

CAPT. JOHN M^c DONOUGH
Marine Surveyor/Consultant, L.L.C.

USCG 100 Ton Master • A.B.Y.C. & S.A.M.S. Accredited

**REPORT OF SURVEY
CONDITION AND VALUE SURVEY
FOR UNDERWRITERS CONSIDERATION**

FILE NUMBER: 25235R

Date : November 11th, 2025

AT THE REQUEST OF : [REDACTED]

[REDACTED]

VESSEL NAME : REEL SWEET

HAILING PORT : Exeter, New Hampshire

MANUFACTURER : Luhrs Corporation.
255 Diesel Road
St. Augustine, FL 32086

YEAR BUILT : 1986

MANUFACTURER NUMBER : LHR290302586

REGISTRATION NUMBER : NH2441SB

DOCUMENTATION NUMBER : None sighted

VESSEL TYPE : Sports fisherman

HULL TYPE : Modified-V

MODEL : Luhrs 290 Tournament

LENGTH OVERALL : 29'

BEAM : 10' 9"

DRAFT : 2' 6" (Approximate draft)

DISPLACEMENT : 9000 lbs. (Approximate weight)

SURVEY LOCATION : [REDACTED], Eliot, Maine

HULL AND DECK STRUCTURE

HULL MATERIAL	: Alternate layers of fiberglass mat and woven roving with polyester resin
FRAMING MATERIAL	: Encapsulated plywood longitudinal stringers and transverse frames
DECKING MATERIAL	: Molded fiberglass reinforced plastic with a balsa core
SUPERSTRUCTURE	: Molded fiberglass
BULKHEADS	: Marine grade plywood tabbed to hull structure with fiberglass laminates
HULL VENTILATION	: Natural flow through ventilation system with (2) opening hatches forward
BILGE VENTILATION	: Natural and forced ventilation with two 12 volt blowers
GENERAL CONDITION OF TOPSIDES	: Good as observed, damage free, new gelcoat 2012
GENERAL CONDITION OF DECKING	: Good as observed, repainted with new non-skid 2021
GENERAL CONDITION OF BOTTOM	: Not sighted, in water inspection
GENERAL CONDITION OF BILGES	: Reasonably clean and dry
GENERAL CONDITION OF MACHINERY SPACES	: Reasonably clean and dry, detailed and repowered
CONDITION OF LIFE RAILS	: Stainless bow railing and hand holds well secured
CONDITION OF HATCHES	: Opening overhead hatches, appear weather tight
CONDITION OF COCKPIT DRAINS	: (2) well secured
CONDITION OF CLEATS AND DECK HARDWARE	: Well secured
CONDITION OF CANVAS	: Equipped with enclosure and half tower (Not sighted)

MACHINERY

PROPULSION ENGINES

LOCATION : Under cockpit sole
TYPE : Inboard gasoline
YEAR : 2012 Long Blocks
MAKE : Crusader
MODEL : 350 CID
HORSEPOWER : 270 each (estimated rating)
SERIAL NUMBER : No tags sighted
ENGINE HOURS : Unknown, 481 on current hour meter
YEAR OF LAST OVERHAUL : (2) long blocks 2012
CONDITION OF ENGINE BEDS : Good as observed
ENGINE COOLING SYSTEM : Fresh water cooled with heat exchangers
EXHAUST : Wet system to transom with new mufflers and hoses
FUEL LINES : Copper with Type A-I and A-II fire retardant hose
FUEL FILTERS : Racor Canister type with metal bowls
FUEL SHUT OFF VALVES : Equipped with shut off valves in line
ELECTROLYSIS PROTECTION : Zinc Anodes
LOCATION : Running gear
ENGINE ROOM VENTILATION : Natural and forced
BLOWER : (2) 12 volt new with new hoses
FLAME ARRESTER : Equipped
ENGINE ALARMS : Audible alarms with gauges
ENGINE CONTROLS : Cable controls in serviceable condition
REDUCTION GEARS : Borg Warner Velvet Drive
MODEL : Not sighted
SERIAL NUMBER : Not sighted
RATIO : 2:1 estimated
PROPELLER : (3) bladed bronze 16 x 16
PROPELLER SHAFT : 1- 1/4" Stainless shafts (New 2012)

STEERING SYSTEM

TYPE OF STEERING : Hydraulic system by Hynautic
NUMBER OF STATIONS : Dual helm
VISIBILITY FROM HELM : Good all around at rest
ACCESS TO SYSTEM : Reasonably good
LEAD OF HYDRAULICS : Well led and secure
FASTENING OF HARDWARE : Well secured
RUDDER STOPS : Built into system
EASE OF STEERING : No difficulty experienced
RUDDER BLADES : Bronze blades, well secure

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ELECTRICAL SYSTEMS AND EQUIPMENT

VESSEL WIRING

TYPE : 30 amp shore power system and 12 volt ships system
CONDITION : Well led and secure, to current ABYC Standards
PANEL TYPE & LOCATION : Combined AC and DC circuit breaker panel with circuit breakers and master breakers, and battery selector switch, in cabin spaces, with new electronics fuse panel
NUMBER & TYPE OF BATTERIES : (2) 12 volt AGM 105 AH and (1) 8D AGM deep cycle
LOCATION : Outboard in Machinery spaces
BATTERY INSTALLATION : Properly strapped down
BATTERY CHARGER : Solid state 20 Amp Promariner 20-40 P

FUEL SYSTEM

FUEL TANKS

NUMBER & TYPE : Two (2), gasoline
SHAPE, MATERIAL, & BRAND : Rectangular, aluminum 5052, SP Sheet Metal
CAPACITY : 60 gallons forward, 200 aft
CONDITION : Good as observed where visible (not tested)
HOW SECURED : Strapped and Chocked in place
BONDED : Yes
LINES AND VENTS : Copper tubing, A-I and A-II fire retardant hose
OVERFLOW : Overboard
LOCATION : Fore and aft of engines
ACCESSIBILITY : Good

NOTE: Comments can only be made on portions of tanks that where visible to the surveyor at the time of inspection. Since there was no evidence to suggest that a present or prior leaking condition existed, further testing was not deemed necessary at this time. Continued monitoring of all tanks is recommended to help prevent accidental discharge into the environment.

SAFETY EQUIPMENT

FIRE EXTINGUISHING EQUIPMENT

BUILT IN SYSTEM : Not equipped (Recommended)
NUMBER OF HAND HELDS : (4) Type 10 BC Dry Chemical sighted
LOCATION : Cabin spaces
LAST INSPECTION : None sighted (gauges in green)
BILGE PUMPS
NUMBER & TYPE : (2) 12 volt Rule with float switches
CONDITION : Operable at time of inspection (See notes)
GROUND TACKLE
ANCHOR : Danforth Style
RODE : Approximately 200' rode with chain with 300' spare rode
WINDLASS : Not equipped

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SAFETY EQUIPMENT (Continued)

HORN	: 12 volt
LIFE RAILS	: Stainless steel, well secured
THROW RING	: One Type IV Ring
PERSONAL FLOATATION DEVICES	: Six Type II and Two inflatable vests
SIGNAL FLARES	: Equipped and current 10/2027
FIRST AID KIT	: Equipped
CARBON MONOXIDE DETECTOR	: None sighted (Recommended)
LIFE RAFT	: 6 person Reverse 4 person canister type
INSPECTION DUE DATE	: Next inspection due April 2028

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF RADIO TELEPHONE	: Icom ICM402 VHF
COMPASS	: Saturn Compass
PLOTTER	: Lowrance HDS7
RADAR	: B&G HD Radar

GENERAL DESCRIPTION AND REMARKS

The previously mentioned vessel was surveyed for Condition and Value, for Underwriter's Consideration, on Tuesday, November 11th, 2025, while dockside, [REDACTED] in Eliot, Maine. The vessel's owner was not present during the inspection. This vessel was last inspected by this surveyor for Underwriters consideration in May, 2021, therefore portions of this report have been reprinted.

The vessel is further described as a twenty-nine (29) foot Luhrs, 290 Convertible Sports fisherman with a modified-V-type hull. The vessel was constructed by Luhrs Corporation, St. Augustine, Florida, in 1986 and assigned hull I.D. # LHR290302586. The name to be embossed on the transom is "REEL SWEET". The propulsion is supplied by a pair of Crusader gasoline powered, inboard engines, rated at approximately 270 horsepower each by the manufacturer.

SCOPE OF SURVEY

The purpose of this survey was to determine the overall condition, estimate the current market value and marine risk evaluation. The survey of this vessel is based solely on a careful visual and non-destructive inspection of all accessible portions of its structure and available equipment. Complete inspection can be made only by removal of flats, soles, decking, head liners, ceiling or hull lining, tanks and joiner work. This would be damaging in nature and prohibitively time consuming, hence was not done. Safety recommendations are based upon standards of the American Boat and Yacht Council (ABYC) and National Fire Protection Association (NFPA) or other considerations believed important to the safe operation of the vessel.

Complete inspection of machinery, auxiliaries, piping, tanks, systems, electrical wiring, electrical and electronic equipment can be made only by continuous operation or by disassembly. This has not been done.

HULL AND DECK STRUCTURES

The hull construction is of molded fiberglass reinforced plastic laminates, comprising of unidirectional fabrics with polyester resin, and strengthened by glass tabbed bulkheads, structural members, engine beds and fittings. The hull to deck joint was observed to be in good structural condition, where visible, mechanically fastened. The topsides were inspected as best was possible dockside and found to be in good visual condition, refinished in white gelcoat in 2012. The hull sides were smooth and fair, with a well cared for appearance. My inspection of the hull interior did not reveal any structural deficiencies. All partitions, bulkheads, and fiberglass fastenings were examined where accessible and found to be in serviceable condition.

A visual inspection of the decking did not reveal any obvious deficiencies. Percussion sounding and moisture readings of the laminate were not performed at this time, and are considered beyond the scope of this inspection. The deck circumference was observed to be in good visual condition, firm underfoot. In approximately 2020, over the course of several seasons, the vessel had been stored ashore and the decks and cabin structure stripped of all hardware. All imperfections were addressed, and the decks and cabin structure were repainted. Additionally, the non-skid deck surfaces had been renewed giving the vessel a new like appearance. The stainless-steel bow railing and hand holds were found to be well secured. The overhead hatches were found to be in good condition; weather tight as best can be determined. The cabin spaces were found to be in good condition, clean and dry with a well-cared for, updated appearance. The hard top was removed at the time of inspection, however when last sighted was noted to be in good condition, with recent repairs to the stanchions. The cockpit sole was found to be damage free, equipped with a pair of secured drains to shed normal water accumulation.

BOTTOM

A bottom inspection was not possible at this time, as this inspection took place dockside. Therefore comments cannot be made concerning the condition of the underwater body or running gear. I will make myself available to perform a bottom inspection the next time the vessel is hauled if requested by the Underwriters. The bilges were inspected and found to be reasonably clean and dry. The internal longitudinal stringers and transverse frames were inspected where accessible, and found to be free of obvious stress cracks or sign of damage. The thru hull fittings and seacock were inspected in the bilges and found to be in good visual condition, with no obvious damage caused by stray current corrosion or galvanic action. In 2012 the bottom was stripped and barrier coated with Interprotect and bottom painted in Interlux Micron Extra.

STEERING SYSTEM

The steering system was inspected and found to be installed to good marine practice, well secured. The hydraulic lines were inspected where visible and found to be well led and secure. The fastening hardware in the lazarette was found to be well secured. There was no sign of leaking at this time. Visibility from the helm station was observed to be good all around at rest.

ELECTRICAL SYSTEM

All electrical equipment was inspected where accessible and found to be installed to current NFPA and ABYC Standards and Recommended Practices, well secured and observed to be in good condition. All AC and DC electrical circuits are protected from overload at the main circuit breaker switchboard as best can be determined.

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ELECTRICAL SYSTEM (Continued)

The two engine start batteries were noted to be properly secured in dedicated trays, with not conductive boots over the positive terminal posts. The single AGM house battery was secured from shifting however was in need of non-conductive boots over the positive terminal posts and was found to be absent overcurrent protection. The wiring harness accessible in the machinery spaces was found to be well led and secure. The wiring behind the panel was also noted to be in good condition, with upgraded electronics wiring harness and fuse panel. All bilge pumps, bilge exhaust blowers, navigation lights and associated systems were energized. The submersible bilge pump in the stern was operable in the manual override position however was not operable in the automatic mode, in need of repair as necessary. The shore power system was noted to be in good visual condition, fitted with ground fault protection (GFCI).

FUEL SYSTEM AND TANKS

The fuel system fill and vent lines were inspected and found to be serviceable condition, well led and secure. The distribution lines were found to be well led and secure. The fuel tanks were inspected where accessible and appeared to be in serviceable condition without evidence of leaking, properly bonded with shut off valves fitted. The forward tank was reportedly removed and a new bottom welded in and recertified in 2012. The rear tank was reportedly emptied, cleaned and inspected in 2012, found to be in good internal condition. There was no fuel staining or fuel odor apparent at this time to indicate that a present leaking condition exists.

MACHINERY

The propulsion is supplied by a pair of Crusader gasoline inboard engines, rated at approximately 270 horsepower each by the manufacturer. A sea trial was not performed at this time, and a visual inspection only was possible. Both engines have received long blocks since 2012 with approximately 481 hours running time since. The engine beds, mounts, wiring harnesses, cable controls, fuel supply hoses, cooling and exhaust were observed to be installed to good marine practice. The visual condition of the engines was clean and dry, recoated in protective enamel, with a well cared for appearance. There were no obvious fuel, oil, or coolant leaks sighted. According to the owner the last time the vessel was used the port side engine temperature rose and the engine was shut down. Further diagnosis revealed the need to replace the head gasket which reportedly to date has not been performed.

COMMENTS AND RECOMMENDATIONS

1.* It is the owners responsibility to provide all U.S. Coast Guard and/or State required safety equipment for a vessel of this size and intended usage.

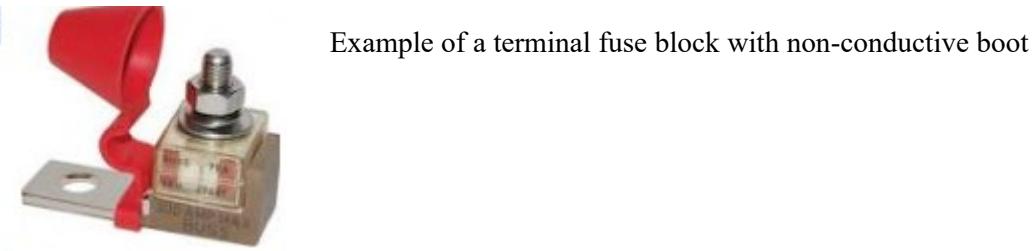
2* According to ABYC 24.7 Requirements - Installation 24.7.1 A carbon monoxide detection system shall be installed on all boats with an enclosed accommodation compartment(s)

3* Recommend installing either a fixed fire extinguishing system in the machinery spaces, or, make provision for discharging a suitably sized clean agent portable fire extinguisher directly into the space immediately surrounding the engine(s) without opening the primary accesses, in compliance with ABYC Standards And Recommended Practices A-4.52.2

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COMMENTS AND RECOMMENDATIONS (Continued)

4* The house battery bank is in need of terminal fuse block. According to ABYC E-11.10.1.1.1 Over current Protection device Location-Ungrounded conductors shall be provided with overcurrent protection device(s) within a distance of 7 inches (178mm) of the point at which the conductor is connected to the source of power measured along the conductor.



Example of a terminal fuse block with non-conductive boot

It was also noted that the battery cables are secured with wing nuts which are no longer compliant with the latest version of **ABYC** Standard E-10 Section E-10, paragraph 10.7.7, etc. permits that an ungrounded battery terminal can be covered by a boot or non-conductive shield.

The previous recommendations identified with an asterisk (*) should be considered primary and receive priority in the maintenance schedule aboard the vessel. The remainder of the remarks and recommendations can be considered as preventative in nature and are provided to help properly maintain the vessel.

As seen, this vessel would be considered a suitable marine risk for its intended use of inland, bay, and near coastal operation providing all asterisk (*) recommendations are complied with and all US. Coast Guard safety equipment is properly fitted.

I certify to the best of my knowledge and belief that the statements and facts contained in this report are true and correct. The reported analysis, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and is my personal unbiased professional analysis, 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 the predetermined value or direction in value or direction in the value that favors the cause of the client, the amount of the estimate, the attainment of a stipulated result, or occurrence of a subsequent event.

ESTIMATED MARKET VALUE

Based upon the comparable listings available (Included), The estimated market value of this repowered and repainted 1986 Luhrs 290 Sportsfisherman as sighted and equipped, is, in the opinion of this surveyor, in its current condition is \$16,000.00 The replacement value of this vessel, as equipped new is approximately \$250,000.00. comparably equipped

The estimated market value appearing in this report is based upon the average selling price of a vessel of this size, type, construction, condition, and age, with all equipment and accessories observed aboard. This value has been ascertained through personal knowledge and experience with the present sales market and with the assistance of resources, references, comparative listings and publications available to this surveyor.

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This survey was prepared for the sole use of [REDACTED] and is subject to the following conditions:

This survey report is based upon the observed condition of this vessel, and is not a warranty either expressed or implied thereof. Every care has been taken and my full professional capabilities utilized to inspect this vessel. This survey was made where visible, without making removals and/or borings of structural members and/or removal of fastenings, and are not covered by this survey. This survey does not constitute an inventory.

This report is not a warranty or guaranty either expressed or implied that undetected and/or unforeseen defects or damage do not exist. This vessel is subject to harsh natural elements and therefore the information contained in this report is dated. Personal liability shall be limited to the amount of fees collected by the surveyor. The enclosed are my considered opinions, given without prejudice. This surveyor shall not be held liable for any errors in judgment, or inaccuracy, omission, oversights, and/or misstatements contained in this report. The use of this report shall constitute acceptance of these conditions.

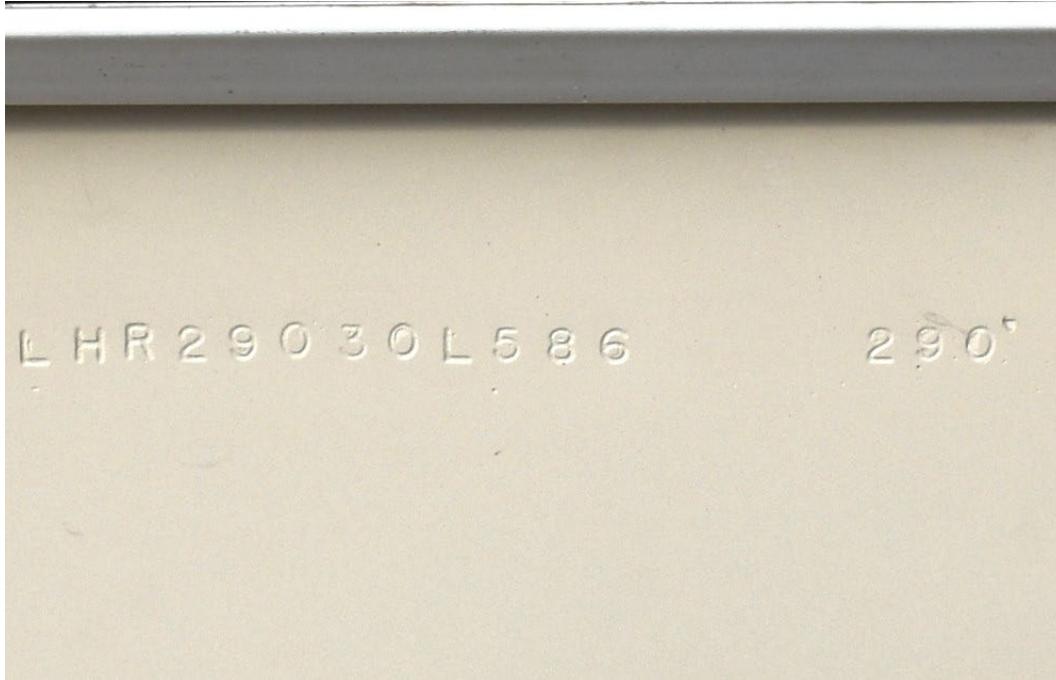
My qualifications for inspecting this vessel result from over 30 years in the marine repair field as a gasoline and diesel propulsion systems technician. Additionally, I have sailed thousands of offshore miles including a transatlantic crossing. I have been surveying vessels professionally and became accredited in 1997, and am a member in good standing with The Society of Accredited Marine Surveyors # 602, The American Boat and Yacht Council, and held a 100 ton USCG Masters License with Tow and Sail Endorsements for 25 years. As a member of SAMS and current Northeast Regional Director, I continually attend educational seminars, and additionally perform Marine Claims Investigations for numerous Insurance Companies.

Respectfully Submitted,

Capt. John McDonough
Accredited Marine Surveyor

John McDonough





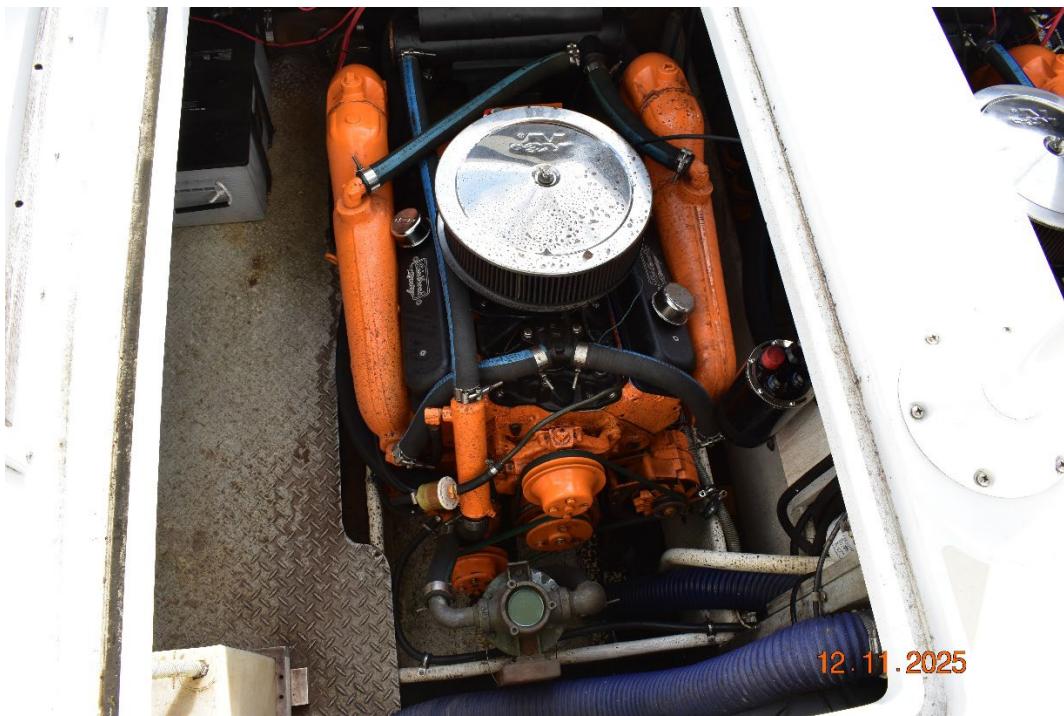












Comparable listings of like kind and quality vessels



1988 Luhrs Tournament 290 Open

North Palm Beach, FL

\$20,750

Pop Yachts



1988 Luhrs 290 Express Sportfish
w/Tower

Essex, MD

\$24,900

Baltimore Boating Center, LLC



1994 Luhrs 290 Open

US\$20,000 ↓ Price Drop

South Jersey Yacht Sales | Toms River, New Jersey



Similar listing of like kind and quality