

Florida Boat & Yacht Surveyors

MARINE SURVEYOR AND CONSULTANT

1996 Cabo 35 Express

"Kathy Kat"



INDEPENDENT MARINE SURVEY SERVICE

Report of Marine Survey

Of The Vessel

"Kathy Kat"

1996 Cabo 35 Express

Conducted by
Jeff Hahn

Marine Surveyor

PREPARED FOR:



September 30, 2022

TABLE OF CONTENTS

SECTION	PAGE NO.
I. INTRODUCTION	1
II. GENERAL INFORMATION	2
III. SYSTEMS	6
HULL DECK AND SUPERSTRUCTURE	6
CABIN APPOINTMENTS	9
PROPULSION	10
FUEL SYSTEM	13
ELECTRICAL SYSTEMS	14
FRESH WATER SYSTEM	16
SANITATION	17
STEERING SYSTEM	18
GROUND TACKLE	18
ELECTRONICS AND NAVIGATION EQUIPMENT	19
SAFETY EQUIPMENT	19
OUT OF WATER INSPECTION	20
AIR CONDITIONING AND HEAT (AIR CONDITIONING)	21
IV. FINDINGS AND RECOMMENDATIONS	22
V. SUMMARY AND VALUATION	23

I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of [REDACTED] the attending surveyor did attend onboard the *1996 Cabo 35 Express, "Kathy Kat"* on September 30, 2022 where an "out-of-the-water-survey" was conducted at [REDACTED] Miami, Florida. A sea trial was not performed. An in water inspection was not performed, The Hull Identification Number (**HIN**) CHX35X64C696 was verified from the transom. The reason for the survey, was to ascertain the physical condition and value of the vessel. AC and DC power was not used to check operation of the electrical systems specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

CONDUCT OF SURVEY:

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 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.


The use of the word "appeared" is intended to indicate that a close or complete inspection was not possible or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

Use of asterisks * in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER: 09302022

SURVEY PREPARED FOR: 

NAME OF VESSEL: "Kathy Kat"

TYPE OF SURVEY: Condition and Value

OVERALL VESSEL RATING: **** RESTORABLE

ESTIMATED MARKET VALUE: \$ 55,500.00

ESTIMATED REPLACEMENT COST: \$ 1,165,500.00

BUILDER: Cabo

YEAR BUILT: 1996

MODEL YEAR: 1996

MODEL OF VESSEL: 35 Express

HULL IDENTIFICATION NUMBER (HIN): CHX35X64C696

HAILING PORT: Miami, FL


OFFICIAL NUMBER: 1047733

USCG DOCUMENTATION NUMBER: 1047733

USCG DOCUMENTED FOR: Recreational Vessel.

STATE VALIDATION STICKER NUMBER: 16167649

STATE REGISTRATION NUMBER: DO1047733

PLACE OF SURVEY: 
Miami, Florida

HULL MATERIAL: FRP (Fiber Reinforced Plastic).

HULL TYPE: Planing, Deep-V with hard chines and flared bow.

LENGTH OVER ALL (L.O.A.): 37' 6" with pulpit (34' 6" hull length)

BEAM: 13' 0"

DRAFT: 2' 10"

DEPTH: 5'

II. GENERAL INFORMATION

DISPLACEMENT: **20,000 lbs. dry weight**

GROSS TONS: **14**

NET TONS: **11**

PROPULSION SYSTEM: **Two (2) inboard engines.**

FUEL TYPE: **Diesel.**

FUEL CAPACITY: **400 gallons.**

AC POWER: **Two (2) Hubbell 125 volt, 30 amp. inlets.
Appeared serviceable.**

DC POWER: **12 volt.**

FRESH WATER CAPACITY: **100 gallons.**

HOLDING TANK: **16 gallons.**

INTENDED USE: **Recreational near coastal cruising and offshore
cruising.**

II. GENERAL INFORMATION

DEFINITION OF TERMS:

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

APPEARED:

Indicates that a very close inspection of the particular system, component or 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 tests).

FIT FOR INTENDED USE:

Use which is intended by Survey Purchaser(present or prospective owner).

SERVICEABLE: ADEQUATE:

Sufficient for a specific requirement.

POWERS UP:

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

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

Nearly new, with only minor cosmetic or structural discrepancies noted.

FAIR CONDITION:

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

POOR CONDITION:

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

USE OF *:

Use of * in the body of this report will indicate that a finding will be listed in the "*Findings and Recommendations*" section pertaining to the * item.

II. GENERAL INFORMATION

DEFINITION OF TERMS:(*continued*)

Asterisks * in this General Information section refers to the source of such information as follows:

- * Per Manufacturer's Specifications
- **Refer to Summary and Valuation Section
- *** Per USCG Documentation
- **** Per Buc Book

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

MATERIAL:

FRP (fiber reinforced plastic)

EXTERIOR HULL:

White gelcoat.

PORTLIGHTS:

Four (4) opening portlights. All were operable.

BULKHEADS:

Athwartships reinforcement enhanced by bulkheads bonded to the hull with FRP (fiber reinforced plastic). Appeared serviceable where sighted.

STRINGERS:

Hull stiffness provided by FRP longitudinal stringers. Complete inspection not possible due to limited access. Appeared serviceable where observed.

TRANSOM:

Reinforced, FRP transom, fitted with transom door. Appeared serviceable.

BILGE:

Bilge area provides the area for most boat systems and tankage. Appeared serviceable.

CHAIN LOCKER (DRAINAGE):

The chain locker is forward and accessible through an access in the forward cabin. The chain locker drainage is overboard. Appeared serviceable.

KEEL EXTERNAL:

FRP stub keel. Appeared serviceable.

LIMBER HOLES:

Limber holes are of adequate size and clear where sighted.

MOISTURE CONTENT:

This vessel's exterior hull was inspected with a Marine Infrared Thermal Camera, a sounding hammer and a moisture meter for the detection of moisture and delamination. No apparent signs of significant moisture intrusion or FRP delamination was detected.

DECK CONSTRUCTION

TYPE:

Molded FRP (fiber reinforced plastic) with white gelcoat and non-skid surface.

MATERIAL:

FRP (fiber reinforced plastic).

COCKPIT:

Bi-Level Sport Fishing type cockpit.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL-TO-DECK JOINT

TYPE:

The hull to deck joint was of the deck overlap type. Appeared serviceable where sighted.

FASTENERS:

Stainless steel screw type.

REINFORCEMENT:

Stainless steel rub rail surrounds the vessel as protection to the hull to deck joint. Appeared serviceable.

DECK FITTINGS

STANCHIONS:

Welded aluminum rail system, runs the forward perimeter of the deck. Appeared serviceable.

BOW PULPIT (BOW RAIL):

Aluminum stanchions and rail system. Appeared serviceable.

TOE RAILS:

Molded FRP toe rails, part of deck layup.

VENTILATION:

Provided by portlights and hatch topsides and deck.

SCUPPERS:

Cockpit has scuppers at port and starboard aft corners with rubber flaps. Appeared serviceable.

WINDLASS/GIPSY:

Lewmar.

HAWSE PIPES:

Integrated into anchor windlass.

HATCHES:

One (1) Bomar aluminum and lexan 20" x 20" hatch in forward cabin deck area. Appeared serviceable.
Sunshade for forward hatch and sunshade for cockpit to salon door. Operated.

GRAB RAIL:

Aluminum hand rails. Appeared serviceable.

CLEATS:

Eight (8) stainless steel cleats were thru-bolted. Appeared serviceable.

ANCHOR PLATFORM:

FRP anchor platform with stainless steel anchor plate and integrated bow roller. Appeared serviceable.

OTHER:

Armstrong aluminum swim ladder pole and stainless steel mount. Appeared serviceable.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

SUPERSTRUCTURE

MATERIAL:

Cabin house and deck are one unit molded FRP (fiber reinforced plastic).

WINDOWS/PORTS/DOORS:

Two (2) forward sealed windows. Operated.

JOINERY STRESS:

None Sighted.

CANVAS AND SUPPORT STRUCTURE:

FRP hardtop with aluminum support structure. Appeared serviceable.

SUPERSTRUCTURE HOUSE TO DECK JOINT:

Deck house and deck appeared to be molded seamlessly, no joint was observed.

BRIDGE DECK

MATERIAL:

FRP (fiber reinforced plastic) molded bridge.

TYPE:

Bridge provides helm station and crew seating area.

COCKPIT:

Bi-Level Sport Fishing type cockpit.

SEATS:

White vinyl cushioned bench seats at lower helm are in good to fair condition.

***B.1**

White vinyl cushioned bench seats at lower helm are in good to fair condition.

WINDSHIELD:

Clear plastic curtains surround lower helm. Appeared serviceable. Wraparound glass windshield with three (3) wiper blades and three (3) windshield washer jets.

ADDITIONAL EQUIPMENT AND ACCESSORIES

GENERAL EQUIPMENT:

Cockpit sink.

ACCESSORIES:

Two (2) upper spreader lights. Four (4) engine room spreader lights.

FENDERS:

Two (2) fenders.

DOCK LINES:

Four (4) lines.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

FISHING EQUIPMENT

LEANING POST:

Pompanette leaning post is pedestal mounted in the cockpit. Appeared Serviceable.

DOWN RIGGERS:

Single aluminum center rigger pole. Appeared serviceable.

LIVE BAIT WELLS:

Live bait well with a Groco electric water pump with Perko strainer with sight glass.

WASH DOWN SYSTEM:

Fresh water wash down hose bib. Raw water wash down hose bib.

ROD HOLDERS:

Six (6) Lee's stainless steel gunwale mounted rod holders in cockpit coaming. Appeared serviceable.

Nine (9) aluminum rocket launcher rod holders on aft rail. Appeared serviceable.

FISH BOX(S):

Two (2) fishboxes located under cockpit floor port and starboard sides. Appeared serviceable. Two (2) Shurflo fishbox mascerators. Operated.

OUTRIGGERS:

Rupp double spreader outriggers both port and starboard. Appeared serviceable.

TOWER:

Aluminum pipe welded tower was well fitted and is in good condition.

OTHER:

Cockpit insulated box with drain at starboard forward cockpit. Appeared serviceable.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

INTERIOR BULKHEADS:

The interior bulkheads were fit well where sighted.

WATER INTRUSION SIGNS:

None Sighted.

STORAGE AREAS:

The cabinets, lockers, drawers, and shelving fit well where sighted.

HEADLINERS:

Headliner material in the cabins appeared to be a light colored vinyl. Appeared serviceable.

DOORWAYS:

FRP cockpit to salon sliding door. Appeared serviceable. Wood head door. Appeared serviceable.

FABRIC AND CUSHIONS:

Appeared Serviceable.

III. SYSTEMS

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:(*continued*)

FLOOR AND WINDOW COVERINGS:

Floor covering is carpet over teak and holly wood. Appeared serviceable.

ACCOMMODATIONS:

One (1) forward berth cabin. Appeared serviceable.

HEADS:

One (1).

SHOWERS:

Shower head is integrated into head sink.

FAUCET FIXTURES:

The faucet fixtures and sinks appeared serviceable.

LIGHT FIXTURES:

12 volt cabin lights.

SALON FURNISHINGS:

One (1) L-shaped leather salon couch with table. Appeared serviceable. Salon couch converts to upper lower berth bunks.

CABIN FURNISHINGS:

Small forward cabin couch. Appeared serviceable.

AIR CONDITIONING UNITS:

One (1) Cruisair self contained unit.

CABIN HEATING:

The Cruisair unit is reverse cycle for heat.

GALLEY

SINKS:

One (1) stainless steel sink. Appeared serviceable.

REFRIGERATION:

Premium galley refrigerator.

STOVE/OVEN:

One (1) burner electric stove top.

MICROWAVE:

Sharp Carousel microwave oven.

PROPULSION

MAIN ENGINES

TYPE:

Two (2) inboard engines.

III. SYSTEMS

PROPULSION

MAIN ENGINES(*continued*)

MANUFACTURER:

Caterpillar model 3208 TA.

SERIAL NUMBERS:

Not readable.

LABELS AND NOTICES:

The engines required labels appeared to be in place and readable.

HORSE POWER:

435 hp at 2800 RPM.

NUMBER OF CYLINDERS:

Eight (8) in a V configuration.

THROTTLE CONTROLS:

Two (2) Morse mechanical lever/cable type throttle and gear controls.

ENGINE MOUNTS AND BED:

Main engine beds are heavy longitudinal stringers inboard and outboard. Engine mounts appeared to be in serviceable condition.

DRIP PANS:

Engine fluid and loose debris falls into bilge area.

VENTILATION:

Appeared adequate.

BILGE BLOWERS:

Two (2) power blowers.

EXHAUST SYSTEM:

Raw water cooled with risers and flexible coupling sections double clamped where sighted. Appeared serviceable.

LUBE TRANSFER:

Reverso lubrication transfer system.

INSULATION:

Sound deadening insulation was noted in engine room. Appeared serviceable.

PROP SHAFTS:

Stainless steel 1 3/4 " diameter. Appeared serviceable.

ENGINE SYNCHRONIZER:

Synchronization is provided by a Glendinning mechanical unit with the port throttle as slave.

STUFFING BOX:

Dripless type.

III. SYSTEMS

PROPULSION

MAIN ENGINES(*continued*)

NOTE:

The starboard motor has been removed from vessel.

***A.1**

The starboard motor has been removed from vessel.

COOLING SYSTEM

TYPE:

Freshwater reservoir type cooling with raw water cooled wet exhaust.

RAW WATER STRAINERS:

Two (2) Perko bronze alloy with sight glass. Appeared serviceable.

HOSES AND CLAMPS:

Double clamped where sighted. Appeared serviceable.

BELTS AND PULLEYS:

Belts condition appeared serviceable. Pulleys appeared free of corrosion.

SEACOCKS AND STRAINERS:

Raw water seacocks were ball valve type. Operated.

TRANSMISSIONS

TYPE:

Transmission driven by diesel powered internal combustion engine.

MANUFACTURER:

Twin Disc model MG 507 A.

DRIVE TYPE:

Straight Drives.

GEAR RATIO:

1.433 to 1 ratio.

CONTROLS:

Morse mechanical cable and linkage. Appeared serviceable.

PROP SHAFT:

Stainless steel 1 3/4" diameter. Appeared serviceable.

PACKING GLAND:

Strong Sure Seal self-aligning shaft seals. Appeared serviceable.

III. SYSTEMS

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

Diesel.

MATERIAL:

FRP (Fiberglass Reinforced Plastic).

NUMBER OF TANKS:

Two (2)

TANKS CAPACITY:

400 gallons.

SECURED:

Molded in. Appeared serviceable.

MANUFACTURING LABEL:

The ABYC required labels were sighted on the fuel tanks.

FILL PIPE LOCATIONS:

Two (2) fittings starboard side deck marked for diesel.

FILL PIPE GROUNDED:

Appeared to be properly grounded.

FILL PIPE FITTINGS:

Fill deck fittings is clearly marked as to fuel type.

FUEL LINES AND FITTINGS:

Supply lines are copper with copper alloy fittings. Flexible hose to engine connections. Appeared serviceable.

RETURN LINES:

Return lines are copper with copper alloy fittings. Flexible hose to engine connections. Appeared serviceable.

FUEL MANIFOLD VALVES:

Ball type valves, operable.

VENT LOCATION:

Starboard topsides.

SHUT-OFF VALVE:

Located at top of fuel tank. Operated.

FUEL FILTERS:

Both remote mounted Racor filter/water separator type and engine mount spin on/off type.

OTHER:

Two (2) Flo Scan fuel monitoring systems. Appeared serviceable.

III. SYSTEMS

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM(*continued*)

NOTE:

Two (2) fuel level gauges. Appeared serviceable.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:

12/24 volt system.

BATTERIES:

Two (2) 8-D batteries and two (2) group 27 batteries.

MAIN BATTERY SWITCHES:

Three (3) Guest rotary switches. Operated. One (1) Blue Sea Systems rotary switch. Operated.

PANEL:

Overcurrent Protection: Bus type fuses and circuit breakers.

BREAKERS/FUSES:

Individually switched branch breakers.

TYPE CONNECTORS:

Round Lugs: Captive type, where sighted. Condition: Appeared serviceable.

ROUTING/SUPPORT:

Well supported and secured where sighted.

CHARGING SYSTEM (BATTERY CHARGER):

Victron Energy Centaur 12/50 battery charger. Appeared serviceable.

CHARGING SYSTEM (ALTERNATOR):

Two (2) engine mounted alternators. Appeared serviceable.

OUTLETS:

12 Volt DC outlets were sighted. Appeared serviceable.

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET:

Two (2) Hubbell 125 volt, 30 amp. inlets. Appeared serviceable.

SHORE POWER:

Cords: Two (2) 50' long 30 amp. Appeared serviceable.

AC SOURCE SELECTOR SWITCH:

Switch type: Manual plastic slide type. Operated.

MAIN BREAKER:

In the main electrical panel.

III. SYSTEMS

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (A.C. SYSTEM)(*continued*)

BRANCH BREAKERS:

Individually switched branch breakers.

CIRCUIT LOAD MONITORS:

Voltage and amperage digital gauges in the main electric panel for both the AC and DC systems.

ROUTING:

Well routed and supported where sighted.

GALVANIC ISOLATOR:

ProMariner Zinc Saver Galvanic Isolator. Appeared serviceable.

GENERATORS AND INVERTERS

TYPE:

Generator driven by diesel powered internal combustion engine.

MANUFACTURER:

Fischer Panda mini 7

FUEL TYPE:

Diesel.

KILOWATT RATING:

7.0 kw.

VOLTAGE RATING:

120 AC.

NUMBER OF CYLINDERS:

Two (2).

LOCATION:

Engine room, centerline aft.

FLUID LEVELS:

Coolant normal. Oil normal.

COOLING SYSTEM:

Freshwater and raw water wet exhaust type. Perko bronze alloy strainer with sight glass. Appeared serviceable.

FUEL SUPPLY:

Fuel System: Engine mounted mechanical pump.

FUEL FILTER:

Remote Racor filter/water separator and engine mount spin on/off type.

LUBRICATION SYSTEM:

Engine mounted mechanical oil pump with spin on/off type filter.

III. SYSTEMS

ELECTRICAL SYSTEMS

GENERATORS AND INVERTERS(*continued*)

EXHAUST SYSTEM:

Aqua lift type FRP (fiber reinforced plastic). Raw water cooled with FRP canister, flexible coupling sections double clamped where sighted. Appeared serviceable.

ACCESSIBILITY:

Good.

WARNING LABELS:

The required label appeared to be in place and readable.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS:

One (1).

CAPACITY:

100 gallons.

MATERIAL:

Plastic.

FILL PIPE LOCATION:

Port side deck marked for water.

VENT PIPE LOCATION:

Port topsides.

ACCUMULATOR TANK:

Shurflo accumulator tank. Operated.

PUMPS:

ShurFlo 12 volt demand diaphragm type water pump.

FILTERS:

In line at pump.

HOSES AND CLAMPS:

Appeared serviceable.

FRESH WATER SYSTEM (HOT WATER SYSTEM)

TYPE:

110 electric. Marine grade.

MANUFACTURER:

Seaward

CAPACITY:

11 gallons.

III. SYSTEMS

FRESH WATER SYSTEM

FRESH WATER SYSTEM (HOT WATER SYSTEM)(*continued*)

PRESSURE RELIEF VALVE:

Copper pressure relief valve built into tank.

SANITATION

SANITATION (BLACK WATER)

MANUFACTURER:

Sealand Technologies.

MANUAL OR ELECTRIC TYPE:

Manual Vacuflush type.

NUMBER OF HEADS:

One (1) head on vessel.

M.S.D TYPE USCG SYSTEM:

Certification Type: MSD U.S.C.G. Type II and certification Type: MSD U.S.C.G. Type III. (Holding tank)

DISCHARGE HOSES AND CLAMPS:

Thru-hull at engine room location. Seacock is operable.

PUMP-OUT LOCATION:

Port side deck marked for waste.

MACERATOR:

Shurflo macerator. Operated.

HOLDING TANK:

Duracast plastic tank.

CAPACITIES:

16 gallons.

SANITATION (GREY WATER)

BASINS, SHOWERS, HOSES AND CLAMPS:

The shower drains to a sump pump for overboard discharge. The basins on this vessel drain overboard.

SUMP TANK LOCATION:

Midships bilge area, centerline.

MATERIAL:

Plastic. Appeared serviceable.

PUMPS:

Rule 800 GPH remote diaphragm sump pump float switch activated.

NUMBER OF TANKS:

One (1).

III. SYSTEMS

SANITATION

SANITATION (GREY WATER)(*continued*)

DISCHARGE:

Overboard thru-hull fitting.

STEERING SYSTEM

STEERING SYSTEM

TYPE:

Hydraulic.

MANUFACTURER:

Hynautic.

NUMBER OF STATIONS:

Two (2).

LOCATIONS:

Main deck helm station and flybridge.

LINES AND FITTINGS:

Reinforced flexible hose, with metallic fittings. Appeared serviceable.

ACTUATOR CYLINDER:

Appeared serviceable.

MOUNTING:

Fixed type. Appeared serviceable.

RUDDER STOCK:

Stainless steel rudder post stock.

UPPER RUDDER BEARING SUPPORT:

Well mounted. Appeared serviceable.

PACKING GLAND:

The port and starboard rudder packing glands appeared serviceable.

GROUND TACKLE

GROUND TACKLE

ANCHORS:

One (1) anchor.

RODE MATERIAL:

Rope and chain.

LINE:

5/8" 3 braid marine grade nylon.

III. SYSTEMS

GROUND TACKLE

GROUND TACKLE(*continued*)

CHAIN:

Chain is galvanized 5/16" BBB type for windlass usage.

WINDLASS:

Lewmar anchor windlass with bow foot controls and helm remote control. Operated.

OTHER:

Stainless steel chain swivel. Appeared serviceable.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF:

One (1) Garmin VHF radio.

RADAR:

Garmin GPSMap XSV.

GPS:

Garmin GPSMap XSV.

CHART PLOTTER:

Garmin GPSMap XSV.

SPEEDLOG:

Speed over ground on GPS.

COMPASSES:

One (1) Danforth compass. Appeared serviceable.

ANTENNAS:

All antennas sighted appeared to be well mounted and serviceable.

ELECTRONICS (ENTERTAINMENT)

STEREO SYSTEM:

Clarion CMD 4 AM FM CD player.

SPEAKERS:

Four (4) Sony speakers.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S:

Seven (7) Type I-U.S.C.G. approved. Appeared serviceable.

NUMBER OF THROWABLE PFD'S:

One (1) Jim Bouy Horsehoe Type IV-U.S.C.G. approved throwable device.

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)(*continued*)

FIRE EXTINGUISHERS:

Two (2) dry chemical portable fire extinguishers. Appeared serviceable.

VISUAL DISTRESS SIGNALS:

Flares were 12 gauge day/night visual distress signals and hand held flares.

SOUND DEVICES:

Horn.

"NO OIL DISCHARGE" PLAQUE:

Found properly displayed.

TRASH DISPOSAL PLACARD:

Found properly displayed.

AUXILIARY SAFETY EQUIPMENT

FIRE ALARMS:

Sea Fire automatic fire alarm with engine override at helm. Appeared serviceable.

FIXED FIRE EXTINGUISHING SYSTEM:

Sea Fire FE 241 automatic fire suppression system.

BILGE PUMPS

LIST:

Two (2) Rule bilge pumps with Rule-A-Matic float switches. Operated.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S):

Two (2) bronze alloy, four bladed propellers with no visible damage. Both have locking nut and cotter pins.

PROPELLER SHAFT(S):

Stainless steel 1 3/4" diameter. Appeared serviceable.

PROPELLER SHAFT (LOGS) TUBE(S):

Shaft log and tube is FRP (fiber reinforced plastic). Appeared serviceable.

SHAFT BEARING (CUTTLESS BEARING):

Port and starboard cuttless bearings showed no signs of sloppiness or end play.

STRUTS:

Two (2) cast bronze single I-beam struts. Appeared serviceable.

RUDDER(S) MATERIAL:

Two (2) cast bronze.

III. SYSTEMS

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY(*continued*)

RUDDER(S) MOUNTING:

Both rudders are mounted to the hull (typical stem mounting).

TRIM TABS:

Bennett hydraulic trim tabs. Operated. Zinc protected.

THRU-HULLS:

Bronze thru-hulls fittings. Appeared serviceable.

TRANSDUCERS:

Depth transducer was clear of debris. Appeared serviceable.

STRAINERS/SCOOPS/SCREENS:

Main engine pickup strainers, generator and air conditioner strainers are external bronze alloy slotted type. Appeared serviceable.

ZINCS:

One (1) hull zinc, two (2) shaft zincs and two (2) trim tab zincs were observed. Appeared serviceable.

CONDITION OF HULL (WETTED SURFACE)

BLISTERS:

None Sighted.

CONDITION OF BOTTOM PAINT:

Bottom well painted. Condition good.

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

TYPE:

Unitized self contained reverse cycle type.

MANUFACTURER:

Cruisair.

NUMBER OF UNITS:

One (1).

THRU-HULL STRAINER:

Perko bronze alloy with sight glass. Appeared serviceable.

RAW WATER COOLING PUMP:

One (1) March Manufacturing 110 AC electric pump.

DRIP TRAYS:

One for each unit. Appeared serviceable.

CONDENSATE DRAIN:

Drains to sump tank.

IV. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under "**SAFETY**" should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition. *Findings may also be in violation of U.S.C.G. regulations.*

Deficiencies noted under "**OTHER DEFICIENCIES**" should be corrected in the near future so as to maintain standards and to help the vessel to retain it's value.

Deficiencies will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES
- B. OTHER DEFICIENCIES NEEDING ATTENTION
- C. SURVEYORS NOTES AND OBSERVATIONS

A. SAFETY DEFICIENCIES:

A.1 (PAGE 12) NOTE:

FINDINGS	RECOMMENDATIONS
The starboard motor has been removed from vessel.	<i>Note for survey.</i>

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.1 (PAGE 8) SEATS:

FINDINGS	RECOMMENDATIONS
White vinyl cushioned bench seats at lower helm are in good to fair condition.	<i>Note for survey.</i>

B.2 (No Item Text: BSN) NOTE:

FINDINGS	RECOMMENDATIONS
There were two (2) paint halos around metal underwater fittings from a galvanic reaction. (Black water out seacock and air conditioner raw water in.)	<i>Further investigate and repair green bonding wires as necessary.</i>

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.1 (No Item Text: BSO) OTHER:

FINDINGS	RECOMMENDATIONS
There is peeling paint on aluminum trim for tower from a galvanic reaction between aluminum and the stainless steel fasteners.	<i>Note for survey.</i>

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION** After a 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 my investigation, as shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** section of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is

OVERALL VESSEL RATING:

RESTORABLE

V. SUMMARY AND VALUATION

STATEMENT OF VALUATION:

1. 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 requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

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 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 financing or sales concessions granted by anyone associated with the sale.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the "**FAIR MARKET VALUE**" of the subject vessel is:

\$55,500

Fifty Five Thousand Five Hundred Dollars

2. The "**ESTIMATED REPLACEMENT COST**" indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. "**ESTIMATED REPLACEMENT COST**" of the subject vessel is:

\$1,165,500

One Million One Hundred Sixty Five Thousand Five Hundred Dollars

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the "Kathy Kat", for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on **September 30, 2022**. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies list should be attended to in a timely fashion.

LIMITATION OF LIABILITY. BY YOUR ACCEPTANCE OF THIS SURVEY YOU AGREE THAT NOTWITHSTANDING ANY PROVISION OF LAW TO THE CONTRARY, THE TOTAL LIABILITY OF FLORIDA BOAT & YACHT SURVEYORS, LLC. AND IT'S EMPLOYEES, OFFICERS AND DIRECTORS, FOR ALL LOSSES, DAMAGES, COSTS, AND EXPENSES, INCLUDING ATTORNEYS FEES, SHALL NOT EXCEED THE AGGREGATE AMOUNT PAID TO FLORIDA BOAT & YACHT SURVEYORS, LLC. FOR THIS SURVEY, REGARDLESS OF THE LEGAL THEORY UNDER WHICH SUCH LIABILITY IS SOUGHT TO BE IMPOSED. (Fee paid was \$ 350.00)

The use of arbitration is prohibited under this Marine Survey Report and Agreement to settle any legal matters, claims or lawsuits between the involved parties. The courthouse selection must be in Martin County, State of Florida for any legal matters, claims or lawsuits. Florida Boat & Yacht Surveyors, LLC is based in Martin County, State of Florida.

Florida Boat & Yacht Surveyors, LLC and it's employees, officers and directors does not carry errors and omissions insurance and does not offer a warranty or guarantee that is expressed or implied in the inspection of this boat or yacht. The repair or replacement of any item on this vessel is the sole responsibility of the boat or yacht owner.

V. SUMMARY AND VALUATION

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 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.

ATTENDING SURVEYOR: _____

Jeff Hahn