

# Marine Survey Report

#22-0909

On the  
Motor Yacht

*“Havanita”*

On

September 09, 2022

Condition & Valuation



## *Survey Effected For:*

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

## *Conducted By:*

LYNNE H. REISTER, AMS®  
Lodestar – Marine Survey & Consulting

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

## Table of Contents:

- 2 • Vessel Survey Information
- 3 • Summary, Condition, and Valuation
- 4 • Safety Equipment (USCG, etc.)
- 5 • Findings and Recommendations, Observations & Non-Standard Conditions
- 9 • Vessel Detail
- 16 • Summary
- 17 • Notice to Purchaser
- 18 • Appendix -Photographic Support and Rubbings
- 21 • Comments & Good Marine Practice

# VESSEL SURVEY INFORMATION

DATE OF SURVEY \_\_\_\_\_ Sept 09, 2022  
SURVEY LOCATION \_\_\_\_\_ [REDACTED], Seattle, WA, USA  
SURVEYED BY \_\_\_\_\_ LYNNE H. REISTER, AMS®  
TYPE OF SURVEY \_\_\_\_\_ CONDITION AND VALUATION  
NAME OF VESSEL \_\_\_\_\_ "Havanita"  
YEAR/MAKE/MODEL OF VESSEL^^ \_\_\_\_\_ 1983 Uniflite Yacht Fisher (YF)  
OVERALL VESSEL CONDITION \_\_\_\_\_ GOOD & SERVICEABLE  
ESTIMATED FAIR MARKET VALUE RANGE \_\_\_\_\_ \$50,000.00 to \$52,000.00 AS IS US\$  
ESTIMATED REPLACEMENT VALUE RANGE \_\_\_\_\_ \$425,000.00 to \$435,000.00 US \$  
HULL IDENTIFICATION NUMBER ~ BUILDER'S HULL NUMBER \_\_\_\_\_ UNF03298M83C  
U. S. C. G. OFFICIAL DOCUMENTATION # / HAILING PORT) \_\_\_\_\_ NO. 954906 (not current)  
OFFICIAL TONNAGE: GROSS AND NET \_\_\_\_\_ Gross Tons 21 / Net Tons 17  
OFFICIAL MEASUREMENTS \_\_\_\_\_ LENGTH 41.2' / BREADTH 12.3' / DEPTH 6.4'  
STATE REGISTRATION NUMBER \_\_\_\_\_ WASHINGTON: WN 0409 SR  
STATE ANNUAL DECAL NUMBER / EXPIRATION DATE \_\_\_\_\_ D-099456 / 6-30-2020  
SELLER \_\_\_\_\_  
BUILDER^^^ \_\_\_\_\_ Uniflite (Chris Craft) USA  
DESIGNER^ \_\_\_\_\_ Art Nordvedt  
HULL MATERIAL \_\_\_\_\_ Molded Fiberglass Composite  
LOA / LOD / LWL / HEIGHT - BRIDGE CLEARANCE^^ \_\_\_\_\_ Est. 44' / 41' 2" / \_\_\_\_\_ / 12.17' plus antenna  
BEAM / DRAFT / KEEL^^^ \_\_\_\_\_ 12' 3" / 3' 9" / Semi-Displacement  
WEIGHT^^^ / DISPLACEMENT^ / BALLAST^^^ \_\_\_\_\_ ~ / 39,000 # / None  
PROPULSION SYSTEM \_\_\_\_\_ Twin Inboard  
FUEL^^ \_\_\_\_\_ Gasoline  
INTENDED USE/CRUISING AREA \_\_\_\_\_ PLEASURE / PUGET SOUND AND ADJACENT WATERS OR AREAS DESIGNATED BY INSURANCE CARRIER

^ Information provided by Survey Report purchaser, Owner, or Owner's Rep.

^^ Information per ship's papers or Manufacturer's Specifications.

^^^ Information per BUC Book, or other reliable publication.

\* Owner or broker provided information

# VESSEL SUMMARY, CONDITION, AND VALUATION

Acting at the request of [REDACTED] the undersigned did on September 9<sup>th</sup>, 2022, attend on board the yacht named “*Havanita*”, while it was dockside at [REDACTED] for inspection.

Attending the survey were [REDACTED] the Purchaser, and Andy Carlson assistant to the undersigned marine surveyor. The weather was warm, dry and clear.

SCOPE: The purpose of the inspection was limited to determining the general condition of the vessel’s construction, machinery, equipment, and systems on this day only, for Condition and Valuation for Pre Purchase.

The inspection is based on the agreement between the survey purchaser and the undersigned as represented in the Work Order - REQUEST FOR VESSEL SURVEY, PERMISSION TO BOARD, & DISCLAIMER signed by both parties prior to the inspection.

The vessel was carefully examined and tested in reasonably accessible places of the main strength members, the hull, deck, and cabin arrangement, by percussion sounding, scraping, and visual inspection with careful attention to normally suspect areas. A moisture meter was not used. A full mechanical survey is not included, although always recommended. A limited external engine inspection was performed and if deficiencies were discovered they are reported herein; the undersigned is not a mechanical inspector. The valuation of this vessel presumes the satisfactory operation of the engine(s). The valuation of this vessel is as is on the date(s) of this survey inspection. A Sea Trial was not accomplished. The owner was asked if the vessel has experienced any significant events; any major hull damage, any submersions or sinking, collisions, fires, etc. or the lack of knowledge of any such event. They indicated, to the best of their knowledge that no incidents have occurred during his ownership.

## CONDITION:

**GOOD & SERVICEABLE**

## VALUATION

ESTIMATED FAIR MARKET VALUE \$50,000.00 to \$52,000.00 AS IS US \$

*Fifty to Fifty Two Thousand Dollars AS IS US \$*

- Out of Production -

ESTIMATED REPLACEMENT VALUE (NEW) \$425,000.00 to \$435,000.00 US \$

*Four Hundred Twenty-Five Thousand Dollars to Four Hundred Thirty-Five Thousand Dollars US \$*

Signature \_\_\_\_\_ *Lynne H. Reister* \_\_\_\_\_ September 09, 2022  
Lynne H. Reister, AMS® Valuation Date

Signature \_\_\_\_\_ *Andy Carlson* \_\_\_\_\_ September 09, 2022  
Andy Carlson, Marine Surveyor Valuation Date

Based upon the following sources:  
BUC, NADA, ABOS, Current Local Yachting Publications, Internet Resources  
and the Surveyor’s knowledge and experience.

# SAFETY EQUIPMENT

## FEDERALLY REQUIRED SAFETY EQUIPMENT

• *Federally REQUIRED* •

SHIP'S PAPERS: State Registration Form Aboard?: No U.S.C.G. Vessel Documentation Form?: No

PERSONAL FLOTATION DEVICES (LIFE JACKETS): 8+ Type II (Adult) & Mustang Inflatable

THROWABLE (TYPE IV) Lifesling®

FIRE EXTINGUISHERS All Dry Chemical & Halon

VISUAL DISTRESS SIGNALS Kit (Needs Updating)

SOUND PRODUCING DEVICE HORN(S) – Buell Double Trumpet (Air) operable  
BELL – Not found

NAVIGATIONAL LIGHTS  
Port / Starboard / Stern Operable All-around Operable Other ~ International Yes

PLACARDS:  
"DISCHARGE OF OIL PROHIBITED" (Vessels 26'>) Not Found (Provide and Post) "TRASH DISPOSAL (MARPOL ANNEX V) (Vessels 26'>)" Yes CO Warning: Yes

FCC STATION LICENSE (IF VHF RADIO) ~ MMSI#: ~ FCC OPERATOR'S LICENSE ~ AIS: ~

WASTE MANAGEMENT PLAN (Vessels 39.4'>) Not found – provide if sailing offshore

PUBLICATIONS REQUIRED ABOARD: RULES OF The ROAD (Vessels 39.4'>) & CHART #1 (Optional) Neither

### EQUIPMENT APPLICABLE TO VESSELS WITH GASOLINE POWERED MACHINERY (OPTIONAL FOR DIESEL)

BACKFIRE FLAME ARRESTOR	Yes (3)	WARNING AT HELM	Yes
VENTILATION	Yes	POWER EXHAUST BLOWERS	Yes, Operable
FIXED FIRE EXTINGUISHING SYSTEM IN ENGINE COMPARTMENT		Fireboy ®1301 (Auto)	

• *OTHER (Optional) SAFETY EQUIPMENT* •

\*Not on board at time of survey

BOAT HOOKS	<u>Yes</u>	BOATS	<u>Paddle board on rail</u>
EPIRB	<u>None</u>	LPG MONITOR: DETECTOR/ALARM	<u>XINTE X-M B1</u>
FIRE ALARM	<u>Yes (Not Tested)</u>	SMOKE DETECTOR / CO DETECTOR	<u>Yes FBI</u>
M.O.B. POLE	<u>Not Applicable</u>	HIGH BILGE WATER ALARM	<u>None</u>
FIRST AID KIT	<u>None Observed</u>	SEARCH LIGHT / RADAR REFLECTOR	<u>Yes / No</u>
LIFE RAFTS	<u>None</u>	DC (DAMAGE CONTROL) PLUGS	<u>None Found</u>

EXTRA PARTS (Engine, Generators, Hoses Belts, Etc.) Limited

## **FINDINGS AND RECOMMENDATIONS, OBSERVATIONS, NON-STANDARD CONDITIONS**

**Note:** \* The resolution of the findings which are asterisked (\*) are considered critical to the safe operation of the vessel and those aboard, and or those required by Federal or International Laws. Recommendations or Comments with a “+” indicates either minor deficiency or deferred maintenance issues. The surveyor’s AMS# may be marked on the hull affirming their inspection of this vessel. There may be additional comments and/or recommendations for action in the Appendix: Photographic Support captions.

### **FINDINGS AND RECOMMENDATIONS**

1) \* Federally Required Equipment (See Page 4: SAFETY EQUIPMENT)

- **Fire Extinguishers:** The fire extinguishers aboard require annual testing and tagging, or renewal. TEST AND RETAG, OR RENEW EXTINGUISHERS. MOUNT THE EXTINGUISHERS AT READY AT ENTRIES AND NEAR THE GALLEY. 46 CFR 24.30-10 and 30-20
- **Visual Distress Signals:** Maintain Distress Signals, three Day and three Night at all time at ready, while underway. Maintain any flares of shells in current date. 72 COLREGS, Rule 33. (**Expired 25 mm Shells and gun are on board. 4-12 Gauge flares are on board with no gun found**).
- **The Smoke and CO Alarm** is aboard, unmounted and with no battery. Install battery, test, mount and prove operable.
- **Registration:** BEFORE OPERATING THE VESSEL, REGISTER THE VESSEL PROPERLY, place the Registration aboard and post the current annual decal. (**NOTE: WN numbers are not posted correctly on each side of the bow**). **Repost.**
- **Navigational Lights:** They are original and may not be as “bright” as recommended now. Replace with LED bulbs of proper lumens. <http://www.navcen.uscg.gov/mwv/navrules/navrules.htm>. (33 CFR 175 Subpart C, 46 CFR 25.30-10 and NFPA 302 - Chapter 10)

**Recommendation:**

- Before operating the vessel, supply and maintain on-board, all the federally required Safety Equipment for a vessel of this Length, Type, and Propulsion.
- Refer to the U.S.C.G. Brochure ([Federal Requirements & Safety Tips for Recreational Boats](#)), which may be enclosed with this survey report, or if you have received your report Electronically, refer to the following website [www.uscgboating.org/regpulations/regulations.htm](http://www.uscgboating.org/regpulations/regulations.htm).
- Further safety information can be found at: [www.USCGBoating.org](http://www.USCGBoating.org).
- Consider taking local Boating Safety Classes as recommended or REQUIRED in your state.

2) **ELECTRICAL:**

**FOUND:** Wing Nuts are found on generator Battery Terminals on older vessels; they are no longer permitted.  
**Recommended:** Replace them with standard Hex Nuts.

**Wire Nuts:** These are designed for Solid Wiring, not Stranded wiring and thus not suitable for marine installation of Stranded wire. They may be used to terminate a wire but not to connect wiring.

**Recommended:** Systems were located with wire nuts, Replace as found with marine connectors.

- **FOUND: Positive Terminal Protection**, like terminal battery boots, are required on ALL positive terminals aboard for different equipment:
  - A.** Ensure that all unground or positive (+) battery posts are well protected to prevent accidental short circuiting as per ABYC. Add boots or otherwise protect any exposed positive terminals.
  - B.** Investigate machinery for exposed and unprotected continuously energized positive (+) 12VDC electrical connections – terminals (viz., main engine starters and DC alternators).**Recommended:** Protect terminals with non-conductive covers to prevent accidental short circuiting as per ABYC.

ABYC E-10, 8.3: Battery cables and other conductors size 6AWG and larger shall not be connected to the battery with ‘wing nuts’. ABYC E10.8.4.1: A maximum of four conductor terminals shall be permitted to be installed on a single battery stud.

**FOUND: Ground Fault Circuit Interruption Protection.** Ensure that 120VAC galley, marine toilet compartment, and weather deck receptacles, and each receptacle first-in-line in each circuit are GFCI protected as per ABYC, or GFCI protection at and for the panel is required in today's standards. More recently, ELCI (Equipment Leakage Circuit Interrupter ) is strongly recommended to prevent electrical shock. **GFCI were not tested**

**Recommended:** Consult with an ABYC Certified Electrician and follow their advice.

- 3) There is an open pipe fitting in the deep bilge in the utility area which is associated with a ball valve to below the water line. It has been fitted with a damage control plug and needs to be properly capped.

**Recommended:** Secure the valve handle in the 'closed' position and as time allows, cap the pipe spud, prove operable. *The undersigned has arranged to make these repairs.*



- 4) HOSES:

- Hose to overboard for holding tank discharge is cracked on the exterior. Inspect further and renew.
- The hose on the Cruise Air intake(s) is aged and has penetration (red). Replace it if the unit will be used.
- Single hose clamps are found on underwater thru hulls. It would be a good idea to replace with two hose clamps on each underwater thru hull

- 5) **FOUND:** The 50 Amp AC power was not operable to test system or provide continuity to the vessel. It was noted that the owner was not familiar with many of the systems on the vessel.

**Recommended:** Inspect and identify how the 30 and 50 Amp Service operate and test systems such as the electrical heating and the two HVAC units and the galley stove

- 6) **FOUND:** The VHF radio has a broken microphone cord

**Recommended:** replace VHF radio cord as found necessary before cruising



- 7) **FOUND:** The engines were difficult to start due to battery capacity and showing limited knowledge of the charging and battery switching.

Both engines were run and started. The raw water pump on the Stb engine was throwing water showing a visible leak. The oil and gear coolers were showing corrosion.

**Recommended:** Identify battery charging system, Battery switches and battery capacity to provide vessel mobility as needed. Inspect impeller and raw water pumps on both engines. Inspect the oil and gear coolers and maintain all engine systems as found necessary and make repairs as found necessary. *The undersigned has arranged to make these repairs.*

- 8) **FOUND:** The Aft cabin has an egress hatch that is covered with a decorative cover which would not open during the survey

**Recommended:** Inspect further to provide emergency egress at this location.

Ref.: Good Marine Practice



## **OBSERVATIONS AND NON-STANDARD CONDITIONS**

1. The generator is disassembled and not operable; it is no necessary equipment.  
Log records from 4-19-17 state the generator overheated. Explore further, change raw water impellor blade – retest.  
Suggestion: Repair if found necessary or desirable.
2. The fresh water system (sinks, showers, etc.) was not tested during the survey. Test.
3. Engine Hours:  
Elapsed Time meter reads: 1542.9  
Hour meter reads: 1846.67  
It will be a good idea to review ship's records and determine /clarify the vessel engine hours and what each of these meters represent.  
Engines were hard to start and batteries were discharged. The age of the batteries range from 2013-2016.
4. A stainless steel plate is installed in the shower interior wall; a repair may have been made here - and "the access" remains for the plumbing maintenance.
5. The vessel was previously named "Sturdy Girl" and prior, "*WELL SPENT*", she was operated previously in Southern California.
6. The cleat for the small hatch cover on centerline, in the forward engine space, is nearby but is separated and the hatch is no longer supporting the hatch itself which is a safety hazard. Reinstall the cleat and fit hatch cover.
7. The top deck has degraded canvas and batteries that are no longer in use. The compartment forward of the fly bridge helm was not accessible due to abundant supplies in storage here. Remove and clean areas to provide access and reduce corrosion.
8. There is corrosion build-up on the bonding wiring near the port engine inboard aft engine mount. Seek out the source, clean up all connections in the bonding system and prove continuity.
9. This vessel has been a factory cockpit extension that included two additional aluminum fuel tanks, generator batteries, exhaust and additional fuel and electrical systems Excessive moisture was noted in the Lazarette locker.
10. Below the salon floor and in Lazarette an unidentified 2 in x 3 in system was found. The brand "Fosmon" appears to be an alarm or other monitoring system.
11. Maintenance Items to Consider:
  - Clean exterior, power wash
  - Clear and clean window gutters and drains
  - Remove the Weaver davits and stand-offs or place back in service as desired.
  - The stove top cover (wood cutting board and stainless steel guard are loose from one another, re-attach.
  - Slight weeping leak at a hull-to-deck fastener in the chain locker (starboard)-Rebed
  - Portable AC fans – dust clogged. Clean and test.
  - Tank vents: one vent has no flame arrester screen, replace it.
  - Light rust developing at engine exhaust elbow's mating-surfaces and on hard to see areas of engine undersides.
  - The heat exchanges (engine) exhibit some corrosion at caps and hose connections. Clean up and monitor.
  - Remove and replace oil pigs in engine space
  - A saloon drawer beneath the port settee has a loose track – secure and test.
  - The mirror in aft stateroom head has lost the silver backing around edges
  - Knots are adrift of cabinet doors
  - The covers on the square interior DC light fixtures (plastic) are degraded or missing from many. Consider replacing fixtures.
  - There are breakers on the panel which are not in service, such as "Water Maker". Review the panel and each break; assure each is assigned properly or re-labeled properly.
  - Mount all fire extinguishers
  - The generator exhaust hose is old from the muffler to the exhaust. Renew.

- There is a mud wasp's nest above the port forward window under the eyebrow – remove it. (Careful.)
- Canvas is located on the top deck coach roof which is damaged beyond repair
- Batteries are placed on the fly bridge carpet which will damage the material next to it and need to be removed
- The void forward of the fly bridge helm station is not accessible due to excessive stowage.
- The fire extinguisher on the fly bridge is covered by the shower door and is not accessible
- Coolant was low in the Stb ending, replenish.
- Both engines were showing staining and have had limited use over the last few years.





# VESSEL DETAIL

## HULL INFORMATION

<b>Material, Construction, Type:</b>	Standard Production Model	Solid, hand molded fiberglass
<b>Hull Strengtheners –Longitudinals, Floors, Etc.:</b>	Molded in ribs and strengtheners	
<b>Deck (Beams, etc.):</b>	Cord FRP / Solid fiberglass reinforcement	
<b>Hull to Deck Joint Type and Fastenings:</b>	Inward flange, glassed in place	
<b>Bulkheads / Watertight Bulkheads:</b>	Plywood, fiberglass tabbed in place. No disturbance noted where accessible	
<b>Ceiling / Molded Liner:</b>	Fabric and veneer / partial liner	
<b>Fastenings:</b>	Fiberglass Tabbing & Stainless Steel Fasteners	
<b>Keel, Keel Bolts:</b>	N/A	
<b>Sheer Line:</b>	“Fair to the Eye”	
<b>Hull Protection: Rub Strakes and Guards</b>	Guard at the sheer	
<b>Hull Colors:</b>	House: White gelcoat	Hull Topsides: White gelcoat, Underbody: White gelcoat with antifouling paint (Green) Boot: Black Accents: Black
<b>Cathodic Protection (Bonding):</b>	Yes (Old and New Wiring)	
<b>Condition of the Bilge Areas:</b>	Dirty, Needs Cleaning	Water: Trace Oil: Trace Debris: ~
<b>Damage or Repairs Noted:</b>	~	
<b>Date of Last Haul Out /Maintenance:</b>	Unknown	
<b>Age / Condition of Underbody Paint:</b>	Not viewed	
<b>Cabins / Sleeps:</b>	2 / Two couples in privacy, sleeps up to 6	
<b>General House Keeping:</b>	Below average, below decks is dirty and showing pet hair and dirt	
<b>Exterior General Condition:</b>	Needs serious cleaning	
<b>Interior General Condition:</b>	Needs cleaning (forward bilge needs serious cleaning and decontamination)	

## MACHINERY AND PROPULSION

**Main Engine(s):** Twin Inboard Crusader Marine 454 **Model:** V-8 (C4 350) **HP:** 350 each (700 total) **RPM:** 4500

**Serial Numbers:** **Port Engine:** 36462 **Starb'd Engine:** 36468

**Engine Hours:** **Port:** 1542.9 \* **Starb'd:** 1846.67\* By gauges, not confirmed

**Drive:** Direct **Age of Engine:** Appears to be original **Rebuild Info:** None

**Engine Beds:** Molded Fiberglass (Sounded) **Engine Mounts: Type / Condition:** Captive flex and aluminum angle iron

**Engine Space Condition:** Needs Clean up **Engine Room Ventilation:** Natural flow and blowers

**Steering:** Hydraulic (Sea Star) **Steering Stations:** Twin

**Autopilot:** Raytheon 150 **Self-Steering:** None

### Gauges:

F/B HELM: RPM:   2  ; Temp:   2  ; Voltage:   2  ; Oil Pressure:   2  ; Fuel:   <<>  ; Other:   <>  

**Hose Condition:** See Findings **Pulley Condition:** Serviceable as Viewed **Muffler:** Not viewed

**Fuel Filters:** Primary – Water Separator **Secondary -** Sierra **Oil Filters:** Spin on

**Marine Gear:** Velvet Drive 10-18-800 **Ratio:** 1.91:1 **Start-In-Gear Protection:** N/A

**Cooling System:** Freshwater with heat exchanger **Attached Units:** Alternator – Leece-Neville 105 Volt **Pencil Zincs:** Not drawn to inspect

**Exhaust System:** Wet Exhaust **Exhaust Double Clamped:** Yes

**Engine Controls:** Dual Handle Morse **Cruising Speed:** Unknown **Cruising Range:** Not Determined

**Belt Conditions:** Serviceable **Fuel Consumption:** Unknown

**Shaft Size(s) and Material(s):** Stainless Steel / Appears to be 1 3/4" **Shaft Gland / Seal:** Traditional

**Rudder:** Not viewed **Rudder Housing:** Solid FRP

**Engine Raw Water Cooling Intake Valve:** Pair of bronze ball valves **Raw Water Sea Strainer:** Groco (2) Below the Waterline

**Shaft Coupling Wired:** No **Oil Pans:** None

**Strut(s):** Not viewed **Strut Bearing(s):** Not viewed

**Propeller Information:** Pair of 3-Blade Bronze **Spare Props:** in cockpit **Prop Nut(s):** Not viewed

**Cathodic Protection for Underwater Propulsion:** Not viewed

**Ship' Log aboard:** Yes **Maintenance Log Aboard:** Yes

**Engine Room/Space Access:** Very Good **Pollution Prevention Clean up Kit or Supplies:** Oil Absorbent Pads

**Remarks:** The vessel fuel, bonding and grounding systems shall comply with 33 CFR 183- Subpart J – a comprehensive electrical and mechanical inspection will assure the vessel is in compliance for areas unobserved at this inspection. Further, Voluntary Standards for Recreational Vessels by the American Boat & Yacht Counsel and the National Fire Protection Association have standards for more newly manufactured vessels; it would be a good idea to have your mechanic and electrician review your system installations and upgrade to the most recent ABYC and NFPA 302. Standards are routinely improved and upgraded; a prudent owner would give consideration to upgrading systems throughout to current standards. **Other:** Oil change system

**FUEL TANKAGE**

**Number / Material / Capacity:** 2 / Aluminum / 200 Gallons 2/ Aluminum in Lazerette not measured

**Location / Securement /Labeled (Gas)** Port & Starboard Outboard Engine Space / Not found

**Age of tanks / Condition:** Assumed original, but otherwise unknown / Serviceable **Venting:** To topside with flame arresters

**Fuel Lines: Rating / Material/ Condition:** A-1 / Complies / Complies

**Fuel Onboard (Estimated):** Unknown **Fuel Gauge(s):** \_\_~\_\_ **Fuel Monitor:** Flo Scans

**Fuel Fill:** Port & Starboard Side Decks **Fuel Fill Labeled:** “Gasoline” **Fuel Fill Overflow Runs:** Overboard

**Fuel Fills Grounded:** Not observed **Spills Observed:** None **Odor:** None

**FRESH WATER SUPPLY AND PLUMBING** (Operable – Unless Stated)

**Tankage #/ Material / Capacity:** Two (2) / Aluminum / 100 Gallon Total, 50 Gallons Each

**Location / Condition / Securement:** Under aft bunk

**Plumbing Material:** Marine Hose and Plastic PVC and ABS **Fresh Water Heating:** 20 Gallon Whale

**Pressure Water:** Hot and Cold **Fresh Water Pump:** Floject® **Accumulator:** Not Found

**VESSEL BILGE PUMPING SYSTEMS** (Operable Unless Stated)

**Bilge Pumps (Type, Capacity, Location, Etc.,)** 4 Submersible Centrifugal with Float Switch – All Operable

**Manual Bilge Pumps:** None Found

**High Water Alarms:** None – Now Recommended!

**EMERGENCY DEWATERING PUMPS:** None

Will bilge pumps operate when all panel switches and battery selector are to the OFF position? Not tested

Note: This assured that when the vessel is left unattended, the bilge pumping function is not interrupted, should all auxiliary bilge pump switches are in the OFF position, the bilge pump will operate.

**HULL PENETRATIONS: CONNECTIONS, FITTINGS, CLAMPS AND VALVES**

**BELOW THE STATIC WATERLINE:**

**Shaft Logs** Solid FRP

**Rudder Log / Stuffing Boxes:** Solid FRP / Traditional Flax-Packed

**Engine Raw Water Intakes:** Bronze Ball Valves

**Toilet Raw Water Intake:** From Fresh Water System

**Other:** Transducers: Depth and Speed

**Cathodic Protection Bonding:** Not viewed

**ABOVE THE STATIC WATERLINE:**

**Engine Exhaust / Double Clamped:** To Transom with Flappers

**Bilge Pumps:** To Topsides No Valves

**Sink Discharges:** To Topsides No Valves

**Cockpit and Deck hatch Drains:** To Transom No Valves

**Other:** Transducers, bonding bolts, tank vents, deck suppers to transom, bilge drain ‘T’ in engine space

**ELECTRICAL SYSTEMS (33 CFR 183.4, ABYC – E 10 &11, NFPA 302-7 )**

**D.C. System:**                                **Volts:** 12VDC      **Circuit Protection Devices:** Breakers and Fuses

**Batteries (Number, Type, etc.):** Energized CG2 Lead Acid (Style Not Confirmed) GRP 27 & 24s      **Banks:** Two

**Location:** Lazerette and engine space                                **Location Complies:** Yes

**Power Distribution Panelboard:**                                Voltage Relay Monitors: (2)

**Circuit Protective Devices:**                                Breakers and Fuses

**Ventilation:** Natural Flow and Blower                                **Age of Batteries:** Unknown

**Terminal Protection:** No                                **Securement:** Needed in Lazerette and aft of galley in utility space

**Acid Containment:** Complies                                **Grounded System:** Yes

**Battery Charging Unit:** Charles® 40 amp                                **Battery Isolating Switch:** Not Found

**Battery Selector Switch(s):** Perko & Blue Seas (2)      **Accessory Connectors (Cigarette Lighter type):** Yes

**Remarks:** *Battery cables and other conductors size 6AWG and larger shall not be connected to the battery with wing nuts. Review the system and replace any wing nuts with regular nuts. ABYC 10.8.3*

**ELECTRICAL SYSTEMS (33 CFR 183.4, ABYC – E 10 &11, NFPA 302-7 ) cont.**

**A. C. System:**    110 Volts

**Types of Wiring:** Marine grade insulated stranded copper. Some connectors (end and butt) were found to be non-marine type; as found, and as time allows, replace the connectors with marine connectors, and water tight marine connectors in potentially wet areas.

**Power Distribution Panelboard:**                                Original

**Circuit Protective Devices:**                                Breakers

**Convenience Receptacles:** Household type and GFCI      **GFCI Protected:** Not tested

**SHORE POWER:**                                30 AMPS and 50 AMPS

**Reverse Polarity Indicator:**                                Yes

**Connectors:**                                2-Marinco – (50 and 30 Amp on Starboard) -Weather tight

**Galvanic Isolator:** None Observed                                **Galvanic Corrosion Protection System:** None

**Cords:** 1# Est. 50' Cord

**Adapters:** 50 to 30

**Grounded:**

Yes

**Remarks:** ELCI cords or protection is now recommended; consider adding.

**INVERTER:** STAT-POWER

Location/Installation complies? Yes

**Break Before Make Switch:** Not Found

**System Monitor:** Yes

**AUXILIARY GENERATOR**

**Manufacturer:** Onan

**KW:** 6.4

**Model:** MCKK

**Fuel:** Gasoline

**Break-Before -Make Switch:** Yes – Main Panel

**Hours:** Meter (Panel) Reads 1128.32

**Location:** Lazarette

**Condition / Remarks:** Disassembled and not operable. (The owner reported he can draw either 30 amp or 50 amp but was not able to demonstrate the 50 AMP system)

**ELECTRONIC & NAVIGATION EQUIPMENT: Unless otherwise stated, each item powered up.**

**VHF Radio(s):**

Raymarine 215 DSC (see findings)

**CB / SSB-Single Side Band Radio(s):**

None

**GPS Unit / Plotter:**

Raymarine ~ Raystar C120

**Radar Unit:**

Raymarine RL80C (Color) with 4KW Antenna

**Depth Sounder(s):**

Raymarine~ SeaTalk 60 Multi-function ~ for Depth, Speed, Log, Temp  
Fishfinder

**Compass(s) /Brand(s):**

Danforth at Flying Bridge *Deviation Card aboard?* NoneFound

**Navigation Programs:**

C-Cards

**Laptop / Computer:**

None – (There is a laptop mount at the flying bridge station only)

**Other Electronics / Tools:**

Raymarine Loud Hailer with Intercom (RAY430)

**Basic Navigational Support: Charts / Tools, Etc.:** Chart Card

**Remarks:** No calibration checks are included; all instruments should be checked by an Instrument Specialist if they are found to be unreliable.

**VESSEL VENTILATION:**

Opening Portlights:

Rectangular

Windows, Fans, etc.:

Windows surround saloon (some opening)

Dorades, Cowlings, and Vents:

None/None/Vents to Engine Space and for Tankage. See Observations.

## **IMPORTANT / ESSENTIAL FOR SAFE VESSEL OPERATION**

### **Ground Tackle:**

Anchor(s): 20# Bruce of suitable in size

RODE: Line and Chain detail 150' Chain and 200' Line (Reported by Seller)

Bitter End Secured to Vessel: Yes (Reported by Owner – Not Confirmed) Cut-Away Line at Bitter End: Yes

Anchor to Rode Connection: Shackle Anchor Windlass / Drive: Simpson – Lowrance Model: Horizon 900 with foot controls & remote

Anchor Light: Yes - Operable Deck Lights: Yes

Antenna Masts / Arches: Arch with Radar and Antennas

Railings / and Hand holds (Exterior / Interior): Stainless Steel Pipe

Stanchions: Stainless Steel Pipe railing Life Lines: None Gates: Two

HARD POINTS: Mooring Cleats / Securement: All Well Secured

Docklines / Fender(s): There «» sufficient numbers and sizes of docklines and fenders for the current conditions.

**REMARKS:** Monitor docklines and fenders for condition; renew as found necessary and maintain serviceable at all times. Select the proper size to properly secure and protect your vessel in all conditions.

### **EMERGENCY EGRESS:**

Main salon: Dock to aft upper deck

Foredeck Hatch: To fore deck from forward cabin

Other: Hatch from aft stateroom to aft cockpit and two overhead fore deck hatches.

### **EMERGENCY REBOARDING:**

Swim platform and Ladder: Attached swim platform with slide-out, fold-down ladder to water

Other reboarding Methods Available: None

**Remarks:** A sure method to reboard in an overboard incident or recovery condition is vital. It would be prudent to arrange to obtain and install reboarding devices and maintain them at ready, even dockside, and practice their use. Make every effort to know and practice the emergency exits of this vessel so all are familiar with and comfortable exiting the vessel from any emergency egress option; door, hatch, windows, etc.

The fold out reboarding ladder on the swim platform is non-useable with a dinghy stored on the swim platform.

**AMENITIES:** (Appliances were powered up unless otherwise stated; Calibration or other testing was not done)

**Stovetop / Stove / Oven** Seaward 3-burner with Oven Energy Source: AC Electric (Shore Power or Generator)

**Microwave:** Magic Chef (Table Top – Secure)

**Refrigerator:** Older Barbour Compressor **Ice Maker:** ---

**Freezer:** --- **Ice Box:** ---

**Other:** DC Fan over galley cooking area

**Number of Toilet Compartments:** (2) Two

**Toilets: Number and Type** Dometic Vacuum and Electric Vanity: Original with Sinks

**Shower(s):** 1 Stall Showers with Wand, Aft cabin has washer/dryer installed in shower

**Holding Tank Information:**

**Capacity:** 50 + 15 Gallons US **MSD Type:** III USCG Approved **Material:** Polyethylene **Location:** Utility Space

**Deck Pump Out:** Port Side deck **“Wye” Valve(s):** Yes **Closed** **Macerator:** JABSCO

**Overboard Discharge:** Yes **Open Secured?** No

**Vessel Heating Systems:** 2-CruiseAir® Cycle (Model PR8X) & AC Electric Wall Heaters **Energy Source:** Generator & AC

**Portable AC Heaters:** Portable Oil Circulating Heater

**Dehumidifiers:** ~

**Propane System Information and Compliance:** No System

**Remarks: NFPA 302: 6-5.5.2 (b) 4:** Test the system for leakage at least twice a month when system is serviced or containers are changed according to the method described in the referenced NFPA.

**ADDITIONAL EQUIPMENT ABOARD:**

- DC & AC Amp & Volt Meters
- Window Dressings
- Deck Chairs
- Genset Service Manual
- Owner’s Manual for Electronic Suite
- Built-in Sofa (Pullouts)
- Hard-top on sundeck
- Wet Bar
- Fender Caddies
- FloScan GPH
- Abundant Storage
- Fishing Gear & Supplies
- Carpeted Interior
- Original Electrical System Schematic
- Engine Manual
- Copy of Uniflite Owner’s Manual
- Other Owner’s Manual (Sort and Organize)
- Washer and Dryer (magic chief)
- Full Enclosure (Value-Added)
- AM/FM/CD by URBAN Model U-95C (Not Tested) with Speakers and Speaker Control
- Bennett Trim Tabs
- Rudder Angle Indicator

# Summary

In accordance with the request for a marine survey of the vessel “*Havanita*” 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 8<sup>th</sup>, 2022, was found to be a well-constructed, appointed, and comfortable vessel. Other than the discrepancies noted in the body of the report, the “*Havantia*” is considered to be “*Fit For Its Intended Service and Suitable For Its Intended Use*” as a Recreational vessel for operating in the local waters of the Pacific Northwest.

## 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 undersigned disclosed that they have surveyed this vessel in the past.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and is my personal, unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.
- My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.
- I have made a personal inspection of the vessel that is the subject of this report.

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

ATTENDING SURVEYOR *Lynne H. Reister* September 9<sup>th</sup>, 2022  
Lynne H. Reister Date  
Accredited Marine Surveyor



### Membership/Affiliations

- SAMS – Society of Accredited Marine Surveyors, AMS®
- ABYC – American Boat and Yacht Council
- NWWB – Northwest Women in Boating
- M V Lotus – M V Lotus Foundations, Board of Directors
- LULA - Lake Union Liveaboard Association, Board of Directors
- IAMI – International Association of Marine Investigators, CMI®
- NMTA – Northwest Marine Trade Association



ATTENDING SURVEYOR *Andy Carlson* September 9<sup>th</sup>, 2022  
Andy Carlson Date

The only true copy of this survey report is that with the surveyor’s embossed decal and wet signature.  
This report is being delivered electronically



# Notice to the Survey Purchaser

This report is issued without prejudice, solely for the use of the below signed purchaser, any other unauthorized use by others may be unlawful. Subsequent updating and transfer of this survey report is solely the right of the surveyor. This report should be considered as an entire document. No single section is intended to be used except as part of the whole. Electronic copies of this document are protected. Should the Purchaser of this survey desire to sell or otherwise consign this report to another party, the undersigned surveyor, with authorization of the report purchaser, reserves the right to provide services, for a fee for consultation or any onboard service to the person in receipt of the report. ***The use of this survey by any other than the Original Purchase of this survey, without the consideration to the undersigned, voids this document.***

This survey report is based on the professional opinion of the individual marine surveyor, the BUC Research compilation of data of like kind boats in the market place, and represents the surveyor's opinion and knowledge of local marine market conditions. This survey report is issued subject to the condition that neither the surveyor nor his employing firm are to be held liable for errors of any kind. This includes any omission, negligence, inaccuracy, misrepresentation, or misstatement in this report, or in his performance as a marine surveyor. This report is only a statement of opinion and describes the vessel on the day and time it was surveyed only, is neither a guarantee nor a warranty of the present or future condition of the vessel, its hull, machinery, unforeseen or undetected damages, or other conditions that may exist.

The contents of any enclosures or attachments referred or included with this report shall be 'included by reference', as part of this report. File records of this survey inspection will be retained for a single calendar year and discarded.

The terms as described in the Work Order - REQUEST FOR VESSEL SURVEY, PERMISSION TO BOARD, & DISCLAIMER signed by both parties' stands as the terms of this survey inspection

The use of this report for any purpose shall indicate the purchaser's acceptance of the above conditions.

<b>OFFERED:</b>	<u><i>Lynne H. Reister</i></u>	<u>September 09 2022</u>
	Lynne H. Reister	Report Date
	Accredited Marine Surveyor, SAMS®	
<b>ACCEPTED:</b>	_____	<u>2022</u>
		Date

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (U.S.C.G.), 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), USCG APPLICABLE NVIC'S, AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) AND OTHERS ORGANIZATIONS HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY. THIS WAS A LIMITED INSPECTION, BY TIME AND REQUEST. THE PERMISSION TO BOARD, REQUEST FOR A MARINE SURVEY & DISCLAIMER SIGNED BY THE CLIENT AND THE UNDERSIGNED IS INCLUDED HERE BY REFERENCE. ONLY THE APPLICABLE, AND BY NO MEANS IS IT REPRESENTED THAT EACH AND EVERY STANDARD AND/OR PRACTICE WAS REVIEWED AT THIS INSPECTION.

THE SURVEY INSPECTION IS LIMITED BY ITS VERY NATURE. THE SURVEYOR ATTEMPTS TO BE AS THOROUGH AS POSSIBLE IN THE TIME ALLOWED, WITH CAREFUL ATTENTION TO NORMALLY SUSPECT AREAS. NO DOUBT, MORE DETAILS CAN BE LEARNED WITH EXTENDED TIME ON THE VESSEL. MORE TIME IS AN OPTION SELECTED ON AN HOURLY RATE BY THE PURCHASER OF THE SURVEY.

SHOULD THIS VESSEL BE INSPECTED BY THE UNDERSIGNED AT ANY FUTURE TIME, INFORMATION FROM THIS INSPECTION AND REPORT MAY BE UTILIZED TO PROVIDE INFORMATION.

THE UNDERSIGNED RESERVES THE RIGHT TO AMEND OR OTHERWISE MAKE ADDITIONS TO THIS REPORT WHEN ANY RELEVANT INFORMATION IS PRESENTED. THE ONLY TRUE COPY OF THIS SURVEY REPORT IS THAT WITH THE SURVEYORS EMBOSSED DECAL.

# **APPENDIX: PHOTOGRAPHIC SUPPORT**

**PLEASE NOTE:** there may be comments or recommendations for action in the photographs below.

Vessel Registration Not onboard



Vessel Hull Identification Number / Rubbing



Port Side



Top deck



Top deck





Engines



Aft Cabin



Aft Cabin



Galley



Head



V Berth



Salon \*

## Comments and Recommended Good Marine Practice:

1. Standards of the Industry: Industry Standards are set by Agencies, Association, and Industry Practice; such organizations as American Boat and Yacht Council (Voluntary Standards for Recreational Vessels), National Fire Protection Association, Underwriters Laboratory, and many others together with Equipment Manufacturers. After this vessel was constructed numerous standards for various aspects of vessel construction, systems, and installations have been developed and changed. This vessel perhaps met the standards of the industry when she was initially constructed (presumably), although overtime, alterations and new installations may have occurred. Few vessels meet all the available standards. The undersigned has made a reasonable effort, in the limited timeframe available, to explore ass conditions which could be unsafe for this vessel or the crew aboard and reported any findings in this area. A prudent owner will continue to explore current standards, and surround themselves with professional who can advise them of improvements and upgrades which one can do to improve the safety and performance of the vessel. The undersigned encourages the owner / purchaser to remain current and vigilant to possible improvement to the vessel.
2. Further Inspections and Repairs: A prudent purchaser would obtain addition inspections and estimates for repairs for consideration in the course of a purchase. When a number of deficiencies are discovered in a system ( i. e. Electrical), they all may not be listed, but a blanket recommendation to inspect the entire system and make repairs as found necessary to bring it into compliance. When further inspections and repairs are recommended, they should be made to the current Federal Regulations and/or professional marine industry standards by competent professional and qualified craftsmen, and when applicable, to any manufacturer's recommendations. The "Opening Up Process is the Process of Discovery"; Additional deficiencies are certain to be found as the vessel is explored further for maintenance, repairs, or upgrades.
3. Through Hull Valves and Hoses: It is the undersigned's opinion and recognized as prudent practice, that all the below-the-waterline through hull valves, with the exception of the cockpit drains, be closed while the vessel is left unattended, dockside or at anchor. Further, any discharge hoses which discharge near or beneath the waterline should be secured in such a way that if the hose clamps fail at any point of attachment above the thru-hull, the hose would remain above the waterline so as to avoid risk of down flooding. Likewise, any freshwater shore pressure connectors should be secured in the OFF position when the vessel is left unattended, to reduce the opportunity for down flooding. Secure all hoses which lead to through hull fittings below the waterline to assure that the hose end cannot fall below the waterline if a hose clamp fails.
4. Carbon Monoxide / Smoke Alarms: Carbon Monoxide detectors are recommended for all boats with enclosed accommodation spaces. Although diesel exhaust does not normally have CO concentration as high as gasoline exhaust, diesel exhaust does produce dangerous levels of CO. Other sources of dangerous amounts of CO are; any open-flame equipment (i.e. stove; as well as nearby boats running generators. This is especially true of boats running air conditioning. ABYC A-24.7.1 (voluntary standards) recommends that *a Carbon Monoxide Detection System shall be installed on all boats with accommodation space AND a generator set, OR an inboard gasoline propulsion system.* A Marine CO monitor/alarms meeting the requirements of ABYC A-24, Carbon Monoxide Detection Systems on Boats are relatively inexpensive and easy to install. Smoke alarms have been proven to prevent injury and death. Refer to the ABYC referenced section to determine the proper placement of the unit(s). **The undersigned recommends installation and regular maintenance of CO DETECTORS and Smoke Alarms on this vessel.**
5. Safety Equipment: The Federally Required Safety Equipment reflects the minimum requirement. The ABYC recommends additional quantities of the same equipment. Experience and wisdom of the operator/owner/skipper will dictate the additional desired equipment; fire fighting and detection, vapor detection, distress signals, boats or dinghies, recovery and reboarding equipment, throw bags, lighting, ground tackle, first aid, medications and prescriptions, communication devices, and others. A prudent owner/operator would exercise careful consideration in the selection of additional safety equipment suitable for their vessel service and intended use and the needs of those aboard; such as smoke/fire alarms. If the Bitter End of the anchor rode was not observed, the anchor chain and rode should be payed out onto the dock, measured, marked and the Bitter End and the anchor shackle ends proven securely attached before paying out the anchor at sea. The undersigned recommends a spare anchor and rode be supplied onboard if there are not two anchors of appropriate size for this vessel aboard and at ready. Portlights: Water-test all the portlights and escape hatches, exercise each of their dogging mechanisms and prove operable and secure PRIOR to operating the vessel.
6. Ship's Papers: It is a good idea to retain original / copies of all important ships papers at a safe shore side location. With the exception of the official papers of which Original are required to be retained aboard, i.e.: State Registrations and USCG Official Documentation.
7. Equipment: All equipment should be demonstrated in operable and serviceable condition to the buyers satisfaction, should that not have been fully accomplish due to circumstances at the survey inspection, i.e., Outboard motors, equipment not present at the time of the survey but included as part of the sale, etc.
8. Shore-side Pressure Water Connections: Should this vessel be equipped with shore side pressure water connection, the undersigned recommends that the shore power water be TURNED OFF at the dock, prior to leaving the vessel unattended.
9. Engine and Fuel Care: It is always a good idea to change all the fluids, the impeller(s), and the belts after buying a used boat. If fluids were not drawn for sampling, wisdom dictates that have a base line set of fluid sample reports to compare to future samples can help in the long term care of the engine, and perhaps contribute to successful performance and longevity. Fuel: When fuel (Gasoline or

Diesel) has stood in fuel tanks overtime (even as little as two weeks), in various environmental condition, fuels can degrade. Fuel separation (even with additives) and algae growth, and tank deterioration and accumulation of debris; all of which can interfere with the continued safe operation of the vessel and long term health of the engine. A simple observation of a fuel/water separator may not tell the entire story of the fuel tanks: a professional should draw the fuel samples. *It is always recommended that the fuel be tested and the tanks cleaned.*

10. **Seaworthiness:** No incline testing, stability study or evaluation was made on this vessel as part of this Condition and Valuation Survey. No remarks will be made to the stability or seaworthiness of this vessel, as the seaworthiness of a vessel is a combination of a plura of critical items outside the scope of this survey and the knowledge and predictability of this surveyor. An insurer may define seaworthiness of the vessel after review of this report with consideration for the Recommendations and their accomplishment, in combination with a number of other factors: health, and qualifications and past experience of the crew, in the waters in which the vessel will operate, and the condition surrounding the voyage, and a host of unpredictable items. No remarks will be made to the seaworthiness of this vessel, as the seaworthiness of a vessel is a combination of a plura of critical items outside the scope of this survey and the knowledge and predictability of this surveyor.
11. **Warranties, and Guarantees:** Any remarks made this day to the condition of the vessel are limited to this day and time of the survey and not beyond. No warranties or guarantees are made, or are implied. The report itself is limited to the areas of the vessel accessible, the availability of owner, or their representative, to demonstrate the vessels systems operable to the undersigned, amount of information that could be gathered in the timeframe set for the inspection. See Notice to Purchaser.
12. Maintain all deck drains clear of debris and open to drain properly at all times. Maintain all deck locker gaskets watertight and drains clear.
13. A number of photographs were taken during this limited survey inspection; not all of these photographs are incorporated within this report.
14. Maintenance Suggestions:
  - Maintain a service record of the machinery,
  - A Ship's Log is a benefit both to you and future owners,
  - Maintain ALL bilge areas clean and dry
15. **THERE WERE AREAS WITH LIMITED OR NON – ACCESSIBILITY:**
  - a. No remarks can be made to regarding the condition of the hull or machinery in these areas.
  - b. Behind, beneath and outboard of all tankage.
  - c. Behind and outboard of all ceiling and liners above the floorboards and berths.
  - d. Behind, above, below and outboard of cabin and deck headliners.
  - e. Behind, above, below and outboard of all cabinetry, built in machinery, equipment and appliances and applied decorative attachments.
  - f. Behind and under exhaust lagging material
  - g. Beneath the engine and oil pans and outboard of the engine(s).
  - h. Areas obscured by any personal belongings and equipment aboard during the survey.
  - i. Beneath the anchor chain and rode in its storage area, if not easily removed.
  - j. Areas beneath the floors obscured by the vessel's construction method.
  - k. All areas with normally restricted access.
  - l. The inside of all tankage was not inspected.
  - m. All areas obscured by yard blocking, jack stands, lifting straps, structural parts of marine Ways and any exterior attachment.
16. Further COMMENTS and RECOMMENDATIONS may be found in the **APPENDIX: PHOTOGRAPHIC SUPPORT**