

PACIFIC MARINE SURVEYORS

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Serving the Boating Community for Over 60 Years

RICK GORMAN & DANIEL GORMAN



MARINE SURVEY REPORT

DONATION

“Sea Ya”

1988 Mainship Mediterranean 35



File Number 26074-D

Prepared for 

March 12, 2026

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

SCOPE OF SURVEY: On March 12, 2026, Pacific Marine Surveyors ("PMS") surveyed the vessel identified below while in the water in Redondo Beach, California to determine, without prejudice, *the current condition and estimated market value for donation purposes*. 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 this report.

The vessel "Sea Ya", bearing California state No: CF 5517 TM, and 2025 Sticker No: M-520819 and Hull Identification No. (HIN) MPC35009J788, was constructed by the Mainship Corporation of Midway, Georgia of FRP (Fiberglass) in 1988. The vessel is a twin screw, diesel powered, 35-foot sedan trawler, known as a *Mainship Mediterranean 35*.

The hull construction is from a female mold, hand laid up, using appropriate layers of mat, cloth and woven roving with resin. There is a gel coat finish on the exterior portions of the vessel. The deck is of the same type of construction; however, it has a nonskid pattern on the walking surface and is cored. 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 from the fly bridge, with adequate navigational equipment in the adjacent area as well as instrumentation for monitoring the engine. This area is protected with a Plexiglas venturi, a canvas bimini top with stainless steel bows. There is a helm seat on centerline, as well as a "L" shaped bench seat down the port side and across the aft area of the fly bridge. There is also a stainless steel and wood ladder down to the cockpit.

Boarding the vessel onto the swim platform, and stepping through the transom, there is a reasonably sized cockpit. There is a hatch in the center of the cockpit sole, giving access to the rudder post, storage and generator. There are decks on the port and starboard sides of the cabin leading forward for fishing, anchoring and other uses. There is a single cabin top hatch providing light and ventilation to the area below.

Entering the main cabin from the forward area of the cockpit, stepping through a sliding glass door, this area is open, with an electrical panel to port. On the starboard side forward end of this main cabin is the galley, to port is a dinette. Down a set of steps, on the port side is the enclosed marine toilet, with a molded FRP shower. Continuing forward is a double V-berth cabin, with a chain locker located in the forepeak. Throughout the vessel there are various hanging lockers, cupboards, drawers and other storage areas. Below the main cabin sole is the location of the main engines.

DATE *March 12, 2026*

FILE NO. 26074-D

SURVEYED FOR... [REDACTED]

PHONE [REDACTED] EMAIL [REDACTED]

VESSEL NAME "Sea Ya"

BUILT BY *Mainship Corporation* LOCATION *Midway, Georgia* YEAR *1988*

MODEL *35 Mediterranean* HIN # *MPC35009J788* REGISTRATION *CF 5517 TM*

SURVEY LOCATION *Redondo Beach, California*

PRESENT AT SURVEY [REDACTED] *Daniel Gorman*

HULL & DECK

LOA *34' 11"* BEAM *12' 8"* DRAFT *2' 10"* (*Reported Dimensions*)

HULL TYPE *Soft Chine, w/Full Keel & Raked Bow*

HULL MATERIAL *FRP* FASTENERS *Stainless Steel*

FRAMES & BEAMS *Bulkheads* SPACING *Intermittent*

DECKING *Nonskid FRP* WINDOWS & PORTS *Eight (8)* DECK-TO-HULL JOINT *Slip Flange*

ANCHOR WINDLASS *Simpson Lowfrans w/Up/Down Controls*

GROUND TACKLE *Claw Anchor w/ Galvanized Chain & Nylon Rode*

SAFETY RAIL *Stainless Steel*

COMPASSES *Danforth 3.5" Spherical Magnetic*

DECK EQUIPMENT: *Anchor Roller, Hawse Pipe, Stainless Steel Bow Pulpit, Vinyl Rub Rail, FRP Bow Plank, One (1) Cabin Top Hatch, Miscellaneous Mooring Equipment, Stainless Steel Hand Rail, Swim Platform, Rod Holders, Rocket Launchers.*

COCKPIT: *Scuppers, Transom Gate.*

FLY BRIDGE: *Plexiglas & Aluminum Venturi, Pilot Seat, Bench Seat, Trim Tab Controls, Aluminum Helm, Stainless Steel Safety Rail, Canvas Bimini Top w/ Stainless Steel Bows.*

SHIPBOARD AMENITIES

OPERATED FROM *Helm on Fly Bridge*

CABINS/SECTIONS *One (1) Main, One (1) Fwd, One (1) Enclosed Marine Toilet*

SLEEPING ACCOMMODATIONS FOR *Five (5)*

STOVE *Two Burner w/Oven* STOVE FUEL *Electric* MICROWAVE OVEN *Yes*

SINK *Single Painted* SINKBOARD AREA *Approx. 8 Sq. Ft.* MATERIAL *Formica*

REFRIGERATOR/FREEZER *Approx. 8 Cubic Ft.*

MARINE TOILET/S *One (1) Electric w/ Holding Tank*

SHOWER/S *One (1) Handheld*

VANITY/IES *One (1) w/ Formica Top & Stainless-Steel Wash Basin*

INTERIOR: *Vinyl Overhead, Wood Cabin Sole, Vinyl Hull Liner, Fabric Curtains, DC Lighting, AC & DC Outlets, Foam & Fabric Cushions.*

ELECTRONIC EQUIPMENT

NAVIGATION

VHF-FM RADIO/S *Icom IC-M45* **CALL LETTERS** *None Posted*

RADAR *Raytheon RL70*

AUTOPILOT *Raytheon ST5000+*

ENTERTAINMENT

AM/FM Stereo, Speakers.

SAFETY EQUIPMENT

USCG REQUIRED

FIRE EXTINGUISHERS *Two (2) 1A:10BC Dry Chemical*

PFDs (LIFE JACKETS) *Three (3) Type II*

THROWABLE DEVICE/S *One (1) Type IV Throwable*

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

MSD *Yes* **OIL PLACARD** *Yes* **DUMPING PLACARD** *Yes* **BLOWER** *Yes* **FLAME ARRESTER** *Yes*

OTHER EQUIPMENT

BELL *None* **CO MONITOR** *None* **FIRST AID SUPPLIES** *Kit*

BILGE PUMPS *Two (2) Electric – One (1) Amidships & One (1) Aft*

ELECTRICAL SYSTEMS

BATTERIES *Four (4) Group 27* **LOCATION** *Engine Space*

GENERATOR *Inoperative*

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

MAIN DISCONNECT SWITCH *Vapor Resistant*

WIRING *Low & High Voltage Plastic-Sheathed Nonmetallic*

SWITCHBOARD LOCATION *Port Side Main Salon*

DC PANEL *Two (2) DC Voltmeter, Two (2) DC Amp Meter, Circuit Breaker, Battery "Fuel" Gauge.*

AC PANEL *Two (2) AC Voltmeter, Two (2) AC Amp Meter, Circuit Breakers, Circuit Breaker for Windlass.*

OTHER: *Battery Charger, AC Outlets, DC Outlets, One (1) 30-Amp Shore Power Receptacle.*

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

PROPULSION & MACHINERY

MANUFACTURER Crusaders **MODEL** 454 **TYPE** Gasoline Fresh Water Cooled
TOTAL HORSE POWER (APPROX.) Seven Hundred (350 X 2)
SERIAL NUMBER Unseen
AGE OF UNIT OR DATE OF LAST OVERHAUL Unknown
EXHAUST LINES Reinforced Hose (Wet) **ENGINE SPACE VENTILATION** Blowers
ENGINE CONTROLS Morse Red-Jaket **STEERING TYPE** Hydraulic
INSTRUMENTATION: Two (2) Tachometers, Two (2) Oil Pressure Gauges, Two (2) Water Temperature Gauges, One (1) Hour Meter (Reads: 986).
DRIVE LINE Direct Drive Stainless Steel Propeller Shafts.
PROPELLERS Unseen, In Water Survey.
RUDDER(S) Two (2) Unseen in Water Survey
OTHER Engine Space Sound Insulation.

TANKS & SYSTEMS

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

NUMBER Two (2) **FILL LOCATION** Side Decks **CAPACITY** 250 Gallons (Rept)
MATERIAL Aluminum **SHUT OFF** In Line **GROUNDING** Yes **FILTERS** Other
FUEL LINE SIZE & MATERIAL 3/8" Rubber

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

NUMBER One (1) **CAPACITY** 80 Gallons (Rept) **MATERIAL** Polyethylene
WATER LINE SIZE & MATERIAL 3/8" Plastic Tubing **VENTED** Overboard
OTHER: Raritan 12 Gallon Water Heater (w/ pressure relief valve discharged to bilge), Pressure Water Pump.

MSD Tanks built in; could not measure or inspect.

NUMBER One (1) **CAPACITY** Unknown **MATERIAL** Polyethylene
OTHER Macerator Pump.

BELOW WATERLINE THRU-HULLS

FUNCTION	LOCATION	TYPE	CONDITION
Capped	Stbd Side FWD	Ball	Servicable
Main Engine Pickup	Stbd Side Amidships	Ball	Stiff
Main Engine Pickup	Port Side Amidships	Ball	Stiff
Bait Tank Pickup	Stbd Amidships	Ball	Stiff
Air Conditioning	Stbd Amidships	Ball	Stiff

MISCELLANEOUS

Canvas, Tools, Spare Parts, Fishing Gear, Deck Chairs.

STATEMENT OF OVERALL CONDITION

The statement or rating of condition is based on a grade developed by BUC RESEARCH, an accepted marine industry standard, after the survey has been completed and the findings have been reviewed and organized. The following is a list of our modified marine grading system of condition:

EXCELLENT (BRISTOL) CONDITION *The vessel is maintained in mint or Bristol fashion; new, to better than new and loaded with extras - a rarity.*

ABOVE AVERAGE CONDITION *The vessel has had above average care, and its condition shows it. All ready for sale, and no work is necessary for sale.*

AVERAGE CONDITION *Average condition; ready for sale with a "to do" list of minor items.*

FAIR CONDITION *Requires more than the usual maintenance to prepare for sale.*

POOR CONDITION *Requires substantial yard work.*

RESTORABLE CONDITION *Enough of hull and engine exists to restore the boat to useable condition.*

AS A RESULT OF MY SURVEY AND INVESTIGATION, AS REFLECTED IN THE ABOVE SECTIONS OF THIS REPORT, AND BY VIRTUE OF MY KNOWLEDGE AND EXPERIENCE IN THE INDUSTRY, MY OPINION OF THE CONDITION OF THE VESSEL IS AS FOLLOWS:

HULL COMPOSITION & STRUCTURE:	<i>Average</i>
PROPULSION & MACHINERY:	<i>Fair-Average</i>
TANKS & SYSTEMS:	<i>Average</i>
ELECTRICAL SYSTEMS:	<i>Average</i>
SAFETY EQUIPMENT:	<i>Average</i>
ELECTRONIC EQUIPMENT:	<i>Fair-Average</i>
OVERALL CONDITION OF THIS VESSEL:	<i>Fair-Average</i>

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.

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 of this vessel is as follows:

FAIR MARKET VALUE FOR VESSEL: \$ 18,700.00

LIMITATIONS AND CONDITIONS

This report of survey is for the benefit of Jermei Hayes (or "the party who commissioned this report") only and may 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.

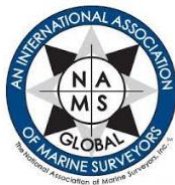
Twelve (12) photographs taken at the time of survey including a photo of the hull identification number (HIN) are included as part of this survey.

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

PACIFIC MARINE SURVEYORS



**DANIEL GORMAN, Certified Marine Surveyor,
N.A.M.S.**



**RICK GORMAN, Accredited Marine Surveyors,
S.A.M.S.**







Hull Identification Number