



E.B.C.S. Marine Survey

CONDITION SURVEYS - DAMAGE APPRAISALS
INSURANCE - VOYAGE PREP- FINANCE

PURPOSE: PRE-PURCHASE/INSURANCE/FINANCE UNDERWRITING CONDITION & VALUE

This vessel inspection and report are intended for the purposes and for the client to which this report is addressed, and not intended for any other person or purpose. This report represents only on the condition of the vessel where at/as was on the date of the inspection only. It provides no guarantee and no prediction of the vessel's condition or use on any later date.

This report is based only on the facts available to the surveyor in attendance and is submitted without prejudice to the right of whom it may concern. The right to amend and/or supplement this report should additional information be made available is reserved. The intended users of this report and appraisal are for the client and those lenders and underwriters considering financing or insuring this vessel for this client only, and is not transferable. Underwriters are not to accept this survey report for any other person, for any reason, except for the named client. Verify via EBCS@cox.net.

MAKE/MODEL: 1985 34 Silverton

Survey Date: 5/26/21 & 6/24/21

Report Date: 5/26/21

VESSEL IDENTIFICATION:

Name: High Skis

HIN: STN34356A585

Location: [REDACTED] – Fall River, MA

Vessel type: Power

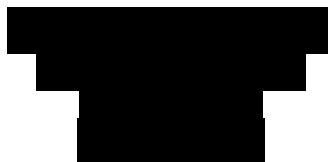
LOA: 37'-7"

BEAM: 13'-10"

DRAFT: 3'-3"

DISP: 8,414#

BUILDER: Silverton Yachts





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Survey requested by buyer: [REDACTED]

Survey attended by buyers, the selling broker, and myself – Surveyor.

CONSTRUCTION:

Hull: Hand laid alternate layers of woven roving and mat - laid up in a female mold
Divinycell coring above the waterline.

Topsides: Flag Blue Awlgrip with white bootstripe.

Bulkheads: Marine plywood, FRP tabbed all tabbing is intact where observable

Stringers: Hull stiffness provided by FRP longitudinal stringers. All in good condition

Limber holes: Adequate drainage throughout the bilge area.

Thru-hulls: Bronze with marine seacocks hoses double clamped and in good condition

Rudders: Were found to be in good condition

Decks: FRP cored with Divinycell finished with white gelcoat & tan nonskid

Chain locker: Drains located well above the waterline.

MACHINERY:

Engines: Twin GM Vortec 325 FWC Gasoline Engines

Engine serial #: P – E557282 S – E557285

Hours reported: P – 50.0 S – 300

Survey in 2010 showed the hour meter to read 950 with actual 250 on new engines
Present reading is 1056.7

Propellers & Shafts: 3 bladed nibral on 1 ½” A22 stainless steel shafts

Ventilation: Natural side vents & 12 volt electric blowers

Separate Mechanical Survey Completed: No

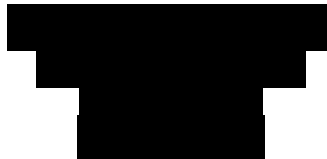
TANKS:

Fuel: 2 - 143 gallon aluminum

Fuel delivery system: USCG Approved Type A I rubber hose

Water: 40 gallon plastic

Holding: 20 gallon plastic





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ELECTRICAL SYSTEM:

Alternator: OEM 65 amps

Batteries: 4 - 24 series wet cell

Circuit Protection: Thermo magnetic circuit breakers

AC System: 2 - 30 amp shore power inputs with breakers

Thermo magnetic circuit breakers on panel
via 2 - 50' 30 amp cords

DECK EQUIPMENT:

Anchors: 12# galvanized Hooker to 5/16" galvanized chain to 5/8" three strand nylon rode

Windlass: Ideal deck winch 12 volt – found to be inoperative

SAFETY & USCG REQUIRED EQUIPMENT:

Pumps: 2 – Rule 2000 bilge pumps with auto float switches were observed

High Water Alarm: Yes

Fire extinguisher(s):

Boat Length

No Fixed System

With Fixed System

26' to less than 40'

two B-1 or one B-2

one B-1

2 - Size I BC

Fireboy fixed engine space system

CO Detector: Observed

PFD's Not Observed

Type IV Throwable: Not Observed

Horn: Twin trumpet 12 volt electric

Bell (>39.4'): n/a

Flares: Not Observed

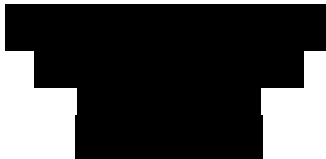
First aid kit: Not Observed

Oil Placard (26' & longer): Observed

MARPOL Trash Placard (>26' written plan over 40'): Observed

Marine Sanitation Device: Type III MSD in accordance with 33 CFR Part 159

Note: Required systems are present and found to be operational as required by USCG regulations, with exceptions noted.





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NAVIGATION EQUIPMENT:

Compass: Danforth Global Balance
VHF Radio: Standard Horizon
Fathometer: via Lowrance X85
GPS: via Standard Horizon GPS Chart CPV350
Radar: via Furuno 1621 LCD radar & 2 Kw radome

MISCELLANEOUS EQUIPMENT: (Not limited to the following items)

Spotlight: ACR RCL75 bow mounted remote controlled spotlight
Trim Tabs: Lenco single actuator with helm rocker switches
Refrigeration: Norcold DE-0041R 12/120 volt
Stove: 2 burner pressurized alcohol/120 volt calrod
Microwave: Sunbeam
Entertainment: Jenson MCD 5110

COMMENTS

OVERALL: "High Skis" is in good overall condition. It is recommended that maintenance records, if available, be reviewed by the buyer and or his representative to establish service history and areas of potential issues. She is considered a good insurance and or finance risk.

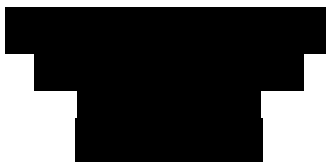
BOTTOM: The entire bottom was sounded with a phenolic mallet to identify areas of delamination or inconsistency. No such areas were detected. There are approximately 4 coats of ablative bottom paint.

DECKS: The decks are in excellent condition. The smooth surfaces need compounding & wax, and the non-skid on the weather decks forward is in good condition.

TOPSIDES: The white gelcoat topsides are in good condition. The hull to deck joint is covered by the rubrail, and was sounded to identify any areas of release. No such areas were observed.

THRU-HULLS: Plastic thru-hulls were observed above and bronze below the waterline. All properly bedded, with double clamped hoses in place. The seacocks were exercised and found to be working freely. There is a cracked plastic thru-hull on the starboard midships that needs replacement.

PROPELLERS & SHAFTS: The 3 bladed nibral propellers are in very good condition. The shafts are 1 ½" A22 stainless steel, and were found to be in very good condition.





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ANODES: A streamline shaft zinc on each shaft, trim tab R-3 zincs were observed.

CUTLASS BEARINGS: The cutlass bearings appear to be a brass sleeve with a vulcanized rubber bearing sleeve inside, with set screws securing into the struts. Upward pressure was applied to the propeller blades to observed slack in the bearings. The shaft movement was slight, and the bearings deemed to have some wear, but deemed to be in very serviceable condition at present. Recommend careful monitoring at future haul-outs, and replace when needed.

RUDDERS: Custom bronze balanced rudders were inspected and found to be in good condition, well sealed, and tight in their ports.

TRIM TABS: The Lenco single actuator trim tabs are in good condition and have R-3 zinc anodes installed on each.

GROUND TACKLE: The 12# galvanized Hooker has 5/16" galvanized chain to 5/8" three strand nylon rode.

WINDLASS: The Ideal 12 volt deck winch was found to be inoperative

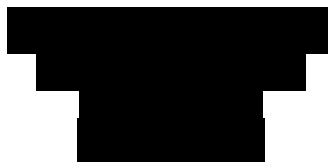
ENGINES: The twin GM Vortec 325 hp FWC Gasoline engines appear to be in excellent cosmetic condition, with clean fluids at proper levels, and signs of recent maintenance. The single hour meter shows the engine hours to be 1056.7 hours. A past survey from 2010 reported the engine hours to be 950.5 hours on the hour meter, but 250 actual on new engines. In 2017 the port engine was replaced with a long block, which is reported to have 50 hours on it. The engine space has 12 volt blowers as well as natural ventilation, and is protected by a Fireboy fixed extinguishing system.

TRANSMISSIONS: The transmissions appeared to be well maintained, with clean fluids at proper levels.

SHAFT SEALS: The conventional shaft seals appeared to be in very good condition.

FUEL TANKS: The two fuel tanks are of aluminum construction, properly rated for their use, properly installed and strapped in place. USCG A2 rubber fuel lines run to the engines, fuel fills, and exterior fuel vent fittings. The tanks were visually inspected where possible and found to be in very good condition with no signs of leaks present. The tanks were found to be properly bonded as recommended by ABYC 24.16.1 . There are shut off valves at each tank as recommended by ABYC 24.15.10.3 .

WATER TANK: The water tank is of welded polyethylene construction and was found to be in very good condition as could be observed. There are no observable signs of leaking at the tank, plumbing, pump, or faucets. The 6 gallon AC electric water heater was found to be in good outward condition with no leaks observed. The electric heating coils are believed to be burned out.





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ELECTRICAL: The vessels wiring consists of stranded copper wiring for the 12 and 120 volt systems. The DC electrical system is properly tied into the vessels electrical grounding system using the engine as a common ground. The electrical systems were tested and found to be working properly with no defects noted. ABYC E-11 recommends that all electrical wiring runs be secured no further than every 18". Wiring runs were found to be neat and well supported, no signs of corrosion were observed. The batteries were found to appropriately housed and secured with straps. The 120 volt inlet is more than 10' from the distribution panel. ABYC 11.10.2.8.3 requires a circuit breaker to protect inlet wires for runs exceeding 10' of conductor length, which were observed. There may have been changes to electrical wiring standards since the vessel was constructed. It is recommended on all vessels that systematic wiring inspections and updates be performed to conform to new standards.

NAVIGATION LIGHTS: The navigation lights were energized at the electrical distribution panel and found to be inoperative. The set consists of separate port & starboard sidelights, a masthead, anchor, and a stern light.

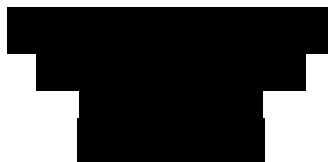
ELECTRONICS: The dated electronics were powered up, and tested, but only the Standard Horizon GPS was found to be working.

CABIN: The cabin is in very good condition. The interior upholstery shows normal signs of wear.

CANVAS: The Sunbrella canvas work aboard is in poor condition with rips and tears present.

SAFETY: The safety equipment required by USCG Regulations was inventoried and deficiencies noted in the previous safety section and in the recommendations to follow. There were two 12 volt bilge pumps aboard, only one with an auto float switch, found to be inoperative.

DETECTORS: There is one CO detector aboard, but no smoke detector. NFPA guidelines recommend both for closed spaces occupied by persons.





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RECOMMENDATIONS (Essential items to be completed):

- Resolve inoperative aft bilge pump auto float switch**
- Resolve inoperative running lights**
- Provide current flare kit**
- Recommend providing combination Smoke/CO detectors**
- Provide missing first aid kit**
- Resolve inoperative electronics – likely requires replacement**
- Install second hose clamp on single clamped hose at bilge in engine space**
- Have two broken bowrail stanchions re-welded**
- Troubleshoot & resolve low oil pressure reading on port engine**

MAINTENANCE ITEMS (Advisory information provided as a guide for continued care for the vessel):

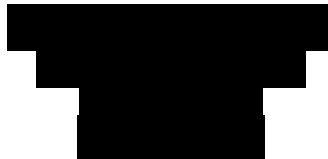
- Check hinge fasteners throughout the vessel – tighten as required**
- Replace missing snap caps in cabin for helm chair fasteners**
- Check water heater element for operation – replace if needed**

SEATRIAL DATA:

RPM	OIL	TEMP	SOG
1000	40/45	120/140	5.2
1500	20/55	130/140	7.4
2000	5/45	130/145	9.2
2500	10/50	130/150	10.2
3000	0/50	140/160	14.8
3500	0/60	160/165	18.8
4000	0/60	165/175	23.3

The engines started easily and ran smoothly throughout the entire range of throttle. Temperatures and RPM's on both engines were normal. The oil pressure was normal on the starboard engine, but the port oil pressure gauge was sporadic then reading low to nothing., and speeds achieved were considered normal and as expected.

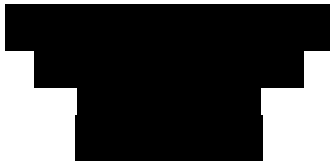
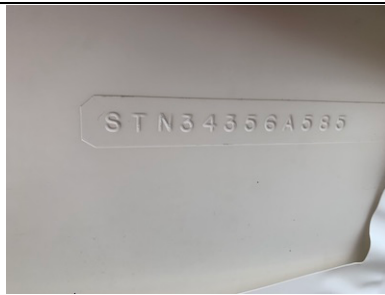
End of Notes. Valuation and photos follow





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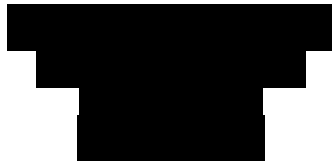
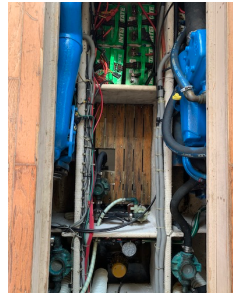
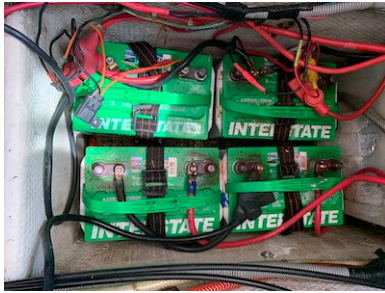
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SURVEY LIMITATIONS:

This report is valid at the time of inspection and is not a warranty of the condition of the vessel or associated equipment. This report does not represent a complete record of all information exchanged verbally between the surveyor and client. The surveyor cannot be held responsible for any misstatement. This report is provided for the exclusive and confidential use of the client and his designated agents. Use of this report to gain financing, insurance, or to close in the purchase of the vessel contained in this report, shall thereby stand as acceptance of the terms and conditions contained in these Survey Limitations.

The mandatory standards promulgated by the United States Coast Guard (USCG), under the authority of Title 46 United States Code (USC): Title 33 and 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, but complete compliance with all such standards is not guaranteed. Findings reflect conditions observed at the time of the survey, and only deficiencies were noted.

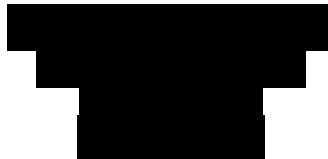
The American Boat and Yacht Council "standards and recommendations", are defined by reference to "ABYC". These standards were developed in cooperative effort with the National Marine Manufacturers Association, to complement, the mandatory standards promulgated by the United States Coast Guard under the authority of the Federal Boat Safety Act of 1971. The ABYC Standards and Recommendations are considered to be voluntary, but are highly suggested by this surveyor.

The recommendations are based on the Regulations of the United States Coast Guard (USCG), as well as the voluntary standards and guidelines of the American Boat & Yacht Council (ABYC), and my personal opinion based on knowledge and experience.

This report is a statement of the surveyor's opinions of conditions aboard the vessel at the time of survey, and is based on a visual inspection of accessible areas. There has been no destructive testing, nor any removal of bulkheads, fastened paneling, or any part of the vessel's structure or equipment. Machinery will be visually inspected without disassembly, and tanks inspected only on visibly accessible surfaces and without opening fastened access ports. Oil analysis, compression testing, if desired, should be contracted separately with the marina or a mechanical surveyor. The mechanical observations will be based on years of experience, but will not constitute a mechanical survey. If a mechanical survey is desired, then a suitable mechanical surveyor should be contacted. The rigging was visually inspected at deck level only. The rigging observations in this report do not constitute a rigging survey. If a rigging survey is desired, then a suitable rigging company should be contacted.

This report is valid at the time of inspection and is not a warranty of the condition of the vessel or associated equipment. This report does not represent a complete record of all information exchanged verbally between the surveyor and client. The surveyor cannot be held responsible for any misstatement. This report is provided for the exclusive and confidential use of the client and his designated agents.

In the course of maintenance, modification or repairs to, the boat, and though the use of the boat, additional conditions will be discovered that were not evident at the time of survey. Discoveries of this nature are a normal aspect of boat ownership. There has been no water testing for leakage at deck hatches and fittings; leakage at these installations is common on new vessels and especially common on seasoned vessels. Interior spaces of any boat are subject to mildew and mold formation, which is hazardous to persons sensitive to these conditions. This hazard can be minimized with a routine of thorough cleaning and proper ventilation of all interior living and storage spaces on the vessel.





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Testing the vessel in the water under load, if performed, shall be referred to with the generic term "Sea Trial". This term has no bearing on the wind or weather conditions, or body of water upon which the vessel was tested, and provides no guarantee of how the vessel will perform under different conditions, upon different waterways and in different weather conditions.

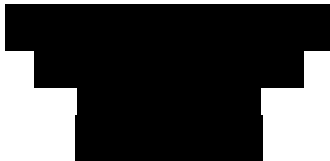
Acceptance and use of this report by the client acknowledges the client's understanding that the report has been composed of information that is believed to be true after reasonable investigation and inquiry but is not warranted to be so. The information was obtained without drilling, diving, ultrasonic, cleaning or opening up to expose parts or conditions ordinarily concealed. There were no tests for tightness or soundness conducted other than the conditions noted visually.

Acceptance and use of this report acknowledges the client's understanding that no determination of stability or structural strength has been made and no opinion is expressed.

Acceptance and use of this report acknowledges the client's understanding that EBCS Marine, LLC does not accept any responsibility for damage or deterioration not found or discovered during the course of survey, nor for consequential damage, deterioration or loss due to any error or omission.

The Client hereby undertakes to keep the Surveyor/Consultant and its employees, agents and sub-contractors indemnified and to hold them harmless against all actions, proceedings, claims, demands or liabilities whatsoever or howsoever arising which may be brought against them or incurred or suffered by them, and against and in respect of all costs, loss, damages and expenses (including legal costs and expenses on a full indemnity basis) which the Surveyor/Consultant may suffer or incur (either directly or indirectly) in the course of the services under these Conditions.

Notwithstanding the above clause, in the event that the Client proves that the loss, damage, delay or expense was caused by the negligence, gross negligence or willful default of the Surveyor/Consultant aforesaid, then, save where loss, damage, delay or expense has resulted from the Surveyor's/Consultant's personal act or omission committed with the intent to cause same or recklessly and with knowledge that such loss, damage, delay or expense would probably result, the Surveyor's/Consultant's liability for each incident or series of incidents giving rise to a claim or claims shall never exceed a sum calculated on the basis of two times the Surveyor's/Consultant's charges.





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SURVEYORS CERTIFICATION:

I certify 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 should be considered as an entire document. No single section is meant to be used except as part of the whole.

This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only.

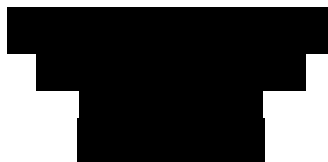
ATTENDING SURVEYOR:



James E. Hilton

SAMS – Accredited Marine Surveyor

Date 6/24/21





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DECLARATION:

Rating of vessel condition was determined upon completion and review of all reported survey information including recommendations and comparing vessel to the same or similar age models. Possible vessel ratings are as follows:

EXCELLENT:	Essentially as new or Bristol in appearance.
ABOVE AVERAGE:	Has had above average care with no obvious defects or limitations
AVERAGE:	Ready for sale but needs some maintenance or repairs, updates or cleaning
BELOW AVERAGE:	Needs significant maintenance, repair or service

VALUATION DATA

Estimated fair market value was determined by cross referencing data from Soldboats.com, NADA, brokerage listings, and survey database. Adjustments are then made for condition or equipment as necessary. The fair market value is for the vessel in its current condition prior to any repairs or maintenance.

Estimated replacement cost was determined using available information obtained by NADA, brokerage listings, builders quotes, and or survey database.

Estimated Fair Market Value as of the date of Survey: \$ 30,000.00 USD

Estimated Replacement Cost as of the date of Survey: \$ 200,000.00 USD

Intended Use of Vessel – Recreation – Coastal and Near Coastal Waters

Rating of Vessel Condition – Average

Suitability For Intended Service – Vessel is considered fit for its intended use.

Values are dependent on the limiting conditions and assumptions noted in the report. These values are statements of opinion. No guarantee can be given that these opinions of value will be sustained or that they will be realized in an actual transaction.

Valuation data taken from Soldboats.com, Yachtworld.com listings, boattrader.com, and survey database show same and similar models ranging from \$16,900 to \$35,900.

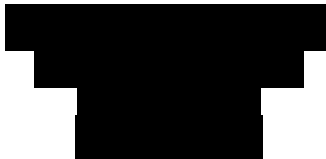
1986 \$16,900 MD

1989 \$19,900 TN

1992 \$29,900 IL

1988 \$35,900 OH

NADA value range for a 1985 unit was \$16,200 to \$18,300 which is low as compared to current market conditions.





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James E. Hilton

Experience:

June 2009 – Present Owner/Operator EBCS Marine

- SAMS Accredited Marine Surveyor
- USCG Licensed Master of 100 Ton Vessels
- Marine Surveyor Performing Professional Marine Surveys Since 2007
- Ritchie authorized service center

Performing marine compass adjusting & repairs since 1983

June 2007 – June 2009 Staff Marine Surveyor – Travelers Insurance

- Licensed Claim Handler – Technical Specialist:

Duties:

- Inspect & document damages
- Prepare or process repair estimates
- Prepare & submit damage assessment/estimates
- Large loss & Fire loss assessments/negotiations – Damages in excess of \$250,000
- Underwriting Surveys

Sept 2000 – June 2007 Service/Project Manager – Hinckley Yacht Services, Inc.

- Average Annual Project Sales \$2.5 Million

June 1990 - June 2000 Marina Manager for Standish Boat Yard, Inc.

June 1987 - June 1990 Ship's Officer for Texaco Marine Services, Inc.

Duties: Third and Second Mate

Sept. 1979 - Sept. 1983 United States Coast Guard

Duties: E1 – E5 Honorable Discharge Sept. 1983

Education:

**Bachelor of Science in Marine Transportation, May 1987
Massachusetts Maritime Academy - Graduated 15th in Class**

Organizations:

SAMS

American Boat & Yacht Council

Tiverton Yacht Club Board of Directors

Marina Committee

Member Sail Training Committee

Adult Sailing Instructor

Massachusetts Maritime Academy Alumni Association

