



1986 26 Carver Santa-Cruz 2667

"1987 Carver"



Report of Marine Survey

Of the Vessel "Dark Day"

"1987 Carver"

1986 26 Carver Santa-Cruz 2667

CONDUCTED BY

Daniele Piludu

D.P. SURVEYS LLC

PREPARED FOR



Inspection performed on: 10/27/23 with Report submitted on: 10/31/23

Report of Marine Survey

INTRODUCTION

PURPOSE & SCOPE

The scope of work for this survey is defined by the information indicated below.

Importantly, this current survey is going to be conducted on-land, without a limited sea-trail as requested by the client.

A) The attending Surveyor inspected the 1999, Carolina Classic, "Dark Day" at the request of [REDACTED]. The survey was conducted on: October 27th at [REDACTED] New York, with the report submitted on: October 31st, 2023.

B) The survey was requested to determine the physical condition and the value of the vessel for a Charitable Contribution.

C) The ship's papers were on board at the time of the survey.

D) No reference or information should be constructed to indicate evaluation of the internal condition of engines, transmissions, drives or generators, nor the propulsion system or the auxiliary power system's operating capacities. The inspection of engines(s), generator(s), machinery and related mechanical system is not within the scope of this survey. Only a visual inspection of the machinery was conducted, and no expert opinion of their overall condition or performance was formed. If the client seeks additional information about the subject's machinery they should retain the service of a qualified mechanic, engine surveyor, or other expert. Oil samples of the propulsion engine and generator were not taken and therefore not submitted to a laboratory for analysis as per client's request.

E) An out of water inspection of the hull's topsides, transom, decks, wetted surface and running gear was performed during the survey. The surveyor's visual inspection of the hull included percussion testing using a phenolic hammer. A conductivity (moisture) meter (Klein Tools ET 140) was used to supplement the percussion testing when sounding and/or visual abnormalities were identified, or if specifically requested by the client. Exterior hardware was visually examined for damage and drive components were tested by sight only.

F) Electrical and electronic equipment was powered up and some electrical equipment may have been tested for basic and/or limited function only, with the limitation of those systems that could be tested solely on land. The wiring (conductors) was inspected from a general perspective where accessible and is considered in serviceable condition, unless otherwise noted. A significant amount of wiring could not be observed due to the wiring looms and conduits that transit areas which would require dismantling and removals for their inspection. If a detailed report as to the condition and capacities of the wiring and electrical components is desired, it is recommended that a suitably qualified (ABYC) marine electrician be engaged.

G) Vessel tankage was visually inspected where accessible. No obvious leakage was observed, unless otherwise noted; however, the tanks were not confirmed to be full at the time of inspection. The tankage was not opened or internally inspected unless otherwise noted. If a more thorough assessment is desired, the tanks should be filled and checked under full tank status or pressure tested to attest to their condition.

H) Naval architecture and engineering analysis were not part of this survey. Furthermore, no determination of stability characteristic or inherent structural integrity has been made, and no opinion is expressed with respect thereto, unless otherwise indicated herein.

I) Complete compliance with, identification of, and reporting on all standards, codes, and regulation is not guaranteed.

J) This sign report represents the findings of the survey and supersedes all conversation, statements, and representations, whether verbal or in writing.

This survey report represents the condition of the vessel on the above date(s) and is the unbiased opinion of the undersigned, but it is not considered an inventory, warranty, or guarantee, either specified or implied.

L) The survey report is for the exclusive use of the client and those lenders and underwriters that will finance and/or insure the vessel for this client only, and is not intended for, or assignable to, any other parties for any purpose.

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CONDUCT OF SURVEY

The mandatory standards promulgated by the United States Coast Guard (USCG) under the authority of Title 46 United States Code (USC), Titles 33 and 46 of the Code of Federal Regulation (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.

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DEFINITION OF TERMS

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

ABYC: The American Boat and Yacht Council is a non-profit, member organization that develops voluntary global safety standards for the design, construction, maintenance and repair of recreation boats.

APPEARED: Indicates that a very close inspection of the related 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 testing, etc.).

ACCESSIBLE: Capable of being reached for inspection without removal of permanent boat structures.

SERVICEABLE: Fulfilling its function adequately (usable at the time of Survey).

CFR: Code of Federal Regulation is a codification of the general and permanent regulation that were published in the federal Register by the Executive department and agencies of the Federal Government. It is divided into 50 Titles that represent broad areas subject to Federal regulations.

DELAMINATION: Separation into constituent layers

FRP: Fiber Reinforced Plastic or Fiberglass-Reinforced Polymer

NFPA: The National Protection Association is an international non-profit organization devoted to elimination death, injury, property and economic loss due to fire, electrical and related hazard.

NOT TESTED: Indicates that a comprehensive inspection of the particular system, component, or item was attempted, but was not possible due to constraints imposed upon the surveyor (e.g. no power available, inability to remove panels, requirements not to conduct destructive tests, or limitations on the inspections time that were outside the Surveyor's control).

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

PROPERLY SECURED: Stowed and/or fastened in an acceptable or suitable way free from risk of loss or physical damage.

READILY ACCESSIBLE: Capable of being reached quickly and safely for effective use under emergency conditions without the use of tools.

HIN: Hull Identification Number

EXCELLENT (BRISTOL) CONDITION: Maintained in mint or bristol fashion (usually better than factory new, loaded with extras, a rarity).

ABOVE AVERAGE CONDITION: Above average care and is equipped with extra electrical and electronic gear.

AVERAGE CONDITION: Ready for sale requiring no 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.

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RESTORABLE CONDITION: Enough of hull and engine exists to restore the boat to usable condition.

USE OF "A", "B" or "C": Use of the letters "A", "B" or "C" in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" Section pertaining to the lettered item. PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.

Unless specifically noted otherwise, there were no measurements or calculations performed during the Survey. The specifications listed within the report are believed to be correct; however, accuracy is not guaranteed. Recommend obtaining accurate measurements and performing calculations as desired, or verifying all vessel specifications and capacities with the vessel's builder.

HIN (HULL IDENTIFICATION NUMBER) VERIFICATION COMMENTS

The vessel's HIN (Hull Identification Number) was verified during the Survey inspection.



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GENERAL VESSEL INFORMATION

TYPE OF SURVEY REQUESTED: Physical condition and the appraisal value of the vessel for a Charitable Contribution.

DATE OF SURVEY INSPECTION: 10//27/2023

VESSEL TYPE: Cabin Cruiser

VESSEL BUILDER: Carver

HIN (HULL IDENTIFICATION NUMBER): [No Content]

MODEL YEAR: 1986

DOCUMENTED HAILING PORT: New York, New York

HOME PORT: New York, New York

U.S.C.G. DOCUMENTED FOR: Recreation.

STATE REGISTRATION NUMBER: [No Content]

VESSEL MATERIAL: FRP Fiberglass.

LENGTH OVERALL (LOA): The LOA is 25'8" as reported by BUCValuPro™

LENGTH ON DECK (LOD): N/A as per BUC.com

BEAM: The beam is 8" as reported by BUCValuPro™

DRAFT: The draft measured 2'10" as reported by BUCValuPro™

DISPLACEMENT: The displacement weight as per BUC VALUE PRO is 5400 lbs.

DEPTH: N/A

LOCATION OF SURVEY INSPECTION: [REDACTED] New York.

LOCATION OF BOTTOM INSPECTION: [REDACTED] New York

VESSEL OWNER: [REDACTED]

VESSEL OWNER ADDRESS: New York

RATING & VALUATION

VESSEL OVERALL RATING: Average Condition

ESTIMATED MARKET VALUE: Estimated "Fair Market Value" is:
\$9,200

ESTIMATED REPLACEMENT COST: \$78,000 as per Buc.com

VESSEL DOCUMENTATION DATA

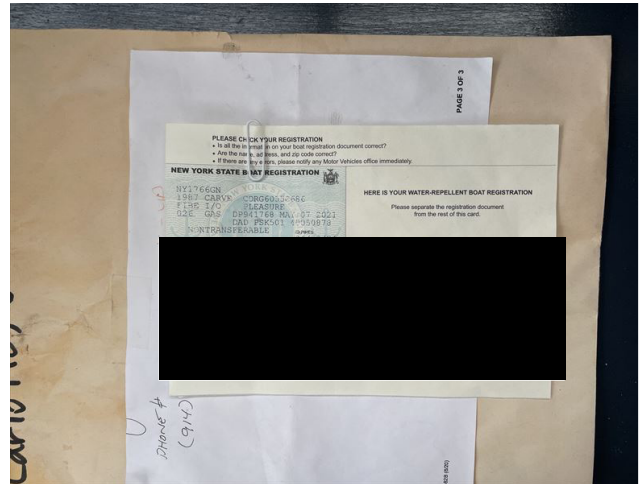
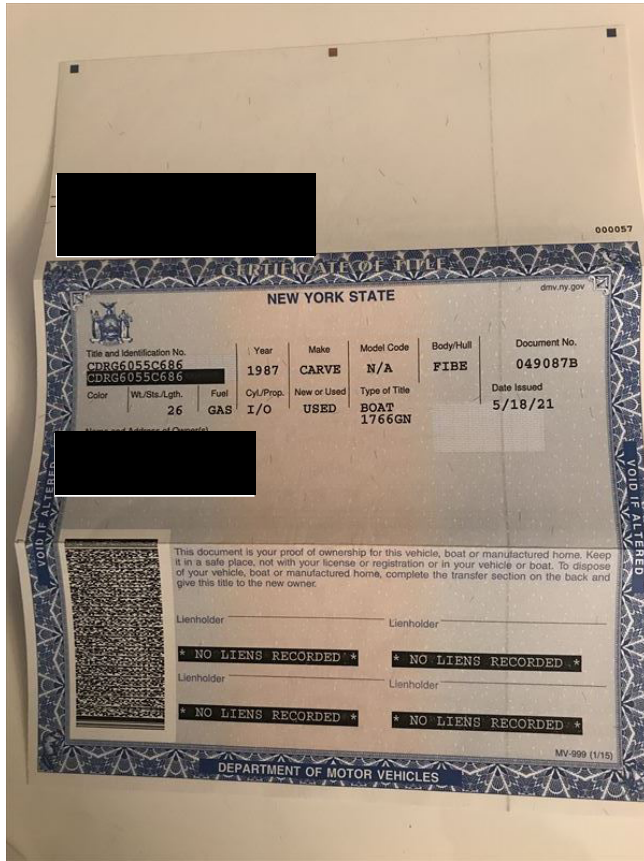
HIN (HULL IDENTIFICATION NUMBER) COMPLIANCE (33 CFR 181)

The vessel's HIN (Hull Identification Number) displayed on the starboard transom did match the HIN recorded with U.S.C.G. Certificate of Documentation.

DOCUMENTATION COMPLIANCE (46 CFR 67)

Documentation was on board during the survey.

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STATE REGISTRATION COMPLIANCE (33 CFR 173)
Confirmed

VESSEL CONSTRUCTION HULL ARRANGEMENT

HULL OVERALL

The vessel is a Semi V, planning type with a rising sheer line from the stern to the bow, hard chines and lifting strakes to increase speed and performance. As per the manufacturer, the hull is fabricated from fiberglass. The exterior is white tone gel coat finish and a black stripe to identify water line; right below there is white stripe followed by the bottom hull/wetted surface covered with blue paint.

Wetted surfaces were visually examined; Wetted surfaces were percussion tested approximately every 6 inches with a phenolic hammer. No evidence of voids nor delamination were noted; a conductivity test was performed showing level on the norms.

Topsides were visually inspected, and percussion tested approximately every 6 inches with a phenolic hammer - No structural damage was noted. Through hull fittings above water line were found in serviceable condition.

The vessel has an overlap (shoebox) type hull to deck joint. The joint contains an elastomeric compound and was fastened with stainless-steel through bolts every 6 (six) inches. Visual inspection was only possible in the anchor locker and indicated bolts were tight. No signs of intrusion or movement of the joint were noted around the vessel.

Few scratches were found on both strab. and port side but not structural damage was found. (see findings)

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TRANSOM

After research, material of the transom was not found nor disclosed by manufacturer.

Transom was visually inspected and tapped examined with a phenolic hammer showing no signs of structural damage.



SWIM PLATFORM

The cored fiberglass swim platform had normal percussion soundings and conductivity readings.

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BOARDING SWIM LADDER

Serviceable condition

BULKHEADS

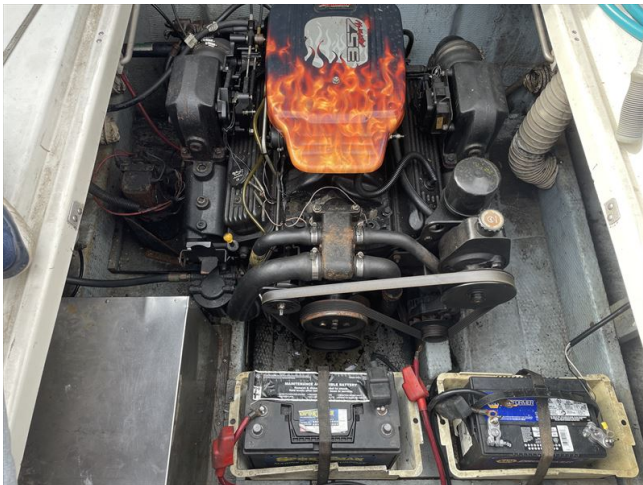
After research, material used for the bulkhead was not found nor was disclosed by the manufacturer. Where accessible, bulkheads were visually inspected and showed no signs of structural problems. Also, where accessible, bulkheads were tapped with phenolic hammer with the result of no abnormal sounds.

STRINGERS/TRANSVERSALS

After research, material used for the stringers was not found nor was disclosed by the manufacturer. Stringers were visually inspected where accessible, respectively from the engine room, galley, forward berth and found in good condition with no signs of structural damage. Also, stringers were inspected and tapped with a phenolic hammer; as a result, no signs of abnormal sounds were found.

GENERAL BILGE CONDITION

The engines' bilge was found serviceable condition.



DECK ARRANGEMENT

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DECK OVERVIEW

The deck was found in average condition.

Reportedly as per manufacturer, the vessel's deck is constructed with cored FRP (fiber reinforced plastic) with white gelcoat and textured non-skid and was found in good condition.

Exterior lights were found in serviceable condition. The opening cabin in the deck, according to manufacturer, is made of acrylic plastic glass and was found in serviceable condition.

The bow rail was found in serviceable condition. Stainless steel cleats were visually inspected and found in serviceable.



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BRIDGE ARRANGEMENT

BRIDGE TYPE

The flybridge provided the helm station and seating area - all found in serviceable condition.



EXTERIOR EQUIPMENT

COCKPIT/AFT DECK EQUIPMENT

Cockpit was found in serviceable condition -
Cockpit and deck drains were visually inspected and found in serviceable condition.

EXTERIOR SEATING

The exterior seating of the vessel was found in serviceable condition.

GENERAL CAULKING/SEALANT CONDITION

Where visible, vessel's caulking sealant in serviceable condition.

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EXTERIOR LIGHTING

Exterior lighting of 12-volt DC were observed in the cockpit area with courtesy lights. The exterior lights were tested and worked.

CABIN VENTILATION

Ventilation was provided by the foredeck hatches: All were visually inspected showing serviceable condition and no signs of corrosion nor leakage.

WINDSHIELD

Serviceable condition.

DECK DRAINAGE

Deck drains at the port & starboard cockpit corners were found in serviceable condition from the deck visual examination.

CLEATS

Cleats throughout the vessel were stainless steel, found two in the transom and two in the bow, respectively on port and starboard side and in serviceable condition with no signs of corrosion.

FENDERS

Serviceable condition.

MOORING LINES

Serviceable condition.

CABIN APPOINTMENTS *INTERIOR*

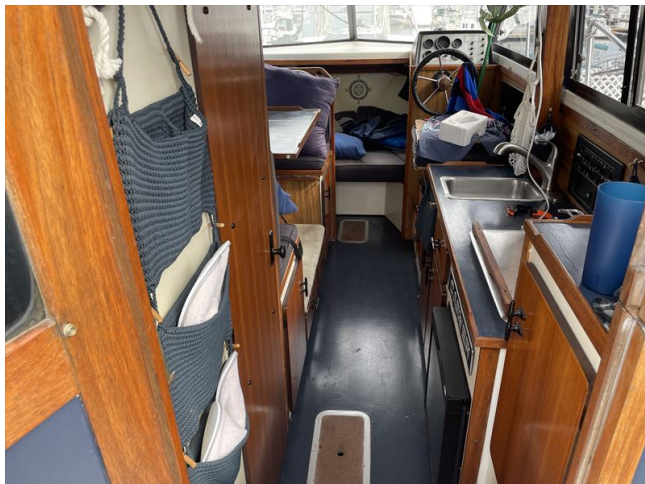
SALON

The main salon shows clean and in above average condition.

On the Port side you have toilet, followed by the seating area.

On Stbr side you find the galley with electronics and sink - all found working and in serviceable condition. (electronics were not powered up).

Towards the bow, sleeping accommodation was found in serviceable condition.



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GALLEY

In the galley, port side, there is a sink, microwave, stereo, fridge all found functioning and serviceable condition. (Electronics were not tested)

HEAD ARRANGEMENT

The main general aspect of the head was in above average condition.

Toilet found in serviceable condition.



INTERIOR STORAGE

The cabinets, lockers, drawers and shelving appeared serviceable and in good condition where sighted.

FLOORING

Flooring is in serviceable condition.

INTERIOR SYSTEMS & EQUIPMENT

LIGHTING

12 Volt DC lighting stainless fixtures were found in the galley and berths. Fixtures were properly mounted, showing no signs of corrosion, serviceable condition and working when tested.

PROPULSION & MACHINERY SPACE ***PROPULSION SYSTEM***

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ENGINE OVERVIEW

The vessel has 357 Alpha 4v Mercury

Serial number: Not legible.

Engines was visually inspected showing no signs of deterioration and found in serviceable condition.

The exhausts were found in serviceable condition.

The exhaust hoses were all double clamped as required by ABYC P-1.7.1.10.1.

Engine mounts were found to be in serviceable condition.

Engine belts were visually inspected and found to be in serviceable with no signs of cracks.

Stringers were visually inspected, and percussion tested showing no evidence of deterioration nor abnormal sounds. The fuel fill and cooling water hoses were inspected and where accessible found with no evidence of cracking or deterioration.; all fill lines and hoses met the requirement as per "33 CFR 183 SUBPART J".

The Grounding connection was tested showing metallic component of fuel fill system & fuel tank were statically grounded showing a resistance between ground & each metallic component of <100.

Labels were found on both engines where needed.

Filters were found in serviceable condition but used.

ENGINE SERIAL NUMBERS

Unknown (data tag was illegible).

ENGINE INSTRUMENTATION

Main engine instrument gauges were installed at the helm.

ENGINE ALARM SYSTEM

Audible/visual engine alarms at the helm was found but not tested.

ENGINE DRIVE BELTS

Both engine belts were visually inspected and found in serviceable condition.

EMERGENCY ENGINE SHUT-DOWN

Not performed.

MAIN ENGINE BACKFIRE FLAME CONTROL (46 CFR 25/58)

USCG Approved.

ENGINE BED MOTOR MOUNTS

Engine mounts were visually inspected and tapped sounded with bronze head hammer were accessible and showed no sign of structural damage.

MAIN ENGINE OIL LEVEL

Oil level was found in the normal range.

MAIN ENGINE COOLANT LEVEL

Normal levels were observed in the Heat Exchanger's Header Tanks.

TRIAL RUN INFORMATION

LIMITED TRIAL RUN

Limited Trial Run was not performed.

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MACHINERY & BILGE SPACE EQUIPMENT

ENGINE ROOM AIR BLOWERS

Serviceable condition.

SEACOCKS/SEA-VALVES

All seacocks were found to be properly bonded and when tested the bonding resistance was <1000.

Seacocks were visually inspected and showed no signs or corrosion; clamps were also found in serviceable condition with no sign of corrosion.

HOSES

Where accessible, hoses in the bilge were found in serviceable condition and followed as per "33 CFR 183 SUBPART J".

HOSE CLAMPS

Hose clamps were in good condition where sighted and appear to provide intended service.

Also, both fuel fill and exhaust were found with double clamps in serviceable conditions.

TRANSMISSIONS / GEARS / DRIVES

PROPELLER SHAFTS

Serviceable condition.



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FUEL SYSTEMS

FUEL FILL MARKING

The deck fuel fill fittings were clearly marked as to fuel type.

ELECTRICAL SYSTEMS

DC ELECTRICAL SYSTEMS

BATTERIES

Serviceable condition.



BATTERY SWITCHES

Battery switches were visually inspected and found in serviceable condition and working when tested.

MAIN DC BREAKERS

The main DC breaker panel was noted in the galley

DC SYSTEM WIRING TYPE

Where able to be inspected, wiring was in serviceable condition.

AC ELECTRICAL SYSTEMS

AC SHORE POWER SYSTEM VOLTAGE

All shore power inlet were visually inspected and tested showing serviceable condition and working.

MAIN AC SHORE POWER BREAKERS

The main AC breaker was installed in the main electrical panel.

AC ELECTRICAL POWER OUTLETS

AC outlets were noted throughout vessel in serviceable condition and GFCI approved were needed it.

AC ELECTRICAL OUTLET POLARITY

AC electrical outlet polarity was checked and found to be wired correctly.

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WATER SYSTEMS **FRESHWATER SYSTEM**

WATER TANKAGE MATERIAL

The water tanks were securely mounted in wood framing.

FRESHWATER PUMPS

Fresh water pump were found in serviceable condition.

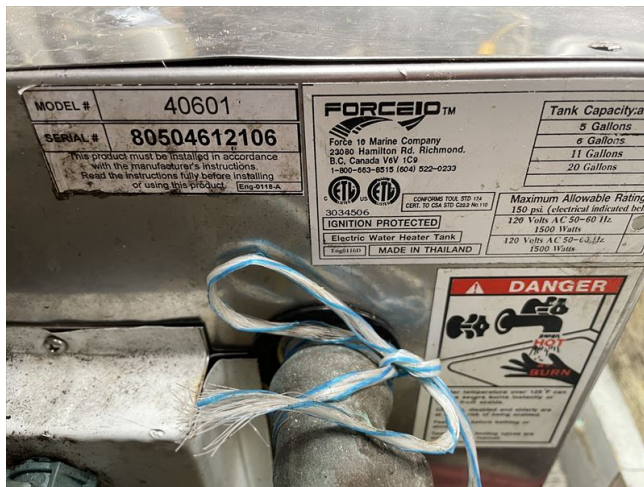
CITY WATER/DOCKSIDE INLET CONNECTION

Starboard side - it was not tested but it was visually inspected and showed no corrosion nor deterioration.

HOT WATER SYSTEM

WATER HEATER

Visually inspected and in serviceable condition.



BLACKWATER SYSTEM

MSD (MARINE SANITATION DEVICE) SYSTEM (33 CFR 159)

Found in serviceable condition but was not tested.

GROUND TACKLE

ANCHORS

Serviceable condition.

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ELECTRONICS & NAVIGATION EQUIPMENT

VHF RADIOS

Serviceable condition.

STEREO SYSTEM

Found working and in serviceable condition.

SAFETY EQUIPMENT ***SAFETY EQUIPMENT (U.S.C.G.)***

WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

It is highly recommended that U.S.C.G. Type I Offshore Life Jackets be provided for each passenger onboard, if the vessel will be operating offshore. U.S.C.G. Type II Near-Shore Buoyancy Devices & Type III Flotation Aids are not recommended for offshore use.

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

None sighted.

Throwable devices must be immediately available for use. They should be on the main deck within arm's reach, hanging on a lifeline or other easily reached location.

FIRE EXTINGUISHERS (46 CFR 25)

All fire extinguishers onboard should be inspected/serviced annually by qualified service personnel and securely mounted in prominent locations.

VISUAL DISTRESS SIGNALS (33 CFR 175.101)

None sighted.

SOUND PRODUCING DEVICES (33 CFR 83)

12 Volt DC Electric Tone Horn. Powered up and working.

NAVIGATION LIGHTS (33 CFR 83)

Working. All Navigation Lights illuminated when tested.

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GASOLINE ENGINE SPACE BLOWERS (33 CFR 175/183, 46 CFR 25)

Highly recommend operating the blower each time before starting the engines, as well as after each fueling for a minimum of four (4) minutes or as long as necessary to evacuate any possible gasoline fumes.

BACKFIRE FLAME CONTROL (46 CFR 25/58)

U.S.C.G. Approved.

AUXILIARY SAFETY EQUIPMENT

FIRST AID SUPPLIES

None sighted.

CARBON MONOXIDE DETECTORS (ABYC A-24)

Working.

BILGE PUMPING SYSTEMS

ELECTRIC BILGE PUMPING SYSTEMS

Found in serviceable condition - but not tested.

Report Summary

SUMMARY

VESSEL CONDITION

It is the Surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION, after 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 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 no 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 the Survey, as shown in the REPORT OF MARINE SURVEY & FINDINGS AND RECOMMENDATIONS sections of this report and by virtue of my experience, my opinion is:

Average Condition

Report Summary

STATEMENT OF VALUATION

APPRAISAL METHODOLOGY:

The following method of valuation was used to obtain the FAIR MARKET VALUE of the vessel:

BUC USED BOAT PRICE GUIDE for the make/model and year of the vessel was reviewed and an estimated price range for the South Atlantic and Florida region was determined. Then similarly equipped, same or similar model vessels listed as sold on soldboats.com in recent years were researched and adjusted for model year and date of sale and averaged together. Finally, a review of current sale listing was evaluated. Recognizing that a knowledgeable buyer will not overpay, and boats rarely sell for the asking price, the current sale market was considered to determine any additional adjustments to the Fair Market Value.

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 requires to a fair sale: the buyer and the seller, acting prudently, knowledgeably and assuming the price is not affected by undue stimulus. Implicit in this definition is the construction 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 financial or sales concessions granted by anyone associated with the sale.

A) MARKET ANALYSIS:

As per BUC.com

Manu: Carver

Model year: 1986

Model: Santa Cruz 2667

Current retail Value Range as per BUC.com: \$8,600 - 9,850

Replacement Value Cost as per BUC.com: \$78,000

A total of 3 (three) comparable vessel of the same year were used for this value. The list is the following:

1986 Carver 26, Santa Cruz 2667: Asking price was \$14,992 and sold for \$12,500 (WA)

1986 Carver 26, Santa Cruz 2667: Asking price was \$11,500 and sold for 9,500. (MN)

1986 Carver 26, Santa Cruz 2667: Asking price was \$15,000 and sold for \$9,000 (MN)

This value helped understand that those vessels were sold at a 74% of their value on average.

A total of 2 current listing of comparable vessels of the same year were used as part of the process to agree on a Fair Market Value from Yacht World. This is the list:

1986 Carver 26, Santa Cruz 2667 \$12,750 (NY)

1986 Carver 26, Santa Cruz 2667 \$10,278 (WA)

The average current list is of \$11,514; further adjusted to 74% as per average sold boat coming down to: \$8,520.

The current vessel is "Average condition". As per BUC a vessel in Average conditions should deduct or add 5-10% of the market value based on current state of the vessel.

And so, the current vessel Fair Market Value for this current vessel, based on my survey and research is:

\$9,200

Report Summary

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 stipulated result or the occurrence of a subsequent event.

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

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

Daniele Piludu

