Airborne Marine Services, Inc.
Surveying & Yacht Delivery
[redacted]

Underwriter's C&V Survey Report

It's Classic Too!

[redacted]

Underwriter's C&V Survey Report

Of the Vessel

It's Classic Too!

1981 40 Jersey Yachts Dawn

Conducted By

George Westdyk, Sams Survey Associate, ABYC Certified Marine Advisor

Conducted By

George Westdyk, Sams Survey Associate, ABYC Certified Marine Advisor

Prepared For

[redacted]

Date Of Survey: 6/1/2026
Report Submitted On: 6/11/2026

INTRODUCTION

Purpose & Scope

PURPOSE & SCOPE

Acting at the request of [redacted], George Westdyk did attend onboard the 1981 40 Jersey Yachts Dawn "It's Classic Too!" on 6/1/2026 to conduct an insurance/underwriting marine survey which should not be considered to be a comprehensive pre-purchase survey as only equipment deemed critical to the safe operation of the vessel was powered up where possible.

The weather during the survey did not hinder completing any portion of the inspection.

The Hull Identification Number NJB4017M81J was verified.

AC and DC power was used to power up the electrical systems specified in this report only, unless otherwise noted. Electrical and electronic equipment was powered up and some systems may have been tested for basic and/or limited function only. The wiring was inspected where accessible and was found to be in generally serviceable condition, unless otherwise noted. A significant amount of wiring could not be observed due to the wiring looms and conduits that transit areas which would require dismantling and removal for their inspection. If a detailed report as to the condition and capacities of the wiring and electrical components is desired, it is recommended that a qualified marine electrical engineer be engaged.

No reference or information should be construed to indicate evaluation of the internal condition of engines, transmissions, drives or generators, nor the propulsion system's or the auxiliary power system's operating capacities, as this machinery and related mechanical systems are not within the scope of this inspection. Vessel tankage was visually inspected where accessible. No obvious leakage was observed, unless otherwise noted; however, the tanks were not confirmed to be full at the time of inspection. If a more thorough assessment is desired, the tanks should be filled and checked under full tank status or pressure tested to attest to their condition.

This vessel was surveyed without the removal of any parts, including fixed partitions, fastened panels, fittings, headliners and wall-liners, heavy furniture, tacked carpet, appliances, electrical equipment or electronics, instruments, anchors line and chain, spare parts, personal gear, clothing, miscellaneous items in the bilges, cabinets, lockers or other storage spaces, or other fixed or semi-fixed items. Only installed items were inspected, including but not limited to enclosures, covers and tops. Locked compartments or otherwise inaccessible areas would also preclude inspection. Survey requester (client) is advised to open up all such areas for further inspection. A visual inspection was conducted only on accessible structures and no destructive testing was performed. Naval architecture and engineering analysis were not a part of this survey. Furthermore, no determination of stability characteristics or inherent structural integrity has been made, and no opinion is expressed with respect thereto. The surveyor has noted in this survey report any adverse conditions and deficiencies observed during the inspection of the subject vessel. Unless otherwise stated in this report, the surveyor has no knowledge of any hidden or unapparent physical deficiencies or adverse conditions of the vessel (such as, but not limited to, undisclosed past incidents, needed repairs, deterioration, the presence of hazardous or toxic substances, etc.) that would make the vessel less valuable, and has assumed that there are no such conditions. The surveyor will not be responsible for any such conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because the surveyor is not an expert in the field of Naval engineering/marine construction, marine electrical, nor marine mechanics, this survey report must be considered a general assessment of the overall vessel. The surveyor will not be responsible for matters of a legal nature that affect either the vessel being surveyed or the Title to it, except for information that they became aware of during the research involved in performing this survey. The surveyor assumes that the Title is good and marketable and will not render any opinions about the Title. The surveyor will not give testimony or appear in court because they made a survey of the vessel in question, unless specific arrangements to do so have been made beforehand, or as otherwise required by law. Additionally, the surveyor will only make a predetermined court appearance if located within the surveyor's county of residence. If the surveyor has based their survey report and valuation conclusion on an appraisal that is "subject to the satisfactory completion of any repairs or alterations" it is on the hypothetical condition that the completion of these repairs or alterations will be performed in a professional and workmanlike manner. This survey is subject to the hypothetical condition that the deficiencies listed in sections A and B are corrected in order for the vessel to be considered reasonably suitable for its intended use. This survey is also made subject to the extraordinary assumption that the vessel's uninspected areas/components (due to inaccessibility) are average to good in condition with no substantial defects.

This signed report represents the findings of the survey and supersedes any and all conversations, statements and representations, whether verbal or in writing. This survey report represents the condition of the vessel on the above date or dates and is the unbiased opinion of the undersigned, but it is not to be considered an inventory, warranty or guarantee, either specified or implied, nor does it warrant the future condition of the vessel. The survey report is for the exclusive use of the client and those lenders and underwriters that will finance and insure the vessel for this client only, and is not assignable to any other parties for any purpose.

CONDUCT OF SURVEY

The mandatory standards promulgated by the United States Coast Guard (USCG), under the authority of Title 46 United States Code (USC); Title 33 and Title 46 Code of Federal Regulations (CFR), and the voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC) and the National Fire Protection A ociation (NFPA) have been u ed a guideline in the conduct of this survey. Complete compliance with, identification of, and reporting on all standards, codes and regulations is not guaranteed.

DEFINITION OF TERMS

he term and word u ed in thi report have the following meaning a u ed in thi Underwriter' C&V Survey Report

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

SERVICEABLE: Sufficient for a specific requirement. Or; Fulfilling its function adequately (usable at the time of survey). Or; Provides service as intended by the manufacturer.

POWERED UP Power wa applied only Thi doe not refer to the operation of any y tem or component unle pecifically indicated

DEMONSTRATED: The system or equipment was operated as intended for its use.

SUITABLE FOR INTENDED USE The ve el or it individual pecified component(s) can be utilized for the purpo e indicated by the manufacturer/builder or end-user (present or prospective owner or operator).

SUBJECT: The object of the survey being discussed, described, or dealt with; the vessel being surveyed herein. Or; Dependent or conditional upon

ABYC: The American Boat and Yacht Council creates the standards within the boating industry that have become the authoritative reference for evaluating issues of design, construction, maintenance, safety, and product performance.

CFR: Code of Federal Regulations is a codification of the general and permanent rules that were published in the Federal Register by the Executive departments and agencies of the Federal Government. It is divided into 50 titles that represent broad areas subject to Federal regulation.

NFPA: National Fire Protection Association is a global self-funded nonprofit organization, established in 1896, devoted to eliminating death, njury, property and economic loss due to fire, electrical and related hazards.

SCG United State Coa t Guard The United States Coa t Guard (U CG) i the maritime ecurity earch and re cue and law enforcement service branch of the United States Armed Forces, and one of the country's eight uniformed services. The Coast Guard is a maritime, military, multi-mission service unique among the U.S. military branches for having a maritime law enforcement mission with jurisdiction in both domestic and international waters and a federal regulatory agency mission as part of its duties.

DELAMINATION: Separation into constituent layers.

PHENOLIC SOUNDING: Phenolics are the result of polymerization between layers of materials (e.g. fiberglass) impregnated with synthetic thermo etting resin The purpo e of a "phenolic hammer" i to u e the percu ion of the hammer to identify ound anomalie cau ed by any disbonding in the layers of materials.

CONDUCTIVITY: Electronic moisture meters are designed to detect the 'conductivity' of substrates; including moisture, among various other conductive material and their ability to detect conductivity can be limited by many factor uch a the depth of the conductive material, air space present in between the laminate, the conductivity of the material, etc. Boat builders utilize various construction materials, fasteners, coatings, fairings and composites, many of which have been proven to trigger higher conductivity readings and false positive readings for moisture on moisture meters.

PROPERLY SECURED: Stowed and/or fastened in an acceptable or suitable way free from risk of loss or physical damage.

ACCESSIBLE: Capable of being reached for inspection without removal of installed fixtures, cabinetry, equipment or structure.

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

Unless specifically noted otherwise, the surveyor determined the subject vessel's details based on official documentation, manufacturer/builder information or a reliable ource indicated herein and no phy ical mea urement were taken by the urveyor The specifications listed within the report are believed to be correct; however, accuracy is not guaranteed. Recommend obtaining accurate measurements and performing calculations as desired, or verifying all vessel specifications and capacities with the vessel's builder.

USE OF "A" "B" OR "C"

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

Deficiencies noted under "**A**" findings are deemed "FIRST PRIORITY/SAFETY FINDINGS" and should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. Findings may also be in violation of U S C G Regulation ABYC Voluntary Safety Standard & Recommended Practice or NFPA Code & Standard

Deficiencies noted under "**B**" findings are deemed "SECONDARY PRIORITY/FINDINGS NEEDING TIMELY ATTENTION" and should be corrected in the near future, so as to maintain and adhere to certain codes, regulations, standards or recommended practices (and safety in some ca e) and to help the ve el to retain it value

GENERAL INFORMATION

General Survey Information

FILE NUMBER	M81J
TYPE OF SURVEY REQUESTED	Underwriter's C&V Survey Report
SURVEY REPORT PREPARED FOR	[redacted]
SURVEY DATE/TIME	Survey inspection performed on 6/1/2026 from 1:30- 4:00pm.
LOCATION OF SURVEY INSPECTION	[redacted]
PERSONS IN ATTENDANCE	Attending the survey was the hull surveyor George Westdyk, the client(s) Pat Turturro,
CLIENT ADDRESS	[redacted]

General Vessel Information

VESSEL BUILDER	Jersey Yachts
HIN (HULL IDENTIFICATION NUMBER)	NJB4017M81J (see Photo Appendix for image)
MODEL YEAR	1981 (per Hull Identification Number)
YEAR BUILT	1981 (per U.S.C.G. Documentation)
DOCUMENTED HAILING PORT	Staten Island, NY
U.S.C.G. DOCUMENTATION NUMBER	640861 (a current U.S.C.G document was onboard)
STATE REGISTRATION NUMBER	DB931064
STATE REGISTERED VESSEL OWNER	Patrick Turturro
VESSEL MATERIAL	Glass reinforced Plastic/ Glass /wood laminate
LENGTH OVERALL (LOA)	40 (per manufacturer)
DEPTH	7.0 (per U.S.C.G. Documentation)
GROSS TONNAGE	26 GRT (per U.S.C.G. Documentation)
NET TONNAGE	21 NRT (per U.S.C.G. Documentation)

Rating & Valuation Summary

VESSEL OVERALL RATING	**AVERAGE CONDITION**
ESTIMATED MARKET VALUE	**$51,050.00 Per BUCValuPro™**
ESTIMATED REPLACEMENT COST	**$1,285,000 per BUCValuPro™**

SAFETY EQUIPMENT

Safety Equipment (U.S.C.G.)

WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

ype II U S C G approved PFD Serviceable

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Type IV U.S.C.G. approved throwable device

FIRE EXTINGUISHERS (33 CFR 175.310)

Type BC-I 2.5 lb. dry chemical serviceable

VISUAL DISTRESS SIGNALS (33 CFR 175.110)

Day/night visual distress signals were 12 gauge shells and handheld flares. Sighted on board serviceable.

SOUND PRODUCING DEVICES (33 CFR 83)

he horn wa briefly powered up

NAVIGATION LIGHTS (33 CFR 83)

All navigation lights illuminated when tested.

"NO OIL DISCHARGE" PLACARD (33 CFR 151/155)

The required "oil discharge prohibited" placard was found properly displayed in the machinery space.

"TRASH DISPOSAL" PLACARD (33 CFR 151/155)

The "Trash Disposal" placard was found properly displayed in the galley.

"WASTE MANAGEMENT" PLAN (33 CFR 151) VESSELS OVER 39'4"

A written "Wa te Management Plan" wa ob erved onboard None ighted Required in U S water Ves el over 39'4 are required to have a written 'Waste Management Plan' onboard as well as the pollution placard.

Auxiliary Safety Equipment

FIXED FIRE SUPPRESSION SYSTEM

Halon 1301 fixed fire uppres ion tank in the machinery pace

Bilge Pumping Systems

ELECTRIC BILGE PUMPING SYSTEMS

All of the vessel's bilge pumps were powered up, but it is always recommended to check the pumps for adequate dewatering.

Auxiliary Gas Systems

GAS TYPE

LPG (Liquid Petroleum Gas). Sighted not tested

VESSEL CONSTRUCTION

Hull Arrangement

HULL DESIGN TYPE

olid fiberglass laminate hull with no core material below the waterline. The hull thickness measures approximately 1.5 inches at the keel. This construction method results in a dry weight displacement of 28,000 lbs.

HULL MATERIAL

Solid fiberglass

MOISTURE COMMENTS

An FM Wave type moi ture meter wa u ed a a reference gauge for conductivity in variou area of the ves el with particular attention given to areas around the hull, deck and superstructure penetrations. b NOTE: some slightly elevated conductivity was observed at some areas of the vessel's laminates; however, these readings could not be confirmed as conclusive sources of moisture and these areas were not found to be dull/compromised when a percussion hammer sounding was performed.

Deck Arrangement

DECK MATERIAL

The deck surface is molded non-skid fiberglass. The deck incorporates a self-bailing sole with overboard scuppers, an in-deck livewell (port side), and connections for high-pressure saltwater and freshwater washdown systems. Outrigger bases are mounted to the hardtop structure

EXTERIOR EQUIPMENT

Exterior Hardware/Equipment

EXTERIOR BRIDGE EQUIPMENT

Foredeck contains an electric windlass Mooring points consist of fixed stainless steel cleats located at the bow, midship, and stern positions. A bow pulpit with an integrated anchor roller guides the rode Rub rail with tainle teel in ert run the length of the hull at the heer ine.

WINDOWS

Aft cabin window had howed crack

Finding B-1

Ground Tackle

ANCHORS

The anchor was ready to deploy and its shackle bolt was properly secured with safety wire (seizing wire) to prevent accidental anchor loss.

ANCHOR RODE TYPE

Reportedly 20 foot of chain 600 foot of rope.

ANCHOR WINDLASS

Powered up.

CABIN APPOINTMENTS

Interior

SALON ARRANGEMENT

Forward Stateroom:
Located at the bow.
Contain an angled double berth (V berth)
Equipped with a hanging locker, drawers, and cedar-lined storage.
Accessed via a sliding teak door.
Galley (Lower Deck - Starboard):
Po itioned three tep below the alon on the tarboard ide
Fitted with a full-size refrigerator/freezer, two-burner stove, microwave, and stainless steel sink with garbage disposal.
Includes multiple cabinets and drawers.
A washer/dryer combo is typically installed in this vicinity.
Dinette (Lower Deck Port)
Located opposite the galley on the port side.
Features a table that converts to a double berth.
Seating is provided on benches with storage underneath.
Head
An enclosed head with shower is situated on the lower deck, accessible from the main hallway or directly from the forward stateroom.
Equipped with a marine toilet (often 12-volt) and standing shower.
Salon (Main Level):
Occupie the central beam above the lower deck
Features an L-shaped couch to port and a single seat or daybed to starboard.
Contains climate control units New 19,000 BTU for separate zones.
Large sliding side windows and forward windows provide light.

Interior joinery is finished in teak woodwork.

PROPULSION & MACHINERY SPACE

Propulsion System

ENGINE MODEL

engine rebuilt
Port 2025 73 hrs Starboard 2021 370
Glendenning controls

ENGINE COMMENTS

The engines were reportedly serviced on 10/2025

STEERING SYSTEMS

STEERING SYSTEM TYPE

Reportedly
Helm: A rotary hydraulic helm pump is mounted at the flybridge console. A secondary helm may be installed at the lower station.
Cylinder Dual hydraulic teering cylinder connected to the rudder tiller arm Single cylinder etup are pre ent on ome early model
Lines: High-pressure hydraulic hoses connect the helm to the cylinders, filled with standard hydraulic fluid
Rudder: The vessel features a single spade-type rudder constructed of solid fiberglass or steel-reinforced fiberglass, mounted on a stainless steel stock. The rudder stock passes through a stuffing box or seal into the hull, connecting to the tiller arm.
Autopilot An hydraulic autopilot pump i plumbed in line with the teering cylinder to provide automated cour e holding

FUEL SYSTEMS

FUEL SYSTEM TYPE

Reportedly
400 gallon fiberglas integrated into the hull tructure beneath the alon and cockpit ole
Supply Lines: Copper or reinforced rubber hoses running from the tank to the engine room.
Return Lines: Excess fuel is returned to the tank from the engine injection pumps.
Venting: A dedicated vent line runs from the tank top to a through-hull fitting at the sheer line or transom.
ill A ingle deck fill cap located on the cockpit ole or tran om corner marked for die el
Gauges: Mechanical or electric sending units in the tank connect to fuel level gauges at the flybridge and lower helm stations.
Alarms: Low fuel alarms integrated into the engine monitoring panel.
Shut-offs: Manual fuel shut-off valves are installed at the tank outlet or near the engine intake for emergency isolation.
Bilge Protection The engine room i equipped with a fuel vapor detector (ga niffer) linked to an automatic blower y tem activated manually or automatically upon detection of fumes.

ELECTRICAL SYSTEMS

DC Electrical Systems

DC SYSTEMS VOLTAGE

Reportedly
DC power is distributed through a main DC breaker panel with individual circuits for:
Cabin lighting (12V DC fixtures).
Electronics (radar, GPS, VHF, fish finders).
Bilge pump (automatic and manual)
Freshwater pump and washdown pumps.
Head macerator pump.
Windlass
Blower fan and fuel vapor detector

AC Electrical Systems

AC SHORE POWER SYSTEM VOLTAGE

Reportedly
110-volt, 60Hz power, supplied via a 50-amp shore power inlet or an onboard diesel generator Kohler
Di tribution Power i routed through a main AC breaker panel located in the alon or galley area
Circuits: Dedicated breakers sighted,

GENERATORS/AUXILIARY POWER

Generators

GENERATOR MODEL

Kohler The generator was powered up under load during the survey. Serviceable

WATER SYSTEMS

Freshwater System

WATER SYSTEM DESCRIPTION

Reportedly
Two 50-gallon polyethylene or fiberglass tanks located in the bilge. Distribution is managed by a 12-volt pressure-demand pump
Black Water: The marine toilet discharges into a holding tank or directly overboard via a macerator pump, depending on the specific n tallation and regulatory compliance update
Deck Wash: Separate raw water and freshwater washdown outlets are located in the cockpit, supplied by dedicated pumps or teed from the main system.

Finding B-2

ELECTRONICS & NAVIGATION EQUIPMENT

ELECTRONICS COMMENTS

Flir camera, 3 Garmin Chart Plotters and 1 Raymarine MapPlotter. 2 Raymarine Fish finders and a 1 Lowrance. 2 am/fm Bluetooth Radios and Horizon VHF radio.

UNDERWATER EQUIPMENT & HULL INSPECTION

TRIM TAB SYSTEM

Zipwake sighted not tested

The Findings & Recommendations section is only one section of the "It's Classic Too!" survey report. If received on its own, this section should not be mistaken as this vessel's full survey report. **PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.** Also, the following Findings & Recommendations are ncluded for an Underwriter' Condition & Value Survey in pection only and do not include deficiencies that are deemed non critical to the safe operation of the vessel.

Deficiencies noted under ''FIRST PRIORITY/SAFETY FINDINGS'' should be addressed before the vessel is next underway. These findings could represent an endangerment to per onnel and/or the ves el' afe operating condition Finding may al o be in violation of U S C G Regulations, ABYC Voluntary Safety Standards & Recommended Practices or NFPA Codes & Standards.

Deficiencies noted under ''SECONDARY PRIORITY/FINDINGS NEEDING TIMELY ATTENTION'' should be corrected in the near future, so as to maintain and adhere to certain code regulation tandard or recommended practice (and afety in ome ca e) and to help the ves el to retain its value.

Deficiencies will be listed under the appropriate heading:

A. FIRST PRIORITY/SAFETY FINDINGS

B. SECOND PRIORITY/FINDINGS NEEDING TIMELY ATTENTION

B: SECONDARY PRIORITY / FINDINGS NEEDING TIMELY ATTENTION

Finding B-1 **Windows**

Aft salon window cracked

Recommendation

Replace the window, as necessary.

Finding B-2 **Water System Description**

Holding tank not hooked up

Recommendation

Connect in keeping with USCG requirements

SUMMARY

Summary of Condition & Valuation

VESSEL CONDITION

It i the urveyor' experience that develop an opinion of the OVERALL VESSEL RATING OF CONDITION after the urvey ha been completed and the findings have been organized in a logical manner.

The grading of condition determines the adjustment to the range of base values for a similar vessel sold within a given time period, as a con ideration to determine the Market Value

The following is the accepted Marine Grading System of Condition:

EXCELLENT (BRISTOL) CONDITION" a ve el that i new or maintained like new with all y tem and unit fully functional

ABOVE AVERAGE CONDITION": a vessel that has above average care and is well equipped and in better average condition for her age and class.

AVERAGE CONDITION": a vessel ready for sale, requiring normal maintenance work and comparably equipped to other similar vessels on the market.

FAIR CONDITION" a ve el that i in need of a fair amount of maintenance work and ome y tem are due to be erviced or replaced

'POOR CONDITION": a vessel that requires substantial work to be fit for its intended purpose (may require structural repairs, extensive refit and replacement of several systems).

RESTORABLE CONDITION": a vessel with extensive structural deficiencies that is in need of major work on most systems and hull integrity to be fit for its intended purpose.

As a result of my survey, as shown in the REPORT OF MARINE SURVEY & FINDINGS AND RECOMMENDATIONS sections of this report and by virtue of my experience, my opinion is:

AVERAGE CONDITION

ADDITIONAL REFERENCES

BUCValuPro™ Retail Price Range $45 800 $50 00
BUCValuPro™ Adjusted for Region & Condition Range: + $3,000.00
BUCValuPro™ Replacement: $1,285,000

STATEMENT OF VALUATION/ADJUSTMENTS

A $3,000 increase in value was added to the BUC average to account for the condition of the engines and updated systems.

VALUATION CONCLUSION

he definition of Fair Market Value a u ed in thi report i the e timated amount expre ed in term of money that may be rea onably expected for a property in an exchange between a willing buyer and a willing seller, with equity to both, neither under any compulsion to buy or sell, and both fully aware of all relevant facts, as of the specific date stated above. Valuations are the opinion of the surveyor(s) and are intended to be used for insurance or financing purposes only; they are not intended to influence the purchase or purchase price of the subject ves el The urveyor(s) have no intere t in the ve el financial or otherwi e Valuation i primarily determined by compari on to comparable vessels listed in the SoldBoats.com database, but may also be derived from consultation with manufacturers or knowledgeable boat brokers, personal experience, current listings of boats available for sale, and commercial boat value guides such as the BUCValuPro™ and NADA online price guides. Current local market values may vary widely from such valuation resources due to current local market condition The term Market Value i defined by Uniform Standard for Profes ional Apprai al Practice (USPAP) tandard Implicit in thi definition are the consummation of a sale as of a specified date and the passing of a Title from seller to buyer under conditions whereby:

a. Buyer and seller are typically motivated.

b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
c. A reasonable time is allowed for exposure in the open market.
d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto &
e The price repre ent a normal con ideration for the ve el old unaffected by pecial or creative financing or ale conce ion granted by anyone associated with the sale.

This report is subject to the limiting conditions and assumptions stated. Values are based on the whole and possessory interests of the owner of the property undimini hed by lien fractional intere t or other encumbrances

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

$51,050.00 Per BUCValuPro™
Fifty-One Thousand, Fifty US Dollars (USD)

he "ESTIMATED REPLACEMENT COST" indicate the retail co t of a new ves el if the ame make/model with imilar equipment offered by the same manufacturer. The "ESTIMATED REPLACEMENT COST" of the vessel is:

$1 285 000 per BUCValuPro™
One Million, Two Hundred Eighty-Five Thousand US Dollars (USD)

SUMMARY

In accordance with the request for a Marine Survey of "It's Classic Too!", for the purpose of evaluating its present condition and estimating ts Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was per onally in pected by the under igned on 6/1/2026 Subject to correction of deficiencie li ted in ection **A** and **B** the ve el i considered to be reasonably suitable for its intended use. Other deficiencies listed should be attended to in keeping with good maintenance practices or as upgrades. The vessel's valuation is subject to the hypothetical condition that the deficiencies listed in sections **A** and **B** are corrected, and this survey is also made subject to the extraordinary assumption that the vessel's uninspected area /component (due to inacces ibility) are in rea onable condition with no ub tantial defect

SURVEYOR'S CERTIFICATION

I certify that, to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct. The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions and conclusions. I have no present or prospective interest in the vessel that is the subject of this report and I have no personal interest or bias with respect to the partie involved My compen ation i not contingent upon the reporting of a predetermined value or direction in value that favor the cause of the client, the amount of the value estimate, the attainment of a stipulated result or the occurrence of a subsequent event. I have made a personal inspection of the vessel that is the subject of this report.

hi report hould be con idered a an entire document No ingle ection i meant to be u ed except a part of the whole

This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only

George Westdyk, Sams Survey Associate, ABYC Certified Marine Advisor

Signed and submitted on: 6/11/2026


NY 640861


It's CLASSIC


GARMIN
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GPSmap 182C
GPSMAP 741xs
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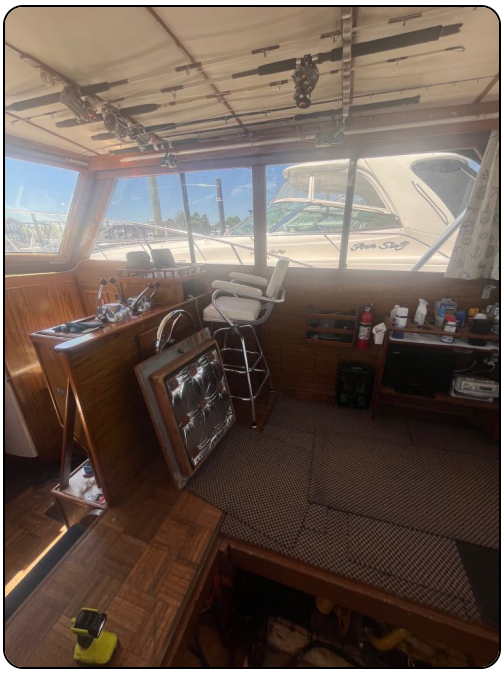
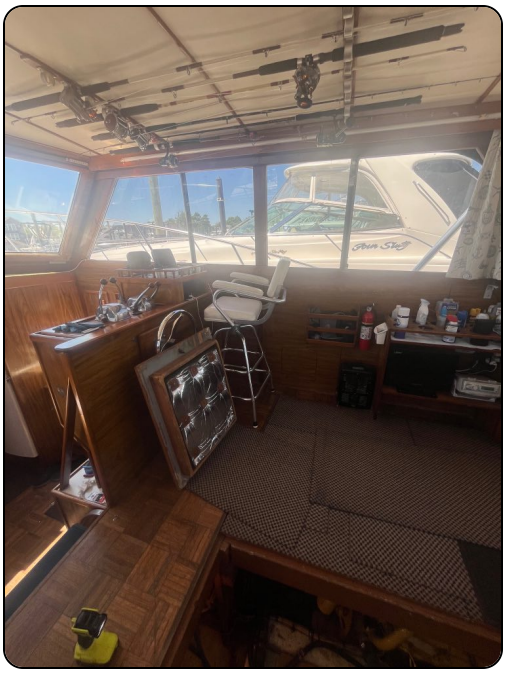
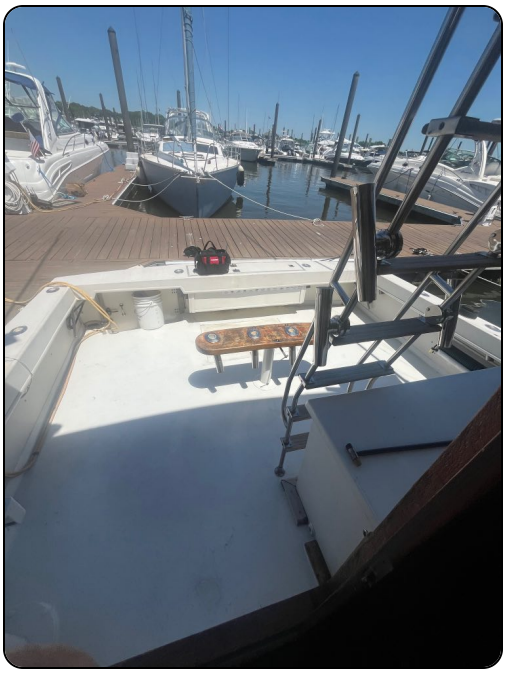
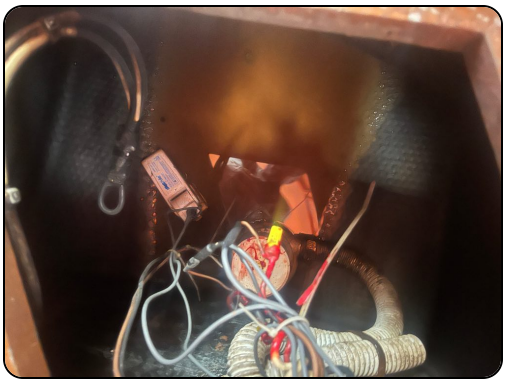
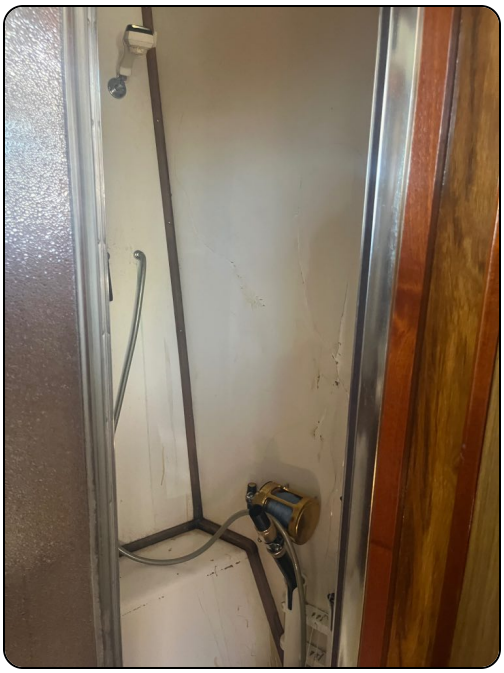


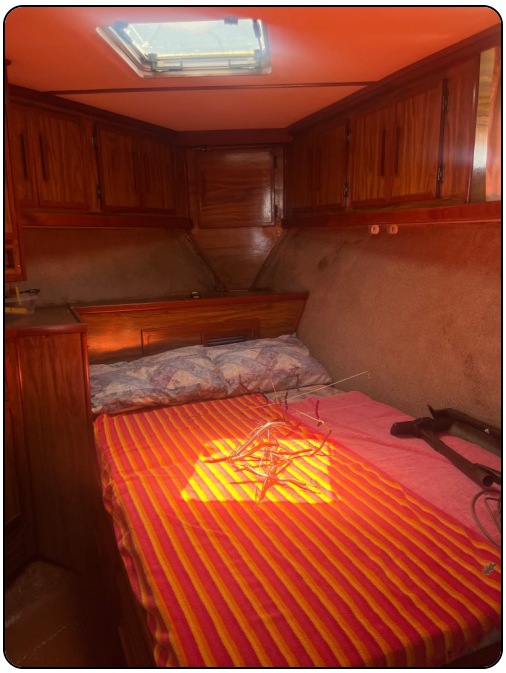





RARITAN





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DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD
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CERTIFICATE OF DOCUMENTATION
VESSEL NAME
IT S CLASSIC TOO
HAILING PORT
NEW YORK NY
IMO OR OTHER NUMBER
NJB40170MB1J
YEAR COMPLETED
1981
FULL MATERIAL
FRP (FIBERGLASS)
MECHANICAL PROPULSION
YES
GROSS TONNAGE
NET TONNAGE
LENGTH
BREADTH
DEPTH
PLACE BUILT
LUMBERTON NJ
OPERATIONAL ENDORSEMENTS
NONE
RESTRICTIONS
NONE
ENTITLEMENTS
NONE
REMARKS
NONE
ISSUE DATE
NOVEMBER 16, 2022
THIS CERTIFICATE EXPIRES
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