MARINE SURVEYORS AND CONSULTANTS

1987 42' Roughwater Boats Roughwater 42

"Derive"

SA Membership with the Society of Accredited Marine Surveyors and the American Boat & Yacht Council

13295 SW 224 ST
M am , FL 33170

Marine Survey Report

Of the Vessel

"Derive"

1987 42' Roughwater Boats Roughwater 42

CONDUCTED BY

Michael A. Roach II
SAMS SA Member

DEL M.A.R. MARINE SURVEYORS AND CONSULTANTS LLC

PREPARED FOR

[redacted]

Inspection performed on: 04/28/2025 with Report submitted on: 04/30/2025

INTRODUCTION

PURPOSE & SCOPE

The vessel "Derive," a 1987 Roughwater 42, was surveyed at the request of [redacted] on April 28th, 2025. This survey was requested to determine the vessel's physical condition and provide an assessed value for donation. The vessel was inspected in the water only. A limited sea trial was not performed at the time of the survey. An engine surveyor was not on board the vessel at the time of the survey, however, a general overview of the engines, hoses and clamps was still completed during the hull survey. It is highly recommended and understood that all propulsion & auxiliary power systems (engines, transmissions, gears, drives, generators) be inspected by their respective Manufacturer's Certified Technician to determine their condition.

AC and DC power was present at the time of the survey and all accessible equipment requiring electricity was tested for power up and/or function. The cables and wiring (conductors) were inspected from a general perspective where accessible. A significant amount of wiring could not be observed due to the wiring looms and conduits that transit areas which would require dismantling and removal for their inspection. If a detailed report with regards to the condition and capacities of the wiring and electrical components is desired, it is recommended that a qualified ABYC Certified Marine Electrical Engineer be engaged.

Vessels water, fuel/gas, waste tanks, fills and vents were visually inspected where accessible. No obvious leakage was found, unless otherwise noted. The tanks were not confirmed full at the time of inspection and no assessment of the tanks interior condition can be made without destructive testing.

Images supplied with this report were produced with a Canon EOS 7D DSLR camera and represent a true and accurate representation of the subject at the time the image was taken. Electrical systems were tested with a Mastech circuit analyzer, an AMES GFCI outlet tester and a BTMETER AC/DC clamp meter.

Unless otherwise specified, only exposed areas readily accessible without the removal of panels or fixed machinery were inspected. This survey does not cover possible latent defects which could not readily be discovered by inspection without removal of machinery, tanks, sheathing, joiner work, upholstery, bulkheads, ceiling, fascia, fiberglass or metal covering, fasteners, or other fixed material, disassembly of machinery, plumbing, wiring, or other parts, components or systems. Unless specifically stated, no test results have been made, and no destructive or invasive testing has been performed. No reference or information should be interpreted to indicate evaluation of the internal condition of the engines or the propulsion system’s operating capacity. The findings reflect conditions observed AT THE TIME OF THE SURVEY.

This signed report represents the findings of the Survey and supersedes any and all conversations, statements and representations, whether verbal or in writing. This Survey Report represents the condition of the vessel on the above date or dates and is the unbiased opinion of the undersigned, but it is not to be considered an inventory, warranty or guarantee, either specified or implied. The Survey Report is for the exclusive use of the client and those lenders and underwriters that will finance and insure the vessel for this client only, and is not assignable to any other parties for any purpose.

CONDUCT OF SURVEY

The mandatory standards promulgated by Title 33 and Title 46 of the CODE OF FEDERAL REGULATIONS (CFR) and the voluntary standards and recommended practices developed by the AMERICAN BOAT and YACHT COUNCIL (ABYC).

DEFINITION OF TERMS

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

ACCESSIBLE: Capable of being reached for inspection without removal of permanent boat structure.

DELAMINATION: Separation of the constituent layers of fiberglass and/or coring material.

DEMONSTRATED: System or component turned on and provided test results that show the system or component were still providing their manufacturer intended use.

NOT TESTED: Indicates that a very close and complete inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e.g. Time, no power available, inability to remove panels, or requirements not to conduct destructive tests).

POWER/POWERS UP: System or component turned on or showed positive intended movement when power was applied. This does not extend to the programmable operation of the system or component.

PROPERLY SECURED: Fastened and secured in an acceptable or suitable way free from risk of loss or physical damage.

READILY ACCESSIBLE: Capable of being reached quickly and safely for effective use under emergency conditions without the use of tools.

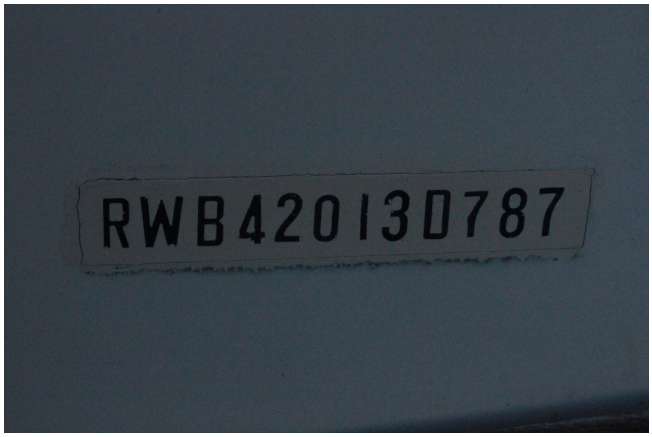
SERVICEABLE: Fulfilling its function adequately, or provides service as intended by manufacturer.

SUITABLE FOR INTENDED USE: Still provides its service as intended by the manufacturer.

USE OF "A", "B" or "C":

Use of the letters "A", "B" or "C" in the body of this report will indicate that a finding will be listed in the ''Findings and Recommendations'' Section pertaining to the lettered item. PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.

Unless specifically noted otherwise, there were no measurements or calculations performed during the Survey. The specifications listed within the report are believed to be correct; however, accuracy is not guaranteed. Recommend obtaining accurate measurements and performing calculations as desired, or verifying all vessel specifications and capacities with the vessel's builder.



GENERAL VESSEL INFORMATION

TYPE OF SURVEY REQUESTED:	Appraisal
DATE OF SURVEY INSPECTION:	04/28/2025
VESSEL TYPE:	Trawler
VESSEL BUILDER:	Roughwater Boats Inc.
HIN (HULL IDENTIFICATION NUMBER):	RWB42013D787
MODEL YEAR:	1987
YEAR BUILT:	04/1987
HULL NUMBER:	42013
DOCUMENTED HAILING PORT:	Tampa, FL
OFFICIAL NUMBER:	922496
U.S.C.G. DOCUMENTATION NUMBER:	DO922496
U.S.C.G. DOCUMENTED FOR:	Recreation
VESSEL MATERIAL:	Fiberglass
LENGTH OVERALL (LOA):	42'
BEAM:	13' 6"
DRAFT:	3' 6"
DISPLACEMENT:	24,500 lbs. (Approximate dry weight)
LOCATION OF SURVEY INSPECTION:	7441 Islander Lane, Hudson, FL
VESSEL OWNER:	[redacted]
PERSONS IN ATTENDANCE DURING SURVEY:	Michael A. Roach II (Surveyor) and owner.
WEATHER CONDITIONS PRESENT:	Sunny, Dry, Light Breeze

RATING & VALUATION

VESSEL OVERALL RATING:	**AVERAGE**
ESTIMATED MARKET VALUE:	**$72,592**
ESTIMATED REPLACEMENT COST:	**$750,000.00 Per: Buc Value Pro**

VESSEL CONSTRUCTION

HULL ARRANGEMENT

HULL MATERIAL
Reportedly, solid FRP (fiber reinforced plastic) below and above the waterline.

EXTERIOR FINISH
White gelcoat, with black boot stripe.

TRANSOM
Reportedly, cored transom with starboard transom door.

SWIM PLATFORM
Teak swim platform.

BOARDING SWIM LADDER
Folding stainless steel boarding ladder installed at the swim platform.

BULKHEADS
Athwartships reinforcement enhanced by bulkheads, bonded/tabbed to the hull with FRP (fiber reinforced plastic).

STRINGERS/TRANSVERSALS
Hull stiffness was reportedly provided by cored fiberglass longitudinal stringers.

BILGES
A gelcoated or painted surface was used in the bilges. Recommend keeping the bilges clean & dry.

GENERAL BILGE CONDITION
Some of the bilge spaces required general cleaning/detailing.

CHAIN LOCKER DRAINAGE
Overboard port lower bow.

BILGE LIMBER HOLES
The limber holes appeared to be appropriately sized and clear, where sighted.

DECK ARRANGEMENT

DECK MATERIAL
Reportedly, cored FRP (fiber reinforced plastic) with white gelcoat and textured non-skid.

BULWARKS
Molded fiberglass bulwarks (part of the deck's layup).

RUB-RAILS
Molded wood compression rails with stainless steel striker strips.

HULL-TO-DECK JOINT TYPE
Overlap "Shoe Box" type joint.

SUPERSTRUCTURE ARRANGEMENT

SUPERSTRUCTURE MATERIAL
Reportedly, solid FRP (fiber reinforced plastic).

BRIDGE ARRANGEMENT

BRIDGE MATERIAL
Reportedly, solid FRP (fiber reinforced plastic).

BRIDGE TYPE
Pilothouse Bridge.

EXTERIOR EQUIPMENT

EXTERIOR BRIGHT WORK
Some of the exterior Teak bright work varnish was slightly weathered.

CABIN VENTILATION
Provided by the foredeck hatch, the portholes, the windows and the main companionway door.

DECK HATCHES
Opening deck hatches on the foredeck, aft deck and pilothouse.

PORTHOLES/PORTLIGHTS
Four opening portholes were located on the forward hull sides.

EXTERIOR DOORS
Sliding companionway door, with Tempered glass window.

WINDOWS
Tinted & tempered, fixed and opening windows. Monitor frequently for signs of leakage.

WINDSHIELD
Three tempered glass windshields with three windshield wipers. Wipers powered up.

DECK RAILINGS
Varnished Teak hand-rails with single Stainless Steel stanchions and aft deck weather-boards, ran the perimeter of the vessel.

BOW RAILING
Varnished Teak hand-rails with single Stainless Steel stanchions integrated into the deck railing.

HAND RAILS/GRAB RAILS
Varnished Teak handrails and stainless steel handrails were located at convenient locations of the vessel.

DECK DRAINAGE
Self bailing deck drains at the port & starboard aft cockpit corners.

CLEATS
Cleats throughout the vessel were stainless steel horn type.

LINE CHOCKS
Stainless steel bow line guide chocks.

LINE HAWSE PIPES
Line hawse pipes were installed port & starboard at the transom.

ANCHOR PLATFORM
Stainless steel fairlead anchor roller chute with bow/stem striker plate.

EXTERIOR STORAGE
Various exterior lockers and storage areas appeared serviceable, where sighted.

CABIN APPOINTMENTS
INTERIOR

SALON ARRANGEMENT
Salon bench style seating in the starboard forward with a dinette to the port.

GALLEY ARRANGEMENT
The Galley was located in the port aft Salon.

ACCOMMODATION ARRANGEMENT
Master Stateroom Berth with Ensuite Head and Forward VIP Stateroom Berth with Ensuite Head.

HEAD ARRANGEMENT
Dometic Vacuflush 12 volt Heads.

SHOWER ARRANGEMENT
Stall shower in the Head. Demonstrated.

INTERIOR CABINETRY & TRIM
The interior Satin finished Teak cabinetry and trim appeared serviceable.

INTERIOR DOORS
Satin finished Teak cabin doors.

INTERIOR STORAGE
The cabinets, lockers, drawers and shelving appeared serviceable, where sighted.

CEILING HEADLINERS
Headliner material was textured vinyl.

FLOORING
Teak parquet flooring with white gelcoated flooring in the heads.

COUNTER TOPS
Marble countertops were found in the heads and tile countertops in the galley.

INTERIOR MIRRORS
No significant de-silvering was observed on the interior mirror's reflective coatings.

INTERIOR BULKHEADS

The interior bulkheads appeared serviceable, where sighted.

WATER INTRUSION COMMENTS

No significant signs of water intrusion were observed at the vessel's interior.

INTERIOR SYSTEMS & EQUIPMENT

LIGHTING

12 Volt DC lighting fixtures. All lights illuminated.

HVAC/AIR CONDITIONING SYSTEM

Three Dometic Marine Air units. One model: R16-417, 16,000 BTU with manual control knobs. The other two had illegible data tags, BTUs unknown.

CABIN HEATING SYSTEM

The Marine Air unit was reverse cycle for heat. (Required test/prove).

LAUNDRY SYSTEMS

Costway dual basin portable washing machine and a Panda compact clothes dryer.

AUDIO/VISUAL EQUIPMENT

TELEVISION SYSTEM

VANKYO screen projector in Master Stateroom.

GALLEY EQUIPMENT

REFRIGERATION

Vitrifrigo Refrigerator/Freezer, model: DP2600IBD4-F-2. Powered up.

STOVE

Princess by Seaward triple burner Stove with Oven.

STOVE BURNER HEAT PROTECTION

Folding Stainless Steel burner cover, with safety switch.

MICROWAVE OVEN

Kenmore Microwave Oven. Powered up.

GALLEY SINK

Stainless Steel sink with separate basins.

GALLEY ACCESSORIES

Ninja Stainless Steel air fryer.

PROPULSION & MACHINERY SPACE

PROPULSION SYSTEM

ENGINE MODEL

Twin, Yanmar Diesel 6LP-STE (254.04 cid). Turbocharged & Intercooled, 4-stroke, vertical, water-cooled diesel engines.

ENGINE HORSEPOWER

300 horsepower each. 600 horsepower total.

NUMBER OF CYLINDERS

Six in-line configuration.

ENGINE STARTER VOLTAGE RATING

12 Volt.

ENGINE HOURS

Port: 4289.7 Starboard: 4078.5, observed on the engine's analog service hour meters.

ENGINE SERIAL NUMBERS

Port: 52160, Starboard: 51177

ENGINE INSTRUMENTATION

Main engine instrument gauges were installed at the helm. Powered up.

ENGINE ALARM SYSTEM

Audible/visual engine alarms at the helm. Demonstrated.

ENGINE EXHAUST SYSTEM

Raw water cooled with raw water/exhaust gas mixing risers, and flexible hoses to fiberglass surge pipes & mufflers, exiting through transom mounted discharges.

ENGINE COOLING SYSTEM TYPE

Closed reservoir type cooling, with raw water cooled exhaust and engine mounted heat exchanger coolers.

ENGINE DRIVE BELTS

The drive belts were found in good condition with adequate tension.

THROTTLE & SHIFT CONTROLS

Morse mechanical lever/cable type.

ENGINE BED MOTOR MOUNTS

Adjustable motor mounts on longitudinal engine bed stringers with steel brackets.

MAIN ENGINE OIL LEVEL

Normal levels were observed on the port and starboard engine sump dipsticks.

MAIN ENGINE COOLANT LEVEL

Normal levels were observed in the Heat Exchangers and in the Coolant Recovery Expansion tanks.

MACHINERY & BILGE SPACE EQUIPMENT

SEACOCKS/SEA-VALVES

Raw water seacocks were bronze alloy ball valve type. Lubricate, exercise and monitor frequently. Recommend performing maintenance on all seacocks & sea-strainers annually (disassemble, inspect, clean and lubricate). It is also recommended that all below the waterline and near the waterline thru-hulls have a proper sized wooden plug attached to function as an emergency plugging device.

RAW WATER STRAINERS

Perko & Groco type bronze alloy with sight glass.

HOSES

Appeared serviceable, where sighted. Monitor frequently for dry cracking, degradation, damage or chafing.

HOSE CLAMPS

Double clamped, where sighted.

TRANSMISSIONS / GEARS / DRIVES

DRIVE SYSTEM TYPE

Direct Drive.

TRANSMISSIONS/GEARS

Starboard: ZF Friedrichshafen ZF-68-A. Port: ZF Hurth Marine Gear 63-A-2.5.

GEAR RATIO

Data tags stated, 2.52 : 1 ratio.

GEAR SERIAL NUMBERS

Port: 32309S, Starboard: 20377641

GEAR CONTROLS

Morse mechanical cable and linkage.

TRANSMISSION INSTRUMENTATION

Transmission gauges were installed at the helm.

GEAR FLUID LEVEL

Normal levels were observed on the transmission dipsticks.

PROPELLER SHAFTS

Size: 1 3/4''. Material: Stainless Steel.

PROPELLER SHAFT PACKING GLANDS

Flange & bolt stuffing box type packing glands. Monitor frequently.

FUEL SYSTEMS

FUEL SYSTEM

Diesel.

FUEL TANK MATERIAL

Fiberglass encapsulated.

NUMBER OF FUEL TANKS
Two.

FUEL TANKAGE CAPACITY
Reportedly, 150 gallons each, 300 gallons total.

FUEL LEVEL MONITORING
Fuel gauges installed at the helm station.

FUEL TANKAGE LOCATION
Port & starboard, outboard in the engine room.

FUEL FILLS
Port & starboard amidships side decks, marked for diesel.

FUEL FILL MARKING
The deck fuel fill fittings were clearly marked as Diesel.

FUEL TANK VENTILATION
Port & starboard hull sides, below the fuel fills.

FUEL FILL HOSE/PIPE
Type A2 USCG Approved Fuel Hoses, where sighted.

FUEL LINES/HOSES
USCG Approved Type A1 fuel lines, where sighted.

FUEL SHUT-OFF VALVES
Ball valves at the fuel tanks.

MAIN ENGINE PRIMARY FUEL FILTERS
Two Racor 75/1000-MAX Primary fuel filter/water separators.

MAIN ENGINE SECONDARY FUEL FILTERS
Yanmar Secondary Fuel Filters. Filter #: 19773-55710-12.

GENERATOR PRIMARY FUEL FILTERS
Racor 500-MA fuel filter/water separator.

GENERATOR SECONDARY FUEL FILTERS
John Deere engine mounted Secondary Fuel Filter. Filter #: AR86745.

FUEL COOLERS/HEAT EXCHANGERS
Engine mounted heat exchangers/coolers.

FUEL PRIMING SYSTEM
Manual fuel priming on the engine's secondary fuel filter heads.

ELECTRICAL SYSTEMS
DC ELECTRICAL SYSTEMS

DC SYSTEMS VOLTAGE
12 Volt systems.

BATTERIES
One Duralast H7, 12 volt sealed AGM battery and two CHINS LiFePO4, 12 volt sealed Lithium Ion batteries.

BATTERY SWITCHES
Two Cole-Herse rotary switches and one Blue Sea Systems rotary switch.

MAIN DC BREAKERS
The main DC breakers were installed in the engine room.

DC ELECTRICAL PANEL BREAKERS/FUSES
DC branch breaker panels in the Salon electrical panel and at the helm.

DC ELECTRICAL SYSTEM MONITORS
Analog DC voltage & amperage gauges in the main electric panel. Powered up.

BATTERY CHARGERS
Battery charger integrated with the Inverter.

MAIN ENGINE ALTERNATORS
Two 12 volt / 80 amp, engine mounted and belt driven.

DC SYSTEM WIRING TYPE
The DC wiring appeared to be in generally good condition and serviceable where visible.

AC ELECTRICAL SYSTEMS

AC SHORE POWER SYSTEM
120 Volt.

AC SHORE POWER INLETS
Two 30 amp/125 volt shore power inlets.

AC SHORE POWER CORDS
Two vinyl 30 amp. shore power cords.

MAIN AC SHORE POWER BREAKERS
The main AC breakers were installed in the main electrical panel.

AC ELECTRICAL PANEL BREAKERS
AC branch breakers in the main cabin AC electrical panel.

AC ELECTRICAL SYSTEM MONITORS
AC voltage & amperage gauges in the main AC electric panel.

AC ELECTRICAL SOURCE SELECTOR SWITCHING
Manual rotary type selector switch for shore or ship power.

GALVANIC ISOLATION SYSTEM (ABYC A-28)
Fail-Safe GI-50/60A-FSP Galvanic Isolator.

AC ELECTRICAL OUTLET POLARITY
AC electrical outlet polarity was checked and found to be wired correctly.

AC SYSTEM WIRING TYPE
The AC wiring appeared to be in generally good condition and serviceable where visible.

GENERATORS/AUXILIARY POWER

GENERATORS

GENERATOR MODEL
Northern Lights. Model: M753-8N.

GENERATOR FUEL TYPE
Diesel.

NUMBER OF CYLINDERS
Three.

GENERATOR KILOWATT RATING
Unknown (the data tag was removed). Estimate 8.0 KW

GENERATOR ENGINE RPM RATING
1,800 RPM.

GENERATOR STARTER VOLTAGE RATING
12 Volt.

GENERATOR HOURS
2194.8 hours observed on the panel mounted hour meter.

GENERATOR SERIAL NUMBERS
7532-3276

GENERATOR OIL LEVEL
Oil level was normal on the generator's oil sump dipstick.

GENERATOR COOLING SYSTEM TYPE
Closed coolant with raw water exhaust type. Change Zinc Anodes regularly.

GENERATOR COOLANT LEVEL
The Coolant Header Tank's and Recovery Expansion Tank's levels were normal.

GENERATOR FUEL SYSTEM
Engine mounted mechanical fuel pump and injection pump.

GENERATOR EXHAUST SYSTEM
Raw water cooled with Vernalift fiberglass Water-Lift type muffler.

INVERTERS & OTHER AUXILIARY POWER

INVERTER SYSTEMS (ABYC E-11, A-31)

Xantrex Freedom SW Series Inverter/Charger. Model: FSW3012. 3,000 Watt Sine Wave Inverter and 12 volt / 150 amp. Battery Charger. Powered up.

INVERTER SYSTEM LOCATION & VENTILATION

Aft stateroom forward closet. Ventilation was adequate.

SOLAR POWER SYSTEM

Two Kyocera KD135GX-LP, 135 Watt solar panels with one Victron Energy SmartSolar, MPPT 100/30, charge controller. Powered up.

WATER SYSTEMS

FRESHWATER SYSTEM

WATER TANKAGE MATERIAL

Stainless Steel.

NUMBER OF FRESHWATER TANKS

One.

WATER TANKAGE CAPACITY

Reportedly, 150 gallons.

WATER TANKAGE LOCATION

Centerline under the master stateroom bed.

WATER FILL LOCATION

Aft cockpit deck, marked for water.

WATER FILL MARKING

Properly marked for water.

FRESHWATER TANKAGE VENTILATION

At the fill pipe.

FRESHWATER PUMPS

Jabsco Par Max 3, model: 31600-0092. Powered up.

FRESHWATER FILTRATION

Inline filter. Monitor & replace, as necessary.

FRESHWATER ACCUMULATOR TANK

Flotec Accumulator Tank.

FRESHWATER PIPE/HOSE PLUMBING

Red & blue plastic PEX type (Cross-linked Polyethylene) tubing and rubber hoses.

WATER LEVEL MONITORING

Water level gauge installed near the tank. Powered up.

HOT WATER SYSTEM

WATER HEATER
Raritan Engineering. Model: 172001. Powered up.

WATER HEATER TYPE
Marine Grade 120 volt.

WATER HEATER CAPACITY
20 Gallons.

WATER HEATER PRESSURE RELIEF VALVE
Relief valve built into the tank.

BLACKWATER SYSTEM

MSD (MARINE SANITATION DEVICE) SYSTEM (33 CFR 159)
Type III MSD Waste System (utilizes a holding tank or similar device that prevents the overboard discharge of treated or untreated sewage).

BLACKWATER TANKAGE
Polyethylene Blackwater (sewage) holding tanks with reportedly 40 and 20 gallon capacities.

BLACKWATER TANKAGE VENTILATION
Starboard hull side, below the pump-out fitting.

BLACKWATER SYSTEM DISCHARGE
Seaflo 12 volt Macerating type overboard discharge pump, with Y-Valve and deck pump-out fitting.

GREYWATER SYSTEM

GREYWATER TANKAGE
The vessels sinks discharged overboard and the shower was plumbed into a two way manifold with a Whale overboard discharge pump. Powered up.

GREYWATER DISCHARGE SYSTEM
Whale Gulper IC - 12 volt. POwered up.

STEERING SYSTEMS

STEERING SYSTEM TYPE
Hydraulic.

STEERING SYSTEM MANUFACTURER
Capilano by Teleflex.

NUMBER OF STEERING STATIONS
One helm station at the pilothouse.

STEERING HOSES/LINES
Reinforced flexible hose with metallic fittings.

STEERING SYSTEM ACTUATORS
Capilano BA175 X7-TM. The steering ram appeared to be well secured.

RUDDER STOCKS
Stainless Steel Rudder Stocks.

RUDDER LOG PACKING GLANDS
Bronze hex nut type packing glands appeared serviceable. Monitor frequently.

GROUND TACKLE

ANCHORS
Fortress FX-23 Anodized Aluminum Anchor.

ANCHOR RODE TYPE
Approximately 15' of 3/8" galvanized chain and approximately 150' of 3/4" braided nylon line.

ANCHOR WINDLASS
Maxwell, 12 volt Windlass, with spare winch handle. Powered up.

ELECTRONICS & NAVIGATION EQUIPMENT

VHF RADIOS
West Marine VHF585 VHF Radio. Powered up.

LOUD HAILER
Realistic TH-423 Loud Hailer.

COMPASSES
Ritchie Powerdamp Plus, 4.5" Compass.

MULTI-FUNCTIONAL NAVIGATION DISPLAYS
Raymarine Axiom 9, 9" Multi-Functional Navigation Touchscreen Display, with GPS Chartplotter. Powered up. Serial #: E70366 0900043.

AIS (AUTO IDENTIFICATION SYSTEM)
Raymarine AIS650 Class B Transceiver. Powered up.

AUTOPILOT
Raymarine P70R Autopilot. Powered up.

MARINE RADAR
Raymarine 36 Mile Marine Radar, with Closed Array Radar Antenna.

ANTENNAS
Two fiberglass VHF antennas, one Raymarine GPS satellite antenna, Sea Watch TV antenna. The antennas appeared to be well mounted where sighted.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (U.S.C.G.)

WEARABLE PERSONAL FLOATATION DEVICES (33 CFR 175)
Ten Type II U.S.C.G. Approved PFD's.

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)
One Type IV - U.S.C.G. Approved Throwable Device (ring).

FIRE EXTINGUISHERS (46 CFR 25)
Five type 1-A:10-B:C handheld fire extinguishers and one 1-A:40-B:C handheld fire extinguisher.

VISUAL DISTRESS SIGNALS (33 CFR 175.101)
12 Gauge Day/Night Visual Distress Signals and Hand Held Flares.

SOUND PRODUCING DEVICES (33 CFR 83)
Dual Trumpet 12 volt DC Electric Air Horn.

NAVIGATION LIGHTS (33 CFR 83)
The Navigation Lights illuminated, except where noted.

"NO OIL DISCHARGE" PLACARD (33 CFR 151/155)
Found properly displayed in the engine room.

"TRASH DISPOSAL" PLACARD (33 CFR 151/155)
Found properly displayed in the Galley.

"WASTE MANAGEMENT" PLAN (33 CFR 151) VESSELS OVER 39'4"
Found properly displayed.

AUXILIARY SAFETY EQUIPMENT

FIXED FIRE SUPPRESSION SYSTEM
FE-241 Fixed Fire Suppression Tank in the engine compartment. Automatic thermal activation.

BILGE HIGH WATER ALARMS
Johnson SPX bilge high water alarm. Test sounded.

CARBON MONOXIDE DETECTORS (ABYC A-24)
Fireboy Xintex Carbon Monoxide Detector.

BILGE PUMPING SYSTEMS

ELECTRIC BILGE PUMPING SYSTEMS
Two Johnson 2200, 12 volt bilge pumps with float switches and one Attwood 1100, 12 volt automatic bilge pump with built in float switch.

SUMMARY

VESSEL CONDITION

It is the Surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION, after 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 the Survey, as shown in the REPORT OF MARINE SURVEY & FINDINGS AND RECOMMENDATIONS sections of this report and by virtue of my experience, my opinion is:

AVERAGE

STATEMENT OF VALUATION

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.

APPRAISAL METHODOLOGY:

The following method of valuation was used to obtain the FAIR MARKET VALUE of the vessel:

Estimated Fair Market Value is determined using a cross reference of data from BUC Used Boat Pricing Guides, Boat Traders' Used Boat Pricing Guide, J.D. Power Suggested Retail Pricing, Sold Boat Data (When available), Yachtworld.com, and other online sales listings or dealers. Adjustments are made for condition and related equipment. The Estimated Market Value is for the vessel in its condition on the date or dates of the Survey, prior to any repairs or maintenance.

Similarly equipped, same or similar model vessels are shown as sold or current listings and were adjusted for model year, condition and averaged together.

A) MARKET ANALYSIS:

Report Summary

The comparable vessels shown on Denisonyachtsales.com and Boattrader.com.

Length Boats	Listed/Sold US$	Status	Location
1985 Roughwater 42	$79,950.00	Current Listing	California, USA
1986 Roughwater 42	$85,000.00	Off Market	California, USA

The comparison vessels had original or upgraded engines and standard or upgraded navigation electronics. With the upgrades/differences in the subject vessel, I determined to ADD 0% of the average of the comparison vessels. The values ranged from $79,950 to $85,000. The averaged comparison value was $82,475.00.

2. Sold Boat Data:
1988 Roughwater 42, Sold @ $60,000.00 on 06/24/2022
1986 Roughwater 42, Sold @ $75,000.00 on 08/20/2022

3. Pricing Guide Data:
BUC Book: $67,800.00
Boat Trader: No data
JD Power: No data

4. Calculations:
Average of Pricing Guides: $ + $67,800.00
Average of comparable vessels + $82,475.00
Average of Sold Boat Data: $67,500.00
$217,775.00/3 $72,591.67

CONCLUSION:

After consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is the Surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel is:

$72,592

Seventy-Two Thousand, Five Hundred Ninety-Two US 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:

$750,000.00 Per: Buc Value Pro

[:Replacement Cost :: Text:]

Report Summary

SUMMARY

In accordance with the request for a Marine Survey of the "Derive", 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. Inspection performed on: 04/28/2025 with Report submitted on: 04/30/2025. Subject to correction of deficiencies listed in sections A and B, the vessel is considered to be reasonably suitable for its intended use. Other deficiencies listed should be attended to in keeping with good maintenance practices or as upgrades.

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 stipulated result or the occurrence of a subsequent event.

I have made a personal inspection of the vessel that is the subject of this report.

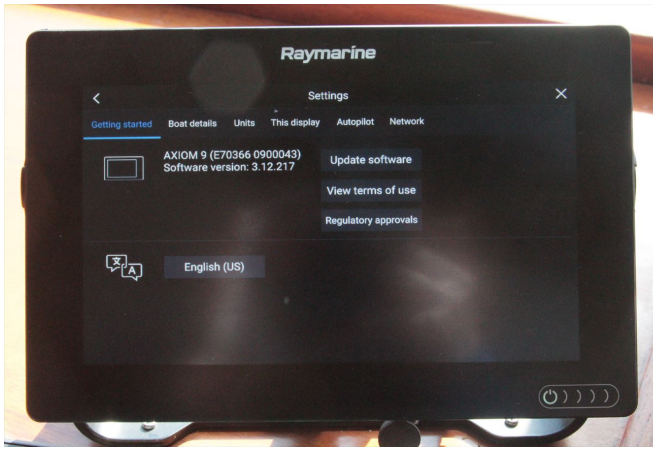
This report is submitted without prejudice and for the benefit of whom it may concern.

Michael A Roach II
SAMS SA, ABYC Certified Standards Advisor and Certified Diesel Technician

04/30/2025

Photos


TAMPA, FL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Regulatory approvals
English (US)