Seat, One (1) Companion Seat, One (1) Bench Seat, Trim Tab Controls, Canvas Bimini Top w/ Stainless Steel Bows, Isinglass Enclosure, Stainless Steel Radar Arch, Wood & Stainless Steel Flybridge Ladder, Stainless Steel Destroyer Helm, Stainless Steel Radar Arch, 12V DC Outlet.

SHIPBOARD AMENITIES

OPERATED FROM Flybridge & Lower Helm

CABINS/SECTIONS One (1) Main, One (1) Forward, One (1) Enclosed Marine Toilets

SLEEPING ACCOMMODATIONS FOR Five (5)

STOVE Three (3)-Burner **STOVE FUEL** LPG **MICROWAVE OVEN** Yes

SINK Single Stainless Steel **SINKBOARD AREA** Approx. 12 Sq. Ft. **MATERIAL** Formica

REFRIGERATOR/FREEZER Approx. 6 Cubic Ft.

MARINE TOILET/S One (1) Manual w/ Holding Tank

SHOWER/S One (1) - FRP Base, Teak Grate & Hand-Held Shower

VANITY/IES One (1) - Stainless Steel Wash Basin

SHIPBOARD AMENITIES (Continued)

INTERIOR:

Vinyl Overhead, Teak Cabin Sole, FRP Hull Liner, DC Lighting, AC Outlets, DC Outlets, Foam & Fabric Cushions.

ELECTRONIC EQUIPMENT

NAVIGATION

VHF-FM RADIO/S *Uniden* **CALL LETTERS** *None Posted*

GPS/PLOTTER/RADAR *Raymarine C90w*

AUTOPILOT *Simrad AP24*

SAFETY EQUIPMENT

USCG REQUIRED

FIRE EXTINGUISHERS:

*Two (2) 3 lb. Type "BC" Size I Dry Chemical, Two (2) 5 lb. Type "ABC" Size I Dry Chemical, (NOT CERTIFIED) **

PFDs (LIFE JACKETS) *Six (6) Type II & One (1) Type III* **THROWABLE DEVICE/S** *24" Life Ring*

RUNNING LIGHTS *Electric ** **HORN** *Air & Canned Air* **FLARES** *No ** **REG.#S** *Yes **

MSD *Yes* **OIL PLACARD** *Yes* **DUMPING PLACARD** *Yes* **BLOWER** *N/A* **FLAME ARRESTER** *N/A*

OTHER EQUIPMENT

BELL *6" Brass* **CO MONITOR** *No ** **FIRST AID SUPPLIES** *None*

BILGE PUMPS *Three (3) Electric - One (1) Aft, Two (2) Forward & One (1) Manual in Engine Space*

LPG SYSTEM *Located in Cockpit. One (1) Vertical Steel Container Vented To Atmosphere*

ELECTRICAL SYSTEMS

BATTERIES *Two (2) 8D in Boxes w/ Lids* **LOCATION** *Engine Space*

GENERATOR(S)

VOLTAGE *12V-DC & 110V-AC*

MAIN DISCONNECT SWITCH *Vapor Resistant*

WIRING *Low & High Voltage Plastic-Sheathed Nonmetallic **

SWITCHBOARD LOCATION *Forward Section of Main Cabin Aft*

DC PANEL *DC Voltmeter, DC Ammeter, Circuit Breakers*

AC PANEL *Main Breaker, Circuit Breakers*

OTHER: *ProMariner 1240I Plus, DC Outlets, One (1) 30-Amp Shore Power Receptacle.*

NOTE: The electrical system appears to be as designed and serviceable. The wires are bundled and properly supported.

PROPULSION & MACHINERY

MANUFACTURER Detroit Engines

MODEL 8.2L **TYPE** Marine Diesel Fresh Water Cooled

TOTAL HORSE POWER (APPROX.) 220 x 2 = 440

SERIAL NUMBER Port 40828301; Starboard 40828300

AGE OF UNIT OR DATE OF LAST OVERHAUL Unknown

NOTE: The engines appear to be serviceable.

EXHAUST LINES Reinforced Hose (Wet) **ENGINE SPACE VENTILATION** Vents & Natural

ENGINE CONTROLS Morse Red Jacket **STEERING TYPE** Hydraulic

INSTRUMENTATION:

Four (4) Tachometers, Four(4) Oil Pressure Gauges, Four(4) Transmission Oil Pressure Gauges
Four (4) Water Temperature Gauges, Two (2) Fuel Gauges, Four (14 Hour Meters. Hours: Port
1273.7, Starboard 1558.8

OTHER:

Engine Space Sound Insulation.

TANKS & SYSTEMS

FUEL SYSTEM

NUMBER Four (4) **FILL LOCATION** Cockpit **TOTAL CAPACITY** 230 Gallons

MATERIAL Aluminum **SHUT OFF** In Line **GROUNDING** Yes

FILTERS Two (2) Inline

FUEL LINE SIZE & MATERIAL 3/8" Rubber

WATER SYSTEM Tanks built in; could not measure or inspect.

NUMBER Two (2) **TOTAL CAPACITY** Unknown **MATERIAL** Stainless Steel

WATER LINE SIZE & MATERIAL 3/8" Copper Tubing **VENTED** Overboard

OTHER Seaward 6 Gallon Water Heater, Pressure Water Pump

MSD Tanks built in; could not measure or inspect.

NUMBER One (1) **CAPACITY** 25 Gallons (Rept.) **MATERIAL** FRP

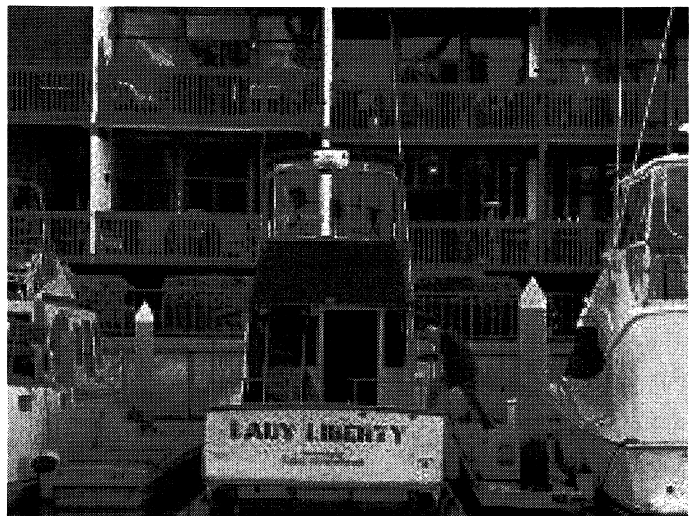
OTHER Y-Valve

BELOW WATERLINE THRU-HULLS

FUNCTION	LOCATION	TYPE	CONDITION
Raw Water In	Stb Side Forward	Ball	Serviceable
Stb. Engine Cooling	Stb Side Amidships	Ball	Serviceable
Port Engine Cooling	Port Side Amidships	Ball	Serviceable
Abandoned Thru-Hull	Port Side Aft	Ball (Capped)	Serviceable
Abandoned Thru-Hull	Stb Side Aft	Ball (Capped)	Serviceable

MISCELLANEOUS

Canvas Covers, Tools, Spare Parts, Ship's Manuals, Four (4) Deck Chairs, Spare Danforth Anchor.



STATEMENT OF VALUATION

The "Fair Market Value" is the most probable price in terms of money for which the vessel should sell in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, in a well-informed fashion, and unaffected by any special considerations associated with the sale.

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 and advised, each acting in what they consider their own best interests;
- 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.

The "Estimated Replacement Cost" is the retail cost of a new vessel of the same make and model with similar equipment by the same manufacturer. If this vessel is no longer in production then the value of a similar vessel with similar equipment is used.

After consideration of available data (sold boats, For Sale listings, N.A.D.A., Buc Book), the reliability of the data, and appropriate adjustments for condition and location of the vessel, it is your professional surveyor's opinion that the Fair Market Value and Estimated Replacement Cost of this vessel are as follows:

FAIR MARKET VALUE: \$ 61,000.00

Buc Book - \$65,500 - \$71,900

Sold Boats- \$24,000- \$75,000

LIMITATIONS AND CONDITIONS

This report of survey is for the benefit of [REDACTED] or "the party who commissioned this report") only and many not be relied upon by any other person without the express written consent of Pacific Marine Surveyors.

This report of survey represents the condition of the vessel as inspected by Pacific Marine Surveyors on the date of survey. This report makes no representation and does not purport to describe any condition which may have changed since the date of the survey and the recommendations made herein are limited to those that, in the opinion of Pacific Marine Surveyors, are reasonably necessary and appropriate, based upon the conditions and circumstances as they existed at the time of the survey.

Unless otherwise specifically requested and provided for and noted in the report, this report is founded on an inspection subject to the following listed exceptions:

- If this report does not discuss specific items, equipment or machinery, it is not covered by the survey.
- Permanently mounted bulkheads, ceilings, paneling and other portions of the vessel's structure are not opened.
- Permanently mounted machinery, tanks and equipment are not dismantled to expose portions of the vessel ordinarily concealed.
- Propulsion machinery, auxiliary systems, electrical and electronic circuits and equipment, tanks, tenders, plumbing systems and fittings, miscellaneous equipment, sails and rigging are not analyzed, traced, tested, or opened for internal inspection.
- The internal condition of engines, transmissions and/or generators are not evaluated or inspected.
- Borings and non-destructive test procedures are not conducted to determine thickness or internal condition of structural members.
- No determination of stability characteristics is made and no opinion is expressed.

Included in the assessment of value of the vessel are all things attached to the vessel and which may be presumed to be the property of the owner, including (but not limited to) the hull, machinery, equipment, sails and rigging, tenders, furnishings, and all that is onboard for the purpose of the use of the vessel, excepting only that which, in customary usage, is considered personal property of the owner or crew or which specifically is excepted at the time of the survey.

The services rendered herein and the report furnished herewith are done with the understanding that Pacific Marine Surveyors, its agents, employees, contractors, and owners, are not responsible or liable under any circumstances whatsoever for any error, omission, negligence or failure to properly perform the requested services and that all matters and statements contained in this report are a matter of opinion only. They are not to be construed as representations, warranties or guarantees as to the condition or safety of the vessel or of any of its individual parts. No statement made herein or in connection with the services performed hereunder or any work done in connection herewith shall be the basis for any claim, demand or action against Pacific Marine Surveyors, its agents,

employees, contractors, and owners. In no event shall PMS be liable for incidental and consequential damages, or damages exceeding the fee actually received for the work.

The mandatory standards promulgated by the United States Coast Guard (USCG), under the authority of Title 46, United States Code, Title 33 and 46 of the Code of Federal Regulations, and the voluntary standards and recommended practices developed by the American Boat and Yacht Council and the National Fire Protection Association have been used as guidelines in the conduct of this survey. Use of this survey report constitutes acceptance of the established and customary conditions and limitations described above. The survey report is made in good faith, without prejudice, and founded on the facts discovered and presented at the time of survey.

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 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.

Eighteen (18) photographs taken at the time of survey including a photo of the hull identification number (HIN) are included as part of this survey.

Thank you for this assignment. If we may be of further service, please give us a call.

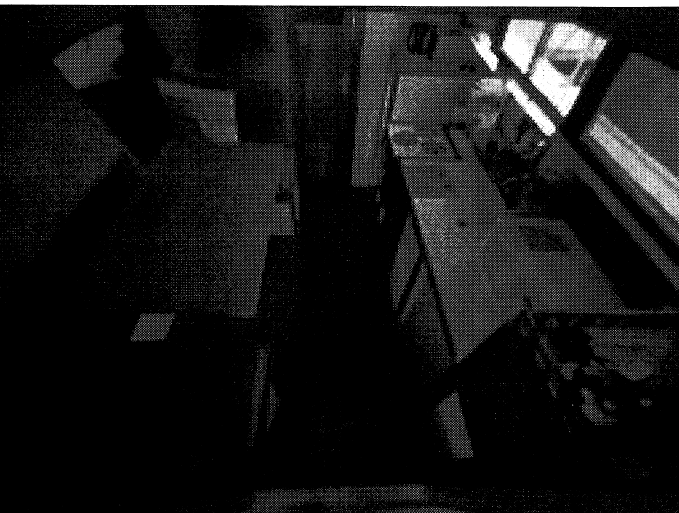
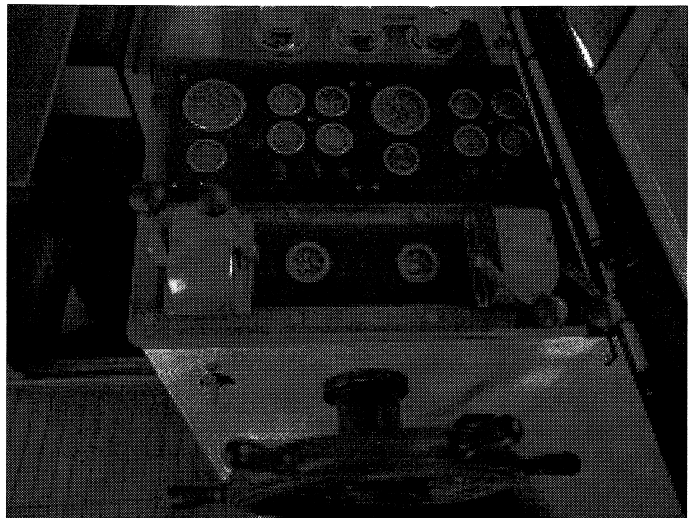
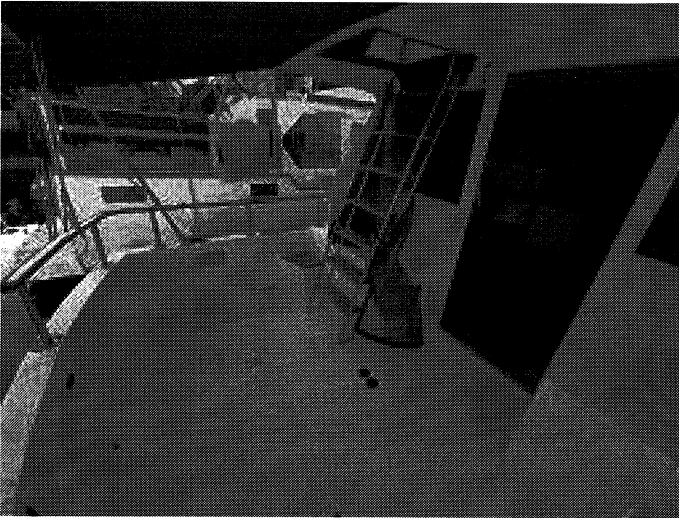
Sincerely,

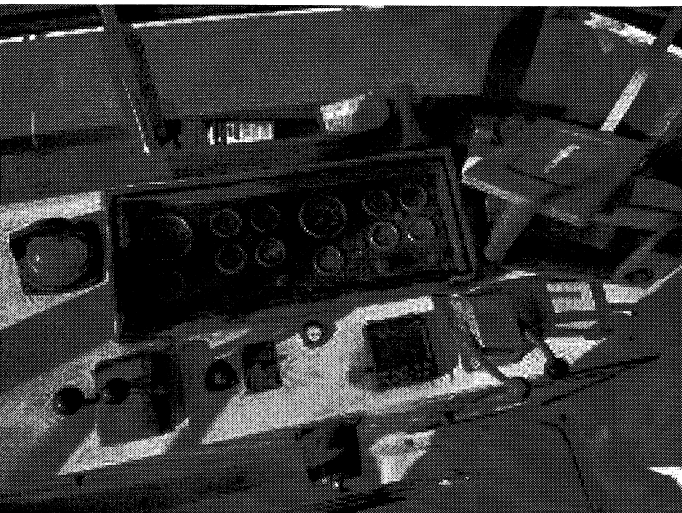
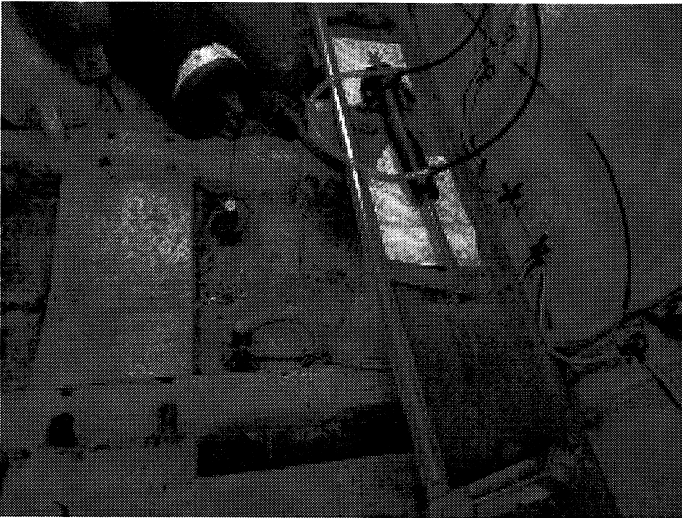
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By  _____

RICK GORMAN, AMS







Hull Identification Number (HIN) RWB37114K484

