HAMILTON & HAMILTON

VESSEL APPRAISAL REPORT

1980 Hunter 30' Masthead Sloop

Sabbatical

Member of The Association of Certified Marine Surveyors
HAMILTON & HAMILTON
Marine Surveyors And Consultants EIN # 46-3427524

[redacted]

TABLE OF CONTENTS

Hamilton&Hamilton
Marine Surveyors

Report of Marine Survey

Of The Vessel

Sabbatical

1980 Hunter 30' Masthead Sloop

Conducted by
John G. Hamilton, CMS #400

MARINE SURVEYOR
VESSEL APPRAISAL REPORT

PREPARED EXCLUSIVELY FOR:
[redacted]

1/21/2026

Member of The Association of Certified Marine Surveyors
HAMILTON & HAMILTON
Marine Surveyors And Consultants EIN # 46-3427524

I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Paul Rasmussen, the attending surveyor did attend a virtual inspection (Facetime) onboard "Sabbatical" a 1980 Hunter 30' Masthead Sloop beginning on 1/21/2026 between the hours of 3:00 pm to 5:30 pm where an in the water, and out of water inspection was performed. The ship's papers were on board and appeared to be in order. The Hull Identification Number **(HUN70892M80)** WAS verified from the transom Starboard side. This vessel was examined by the Appraiser from all accessible areas of the interior without removal of secured panels, destructive testing, or disassembly. The Vessel exterior and exterior hardware were examined by sight only.

The Client expressly acknowledged and understands that inspection of engine(s), machinery and related mechanical systems were not within the scope of this Agreement. Only a cursory inspection of the machinery was conducted for valuation purposes and no opinion of their overall condition was formed. Tankage was inspected from visible surfaces only and no opinion was rendered as to their overall condition. The electrical system was visually inspected where accessible. The electronic and electrical components were not tested or powered on. No in depth testing or examination of the electrical system schematic was conducted. The Client made all relevant documentation readily available to the Appraiser including but not limited to: build records and plans, upgrades, vessel logs, maintenance records, vessel particulars, equipment manuals, and all recent out-of-water and all other related Survey Reports drafted within the past five (5) years.

A sea trial was NOT performed.

REPORT IS AN ESTIMATE OF THE VESSELS FAIR MARKET VALUE ONLY - IT IS NOT A SURVEY AND CANNOT BE USED AS SUCH. This report does not include a determination of the vessel's seaworthiness, nor does it include stability tests or sea trials necessary to such a determination. 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.

MEANS OF APPRAISAL:
The Appraisal Report will be prepared in conformity with the Uniform Standards of Professional Appraisal Practice ("USPAP") of the Appraisal Foundation.

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

Note:
An engine surveyor was NOT on board during the hull survey.

Images supplied with this were produced with a I-phone digital camera and represent a true and accurate representation of the subject at the time the image was taken.

I. INTRODUCTION

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 advise, 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.

I. INTRODUCTION

VESSEL DESCRIPTION

The 1980 Hunter 30 is a classic sailboat that offers a combination of timeless design, solid construction, and versatile sailing performance. With its spacious layout, comfortable accommodations, and reliable sailing characteristics, the Hunter 30 is a popular choice among cruising sailors.

II. GENERAL INFORMATION

GENERAL INFORMATION

SURVEY PREPARED FOR:		**Paul Rasmussen**
NAME OF VESSEL:		**Sabbatical**
TYPE OF SURVEY:		**Condition and Value**
OVERALL VESSEL RATING:	****	**AVERAGE**
ESTIMATED MARKET VALUE:		**$14,792 Fair Market Value (FMV) in United States Dollars ("USD"). Adjusted for AVERAGE Condition, in the South Atlantic & Florida. Based on BUC Evalution "BUC Book" as well as an estimated average of vessels sold on Soldboats.com**
ESTIMATED REPLACEMENT COST:		**$147,000 based on "BUC Book"**
YEAR/MAKE/MODEL OF VESSEL:		**1980 Hunter 30' Masthead Sloop**
BUILDER:		**Hunter Boats Ltd. (UK) www.britishhunter.co.uk**
HULL IDENTIFICATION NUMBER (HIN):		**HUN70892M80**
HAILING PORT:		**Norfolk, VA**
DATE/TIME OF SURVEY:		**1/21/2026**
HULL MATERIAL:		**FRP (Fiber Reinforced Plastic).**
HULL TYPE:		**Full displacement hull, with fin keel and skeg rudder.**
LENGTH OVER ALL (L.O.A).:		**30.40 ft / 9.27 m**
(LOAD) LENGTH WATERLINE (L.W.L).:		**25.75 ft / 7.85 m**
BEAM:		**10.17 ft / 3.10 m**
DRAFT:		**5.25 ft / 1.60 m**
DISPLACEMENT:		**9,700.00 lb / 4,400 kg**
PROPULSION SYSTEM:		**Sail and Axillary 2-cylinder Yanmar 2GM20 15 Hp Diesel**
FUEL TYPE:		**Diesel.**

II. GENERAL INFORMATION

FUEL CAPACITY:	**12 gals / 45 L**
AC POWER:	**110 volt. 30 amp.**
DC POWER:	**12 volt.**
FRESH WATER CAPACITY:	**33 gals / 125 L**
HOLDING TANK:	**6 gals.**
INTENDED USE/BUYER:	**Recreational**
NOTE:	**NOTE: Institutions receiving such a donation gift which must have / provide the proper funding to maintain this type of yacht or the consequences may reflect in the value upon the eventual sale after the minimum three (3) years retention by the institution so as to protect the donor.**

Fair Market Value (FMV) is defined as: "The Fair Market Value (FMV) is the price at which the property would change hands between a willing buyer and a willing seller, neither being under any compulsion to buy or to sell and both having reasonable knowledge of relevant facts. We understand that our appraisal report will be used in connection with a tax return or claim for a refund. We also understand that, if there is a substantial or gross valuation misstatement of the value of the property claimed on the tax return or a claim for refund that is based on our appraisal, we may be subject to a penalty under section 6695A of the Internal Revenue Code, as well as other applicable penalties. We affirm that we have not been at any time in the three-year period ending on the date of the appraisal barred from presenting evidence or testimony before the Department of the Treasury of the Internal Revenue Service pursuant to 31 U.S.C. 330(c).

Internal Revenue Service Standards Regulation Contents of qualified appraisal. A qualified appraisal must include - The following information about the contributed property:

(A) A description in sufficient detail under the

circumstances, taking into account the value of the property, for a person who is not generally familiar with the type of property to ascertain that the appraised property is the contributed property.
(B) In the case of real property or tangible personal property, the condition of the property.
(C) The valuation effective date, as defined.
(D) The fair market value, within the meaning of § 1.170A, of the contributed property on the valuation effective date.

This appraisal report should not considered an opinion of seaworthiness of the vessel.

The vessel was only inspected while afloat.
Only the accessible areas were inspected.
The equipment was observed only and not tested nor operated.
This report should not be considered as a complete vessel inventory.
The engine(s), generator(s) and mechanical systems were visually inspected and not operated.
The engine(s), generator(s), and mechanical systems were not dissembled in any manner.
No compression testing nor fluid samples taken nor requested.
The statements contained in this report are true and correct to the best of my abilities.
We have no personal or future interest in this vessel.
Our compensation is not based on any given values but for actual time in inspecting and writing of this detailed appraisal.
No other parties have provided any significant assistance with my appraisal of this vessel
Our valuation is based strictly on the facts as reported and presented to us and on comparable vessels if applicable.
We have no known knowledge of any bargain sale or issues in regards to this vessel.
We have only inspected the vessel for the appraised value.
This appraisal report should not considered a survey of the vessel.
This appraisal report should not considered an inventory of the vessel.

II. GENERAL INFORMATION

NOTE: . . . . . **This appraisal report should not considered an opinion of seaworthiness of the vessel.**

The vessel was only inspected while afloat.
Only the accessible areas were inspected.
The equipment was observed only and not tested nor operated.
This report should not be considered as a complete vessel inventory.
The engine(s), generator(s) and mechanical systems were visually inspected and not operated.
The engine(s), generator(s), and mechanical systems were not dissembled in any manner.
No compression testing nor fluid samples taken nor requested.
The statements contained in this report are true and correct to the best of my abilities.
We have no personal or future interest in this vessel.
Our compensation is not based on any given values but for actual time in inspecting and writing of this detailed appraisal.
No other parties have provided any significant assistance with my appraisal of this vessel
Our valuation is based strictly on the facts as reported and presented to us and on comparable vessels if applicable.
We have no known knowledge of any bargain sale or issues in regards to this vessel.
We have only inspected the vessel for the appraised value.
This appraisal report should not considered a survey of the vessel.
This appraisal report should not considered an inventory of the vessel.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

TYPE:
Full displacement hull with fixed keel and spade rudder.

MATERIAL:
FRP (fiber reinforced plastic)

EXTERIOR HULL:
White gelcoat with blue boot top.

PORTLIGHTS:
Eight (8) portlight openings.

BULKHEADS:
Athwartships reinforcement enhanced by FRP bulkheads bonded to the hull. Good condition, where sighted.

STRINGERS:
Hull stiffness provided by (FRP) full-length longitudinal 2-stringer system. Complete inspection not possible due to limited access. Serviceable where observed.

TRANSOM:
Traditional sheer FRP transom. Percussion and Moisture tested, results were normal (less than 25% Moisture, relative. Percussion results wrere crisp, no initiation of delamination to hull or transom).

BILGE:
A smooth white gelcoat surface was used in the shallow bilge area. NOTE: Whenever you visit your boat, it's good practice to check the bilge area(s) for higher than normal levels of water or anything else that could be causing trouble.

CHAIN LOCKER (DRAINAGE):
The chain locker is accessed through a molded FRP deck hatch, drainage is overboard.

KEEL:
A FRP and Iron keel bolted to the hull enhances lateral stability.

BALLAST (KEEL BOLTS):
Keel bolts are Stainless steel, bonded, and secure at time of Survey.

LIMBER HOLES:
Visible limber holes are of adequate size, and cleared free of debris where sighted. Water in the bilge will move freely aft to the central bilge collection area.

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION*(continued)*

MOISTURE CONTENT:

Moisture Readings were normal, unless otherwise indicated in specific sections ("Normal" indicates readings of less than 20% relative).

DECK CONSTRUCTION

TYPE:

Molded FRP (fiber reinforced plastic) with white painted non-skid overlay surface.

MATERIAL:

For the most part, the deck is clean and uncluttered The cosmetic condition of the superstructure was found to be in good condition.

COCKPIT:

Molded cored FRP aft sailboat cockpit.

NOTE:

The deck and cabin top were percussion tested at 6" - 8 "intervals with a phenolic hammer (a tool used to detect voids, separations, areas of deterioration, etc. and are found to be free from delamination. The encapsulated bulkheads, where accessible, are free from any visible water damage or tabbing failure. (At the time of the survey). The stringers and engine bed are partially visible, with no signs of fractures or unusual loading points, no damage, rot or moisture was visible. Fiber Glass construction.

HULL-TO-DECK JOINT

TYPE:

Visible from the forepeak in the chain locker the hull to deck joint was of the deck overlap type (coffee can approach) with elastomeric bonding compound and stainless fasteners on estimated 4" centers. Appeared functional where sighted.

FASTENERS:

Stainless steel screw type, size undetermined.

BEDDING COMPOUND:

Appeared to be elastomeric compound.

DECK FITTINGS

STANCHIONS:

Stainless steel stanchions and cable lifelines, run perimeter of deck Port to Starboard. Appears serviceable.

HULL DECK AND SUPERSTRUCTURE

DECK FITTINGS*(continued)*

BOW PULPIT (BOW RAIL):
Stainless steel bow pulpit w/anchor chute, roller. Serviceable.

TOE RAILS:
Anodized Aluminum toe rails. Securely fastened, and in serviceable condition.

VENTILATION:
Provided by portlights/doorways/hatches in the topsides and deck.

SCUPPERS:
Self-bailing bow, side decks, cockpit has scuppers at Port and Starboard aft corners. Serviceable.

CHOCKS AND CLEATS:
Six (6) stainless steel 10"inch Thru-bolted cleats. Serviceable.

DECK SURFACE:
White gel coat with molded in non-skid. The general condition of the non-skid on the deck surface was found to be in good condition.

HATCHES:
(2) Two hatches located in the bow deck.

LIFE LINES:
Stainless steel stanchions with stainless steel cable vinyl covered safety lines.

CLEATS:
Bow, midships (Spring) and aft cleats are cast aluminum, securely mounted, with back up plates. Secondary cleats for securing halyards, are also cast aluminum, and similarly fastened securely.

SUPERSTRUCTURE

FITTINGS AND HARDWARE:
Various stainless steel hardware mounted in strategic places. Appears serviceable.

JOINERY STRESS:
None Sighted.

CANVAS AND SUPPORT STRUCTURE:
Blue canvas Bimini and Dodger, on 1" Stainless Steel support structure. Securely mounted, hardware is in serviceable condition.

MOISTURE CONTENT:
No elevated moisture readings detected in decks, at Time of Survey.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

BRIDGE DECK

MATERIAL:
FRP (fiber reinforced plastic).

TYPE:
Aft Cockpit Sailing Vessel.

COCKPIT:
Traditional sailboat open cockpit. Aft deck cockpit with bench seating, bimini and dodger provide covered protection and access to mains salon.

SEATS:
Bench seats Port, Starboard and aft of steering station. Serviceable.

BIMINI:
Blue canvas bimini and dodger, as described.

NOTE:
ABYC H 41.6.2 The outside periphery of helm station shall be provided with coamings, liferails, deckrails, lifelines or an enclosure at least 30 inches (762 mm) above the deck, or by seat backs that shall be no less than 24 inches (610 mm) above the deck. Combination of FRP coaming and 1" stainless steel rail. Good condition.

ADDITIONAL EQUIPMENT AND ACCESSORIES

FENDERS:
Various fenders sighted.

DOCK LINES:
Various docklines sighted.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

JOINERY AND FINISH:
Teak interior accents with satin varnish finish. Serviceable.

CABIN BRIGHT WORK:
Satin varnish finish on doors and trim. Serviceable.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:*(continued)*

INTERIOR BULKHEADS:

The vessels hull interior is well constructed, the encapsulated bulkheads are bonded and tabbed to the hull. No visual signs of weakness due to flexing or separation of their fastenings. The interior hull appears to be arranged so that all compartments are accessible and all hatches are unobstructed, readily accessible and adequate for their designed purpose, (NFPA 302-2-1.1)

STORAGE AREAS:

The cabinets, lockers, drawers, and shelving were well crafted and finely fit where sighted. Large storage areas under bunks, hanging closets in staterooms. Functional.

HEADLINERS:

Headliner material in the cabin appeared to be a light colored vinyl.

DOORWAYS:

Solid wood cabin and head doors throughout vessel. Appeared serviceable.

FABRIC AND CUSHIONS:

Light colored fabric for cushions, that reflected the excellent care and attention to a vessel of this vintage. Good Condition.

FLOOR AND WINDOW COVERINGS:

Faux wood cabin sole thru-out in good condition

ACCOMMODATIONS:

(2) Cabins, salon and V- berth.

HEADS:

Master HEAD - full head/shower, on-demand pressure hot and cold fresh water, molded counter with stainless sink, 12V electric sump and vacu-flush marine toilet, mirror, and cabinet storage. U.S.C.G. CERTIFICATION - Serviceable Type III Marine Sanitation Device (MSD) holding tank with associated pump out on deck located aft Starboard side of swim platform. System is legal for Inland waterway cruising as required by U.S.C.G. Federal and Florida State Clean Water Act law if holding tank is used. Serviceable.

SHOWERS:

Head converts to stand up shower enclosure that drains to bilge. Serviceable.

FAUCET FIXTURES:

Faucet and fixtures in the galley were demand pump 12 volt, The shower and sink in the head is demand pump 12 volt.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:*(continued)*

LIGHT FIXTURES:
An adequate array of lighting fixtures 12 volt lights provide the vessel with good lighting flexibility. Serviceable.

CABIN SOLE:
Faux wood.

VENTILATION:
Ventilating portlights, (2) deck hatches, and main companionway door provide for flow-through ventilation.

GALLEY

LOCATION:
Starboard side.

SINKS:
A single stainless steel rectangle shaped sink w/ drawer bank under. Condition good.

REFRIGERATION:
Ice box with drain in galley counter. Serviceable

STOVE/OVEN:
Two (2) burner stainless LPG. Serviceable.

PROPULSION

MAIN ENGINES

TYPE:
2-cylinder Yanmar 2GM2015 Hp Diesel

SERIAL NUMBERS:
Serial numbers were not able to be taken engine was repainted.

LABELS AND NOTICES:
All required labels appeared to be in place and readable.

INDICATED HOURS:
Unknown. Note: Hour meter was not functioning at time of survey.

THROTTLE CONTROLS:
Morse mechanical lever/cable type, at helm station. Serviceable

PROPULSION

MAIN ENGINES*(continued)*

EMERGENCY SHUT DOWN:

Pull-to stop engine control, in companionway, Port side, Operational at Time of Survey.

ENGINE MOUNTS AND BED:

Engine Mounts and Bed: Engine beds are aluminum thru-bolted to heavy FRP encased coniferous wood longitudinal stringers laminated to hull substrates. Main engine bed scantlings beneath engine appear of adequate heft and proper design for the application. No historic evidence of unwanted engine movement noted, as sighted. Rubber vibration dampening mounts in place. Condition appears serviceable.

LUBRICATION:

Level and Condition: Appears serviceable. Filters: Engine mounted spin on/off canister type filters.

VENTILATION:

Natural.

EXHAUST SYSTEM:

Raw water Cooled Exhaust System, Cast Manifold and elbows, exhaust-grade rubber hose, double clamped to Fiberglass Reinforced Plastic (FRP) horizontal muffler, in bilges, below the aft cabin, exhaust exits starboard aft, through cast-in outlet. NO leaks sighted during sea trial.

INSULATION:

Aluminized sound insulation in the engine compartment. Appears fit for intended service.

PROP SHAFTS:

Stainless steel 1 1/4 " diameter. Serviceable.

ENGINE ALARMS:

Low oil pressure alarm and coolant over heat warning both visual and audible at helm station.

STUFFING BOX:

Stuffing box and packing gland was bronze hex nut type, boot was double clamped and appeared serviceable. Monitor Frequently for leakage and proper adjustment.

COOLING SYSTEM

TYPE:

Freshwater reservoir type cooling with raw water cooled wet exhaust. Serviceable.

RAW WATER STRAINERS:

Perko-Style Sea Strainer, located in engine space.

PROPULSION

COOLING SYSTEM *(continued)*

COOLANT LEVEL:
Normal level observed. The surveyor recommends changing the fluid in accordance with the manufactures suggested specification.

HOSES AND CLAMPS:
Double clamped where sighted. Appears serviceable.

BELTS AND PULLEYS:
Belt and pulleys appeared serviceable.

SEACOCKS AND STRAINERS:
Raw water seacocks were ball valve type and were operable, and in good condition. These fittings should be serviced at least annually, Additionally, each ball valve below the waterline should have a properly sized wood or composite plug attached with light line, and a dead-blow hammer carried in the ship's tools, to plug a broken ball valve, or damaged hose.

TRANSMISSIONS

PACKING GLAND:
Bronze nut packing gland. Serviceable. Note: It is recommended that a wrench of the proper size be acquired and kept onboard in order to adjust or service the packing gland stuffing box as needed. Conventional packing glands require periodic maintenance and tightening of the packing gland nut to control water leakage. Appropriate efforts should be taken on a regular basis to tighten the packing gland and / or renewal of the packing as necessary to ensure the integrity of the packing gland and control excessive water leakage. Some water leakage is normal and considered necessary to properly lubricate and cool the shaft and packing.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:
Diesel.

MATERIAL:
Fuel Tank is Polyethylene Plastic.

NUMBER OF TANKS:
One.

TANKS CAPACITY:
12 gals / 45 L

FUEL SYSTEM

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

SECURED:
Metal straps with chafe protection. Serviceable.

LOCATION:
Fuel tank is centerline below decks aft.

FILL PIPE LOCATIONS:
Fuel Fitting located on port aft cockpit coaming. Marked for "DIESEL"

FILL PIPE MATERIAL:
Type B1 USCG approved hose. Serviceable.

HOSE CONNECTIONS, CLAMPS:
Double clamped where sighted. Appeared secure.

FUEL LINES AND FITTINGS:
Both supply and return are copper lines with copper alloy fittings. Flexible hose to engine connections. Appears serviceable.

FUEL MANIFOLD VALVES:
Ball type valve. Serviceable.

FUEL FILTERS:
Remote mounted Racor filter/water separator type and engine mount spin on/off type. Serviceable.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:
Lead acid battery powered 12 volt system. Serviceable.

BATTERIES:
Two group 27 house battery's. Serviceable.

MAIN BATTERY SWITCHES:
Guest rotary selector type. Serviceable.

PANEL:
Overcurrent Protection: Circuit breakers. DC panel location in galley Access: Serviceable.

CHARGING SYSTEM:
Alternator on main engine. Serviceable.

ELECTRICAL SYSTEMS

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

OUTLETS:
12 Volt outlet of the cigarette socket type were sighted in the helm station. Serviceable.

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET:
Marinco 30 amp. Serviceable.

AC SOURCE SELECTOR SWITCH:
Switch type: Manual plastic slide type. Located in main electric panel. Serviceable.

MAIN BREAKER:
Overcurrent Protection: Circuit breakers. AC panel Location: Port salon cabinet. Serviceable.

BRANCH BREAKERS:
Individually switched branch breakers. Location: Main A.C. panel. Well marked. Serviceable.

CIRCUIT LOAD MONITORS:
Yes amperage analog gauge in the main electric panel. Serviceable.

WIRE TYPE (SIZE AND RATING):
Size and rating, where sighted, appears well routed and supported, serviceable for intended use.

OUTLETS:
Ground Fault Circuit Interrupters were noted and installed to protect the galley and head outlets. Reason shock hazards in wet areas, (personnel Protection). ABYC E 11.13.3.5, outlets tripped properly when tested.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS:
One (1) tanks located port side.

CAPACITY:
33 gals / 125 L

ACCESS:
Access to tanks and valves appears adequate.

MATERIAL:
Tank is reportedly plastic material, type undetermined.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)*(continued)*

FILL PIPE LOCATION:
Located in Port side of anchor locker. Marked for "WATER"

PUMPS:
A Jabsco 12 volt demand type water pump. Serviceable.

FILTERS:
Yes, in line at pump.

FRESH WATER SYSTEM (HOT WATER SYSTEM)

TYPE:
Seaward marine water heater, 6 gal. 110 AC. Serviceable.

SANITATION

SANITATION (BLACK WATER)

MANUFACTURER:
Jabsco.

MANUAL OR ELECTRIC TYPE:
Manual.

NUMBER OF HEADS:
Two (2)

M.S.D TYPE USCG SYSTEM:
Certification Type: MSD U.S.C.G. Type III. (Holding tank).

RAW WATER SUPPLY AND CLAMPS:
Yes, appears serviceable where sighted.

MACERATOR:
Jabsco, approved for overboard discharge. Serviceable.

HOLDING TANK:
Polypropylene. Appears serviceable.

CAPACITIES:
(2) Two 20 gal holding tanks.

III. SYSTEMS

SANITATION

SANITATION (GREY WATER)

BASINS, SHOWERS, HOSES AND CLAMPS:
The master cabin shower and basin drain to a sump and is pumped overboard topside.

PUMPS:
Sump pump with remote float switch.

STEERING SYSTEM

STEERING SYSTEM

TYPE:
Cable steering, direct helm to rudder. Serviceable.

PACKING GLAND:
Appeared serviceable. Monitor frequently.

GROUND TACKLE

GROUND TACKLE

ANCHORS:
Plow style. Size: Approx: 35lbs.

RODE MATERIAL:
Chain and rope rode appears serviceable.

RODE CONSTRUCTION:
Galvanized thimble and shackle. Appears serviceable.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF:
yes

DEPTH SOUNDER:
Raymarine.

COMPASSES:
Plastimo 6". Serviceable.

ANTENNAS:
All antennas sighted appear to be well mounted and serviceable.

III. SYSTEMS

SAFETY EQUIPMENT

AUXILIARY SAFETY EQUIPMENT

NOTE:

The vessel's overall safety equipment inventory needs should be considered in conjunction with your intended use such as offshore navigation, or coastal cruising. Depending on the intended cruising area of your vessel, you may want to consider including such safety items as an Emergency Position Indicating Radio Beacon (EPIRB), a man-over-board pole (MOB), Personal Floatation Devices (PFDs or life jackets which are more suitable for specific bodies of water), a safety harness system for the deck, a life sling, a heaving line, a storm anchor, an offshore communications systems, and / or medical first-aid up-grades.

NOTE: During the burning of any of fuels, Carbon Monoxide (CO) gas may be created due to incomplete combustion from propulsion systems, cabin heater or stove as well as nearby boats running generators. Adequate ventilation must be provided at all times while burning any of these fuels, but CO may also be drawn into the cabin through ventilation systems. This is especially true of boats running air conditioning. CO is a silent menace and kills without warning, Regular testing of installed CO detectors in any occupied spaces below decks is highly recommended.

BILGE PUMPS

LIST:

Yes two (2) Rule 1100 gpm aft. With remote float switches appears to be operable and serviceable.

NOTE:

CAUTION---- Bilge pumps are high maintenance items. Bilge pumps are only the initial part of a de-watering system, which may include a strum-box, check-valves or occasionally anti-siphon loops and valves, piping, a seacock if the exit is below waterline and a thru-hull tailpiece. This entire system must be understood and maintained. Bilge pumps may fail at any time. No warranty as to longevity can be expressed or implied at survey. Tapered wooden plugs tied to seacocks are an inexpensive safety item and highly recommended under current ABYC standards. Keeping bilges clean and free of debris is a vital part of insuring proper operation. It is also recommended that each bilge pump be periodically tested.

III. SYSTEMS

OUT OF WATER INSPECTION

CONDITION OF HULL (WETTED SURFACE)

BLISTERS:

None Sighted. Osmotic blisters are an unknown factor on all boats and if not currently present, there is no guarantee that they will not appear in the future. Blisters have a tendency to dry out over winter storage unless severe or large. Blisters (if any) best appear after vessel has been in water for an entire season. In addition, the symptomatic evidence of blistering can be obscured by bottom coatings, a dry storage period during which blisters spontaneously depressurize, bottom laminate sanding, and other conditions or actions. Surveyor has no firsthand knowledge of the history of bottom maintenance, blistering, repairs or prophylactic coatings on this vessel.

CONDITION OF BOTTOM PAINT:

Anti-fouling bottom paint in good condition.

LIQUIFIED PETROLEUM GAS SYSTEM (LPG)

LIQUIFIED PETROLEUM GAS SYSTEM (LPG)

NOTE:

If portable propane cylinders are carried aboard, the cylinders when not in use should be stored in a location which is protected from the weather, vapor-tight to the hull interior and vented to the open atmosphere. Stowage locations inside confined cabin spaces or lockers open to the bilge spaces are not suitable stowage locations. Cylinder stowage should be limited to above deck locations protected from damaging weather conditions or locations which meet the installation requirements intended for LPG gas stowage aboard vessels. Please refer to ABYC article A-1 regarding use and guidelines of LPG systems.

STANDING RIGGING

STANDING RIGGING

MAST:

Deck stepped aluminum mast in good condition.

SPREADERS:

Single spreader rig in good condition.

SHROUDS AND STAYS:

Shrouds and stays are stainless steel wire, No "fish hooks".

BOOMS:

Aluminum boom and goose neck. Serviceable.

TURNBUCKLES:

Aluminum, double main, swept back.

STANDING RIGGING

STANDING RIGGING*(continued)*

CHAIN PLATES:

Internal chain plates bolted to bulkhead or knees where sighted appeared serviceable.

SAILS

SAILS

MAINSAIL:

Note: Sails should be checked at the head, tack, and clew for stress or loose threads as well as for signs of mildew.

Always recommend that the sails be inspected by a qualified sail maker or the manufacture.

IV. FINDINGS AND RECOMMENDATIONS

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

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

Deficiencies will be listed under the appropriate heading:

A. SAFETY DEFICIENCIES

B. OTHER DEFICIENCIES NEEDING ATTENTION

C. SURVEYORS NOTES AND OBSERVATIONS

It should be noted that this vessel is well maintained and cared for there were no findings observed. Any findings that were observed during this survey have since been corrected by the owner and backed up with photos prior to the completion of this report.

NOTE: If cruising more than 25 nautical miles offshore it is recommended that a USCG approved self-inflating life raft, and E.P.I. R.B. be acquired, and placed onboard. A type 406 is highly recommended, but any USCG approved E.P.I.R.B. is a very good idea. A first aid kit and small manual watermaker is also recommended to be added to the ships safety gear. A proper sized wooden plug kit should be kept onboard to function as an emergency plugging device.

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION** After the survey has been completed and the findings have been organized in a logical manner.

The grading of condition, developed by **BUC RESEARCH**, and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the **BUC USED BOAT PRICE GUIDE**, for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted marine grading system of condition:

"EXCELLENT (BRISTOL) CONDITION", is a vessel that is maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

"ABOVE AVERAGE CONDITION", has had above average care and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION", ready for sale requiring no additional work and normally equipped for her size.

"FAIR CONDITION", requires usual maintenance to prepare for sale.

"POOR CONDITION", substantial yard work required and devoid of extras.

"RESTORABLE CONDITION", enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** section of this **REPORT OF SURVEY,** and by virtue of my experience, my opinion is, this vessel is fit for intended purposes.

OVERALL VESSEL RATING:

AVERAGE

V. SUMMARY AND VALUATION

STATEMENT OF VALUATION:

In developing a vessel valuation to that is to be used in a charitable donation we analyze the three appraisal methodologies or approaches to value as described in The Uniform Standards of Professional Appraisal Practice (USPAP). USPAP is the generally recognized ethical and performance standards for the appraisal profession in the United States. The three appraisal methodologies or approaches to value, are Sales Comparison Approach, Cost Approach, and Income Approach.

Sales Comparison Approach

Sales Comparison is commonly used in residential real estate appraisals it's the appraisal method most folks are familiar with. A vessel appraisal may depend upon "comps: if available, so does an equipment appraisal that uses sales comparison* methodology. Using this appraisal methodology, an equipment appraiser uses comparable sales along with dealer listings, auction results, and interviews with dealers specializing in the sale of the type of equipment being appraised. As this very special custom built motor yacht that has many "high end" and custom features along with extensive Capital Improvements, we determined that it was not the most practical valuation method in this scenario to apply to this vessel as exact "comps" for such a vessel were not readily available.

Income Approach

This approach uses the income stream that a vessel may generate if it is for charter or hire to estimate its value. This methodology is rarely used in vessel valuation situations and is definitely not applicable to this vessel valuation as there is no income stream.

Cost Approach

Cost Approach, as you might suspect from the name, is based on the purchase price, or cost, of the vessel and takes into account the theory of substitution: a prudent investor would not pay more for an asset than the cost to replace it new. Calculating value using this approach begins with determining a current replacement cost new (RCN) of the vessel and then adjusting, as with comparable sales if available. Sometimes information on RCN can be obtained by trending the purchase price up to the RCN using marine industry specific valuation guides. Another method, especially when appraising custom vessels such as the very special custom motor yacht is to consult the manufacturer if they are still in business and available. In the case of specialty or custom-built vessels price lists aren't particularly helpful, so instead, we generally need to interview the manufacturer that built the vessel being valued: What would it cost to build it again today, taking into account current technology and other variables?

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

$14,792

Fourteen Thousand Seven Hundred Ninety Two Dollars

V. SUMMARY AND VALUATION

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:

$147,000

One Hundred Forty Seven Thousand Dollars

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the Sabbatical, 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 1-21-26 and was found to be a well constructed, and well-kept. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies listed should be attended to in a timely fashion.

V. SUMMARY AND VALUATION

SURVEYOR'S CERTIFICATION:

I certify that, to the best of my knowledge and belief: I have not performed services, as an appraiser or in any other capacity, regarding the property (vessel) that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.

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, impartial, and unbiased professional analyses, opinions, and conclusions. Unless otherwise indicated, I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.

I have no bias with respect to the property that is the subject of this report, or the parties involved with this assignment.

My engagement in this assignment was not contingent upon developing or reporting predetermined results.

My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.

My analyses, opinions, and conclusions were developed, and this report has been prepared in conformity with the Uniform Standards of Professional Appraisal Practice that were in effect at the time this report was prepared.

Unless otherwise indicated, no one provided significant real property appraisal assistance to the person(s) signing this certification (if there are exceptions, the name of each individual providing significant real property appraisal assistance is stated elsewhere in this report).

We hope this answers any questions you may have had. If we may be of further service in any manner, please do not hesitate to call. [redacted] This report is submitted without prejudice and for the benefit of whom it may concern.

ATTENDING SURVEYOR:

John G. Hamilton

John G. Hamilton

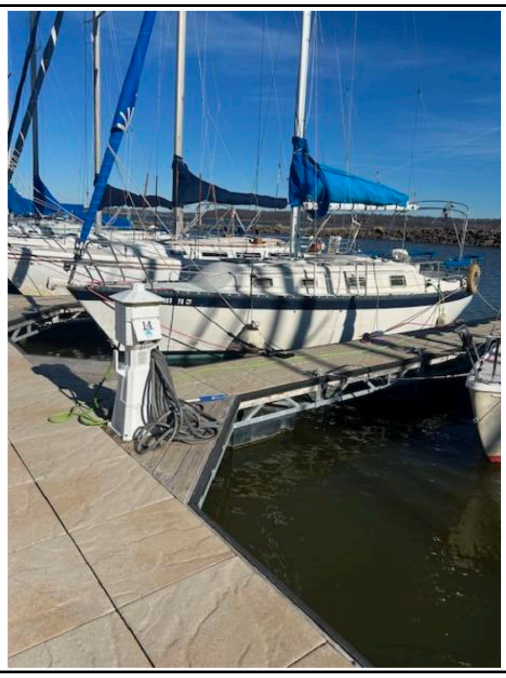
ABYC Boating Safety... Built In

Certified Marine Surveyor ★ John G. Hamilton, CMS ★ ACMS # 0400

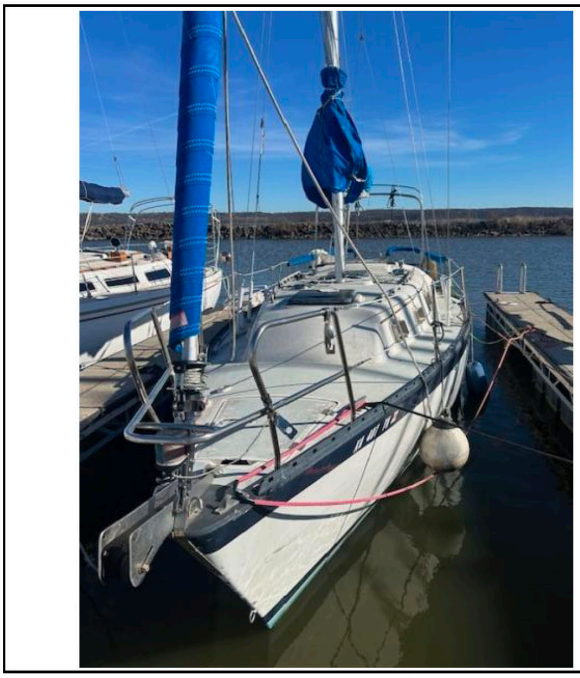
VI. PHOTOGRAPHS

Cover

HIN

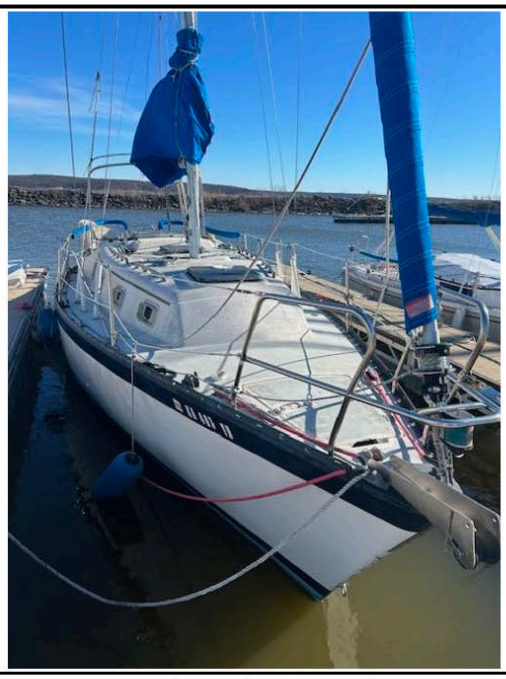


Port

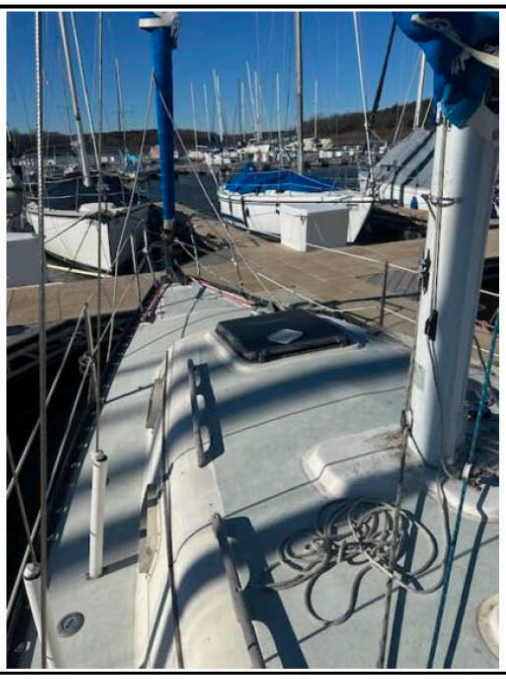


Port Bow Deck

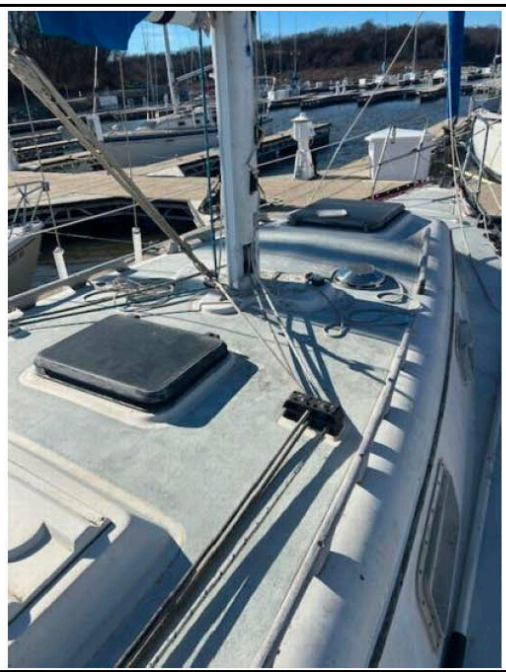
VI. PHOTOGRAPHS



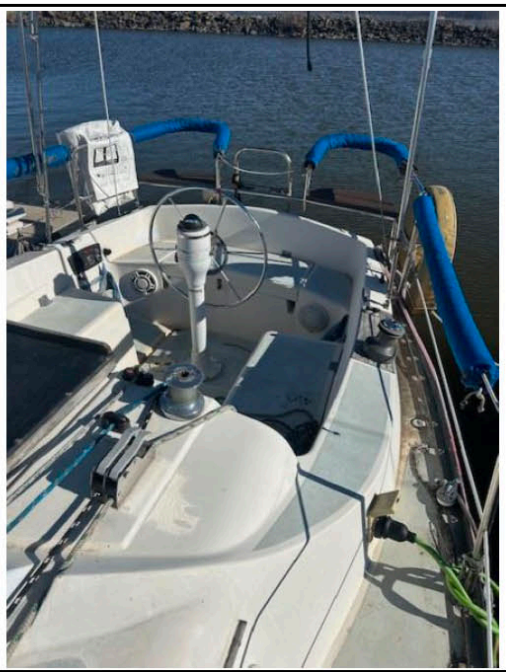
Starboard Bow Deck



Bow Deck

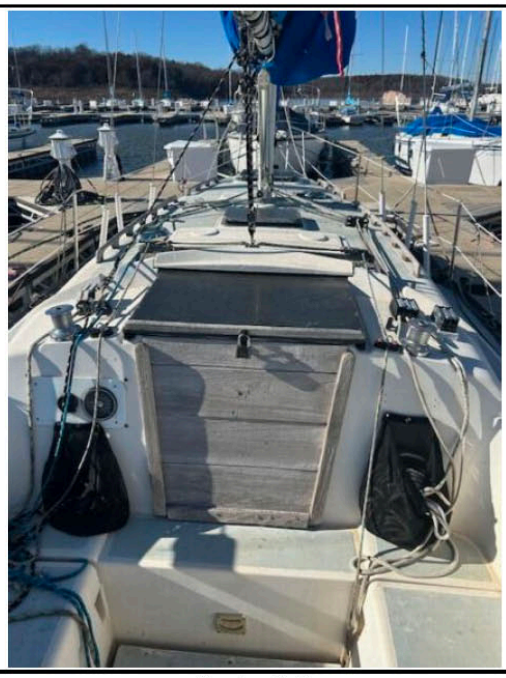


Cabin House

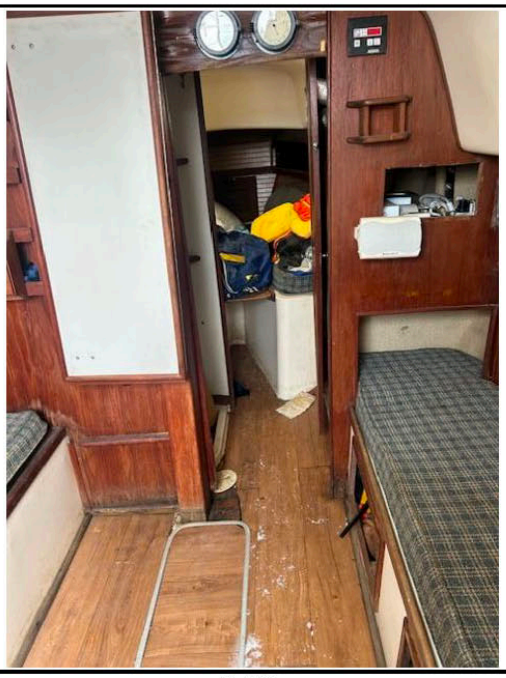


Cockpit

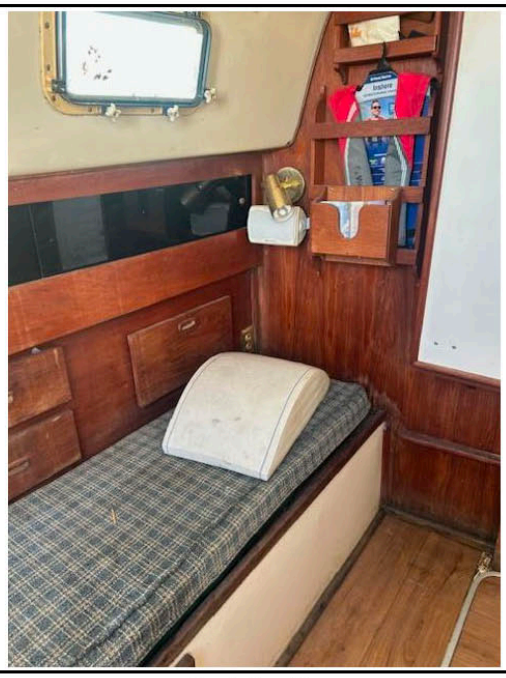
VI. PHOTOGRAPHS



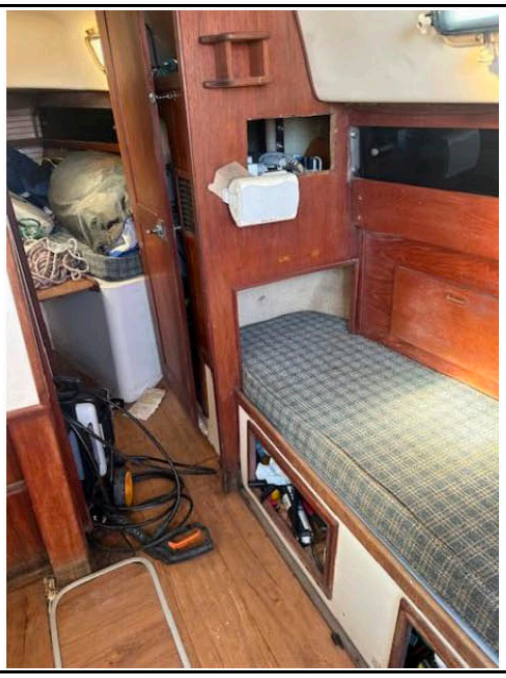
Cockpit 2



Cabin

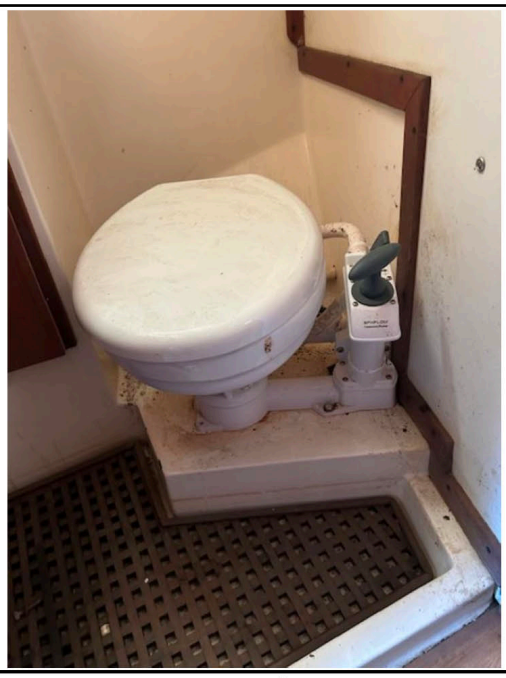


Port Berth

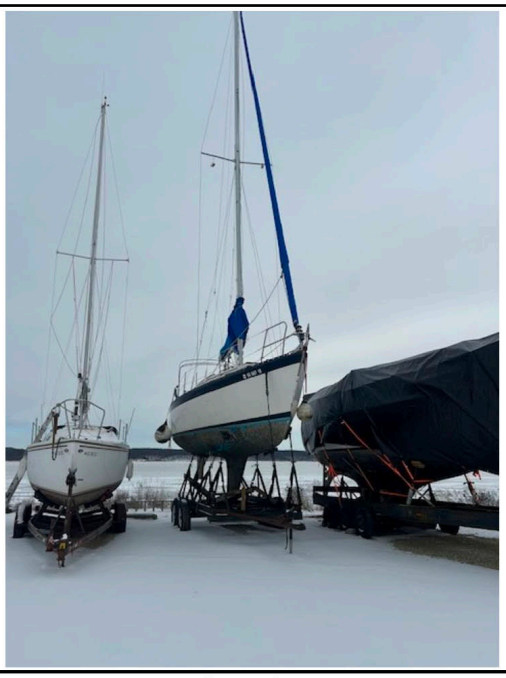


Starboard Berth

VI. PHOTOGRAPHS

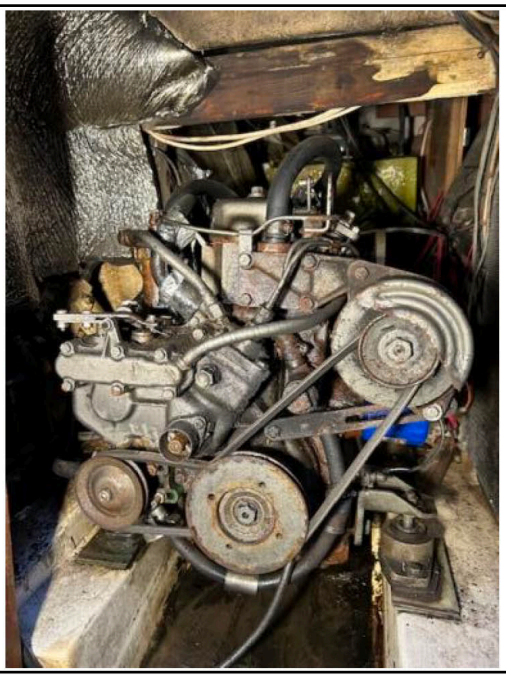


Head



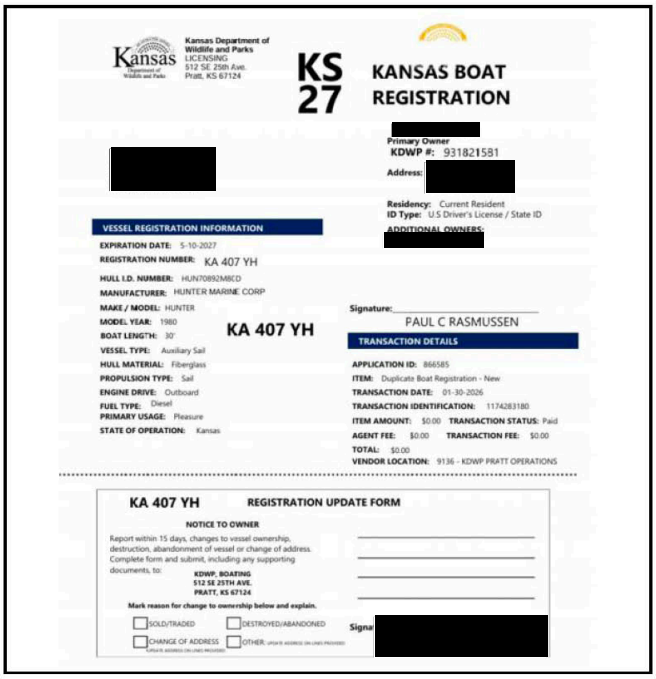
Starboard Bow

Starboard Quarter



Engine

VI. PHOTOGRAPHS



Kansas Department of Wildlife and Parks
LICENSING
512 SE 25th Ave.
Pratt, KS 67124

KS 27 KANSAS BOAT REGISTRATION

[redacted]

Primary Owner
KDWP #: 931821581
Address: [redacted]

Residency: Current Resident
ID Type: U.S Driver's License / State ID
ADDITIONAL OWNERS: [redacted]

VESSEL REGISTRATION INFORMATION
EXPIRATION DATE: 5-10-2027
REGISTRATION NUMBER: KA 407 YH
HULL I.D. NUMBER: HUN70892M8CD
MANUFACTURER: HUNTER MARINE CORP
MAKE / MODEL: HUNTER
MODEL YEAR: 1980
BOAT LENGTH: 30'
VESSEL TYPE: Auxiliary Sail
HULL MATERIAL: Fiberglass
PROPULSION TYPE: Sail
ENGINE DRIVE: Outboard
FUEL TYPE: Diesel
PRIMARY USAGE: Pleasure
STATE OF OPERATION: Kansas

KA 407 YH

Signature: PAUL C RASMUSSEN

TRANSACTION DETAILS
APPLICATION ID: 866585
ITEM: Duplicate Boat Registration - New
TRANSACTION DATE: 01-30-2026
TRANSACTION IDENTIFICATION: 1174283180
ITEM AMOUNT: $0.00 TRANSACTION STATUS: Paid
AGENT FEE: $0.00 TRANSACTION FEE: $0.00
TOTAL: $0.00
VENDOR LOCATION: 9136 - KDWP PRATT OPERATIONS

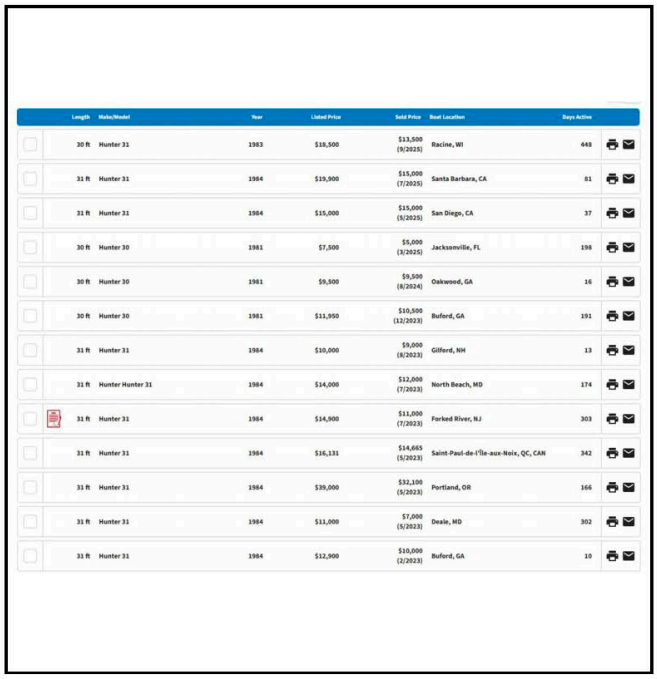
KA 407 YH REGISTRATION UPDATE FORM

NOTICE TO OWNER
Report within 15 days, changes to vessel ownership, destruction, abandonment of vessel or change of address. Complete form and submit, including any supporting documents, to:
KDWP, BOATING
512 SE 25TH AVE.
PRATT, KS 67124

Mark reason for change to ownership below and explain.
☐ SOLD/TRADED ☐ DESTROYED/ABANDONED
☐ CHANGE OF ADDRESS ☐ OTHER:

Signa [redacted]

Registration



	Length	Make/Model	Year	Listed Price	Sold Price	Boat Location	Days Active	
☐	30 ft	Hunter 31	1983	$18,500	$13,500 (9/2025)	Racine, WI	448	
☐	31 ft	Hunter 31	1984	$19,900	$15,000 (7/2025)	Santa Barbara, CA	81	
☐	31 ft	Hunter 31	1984	$15,000	$15,000 (5/2025)	San Diego, CA	37	
☐	30 ft	Hunter 30	1981	$7,500	$5,000 (3/2025)	Jacksonville, FL	198	
☐	30 ft	Hunter 30	1981	$9,500	$9,500 (8/2024)	Oakwood, GA	16	
☐	30 ft	Hunter 30	1981	$11,950	$10,500 (12/2023)	Buford, GA	191	
☐	31 ft	Hunter 31	1984	$10,000	$9,000 (8/2023)	Gilford, NH	13	
☐	31 ft	Hunter Hunter 31	1984	$14,000	$12,000 (7/2023)	North Beach, MD	174	
☐	31 ft	Hunter 31	1984	$14,900	$11,000 (7/2023)	Forked River, NJ	303	
☐	31 ft	Hunter 31	1984	$16,131	$14,665 (5/2023)	Saint-Paul-de-l'Île-aux-Noix, QC, CAN	342	
☐	31 ft	Hunter 31	1984	$39,000	$32,100 (5/2023)	Portland, OR	166	
☐	31 ft	Hunter 31	1984	$11,000	$7,000 (5/2023)	Deale, MD	302	
☐	31 ft	Hunter 31	1984	$12,900	$10,000 (2/2023)	Buford, GA	10	

Boats Sold