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**1981 Nordic 44'**

***Traveler***

## **Report of Marine Survey**

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**Member:**  
**American Boat & Yacht Council**

**Society of Accredited Marine Surveyors**

## GERNERAL INFORMATION

SURVEY PREPARED FOR:.....	██████████
DATE OF SURVEY:.....	June 24, 2025
TYPE OF SURVEY:.....	Condition and Valuation Survey
PLACE OF SURVEY:.....	██████████
	Cheboygan, Michigan
VESSEL MANUFACTURE:.....	Nordic Yachts INC.
YEAR/MAKE/MODEL OF	
VESSEL:.....	1981 Nordic 44'
VESSEL NAME:.....	<i>Traveler</i>
HULL IDENTIFACATION	
NUMBER (HIN):.....	NYA441140581
UNITED STATES COAST	
GUARD DOCUMENTATION	
NUMBER:.....	653648
ESTIMATED MARKET VALUE:.	\$100,000.00
ESTIMATED REPLACEMENT	
COST:.....	\$880,500.00
HULL MATERIAL:.....	FRP
HULL TYPE:.....	Monohull
KEEL TYPE:.....	Fin Keel
LENGTH, OVERALL (L.O.A):.....	43' 10"
BEAM:.....	12' 11"
DRAFT:.....	7' 0"
DISPLACEMENT:.....	24000lbs
BALLAST.....	9340lbs
PROPULSION SYSTEM:.....	Yanmar 50hp diesel engine
FUEL TYPE:.....	Diesel
AC POWER:.....	120VAC 30AMP
DC POWER:.....	12VDC
INTENDED USE:.....	Not known at the time of the survey inspection
INTENDED CRUISING AREA:.....	To be determined by the underwriter

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## DEFINITION OF TERMS

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

### APPEARS:

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).

### 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 the system, component or item is functional as is or with minor or major repairs

### POOR CONDITION:

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

### FRP:

Where FRP is stated in this report it is the abbreviation for Fiber Reinforced Plastic otherwise known as Fiberglass.

### A.B.Y.C:

Where this abbreviation is used it stands for the American Boat and Yacht Council

### USE OF \*:

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

# INTRODUCTION

## SCOPE OF SURVEY

Acting at the request of [REDACTED], the attending surveyor conducted a Condition and Valuation Survey of the **1981 Nordic 44', Traveler**, on **June 24th, 2025**, where she was found on the hard on her cradle at [REDACTED] in Cheboygan, Michigan. The Hull Identification Number **NYA441140581 (See photo attached)** was verified from the starboard transom. The reason for the survey was to ascertain the physical condition and value of the vessel. Moisture readings taken and referenced through the body of the report were taken with an Aquant Protimeter. DC (battery power) was available for the inspection and used to check the operation of the electrical systems specified in this report. AC (shore power) was available for the inspection and used to check the operation of electrical systems specified in this report. The vessel's system needing the use of water were tested for power up operational only except the vessel's hot water heater and engine. The mast is installed and mast and the standing rigging were inspected from the deck level.

No reference or information should be construed to indicate any of the following:

- 1. Evaluation of the internal condition of the engines or the propulsion systems operating capacity.***
- 2. Electronic equipment was checked for "power up" only and was not field or bench tested.***

Unless specifically stated otherwise in this report, this surveyor visually inspected this vessel without removal of any fasteners, fixed or semi-fixed structures or equipment, and has not disassembled any hull structures, electronics, instruments, or machinery for inspection or testing. Therefore, due to this visual inspection this survey report does not cover latent defects not readily discovered without such removals and disassemblies. Locked compartments or otherwise inaccessible areas also precluded visual inspection. The buyer is advised to open up such areas periodically for self-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.

Where installation of double hose clamps are recommended throughout this report, it is understood that double clamps should only be installed where there is sufficient length of tailpiece/pipe available and hose length overlap to allow correct installation. No clamp shall be installed closer than ¼" to the end of the hose and must fully engage the tailpiece/pipe or fitting. Any clamp extending over the end may cause the hose to be cut internally or force the hose off the fitting and is an incorrect installation.

Solid, imperforated type hose clamps utilizing 316 stainless steel with rolled edges are recommended for all hose to pipe joints particularly when located below the waterline.



HIN#NYA441140581

## INTRODUCTION

### 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) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY, BUT COMPLETE COMPLIANCE WITH SUCH STANDARDS VARIES WITH THE INTENDED SERVICE OF THE VESSEL, AND IS NOT GUARANTEED.

### NOTE:

***1. This report is issued for the exclusive use of the individual(s), financial institution(s), and/or insurance company (ies) as may be specifically identified (named) upon this surveyor's report and may contain information that is privileged, confidential, and exempt from disclosure under applicable law. Any entities or persons that are not identified herein are hereby advised that any dissemination, distribution, or copying of this report is strictly prohibited; no such entity or person shall have any right to rely upon the contents of this surveyor's report.***

***2. In the event that this surveyor is called upon, after rendering a Marine Survey Report, to explain, modify, or supplement the report, or its contents, or should the surveyor be called upon to render expert advice, testimony or to provide survey expertise in any dispute in litigation (or not), the surveyor will be compensated by the owner/insured in accordance with the fees customarily charged in the surveying industry.***

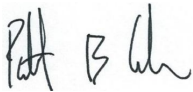
### LIMITED LIABILITY:

***1. The survey, which is the subject of this report, was conducted in accordance with generally accepted marine standards and criteria utilized in the marine surveying industry. Persons or entities entitled to rely upon this report are advised that this surveyor is not an engineer nor does he possess any specialized knowledge beyond the degree of skill commonly possessed by others in the same employment.***

***2. Surveyor shall have no liability for consequential damages, no liability for personal injury damages, no liability for property loss damages, no liability for punitive damages, all of which shall be deemed to have been knowingly and voluntarily waived upon use of this survey report.***

***3. In no event shall the legal liability of the undersigned exceed the fee paid for this survey report, regardless of claims or suits and regardless of whether under theory of tort, contract, products liability, admiralty, or otherwise.***

### ATTENDING SURVEYOR



Patrick B. Gerber SAMS/AMS#1308

## **Hull**

**Material:** FRP.

**Topsides:** The topsides were inspected for elevated levels of moisture and delamination. The topsides do not contain any delamination or elevated levels of moisture. General wear scratches sighted in areas. In good condition.

**Transom:** The transom was inspected for elevated levels of moisture and delamination. The transom does not contain any elevated levels of moisture or delamination. In good condition.

**Wetted Surface:** The wetted surface was inspected for elevated levels of moisture and delamination. The wetted surface does not contain any delamination or elevated levels of moisture. In good condition.

**Bulkheads:** The bulkheads are constructed out of FRP tabbing, marine plywood and wood veneer. The bulkheads were inspected for delamination in the interior of the vessel. The bulkheads do not contain any delamination. In good condition.

**Bottom Paint:** The bottom paint is of the ablative anti-fouling type. The bottom paint does not contain any excessive wear. In good condition.

**Keel External:** The hull to keel joint and the surfaces of the keel were visually inspected from the exterior of the vessel. The hull to keel joint does not contain any separation along the port and starboard sides of the keel. In good condition.

**\*Rudder:** The rudder was inspected for elevated levels of moisture and delamination. The rudder does not contain any sounds consistent with delamination. Elevated levels of moisture were noted in the port and starboard sides of the rudder's structure. In good condition.

## **Underwater Machinery**

**Propeller:** Mfg: Not sighted. The propeller's size was not sighted on the propeller's housing. The propeller is a 3-blade feathering propeller. The propeller blades do not contain any damage. The propeller was turned by hand and operates well. In good condition.

**Propeller Shaft:** The propeller shaft is 1 1/8" in diameter. The propeller shaft is constructed out of stainless steel. The propeller shaft does not contain any damage where able to be sighted for inspection. In good condition.

**Shaft Bearing (Cutlass Bearing):** The cutlass bearing was inspected for checking, excessive wear and missing pieces. The cutlass bearing does not contain any extensive checking, excessive wear or missing pieces. No excessive movement was noted between the propeller shaft and the cutlass bearing. In good condition.

**Strut:** Type: I-Strut. The I-strut does not contain any physical damage and has a tight fit the vessel's structure. In good condition.

**Anode(s):** Anodes are installed on the propeller shaft, I-strut and the propeller's housing. The anode does not contain any excessive wear. In good condition.

## **Deck**

**\*Deck Surface:** The deck surfaces of the vessel were inspected for elevated levels of moisture and delamination. The starboard side deck surfaces contains elevated levels of moisture around the starboard deck level chain plate fitting and around the cabin top winches at the base of the mast. The port side deck contains elevated levels of moisture approximately 8' long with the port side standing rigging fitting found in the middle of this area. Sounds consistent with delamination were found in the port side deck structure in the side deck areas where the elevated levels of moisture are present. In fair condition.

**Non-Skid:** The non-skid on the surface of the deck does not contain any damage or slick areas. In good condition.

**Bow Pulpit:** Stainless steel tube rail is installed port and starboard sides. The vessel does not contain a full wrap around bow pulpit. In good condition.

**Stern Pulpit(s):** Stainless steel tube. The stern pulpit is stainless steel tube. The stern pulpit does not contain any damage or corrosion. The stern pulpit is tightly fitted to the deck. In good condition.

**Cleats:** The cleats were tested for their fit to the vessel's deck. All the cleats have a tight fit to the vessel's deck. In good condition.

**Stanchions:** The stanchions do not contain any corrosion or damage. The deck surfaces around the stanchion bases do not have any excessive flexing when tested for stability. In good condition.

**Lifelines:** The lifelines are coated wire with stainless steel fittings and stainless steel hardware. No issues noted. In good condition.

**Standing Rigging Fittings:** The deck level fittings do not contain any excessive movement. The deck level fittings do not contain any sighted corrosion or damage. In good condition.

**\*Grab Rails:** The teak grab rails have a tight fit to the deck structure. The teak grab rails finish contains extensive wear. In fair condition.

## **Cockpit**

**Material:** FRP.

**Cockpit Surfaces:** The cockpit surfaces were inspected for elevated levels of moisture and delamination. The cockpit surfaces do not contain any elevated levels of moisture or delamination. In good condition.

**Helm(s):** Single helm installed on the vessel. The stainless steel helm was turned to port and starboard and operates smoothly. In good condition.

**\*Canvas Dodger:** The canvas dodger does not contain any holes or excessive wear. The reinforcement leather is not secured to the dodger surface and inlayed clear glass contains cracks. The stainless steel framework does not contain any damage. In good condition.

**Cockpit Cushions:** The cockpit cushions do not contain any physical damage. In good condition.



## **Interior**

**\*Joinery/Finish:** The joinery and finish in the interior of the vessel does not contain any signs of water intrusion or physical damage except signs of water ingress around the starboard side deck light and the chain plates port and starboard sides. The cabinets and drawers are operational except the port forward V-berth has a drawer that is not operational. In good condition.

**Headliner:** The headliner throughout the vessel does not contain any signs of water intrusion or damage. In good condition.

**Internal Hull Surfaces:** The internal hull surfaces do not contain any. In good condition.

**\*Light Fixtures:** The interior light fixtures are 12VDC lights throughout. Lights in the V-berth are not operational. In fair condition.

**Fabric & Cushions:** The fabric on the cushions in the interior of the vessel is free of stains and tears. In good condition.

**\*Cabin Sole:** The cabin sole is wood. The wood sole contains damage in the forward head compartment. No other signs of damage in the interior of the vessel. There are access panels for getting into the lower bilge. In good condition.

**Diesel Heater:** Mfg: Webasto. The system was not operated during the survey inspection. No determination was made as to whether the system is operational.

**Electric Heater:** Mfg: Mobile-Heat. No determination was made as to whether the system is operational.

**Bilge:** The bilge was inspected for past signs of standing water. The aft bilge contains sighted standing water. No signs of past oil accumulation are noted in the engine compartment. In good condition.

**Keel Bolts:** The keel bolts were inspected in the bilge where able to sight. The keel bolt installed in aft lower bilge were not able to be sighted due to standing water in the lower bilge. Appears in good condition.

## **Galley**

**Countertops:** The countertops in the galley do not contain any damage. In good condition.

**Joinery/Finish:** The joinery in the galley is of a tight fit and operational. In good condition.

**Sink/Faucet Fixtures:** Double basin sink. The sink does not contain any damage. In good condition.

**Refrigeration:** Mfg: Not sighted. Powers up and is operational.

**Stove/Oven:** Mfg: Hillerange. LPG stove with 3 burners and oven below. The stove and oven were not operated during the survey inspection. Appears to be in good condition.

**Microwave:** Mfg: Sharp. Model: R-55TS. Powers up. In good condition.

## **Seacocks**

**Type:** Bronze ball valve seacocks.

**Location:** Seacocks were found in the forward bilge under the V-berth, port side under the main salon seat forward, under the aft head sink structure, under the galley sink structure and in the forward engine compartment starboard side.

**Condition:** The seacock under the V-berth is not operational. The seacock under the V-berth is also an overboard discharge seacock for the forward head and the seacock is not secured to meet federal law. The aft head's overboard seacock is not secure to meet federal law. The 2 seacocks found under the aft head's sink structure are not operational. The seacock under the galley sink is not operational. The seacock for engine's raw cooling water is not operational. The seacock for the forward head's sink is not bonded. In poor condition.

## **Systems**

### **Sanitation**

**Number:** 2.

**Head(s):** FDW: Mfg: Raritan. Aft: Mfg: Not sighted. The vessel contains 2 manual heads. The heads were not able to be operated during the survey inspection.

**\*Intake Line/Clamps:** The intake lines are constructed out of reinforced rubber hoses. The hoses where they could be inspected do not contain any noted issues other than the forward head intake line is not hooked up to the head's pump housing. The clamps that were sighted are tightly fitted. The seacocks are operational. In good condition.

**Discharge Line/Clamps:** The discharge line hoses are marine grade sanitation hoses. Where they could be inspected the hoses do not contain any issues. The clamps where they could be sighted are of a tight fit. In good condition.

**\*System Installation:** The vessel is installed with 2 USCG type III holding tanks. The vessel does not have its sanitation systems overboard discharges secure, which is in violation with 33 CFR 159.7. In poor condition.

**Holding Tank(s):** The forward holding tank is polyethylene. The aft holding tank was not able to be sighted due to the construction of the vessel. Where able to sight the forward holding tank the holding tank does not contain any noted damage. Appears in good condition.

**Level Indicator:** Mfg: SensaTank Marine. Powers up.

## **Propulsion**

**Type:** Mfg: Yanmar 50hp diesel engine.

Model: 4JH2E. Serial# 07310.

**Oil Level:** The oil level is full and serviceable.

**Throttle Control:** Single-lever cable throttle control. The throttle control was tested and operates smoothly. In good condition.

**\*Engine Mounts:** The engine mounts are casted metal brackets that are secured to the vessel's FRP engine mount structures. No issues noted on the casted metal engine mounts where able to sight and feel other than corrosion noted on the starboard forward engine mount. In good condition.

**\*Exhaust System:** The exhaust hoses found within the wet exhaust system are marine reinforced hose rated for wet exhaust use. The hose, where it could be inspected does not contain any extensive checking. The system is double hose clamped. The muffler is secured within the vessel. The exhaust hoses to muffler connections have signs of leaking. In fair condition.

## **Engine Cooling**

**Type:** Fresh water cooled with heat exchanger.

**Coolant Level:** The coolant level is full and serviceable.

**\*Seacock:** Bronze ball valve seacock installed for the engine's raw water-cooling intake. The ball valve seacock is not operational. In poor condition.

**Hoses and Clamps:** The hoses used in the cooling system are reinforced rubber hoses. The hoses where they were able to be inspected do not contain any noted issues. The clamps are of a tight fit. In good condition.

**Strainer:** The bronze strainer contains a tight fit to the vessel's structure. No other visual issues noted. In good condition.

**Belt:** The belt was inspected and found to be of a tight fit. In good condition.

## **Transmission**

**Manufacture:** Mfg: Pargon Gear. Model: Not sighted. Serial# Not sighted.

**Shift Control:** Single-level cable shift control. The control was operated from the helm. The control operates smoothly. In good condition.

**Packing Gland:** The packing gland is of the packing type. The rubber hose used on the gland contains a secure fit. The packing gland contains sighted corrosion. In fair condition.

## **Fuel**

**Fuel Type:** Diesel.

**Fuel Tank Manufacturing Label(s):** Not able to sight due the lack of access to the fuel tank.

**Fuel Tank Material:** Not able to sight due to the lack of access to the fuel tank.

**Fuel Tank Securing:** Not able to sight due to the lack of access to the fuel tank.

**Fuel Fill Pipe Material and Fittings:** Not able to sight due to the lack of access to the fuel tank.

**\*Fuel Lines and Fittings:** The fuel lines found in the fuel system are USCG type A1 hose and automotive type rubber hose. Automotive type fuel hose should not be installed in a marine fuel system. The fuel lines were sighted from exterior inspection and do not contain any noted issues. The clamps within the system are of a tight fit. In good condition.

**Fuel Vent Material:** The vent material is black reinforced hose. The hose where able to sight does not contain any noted issues. In good condition.

**Fuel Filter/Water Separator:** Mfg: Not sighted. The fuel filter does not contain any noted debris in the sight bowl. Check the vessel's service records to determine when the filament was last changed.

**Fuel Polishing System:** The vessel has a fuel polishing system installed with a pressure gauge. Check the vessel's service records to determine when the filters were last changed.

**Fuel Shut Off:** Not able to sight due to the lack of access to the fuel tank.

## **Electrical System**

### **Electrical System D.C.**

**Voltage:** 12VDC.

**\*Batteries:** 1 group 31 and 2 4D AGM batteries installed onboard the vessel. The group 31 battery is well secured in a battery box. The 4D batteries are not secured well so they cannot move than 1" in any direction. The batteries have hex nuts installed as mechanical fasteners on the battery terminal posts. The batteries installation uses marine grade battery cables. In good condition.

**Main Battery Switch(es):** Mfg: Blue Seas Systems. Type: Rotary switch. The battery switch is operational. In good condition.

**12VDC Panel:** The interior starboard side 12VDC panel contains well labeled breaker switches. The engine room lights, and the propane/LPG breakers contain indicator lights. No issues noted. In good condition.

**\*Routing/Support:** The routing and support of the 12VDC wiring throughout the vessel does not contain any issues other than a noted area with sighted unsupported wires in the aft bilge. In fair condition.

**Circuit Load Monitor(s):** Analog 12VDC volt and amp monitors are installed. The circuit monitors are operational. In good condition.

**Charging System: (Alternator):** Mfg: Ballmar. Voltage and amperage not sighted

## **Electrical System A.C.**

**Voltage:** 120VAC 30AMP.

**Shore Power Inlet(s):** Mfg: Marinco. The 120VAC shore power inlet is installed in the starboard side of the cockpit. The shore power inlet is rated for 120VAC with 30AMP. The shore power inlet contains a weather locking cap. In good condition.

**Main Breaker(s):** The main breaker for the 120VAC electrical system is located on main 120VAC panel. The 120VAC main breaker is operational. In good condition.

**120VAC Panel:** The interior starboard side 120VAC panel contains well labeled breakers. An indicator light is for the battery charger/inverter. No issues noted. In good condition.

**Circuit Load Monitors:** The vessel has 120VAC analog volt and amp monitors installed. The analog 120VAC volt and amp circuit monitors are operational. In good condition.

**Polarity:** The vessel contains a polarity indicator light installed for the vessel's 120VAC system. No polarity issues noted during the survey inspection. In good condition.

**Wire Routing & Support:** The 120VAC wiring in the vessel is well routed and supported. In good condition.

**\*Outlets:** There are various 120VAC outlets installed in the vessel. The vessel's 120VAC outlets were checked with an outlet tester and the outlets are properly wired. The 120VAC outlets port side forward head, main salon seat port side and aft head have GFCI capabilities. The 120VAC GFCI outlets were manually tested via the switches on the GFCI outlets and via an outlet tester. The 120VAC GFCI outlets in the forward head and port side main salon do not trip via the manual test switches. The aft starboard side head compartment 120VAC GFCI outlet trips correctly when tested. In poor condition.

**Battery Charger/Inverter:** Mfg: Magnum Energy. The system is operational in its battery charger and inverter modes. The control for the system at the companionway steps is operational. The indicator lights on the control are operational. In good condition.

## **Freshwater**

**Freshwater Tank(s):** The freshwater tanks are located under the port and starboard side main salon seating areas on the vessel. The freshwater tanks are constructed out of aluminum. Limited access to inspect the freshwater tanks due to the construction of the vessel. In good condition.

**Hoses & Clamps:** The hoses used in the freshwater system are fiber reinforced rubber hoses. The hoses and clamps where sighted do not contain any issues. In good condition.

**Water Pump:** Mfg: Shurflo. Model: 4901-0211. Size: 4.0gpm . Powers up.

**Hot Water Heater:** 120VAC hot water heater.

**Manufacture:** Mfg: Atwood. Model: E3HMII-SM. Serial# .20361

**Capacity:** 10.5 US Gallons.

**Heat Exchanger & Plumbing:** The hot water heater is plumbed to the engine. Marine reinforced rubber hoses installed. The hoses do not contain any noted issues where able to sight. The clamps that could be felt are tightly fitted. In good condition.

## **Electronics and Navigation Equipment**

**VHF:** Mfg: ICOM. Model: IC-M502. Powers up.

**Chart Plotter:** Mfg: Furuno. Model: GP-1650 Color GPS Plotter. Powers up.

**Charter Plotter:** Mfg: Raytheon. Model: Chartplotter RC350. Powers up.

**Auto Pilot:** Mfg: Raymarine. Model: ST7001+. Powers up.

**Speed/Depth Sounder:** Mfg: Raymarine. Model: ST60. Powers up.

**Wind Speed:** Mfg: Raymarine. Model: ST60. Powers up.

**Multi Instrument:** Mfg: Raymarine. Model: ST60. Powers up.

**Rudder Indicator:** Mfg: Raymarine. Model: ST60. Appears in good condition.

**Compass:** Mfg: Ritchie. No issues noted. In good condition.

**Stereo:** Mfg: Clarion. Model: M2455. Powers up.

## **Ground Tackle**

**Anchor(s):** Type: Bruce 20kg. No damage noted. In good condition.

**Rode Material:** The rode material on the vessel is 5/16" chain. The length of the rode was not inspected. Appears in good condition.

**Windless:** Mfg: Horizon. Model: 1500. The windless is operational. The system has remote in the forward anchor locker. In good condition.

## **Safety Equipment**

**\*Portable Fire Extinguisher(s):** No portable fire extinguishers are installed onboard the vessel.

**Navigation Lights:** The stern light and the running lights are operational. The masthead light is operational. The steaming light and deck light are operational. In good condition.

**"No Oil Discharge" Placard:** The vessel has this placard displayed on the vessel in compliance with federal regulations. In good condition.

**Trash Disposal Placard:** The vessel has this placard displayed in the interior of the vessel in compliance with federal law. In good condition.

**Bilge Water Alarm:** ABYC recommends this system on all vessels with accumulation spaces.

**\*Smoke Detector:** The vessel does not contain an interior smoke detector.

**\*Carbon Monoxide Detector:** The vessel does not contain an interior carbon monoxide detector.

**USCG Navigation Rules and Regulations Book:** A copy of this book was sighted onboard the vessel. In good condition.

**Visual Distress Signals:** Visual distress signals with non-expired expiration dates need to be installed on the vessel. This is a federal carriage requirement.

**Personal Floatation Devices:** A type I, II or III personal floatation device needs to be installed on the vessel for every passenger. A type IV throwable device needs to be installed on the vessel and stored in a readily accessible location. These are federal carriage requirements.

## **Pumps**

**Central Bilge:** Mfg: Johnson Pump. Model: 10-13373-03. The bilge pump powers up from its breaker switch at the 12VDC panel. In good condition.

**\*Aft Central Bilge:** Mfg: Not sighted. Model: Not sighted. The aft bilge pump is not operational. In poor condition.

**Manual Pump:** Mfg: Not sighted. The pump was mounted under the central aft main salon sole in the bilge. The handle was sighted in the port side cockpit locker. In good condition.

**Wash Down Pump:** Mfg: Jabsco. Model: 32605-0092. Powers up.



## **LPG**

**\*Locker:** The vessel contains a stand-alone LPG locker. The LPG locker is missing a gasket and its latch is broken. In poor condition.

**Regulator:** The vessel's LPG system is installed with a regulator. In good condition.

**Pressure Gauge:** The vessel's LPG system is installed with a pressure gauge. In good condition.

**Ventilation:** The vessel's LPG locker does have a through hull that is vented to the exterior of the hull. In good condition.

**Lines and Fittings:** The vessel's LPG lines were inspected in the locker and behind the stove. The lines where able to sight do not contain any issues from external inspection. In good condition.

**Shut-Offs:** In the interior of the vessel there is an electric shut-off installed. It is on the 12VDC panel of the vessel and contains an indicator light. In good condition.

**Label at Tanks:** The vessel does have a label at the locker indicating the hazards of LPG. In good condition.

**\*LPG Detector:** The vessel does not have an LPG detector installed in the interior of the vessel.

## **Rigging**

**\*Main Traveler:** The traveler lines contain excessive wear. The track and its mechanical fasteners do not contain any noted issues. In good condition.

**\*Main Sheet:** The main sheet contains wear and growth. The system blocks and cleats do not contain any damage. In good condition.

**Genoa Sheets:** Not sighted.

**\*Halyards:** Sighted from deck level. Where able to sight the halyards they contain wear and growth.

**Clutches:** Mfg: Grip 10. The sighted clutches installed on the vessel are operational. In good condition.

**Running Rigging and Sheet Blocks:** Mfg: Harken and Lewmar. The blocks sighted do not contain any noted damage. In good condition.

**Winches:** Primary winches are Mfg: Lewmar 54 2 speed self-tailing winches. In good condition.

Cabin Top winches are Mfg: Lewmar 44 2 speed self-tailing winches. The starboard side cabin top winch is operational via its 12VDC power option. In good condition.

Mast Base Mounted Winches: Mfg: Antal W40 and Lewmar 30 2 speed self-tailing winches.

In good condition.

**Mast:** The mast is installed and sighted from deck level. Appears in good condition.

**Spreaders:** Not able to sight due to the mast being installed.

**Boom:** The boom was sighted installed from the deck level. No visual issues noted. In good condition.

**Sprit Pole:** Retractable sprit pole installed on the bow of the vessel. The spar does not contain any noted damage. In good condition.

**\*Boom Vang:** Mfg: Selden Rodkicker. The boom vang does not contain any issues. The control lines contain sighted wear. In good condition.

**Turnbuckles/Terminal Ends:** The open body turnbuckles sighted at the lower deck level do not contain any noted issues. The swag fittings at the lower deck level do not contain any noted damage. The upper mast terminal ends were not sighted as part of this survey inspection. Appear in good condition.

### **\*Standing Rigging:**

Back Stay: The back stay is 5/16" rod rigging. The back stay has a NAVTECH hydraulic back stay system installed.

Head Stay: Not able to size due to the mast being installed.

Shrouds:

Uppers: The upper side shrouds are 3/8" rod rigging.

Lower: The lower side shrouds 5/16" rod rigging.

The lengths of the standing rigging were not inspected due to the mast being installed at the time of the survey inspection. Recommend that the mast be taken down and the standing rigging for the vessel's mast be further inspected.

### **Rigging Continued**

**\*Interior Chain Plate Fittings:** The internal chain plate fittings were able to be sighted. Signs of water intrusion noted port and starboard sides. In fair condition.

**Roller Furling Unit:** Mfg: Furlex. Model: 300S. Appears in good condition.

**Sails:** The sails for the vessel were not inspected as part of this survey inspection. The main sail is installed on the boom and wrapped in a trap. The sails found on the vessel are listed as to what was found on the sail bags and are listed as follows:

- 3DL No.1.
- Gennaker.
- Storm Jib.
- Unidentified spinnaker.
- 140% Genoa.

The conditions of the sails found on board the vessel are not known. Recommend further inspection by a sail maker and potential buyer.

## **FINDINGS AND RECOMMENDATIONS**

### **A. Safety deficiencies:**

A. The bilge pump in the aft lower bilge of the vessel does not power up. The bilge pump and its installation need to be further inspected and repaired or renewed. The bilge pump installation needs to be in line with the standards set forth in ABYC H-22. The bilge pump in the aft bilge of the vessel needs to be operational before the vessel is commissioned.

A. The vessel does not contain smoke detectors installed in the vessel's interior. A smoke detector should be installed in every accommodation space in the vessel's interior as per the manufacturer's specifications.

A. The vessel does not contain an interior carbon monoxide detector. The vessel should have an interior carbon monoxide detector installed as per the standards set forth in ABYC A-24 and as per the manufacturer's specifications.

A. The LPG locker does not contain a gasket to make the LPG locker vapor tight. The LPG locker needs to have a gasket installed at the LPG locker as per the standards set forth in ABYC A-1.

A. The vessel does not have an LPG gas detector installed in the interior of the vessel. An LPG gas detector should be installed in the interior of the vessel according to the standards set forth in ABYC A-14 and as per the manufacturer's specifications.

A. The vessel does not contain any portable fire extinguishers. The minimum number of 5-B portable fire extinguishers needs to be installed onboard the vessel before the vessel is commissioned as per 46 CFR 175.320.00. The subject vessel with not having a fixed fire extinguisher in the engine compartment on board the vessel is required by law to have 3 5-B portable fire extinguishers on board the vessel.

### **B. Deficiencies needing attention:**

B. The seacock under the V-berth is not operational. Further inspect and repair or renew so the seacock is operational and able to be closed. The seacock found under the V-berth that is not operational is an overboard discharge seacock for the vessel forward head's holding tank. The overboard discharge seacock is not properly secured to meet federal law 33 CFR 159.7 (C). The vessel's forward overboard discharge seacock needs to be secured 1 of the following 3 ways. The seacock handle closed and padlocked in the closed position, the seacock handle closed and secured closed with a non-releasable wire-tie, the seacock handle closed and the handle removed from the seacock.

B. The aft head's overboard discharge seacock for the vessel's sanitation system is not properly secured to meet federal law 33 CFR 159.7 (C). The aft head's overboard discharge seacock needs to be secured 1 of the following 3 ways. The seacock handle closed and padlocked in the closed position, the seacock handle closed and secured closed with a non-releasable wire-tie, the seacock handle closed and the handle removed from the seacock.

B. The 2 seacocks found under the aft head's sink structure are not operational. Further inspect and repair or renew as necessary.

B. The seacock under the galley sink is not operational. Further inspect and repair or renew as necessary.

B. The seacock for the engine's raw cooling water is not operational. Further inspect and repair or renew as necessary.

B. The forward head's raw water intake line is not connected to the head's pump housing. Further inspect and reconnect intake line hose before the vessel is commissioned.

B. The 120VAC GFCI outlets were manually tested via the test switches on the 120VAC GFCI outlets and via an outlet tester. The 120VAC outlets in the forward head and lower port side main salon do not trip via the manual test switches on the 120VAC GFCI outlets. These 120VAC GFCI outlets need to be renewed with new 120VAC outlets as per the standards set forth in ABYC E-11.

B. The port side seacock under the port side main salon seating for the forward head sink drain is not bonded. Further inspect and consideration should be given to connecting this seacock to the vessel's bonding system.

B. The bolts for the tensioner rod chain plate contain extensive corrosion in the main bilge. Further inspect and if determined renew the bolts for the tensioner rod chain plate or continue to monitor.

### **C. Surveyor's recommendations and maintenance items:**

C. The wood sole in the forward head compartment is soft and contains damage. Further inspect and repair.

C. The main salon aft hatch is missing a screw control knob. Further inspect and install a new screw control knob.

C. Light fixtures in the forward berth do not contain light bulbs. Install light bulbs and test the operation of the light fixtures in the forward berth.

C. The reinforcement leather installed on the dodger is not secured to the dodger canvas surface and the inlayed clear glass in the dodger contains cracks. The dodger needs to be further inspected by a canvas company and repaired or renewed as necessary.

C. The starboard side chain plate has signs of water intrusion on the stainless steel plate and on the surfaces below the chain plate in a locker compartment behind the starboard side main salon seat. Further inspect and re-bed the starboard side chain plate. Recommend removal of the chain plate to further inspect the condition of the wood structure where the chain plate is installed and to further inspect all surfaces of the stainless steel chain plate.

C. The port side chain plate has signs of water intrusion on the stainless steel plate and on the surfaces below the chain plate in a locker compartment behind the port side main salon seat. Further inspect and re-bed the port side chain plate. Recommend removal of the chain plate to further inspect the condition of the wood structure where the chain plate is installed and to further inspect all surfaces of the stainless steel chain plate.

C. Signs of water intrusion around the starboard side deck light. Further inspect and re-bed the deck light or continue to monitor.

C. Top drawer in the V-berth port side is damaged and is not operational. Further inspect and repair or renew as necessary.

C. Unsupported 12VDC wiring in the aft bilge compartment of the vessel. Further inspect and support all the unsupported 12VDC wires in the lower aft bilge of the vessel. The wires need to be supported every 18" as per ABYC E-11.

C. Missing eyelet for the starboard side hook that secures the structure for the companionway steps. Further inspect and repair.

C. The fuel lines found in the fuel system are of the automotive type. The fuel lines in the fuel system need to be further inspected and all automotive type hoses replaced with marine grade fuel lines as per the standards set forth in ABYC H-33

C. Elevated levels of moisture were noted in the port and starboard sides of the rudder's structure. Continue to monitor the vessel's rudder structure.

C. The vessel running rigging and halyards have sighted wear and growth. Further inspect and a plan should be developed to begin renewing the vessel's running rigging and halyards.

C. The exhaust hoses to muffler connections have signs of past leaking. Further inspect the exhaust hoses to muffler connections when the system is in use and repair or renew as necessary.

C. The 4D batteries are not secured well so they cannot move than 1" in any direction. The 4D batteries need to be further inspected and secured so they cannot move more than 1" in any direction as per the standards set forth in ABYC E-10.

C. The starboard side deck surfaces contain elevated levels of moisture around the starboard deck level chain plate fitting and around the cabin top winches at the base of the mast. The port side deck contains elevated levels of moisture approximately 8' long with the port side standing rigging fitting found in the middle of this area. Sounds consistent with delamination were found in the port side deck structure in the side deck areas where the elevated levels of moisture are present.

C. The latch for the LPG locker is broken. Further inspect and renew the latch for the LPG locker.

C. The air intake for the engine extends off to the port side of the engine. Where the intake is installed, in the engine compartment a large amount of wires are installed that could possibly inhibit the intake of air to the engine. Recommend further inspection and if determine redesign the air intake system for the vessel's installed engine.

C. The lengths of the standing rigging were not inspected due to the mast being installed at the time of the survey inspection. Recommend that the mast be taken down and the standing rigging for the vessel's mast be further inspected by a professional rigger.

C. Corrosion noted on the starboard forward engine mount. This engine mount is close to the muffler where signs of past leaking have occurred on the muffler to exhaust hose connections. Further inspect the starboard engine mount and repair or renew as necessary.

## SUMMARY AND VALUATION

The 1981 Nordic 44', "***Traveler***" was inspected for its compliance with the voluntary "standards and recommended practices for small craft" of the American Boat and Yacht Council. Inspection was also conducted to determine the vessel's compliance with the requirements of the U.S. Coast Guard. This vessel, as described herein, and subject to compliance with the foregoing recommendations, was found to be in **satisfactory** condition.

The market value of the vessel was determined through consideration of several factors. First, a base value was established by consulting BUCValuPro.com and the online subscriber's service "soldboats.com" for recent reported selling prices of sisterships and similar vessels of the same type, age and construction. The condition of the vessel at the time of the inspection and the extent of her equipment had a considerable influence on her value, as did the marketability of this particular type of vessel in this geographic location.

The below comparable vessels sold prices were added together and averaged. The comparable vessels were all sold in a saltwater environment and 6% was added to their selling prices to reflect them selling more closely in a freshwater environment. The average selling price of comparable vessels is \$100,170.00. The value of \$100,170.00 was rounded down to \$100,000.00. The value of \$100,000.00 represents the fair market value of the subject vessel of this report.

Comparable Vessels: Boats shown as sold on Soldboats.com

Boat	Listed	Sold	Location
1980 Nordic 44'	\$106,500.00 9/19	\$95,000.00 12/19	CA, USA
1981 Nordic 44'	\$105,900.00 8/21	\$90,500.00 9/21	SC, USA
1981 Nordic 44'	\$105,900.00 5/21	\$98,000.00 8/21	SC, USA

**EST. PRESENT DAY MARKET VALUE: \$100,000.00**

The approximate replacement value listed below is the estimated cost for the same type, size and construction vessel, if available and if purchased new at today's prices, but does not include any applicable freight or taxes. The approximate Replacement Value listed below was based on a figure provided by BUC Research.

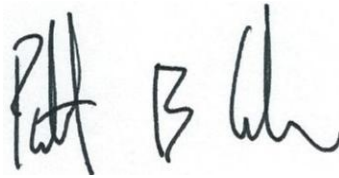
**EST. REPLACEMENT VALUE: \$880,000.00**



## **SURVEYORS 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 report 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.

A handwritten signature in black ink, appearing to read 'P. B. Gerber', is positioned above the text 'ATTENDING SURVEYOR:'.

ATTENDING SURVEYOR:

Patrick B. Gerber SAMS/AMS#1308

Date: 7/1/25

----See pictures on following pages

## PICTURES



Starboard topside.



Starboard side wetted surface.



Port topside.



Port side wetted surface.





Starboard side keel to hull joint.



Port side keel to hull joint.



Rudder and propeller.



Propeller.



V-berth.



Port side main salon.





Port side galley.



Port aft quarter berth.



Forward head compartment.



Aft head compartment.





Yanmar diesel engine.