

CBW LLC
2002 E Baltimore St
Baltimore, MD 21231
+1 703-981-6339
Scott Richard Berg
Marine Surveyor



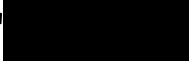
2001 34 Mainship Pilot Sedan



Survey Associate Member of the Society of Accredited Marine Surveyors®
American Boat & Yacht Council® Certified Master Technician
Member of the National Fire Protection Association®

Report of Marine Survey

Of the Vessel

"

2001 34 Mainship Pilot Sedan

CONDUCTED BY

Scott Berg

CBW LLC

PREPARED FOR



09/15/2023

Report of Marine Survey

INTRODUCTION

EXECUTIVE SUMMARY

██████████ is an exceptionally well maintained single-screw semi-displacement recreational cruising boat based on a traditional "Maine Lobsterboat." She has benefitted from a knowledgeable and attentive owner whose boatyard has undertaken significant upgrades over the years. She has a recent Awlgrip paint job, updated electronics and upholstery, and all systems were operational and serviceable. When the few findings referenced below are attended to she might be considered in Bristol condition, a rarity for any vessel over 20 years old.

PURPOSE & SCOPE

The Surveyor attended aboard the 2001 Mainship Pilot Sedan "██████████" at the request of ██████████ on 09/15/2023

. The Survey was requested to determine the physical condition and value of the vessel for possible purchase.

===

Moisture readings taken and referenced throughout the report's body were taken with a ElectroPhysics GRP33plus.

Images supplied in this report were taken with a Panasonic Lumix DMC-FZ2500 and an iPhone 12Pro and represent a true and accurate representation of the subject at the time the image was taken.

Where stated, the Hull and Deck's surface was percussion sounded with a 8oz Stanley phenolic hammer approximately every 6" to 8".

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. It is recommended and understood that a qualified Engine Surveyor should survey all DIESEL/GAS engines to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

All electrical and electronic equipment was tested for power up and power off only. All Electrical testing was conducted with a Any electrical measurements were made with a Fluke 83 DMM, a Prova CM-01 Clamp-On DMM as referenced below. Electrical outlets, where referenced, were tested with an Extech CT70 AC Circuit Load Tester. Stray AC current readings, where referenced, were taken with a Yokogawa 30062a or Sonel CMP-200 AC Leakage Meter.

Where stated, the batteries were tested with a Midtronics MDX-500 Battery Analyzer. The wiring was only inspected where accessible. A significant amount of the wiring could not be sighted 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 detailed electrical survey be commissioned from CBW LLC or another ABYC Certified Electrical Technician.

Vessel tankage was visually inspected where accessible. It is always best if the tanks are inspected when full, as per my pre-inspection requests. If a more thorough assessment is desired, they should be filled and checked under full tank status or pressure tested to attest to their condition.

Sailing vessel spars & rigging will be visually inspected from deck level to eye level only. The sails were inspected as found furled or bagged unless other arrangements were made. Further inspection by a qualified rigger or sail maker is always recommended.

The vessel was surveyed without the removal of any parts, including fixed partitions, fastened panels, fittings, headliners & wall-liners, bulky furniture, tacked carpeting or other fixed flooring material, appliances, electrical equipment or electronics, instruments, anchors line & chain, spare parts, personal gear, clothing, miscellaneous

Report of Marine Survey

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 were not inspected. The Owner/Buyer/Survey requester is advised to ensure that all such areas are accessible for further inspection. A visual inspection was conducted only on readily available structures, and no destructive testing was performed.

The systems on the subject vessel were untested unless stated otherwise in this report.

The specifications listed within the report are believed to be correct; however, accuracy is not guaranteed. It is recommended to obtain accurate measurements and perform calculations as desired or to verify all vessel specifications and capacities with the vessel's builder.

Naval architecture and engineering analysis were not a part of this Survey. The survey was conducted following generally accepted marine standards and criteria utilized in the maritime 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. Furthermore, no determination of stability characteristics or inherent structural integrity was made, and no opinion is expressed with respect therein. Complete compliance with, identification of, and reporting on all standards, codes, and regulations is not guaranteed.

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

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

This signed report represents the Survey' s findings and supersedes all conversations, statements, and representations, whether verbal or in writing.

This Survey Report represents the vessel's condition on 09/15/2023

. and is the unbiased opinion of the undersigned surveyor, but it is not to be considered an inventory, warranty, or guarantee, either specified or implied.

The Survey Report is for the exclusive use of John Deegan and those lenders and underwriters that will finance and insure the vessel for the client and is not assignable to any other parties for any purpose.

CONDUCT OF SURVEY

Conduct of Survey:

The following mandatory and voluntary standards were used as guidelines in the conduct to this survey.

-The mandatory codes 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).

-The National Fire Protection Association 302 (NFPA 302).

-The voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC).

Report of Marine Survey

DEFINITION OF TERMS

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

ABYC: The American Boat and Yacht Council is a non-profit membership organization that develops voluntary global safety standards for the design, construction, maintenance, and repair of recreational vessels

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

APPEARED/APPEARS: Indicates that a very close inspection of the related item was not possible due to constraints imposed on the Surveyor (e.g. no power available, vessel's systems winterized, inability to remove panels, or requirements not to conduct destructive testing, etc)

BUC/BUCValu: BUCValu Professional is a subscription-based boat evaluation service providing accurate boat, engine & trailer market values to professionals in the marine industry.

DELAMINATION: Separation of a hull, deck, or bulkhead into its constituent layers

EXCELLENT or BRISTOL: In new or like-new condition with no or minimal signs of deterioration or wear

FIT FOR THE INTENDED USE: Use which is intended by Survey Purchaser (present or prospective owner)

FRP: Fiberglass Reinforced Plastic, commonly called "Fiberglass" or "Fiberglas(tm)"

FUNCTIONAL: Capable of serving the purpose for which it has been designed

HIN: Hull Identification Number

IN ACCORDANCE WITH (IAW): Complies with the regulation, standard, or recommendation referenced.

NEEDS SERVICING: Requiring repair to restore to condition for service

NFPA: National Fire Protection Association is an International non-profit organization devoted to eliminating death, injury, property damage, and economic loss due to fire and electrical and related hazards

NON-OPERATIONAL: Not able to function or be used

NOT TESTED: Indicates that a comprehensive inspection of the particular system, component, or item was attempted but was not possible due to constraints imposed upon the surveyor (e.g. no power available, vessel systems winterized, inability to remove panels, requirements not to conduct destructive tests or limitations on the inspection time that were outside the Surveyor's control

OPERATIONAL: Able to function or be used

POWERS UP: Power was applied only. This term does not refer to the operation of any system or component unless specifically indicated

SERVICEABLE: Fulfilling its function adequately (usable at the time of the survey)

The Findings & Recommendations section is only one section of the "██████████" 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.

Report of Marine Survey

Deficiencies noted under "FIRST PRIORITY/SAFETY FINDINGS" 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. 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 codes, regulations, standards, or recommended practices, and to help the vessel retain its value.

Deficiencies noted under "SURVEYOR'S GENERAL FINDINGS, NOTES, AND OBSERVATIONS" are lower priority or cosmetic findings, which should be addressed in keeping with good marine maintenance practices and in some cases as a desired upgrade. These items are recommended by this surveyor and are not required. It is NOT the intention of the surveyor that these items be corrected for the vessel to be considered a good risk for insurance purposes.

Deficiencies will be listed under the appropriate headings:

- A. FIRST PRIORITY/SAFETY FINDINGS
- B. SECOND PRIORITY/FINDINGS NEEDING TIMELY ATTENTION
- C. SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

HIN (HULL IDENTIFICATION NUMBER) VERIFICATION COMMENTS

The vessel's HIN (Hull Identification Number) was verified during the Survey inspection.

Report of Marine Survey

GENERAL VESSEL INFORMATION

TYPE OF SURVEY REQUESTED: Pre-Purchase for Buyer
DATE OF SURVEY INSPECTION: 09/15/2023
DATE REPORT DELIVERED: 09/22/2023
FILE NUMBER: JD-0923A
VESSEL TYPE: Pilot Sedan Motoryacht
VESSEL BUILDER: Mainship
VESSEL MATERIAL: FRP (Fiber Reinforced Plastic)
LENGTH OVERALL (LOA): 36'1", as reported by BUCValuPro™
BEAM: 12'3", as reported by BUCValuPro™
DRAFT: 3'3", as reported by BUCValuPro™
DISPLACEMENT: 15,000#as reported by BUCValuPro™
HIN (HULL IDENTIFICATION NUMBER): [REDACTED]
MODEL YEAR: 2001
YEAR BUILT: 2001
HULL NUMBER: [REDACTED]
HOME PORT: Solomons, MD
U.S.C.G. DOCUMENTATION NUMBER: [REDACTED] (no longer active)
GROSS TONNAGE: 15
NET TONNAGE: 12
STATE REGISTRATION NUMBER: [REDACTED] (current).
STATE REGISTRATION DECAL NUMBER: [REDACTED] DC (current)
STATE REGISTERED VESSEL OWNER: [REDACTED]
REGISTERED LENGTH: 34.2'
REGISTERED BREADTH: 12
REGISTERED DEPTH: 5.8'
LOCATION OF SURVEY INSPECTION: Solomons, MD
LOCATION OF BOTTOM INSPECTION: Spring Cove Marina, Solomons, MD
VESSEL OWNER: [REDACTED]
VESSEL OWNER ADDRESS: 455 Lore Rd Solomons, MD
PERSONS IN ATTENDANCE DURING SURVEY: Buyer, Owner, Listing Broker, Surveyor
WEATHER CONDITIONS PRESENT: Sunny, Dry, Light Breeze

RATING & VALUATION

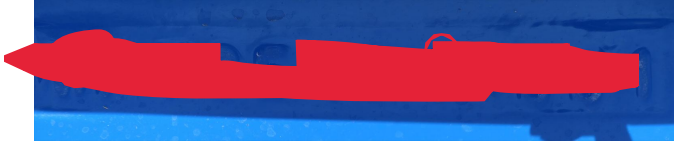
VESSEL OVERALL RATING: **EXCELLENT**
ESTIMATED MARKET VALUE: 133,000
ESTIMATED REPLACEMENT COST: 680,000

Report of Marine Survey

VESSEL DOCUMENTATION DATA

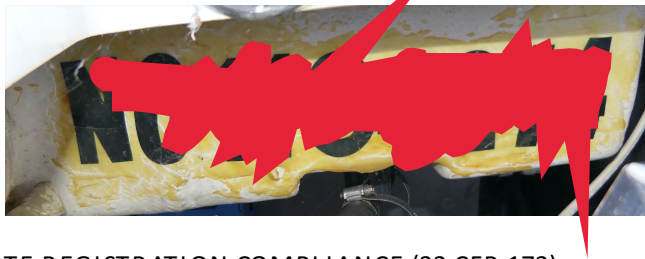
HIN (HULL IDENTIFICATION NUMBER) COMPLIANCE (33 CFR 181)

The vessel's HIN (Hull Identification Number) displayed on the starboard transom matched the HIN recorded with U.S.C.G. Documentation (COD Exp. 2020)



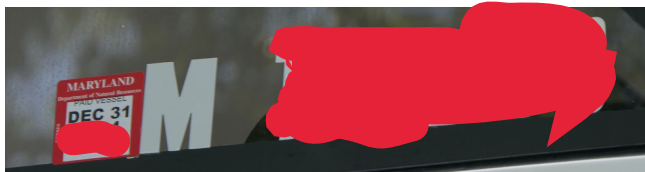
DOCUMENTATION COMPLIANCE (46 CFR 67)

The vessel's USCG Documentation Number was properly displayed but she was removed from Documentation and titled in the state of Maryland.



STATE REGISTRATION COMPLIANCE (33 CFR 173)

MD State Registration Sticker and Numbers were properly displayed and current.



Report of Marine Survey

VESSEL CONSTRUCTION

EXTERIOR FINISH

Blue Awlgrip® hull with white Awlgrip® deck and house in Bristol condition

HULL ARRANGEMENT

VESSEL DESCRIPTION AND LAYOUT

Single-screw semi-displacement motoryacht with hard top over helm area. Head & Galley to PORT, Dinette & Sttee to STB. Large V-Berth forward.

HULL DESIGN TYPE

Semi-displacement hull with flared bow, hard chines, spray-rails, and partial keel.

HULL MATERIAL

Reportedly, solid FRP (fiber-reinforced plastic) below the waterline, with End-Grain Balsa Wood sandwich core above the waterline.

KEEL

Partial keel molded into the hull's layup schedule

TRANSOM

The transom is reportedly constructed of fiberglass with end-grain balsa wood sandwiched core and was visually in serviceable condition where sighted.

STRINGERS/TRANSVERSALS

Hull stiffness was reportedly provided by cored fiberglass longitudinal stringers and athwartships transversals. Where sited they were fully wrapped with fiberglass roving and heavily secured to the hull. Percussion testing showed no anomalies and conductivity (moisture meter) readings were at an established .4-.6 considered 'dry.'

BULKHEADS

Athwartships reinforcement is enhanced by marine plywood bulkheads, bonded/tabbed to the hull with FRP (fiber-reinforced plastic). Where sited they were secure to the hull with no indication of delamination or unbonding.

GENERAL EXTERIOR CONDITION

The exterior condition would be considered Bristol with recent Awlgrip® paint that is glossy and clean.

BILGES

Bilges are painted and very clean with no signs of oil or water leaks or stains.

CHAIN LOCKER DRAINAGE

The drain was to PORT above the waterline and appeared clear and serviceable where sighted.

BILGE LIMBER HOLES

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

VESSEL LIST

The vessel did not have any significant listing, during the Survey (a nearly straight waterline was observed).

BOARDING SWIM LADDER

A four-step stainless steel boarding ladder was installed at the swim platform. The ladder was tested for normal use and was found in serviceable condition

Report of Marine Survey

SWIM PLATFORM

The cored fiberglass swim platform was in serviceable condition with no abnormal conductivity readings when tested with a moisture meter and no abnormal soundings with a phenolic hammer.

MOISTURE COMMENTS

There did not appear to be any significantly elevated conductivity readings (possible moisture intrusion or other conductive material) around the hull and deck penetrations when tested with a Moisture Meter.

DECK ARRANGEMENT

DECK MATERIAL

The foredeck, cockpit deck, and molded toe rail were reportedly constructed of end-grain balsa-cored fiberglass.

BULWARKS

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

TOE-RAILS

Molded fiberglass toe-rails (part of the deck's layup).

RUB-RAILS

Plastic composite compression rail with stainless steel striker strip.

HULL-TO-DECK JOINT TYPE

The hull-to-deck joint is an overlap type joint with reportedly 3M 5200 elastomeric marine sealant between the hull and deck joint. The joint is fastened with stainless steel machine screws. Like the rest of the vessel, the glasswork and finish are serviceable

SUPERSTRUCTURE ARRANGEMENT

SUPERSTRUCTURE MATERIAL

Reportedly, cored FRP (fiber reinforced plastic).

SUPERSTRUCTURE-TO-DECK JOINT TYPE

The deck house and deck were molded seamlessly with no joint.

BRIDGE ARRANGEMENT

BRIDGE TYPE

Enclosed Downeast Express Bridge.

HARD-TOP

Fiberglass Hard-Top with pipe-welded coated aluminum support piping and glass windows with canvas and isinglass aft closure

EXTERIOR EQUIPMENT

EXTERIOR SEATING

Two (2) double bridge helm and passenger seats with recent upholstery in serviceable condition; molded seating aft of the helm to PORT & STB

Report of Marine Survey



GENERAL EXTERIOR SOFT-GOODS CONDITION

The vessel's exterior soft-goods appeared serviceable with no significant weathering

GENERAL HARDWARE CONDITION

No significant corrosion was observed on the vessel's hardware.

GENERAL CAULKING/SEALANT CONDITION

No significant weathering was observed on the vessel's exterior caulking sealants.

EXTERIOR LIGHTING

Two 12-volt DC lights were observed in the cockpit area with courtesy lights. The exterior lights appeared to be in serviceable condition and illuminated

EXTERIOR WASHDOWNS

Freshwater and Saltwater washdowns were located on the bow deck and on the cockpit deck. Washdown plumbing appeared to be in serviceable condition but was not tested.

EXTERIOR SHOWER

Freshwater shower in the port cockpit.

CABIN VENTILATION

Cabin ventilation was provided by Deck Hatches and Stainless Steel Ports in all cabins in serviceable condition; all ports appeared new with manufacturers' stickers attached.

DECK HATCHES

Opening deck hatches by Bomar on the decks with Lewmar Hatches in the Hard Top

Report of Marine Survey



PORTHOLES/PORTLIGHTS

New Hood/Pompanette Ports with screens and black outs in serviceable condition



EXTERIOR DOORS

The watertight exterior door opened and closed smoothly appeared serviceable.

WINDOWS

There are two (2) large fixed windows, one on each side of the cockpit area. They are lightly tinted, show no signs of crazing, and provide good visibility. The PORT window was reportedly removed, some glass repairs made, and replaced prior to the Awlgrip® paint job.

WINDSHIELD

Tempered glass windshield with three (3) windshield wipers/washers. The center windshield opens manually; all are lightly tinted and in serviceable condition

Report of Marine Survey



DECK RAILINGS

Aluminum railings ran from amidships around the forward perimeter of the vessel. They were heavily constructed, well secured, and in serviceable condition

DECK DRAINAGE

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

CLEATS

There are three (3) 10" SS cleats on each side of the vessel in serviceable condition

LINE CHOCKS

Two (2) Line Chocks aft leading to cleats in serviceable condition

ANCHOR PLATFORM

Molded fiberglass bow pulpit with stainless steel fairlead anchor roller chute.



FENDERS

Various fenders were observed onboard (amount included unknown).

MOORING LINES

Dock/mooring lines were observed onboard and at the vessel's mooring (amount included unknown).

COCKPIT CANVAS

The canvas enclosing the aft area of the hard top cockpit was in serviceable condition and appeared to be of very recent construction.

Report of Marine Survey

HAND RAILS/GRAB RAILS

Aluminum handrails were located at convenient locations of the vessel.

FISHING EQUIPMENT

ROD HOLDERS

There were storage holders to STB in the cockpit and five (5) recessed and angled rod holders AFT in the gunwales in serviceable condition

CABIN APPOINTMENTS *INTERIOR*

SALON ARRANGEMENT

Head & Galley to Port, Sitee and Dinette to STB



ACCOMMODATION ARRANGEMENT

Large V Berth FWD with closing door and hanging lockers. There is a filler cushion system making a full-width berth at the head.

Report of Marine Survey



HEAD ARRANGEMENT

There is a large "Wet Head" with a shower curtain aft to PORT. It is fitted with a Sealand Vacuflush 12-volt Head with a reportedly updated vacuum generator and all hoses. The head area was clean and showed no staining or odors.

INTERIOR CABINetry & TRIM

The interior Satin finished Teak cabinetry and trim appeared recently varnished and in serviceable condition.

HEADLINERS

The headliner material was simulated leather. No stains, tears, or other damage was sited.



COUNTER TOPS

Corian counters in the galley and head were in serviceable condition with no stains or cracks

GENERAL INTERIOR FURNISHINGS & SOFT-GOODS CONDITION

The general maintenance of the interior soft-goods appeared serviceable.

WATER INTRUSION COMMENTS

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

INTERIOR ODOR COMMENTS

No odors noticed in any cabins, engine room, or bilge areas.

Report of Marine Survey

COMMENTS

The interior of the vessel with in Bristol condition with new ports, hatches, and soft goods.

INTERIOR SYSTEMS & EQUIPMENT

LIGHTING

12 Volt DC lighting fixtures in serviceable condition

HVAC/AIR CONDITIONING SYSTEM

One (1) Marine Air unit. 9,000 BTU with digital controls below and One (1) 16.5K Mermaid unit with digital controls in the Cockpit under the PORT seating area.

AUDIO/VISUAL EQUIPMENT

TELEVISION SYSTEM

One 24" LG Television in the Master Stateroom. Powered up

GALLEY EQUIPMENT

REFRIGERATION

Nova Kool Refrigerator/Freezer Mogel R3800 ACDC below the counter in serviceable condition

STOVE

Princess by Seaward double burner Electric Stove. Powered up

MICROWAVE OVEN

Magic Chef Microwave Oven. Powered up

TOASTER OVEN

Stowed under dinette seating; not tested.

COFFEE MAKER

Black & Decker SpaceMaker Coffee Maker.

GALLEY SINK

Stainless Steel sink.



Report of Marine Survey



PROPULSION & MACHINERY SPACE *PROPULSION SYSTEM*

ENGINE OVERVIEW

Single Yanmar 6LYA.STE 300hp Turbo Diesel mounted under the cockpit sole. 2000 hr service reportedly performed by the previous owner in 2018.



ENGINE HOURS

2510 hours, observed on the engine's analog hour meter.

ENGINE SERIAL NUMBERS

51078

ENGINE LABELS & NOTICES

The Data Tags are visible on the engine

ENGINE INSTRUMENTATION

Main engine instrument gauges were installed at the helm including Tachometers, Water Temp, Oil Pressure, and Battery Voltage. See Trial Run information for details.

ENGINE EXHAUST SYSTEM

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

Report of Marine Survey

ENGINE COOLING SYSTEM TYPE

Closed reservoir-type cooling with raw water-cooled exhaust.

FINDING B-1

ENGINE DRIVE BELTS

Serpentine belt condition appeared serviceable.

ENGINE BED MOTOR MOUNTS

Adjustable motor mounts on cored fiberglass longitudinal engine bed stringers.

ENGINE BED SUMPS

Integrated drip sumps under the engine.

TRIAL RUN INFORMATION

ENGINE STARTUP

The engines started without excessive cranking or excessive exhaust smoke.

VIBRATION COMMENTS

No significant hull or running gear vibrations were observed while underway.

ENGINE BACKDOWN TEST

The engine motor mounts were observed while the engines were placed in forward & reverse gear several times under load without exception.

ENGINE CONTROL STATION OPERATION

Engine controls were operated at all helm stations without exception.

STEERING TEST

The aft bilge steering components were observed while the steering wheel was turned hard over several times at approximately 1,500 RPM in forward gear without exception.

ENGINE PERFORMANCE

Engine performance was observed at idle, 1000 rpm, 1500 rpm, 2000 rpm, and 2500 rpm. Engine temperature was constant with no indication of overheating at higher speeds.

VESSEL LOADS

Full fuel, water, and 4 adults with gear.

ENGINE SPACE COMBUSTION AIR VOLUME

The engines appeared to have adequate air flow and combustion during the trial run.

COMMENTS

The engine ran smoothly with a small but noticeable white-gray smoke at the highest rpm. This disappeared and was not observable at 2000rpm and below. The owner reported that the engine hadn't been run at high rpm in at least a year so some smoke could be expected. See mechanic's mechanical survey for details and further observations.

MACHINERY & BILGE SPACE EQUIPMENT

Report of Marine Survey

ENGINE ROOM AIR BLOWERS

A 12-volt electric blower was located in the amidships bilge. Powered up.

SEACOCKS/SEA-VALVES

Raw water seacocks were ball valve type. Lubricate, exercise, and monitor frequently.

RAW WATER STRAINERS

Perko & Groco type bronze alloy with sight glass and underwater strainer screens & scoops.

HOSES

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

HOSE CLAMPS

Hose clamps were in good condition where sighted and appear to provide intended service.

LUBE TRANSFER SYSTEM

Oil X-Change-R 12 volt Lubrication Transfer System.

ENGINE FLUSHING SYSTEM

An engine flush port connection was installed in the engine room

MACHINERY SPACE INSULATION

White Mylar faced foam, thermal & acoustical insulation was installed in the engine room.

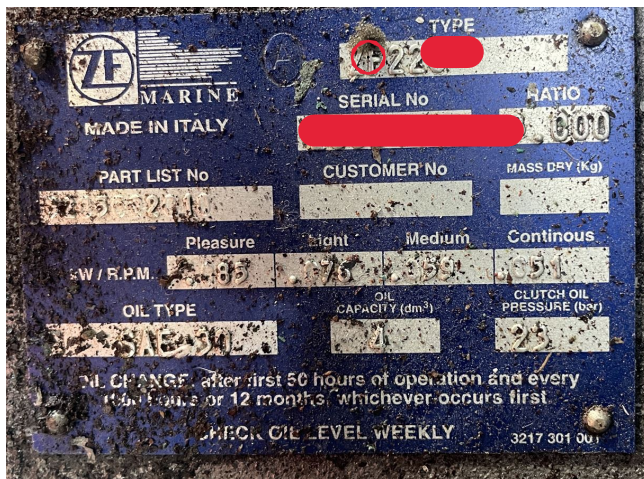
COMMENTS

Engine space was unusually clean and free of oil and bilge water accumulation

TRANSMISSIONS / GEARS / DRIVES

TRANSMISSION OVERVIEW

ZF220 Transmission with 3.0:1 Serial #20014158 Direct Drive system; all installations were clean and serviceable



PROPELLER SHAFTS

Size: 2 1/4". Reportedly, Aquamet 22 Stainless Steel.

Report of Marine Survey

PROPELLER SHAFT COUPLERS

Safety wiring was installed on the shaft coupler.

PROPELLER SHAFT PACKING GLANDS

Dripless Stuffing Box system in serviceable condition

TRIAL RUN CONDITIONS

An inshore trial run was performed in calm conditions; running gear was serviceable

FUEL SYSTEMS

FUEL SYSTEM

Two (2) reportedly 125-gallon aluminum fuel tanks service the vessel for the main engine and the generator. Tanks are securely mounted with metal bands outboard of the engine area. They are filled from deck plates labeled FUEL to PORT and STB. Tanks were electrically bonded to the fills.

FUEL LEVEL MONITORING

Fuel gauge installed at the helm station.

FUEL TANK MANUFACTURER LABELING

None sighted, due to access.

FUEL FILL HOSE/PIPE

Type A2 USCG Approved Fuel Hoses, where sighted.

FUEL LINES/HOSES

USCG Approved Type A1 fuel lines, where sighted.

MAIN ENGINE PRIMARY FUEL FILTERS

Racor 1000-MA Primary fuel filter/water separator.



MAIN ENGINE SECONDARY FUEL FILTERS

Engine mounted Secondary Fuel Filters.

GENERATOR PRIMARY FUEL FILTERS

Racore Remote mounted, spin-on type Fuel Filter.

Report of Marine Survey

GENERATOR SECONDARY FUEL FILTERS

Engine mounted, spin-on canister type Secondary Fuel Filter.

FUEL FILTER CONDITION

No significant sediment was observed in the Primary fuel filter's sight bowls. Monitor/service often.

GENERATOR FUEL FILTER CONDITION

No significant sediment was observed in the generator Primary fuel filter's sight bowls or on their diffusers. Monitor and service often.

FUEL ODOR COMMENTS

No diesel odors were observed

ELECTRICAL SYSTEMS *DC ELECTRICAL SYSTEMS*

DC SYSTEMS VOLTAGE

The vessel has a 12v system for both house loads and engine starting for the generator and main propulsion engine. Batteries are located in the engine area aft and to PORT of the engine. There is a small 12v breaker panel in the engine area with switches at the helm and another panel in the saloon on the aft bulkhead for both 12v and 120v house loads. Except as noted in the findings the electric system is serviceable.

BATTERIES

One 12v G24 Generator Starting Battery and One 8D Engine Starting and house load battery

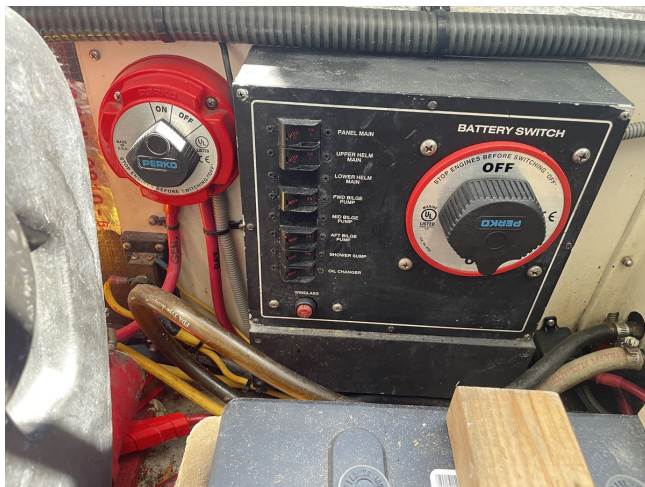
FINDING A-1

BATTERY SWITCHES

Two)2) rotary battery switches in the engine area in serviceable condition.

MAIN DC BREAKERS

The main DC breakers were installed in the engine room.



DC ELECTRICAL PANEL BREAKERS/FUSES

DC branch breakers in the main Salon electrical panel, in the engine room and under the helm.

Report of Marine Survey



DC ELECTRICAL SYSTEM MONITORS

Analog DC voltage meter on the main panel

BATTERY CHARGERS

One Victron Centaur 12/60 60amp charger was installed in the engine area on the AFT bulkhead to PORT in serviceable condition. This charger is considered to be self-limiting so overcurrent protection is not required at the charger. No OCP was observed at the batteries.

FINDING A-2

MAIN ENGINE ALTERNATORS

12 Volt / 75 amp, engine mounted and belt driven. There was some damage to the insulation on an alternator grounding wire.

FINDING B-2

DC POWER OUTLETS

12v cigarette light type outlets in the cockpit and 2x USB A outlet at the helm

BONDING SYSTEM (ABYC E-2 & E-11)

The vessel's bonding system was serviceable where sited.

DC SYSTEM WIRING TYPE

Appeared serviceable for intended use, where sighted.

AC ELECTRICAL SYSTEMS

AC SHORE POWER SYSTEM

The vessel was equipped with a 120-volt, single-phase AC system with one (1) shore power input in the cockpit to STB

AC SHORE POWER CORDS

30 Amp. vinyl shore power cord; a 2nd spare cord was stored aboard.

MAIN AC SHORE POWER BREAKERS

The main AC breakers, branch AC breakers, and generator lockout/transfer devices (manual slide-type lockouts) were installed in the main salon electrical panel with analog AC voltage meter

Report of Marine Survey

AC ELECTRICAL PANEL BREAKERS

AC branch breakers in the main cabin AC electrical panel.



AC ELECTRICAL SOURCE SELECTOR SWITCHING

Manual slide type is located in the main cabin electric panel was tested and was serviceable

GALVANIC ISOLATION SYSTEM (ABYC A-28)

A galvanic isolator was not sited; highly recommended to prevent shore power induced stray current corrosion.

AC ELECTRICAL POWER OUTLETS

Some exceptions were observed (see Findings Appendix).

FINDING A-3

COMMENTS

The vessel was tested for Ground Faults with a Yokogawa leakage tester. With all systems operating less than 1ma was measured. As more marinas install ground fault Equipment Leakage Circuit Interrupters (ELCI's) on their docks vessels with leakage above 30ma will trip the shore power until repaired. There are no measurable leaks on this vessel.

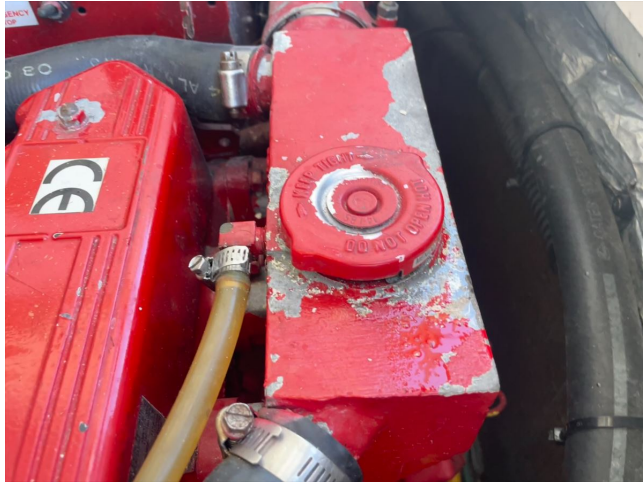


GENERATORS/AUXILIARY POWER GENERATORS

Report of Marine Survey

GENERATOR MODEL

Westerbeke Model 5.0BDDDB 5KW 3-cylinder aft of the engine. Serial #51677-E411 (genset engine) and Serial #50768 (generator) wired for 120v



GENERATOR HOURS

707

GENERATOR LABELS & NOTICES

Appropriate labels were installed.

GENERATOR INSTRUMENTATION GAUGES

Generator instrument panel installed at the helm station.

GENERATOR COOLING SYSTEM TYPE

Closed coolant with raw water exhaust type. There was significant corrosion on the heat exchanger

FINDING B-3

COMMENTS

The generator started easily with no noticeable smoke and easily operated the AC, Water heater, and Stove Burners with no loss of voltage or frequency.

WATER SYSTEMS FRESHWATER SYSTEM

FRESH WATER SYSTEM

Reportedly one 75-gallon tank servicing the galley, head, and deck shower and washdown. The water system was in serviceable condition.

WATER FILL LOCATION

Amidship's deck fill to PORT labeled WATER

FRESHWATER PUMPS

ShurFlo Aqua King II 12 volt Demand type Freshwater Pump.

Report of Marine Survey

FRESHWATER PIPE/HOSE PLUMBING

PEX type (Cross-linked Polyethylene) tubing and rubber hoses.

WATER LEVEL MONITORING

The water level gauge located in the saloon appeared serviceable.

HOT WATER SYSTEM

WATER HEATER

6-gallon Force 10 (Stainless Steel) tank installed in the AFT PORT qtr in serviceable condition; powered up and hot water confirmed at tap

WATER HEATER PRESSURE RELIEF VALVE

Relief valve at the tank.

BLACKWATER SYSTEM

MSD (MARINE SANITATION DEVICE) SYSTEM (33 CFR 159)

Type III MSD Waste System (utilizes a holding tank or similar device that prevents the overboard discharge of treated or untreated sewage). The MSD is plumbed to a center line located, forward bilge mounted, non-metallic holding tank of unverified capacity. The tank is plumbed to a Y-valve leading to either overboard discharge or deck mounted pump out location.

BLACKWATER TANKAGE

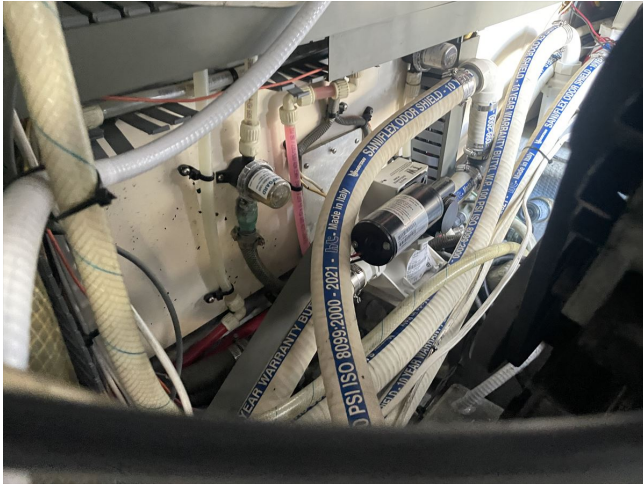
Polyethylene Blackwater (sewage) holding tank located to PORT of the engine reported to be 20 gallons; secure and no odors present



BLACKWATER SYSTEM DISCHARGE

Sealand 12 volt Diaphragm type overboard discharge pump, with Y-Valves and deck pump-out fitting.

Report of Marine Survey



COMMENTS

The MSD is fitted with a Sealand T Pump capable of pumping the holding tank overboard where it is legal to do so. The system, where sited, was recently installed and in serviceable condition. All hoses appeared sanitation-rated and new.

The vessel's operator is responsible for determining what type of MSDs (marine sanitation devices) are prohibited & permitted by law in the location of the vessel's intended use.

GREYWATER SYSTEM

HEAD SINKS

Stainless steel Head sink.

STEERING SYSTEMS

STEERING SYSTEM TYPE

SeaStar hydraulic steering; operated smoothly and without exceptions during the trial run

RUDDER POSITION INDICATOR

Demonstrated.

THRUSTERS

A factory-installed SidePower Bow Thruster operated smoothly during the trial run

GROUND TACKLE

ANCHORS

25# Manson "Boss Claw" anchor with swivel and all chain rode. Two (2) small Danforth-type anchors are also located aboard; ground tackle is considered appropriate for coastal cruising.

ANCHOR RODE TYPE

1/4" Chain reported 200'

Report of Marine Survey

ANCHOR WINDLASS

Maxwell Vertical Windlass with foot and helm controls; demonstrated during the trial run.

ELECTRONICS & NAVIGATION EQUIPMENT

VHF RADIOS

Standard Horizon Explorer VHF Radio. Operational and tested during trial run

FINDING C-1

COMPASSES

Richie Compass at the helm; appeared to match GPS direction while underway

MULTI-FUNCTIONAL NAVIGATION DISPLAYS

Raymarine Axiom 12 E70368 Serial #0290239 w/Navionics Charts.

FINDING C-2

AUTOPILOT

Raymarine X10 Model E12198 Serial #013110 Autoilot operational during trial run

MARINE RADAR

Raymarine RD418HD 4KW Radome E92142 Serial #0492033

GPS (GLOBAL POSITIONING SYSTEM)

Raymarine GPS Puck on hard top to PORT

DEPTH DISPLAY

Raymarine i40 with thru hull transducer

ANTENNAS

Shakespeare Fiberglass VHF antenna to STB; cabling is worn and should be replaced prior to extended cruising.

FINDING C-3

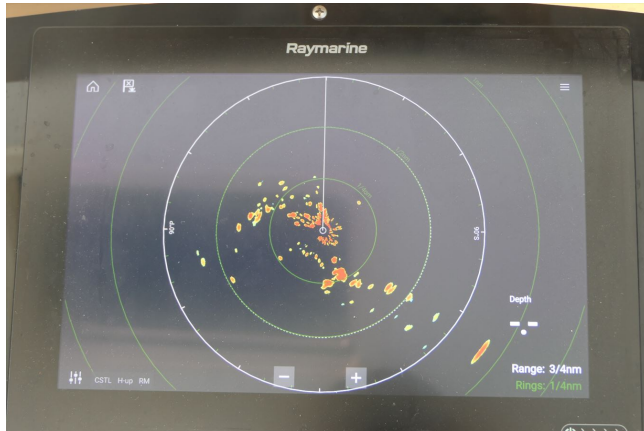
STEREO SYSTEM

Fusion stereo system with additional amplifier, sub woofer, and speakers throughout the vessel; demonstrated operational (and loud)

COMMENTS

All electronics were recently upgraded and operational during the survey and trial run

Report of Marine Survey



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

FIRE EXTINGUISHERS (33 CFR 175.310)

Three (3) Type ABC-I 2.5 lb. Dry Chemical manufactured in 2018 were observed aboard

WEARABLE PERSONAL FLOATATION DEVICES (33 CFR 175)

Six (6) Type II's observed aboard during the trial run

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

One (1) Type IV - U.S.C.G. Approved Throwable Device (cushion) will reportedly convey with the sale of the vessel.

VISUAL DISTRESS SIGNALS (33 CFR 175.101)

Four (4) current-dated day-night flares were observed.

SOUND PRODUCING DEVICES (33 CFR 83)

12 Volt DC Electric Air Horn. Powered up.

NAVIGATION LIGHTS (33 CFR 83)

All Navigation Lights illuminated when tested.

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

Found properly displayed.

Report of Marine Survey

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

Found properly displayed.

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

Found properly displayed in the Galley. Not required on vessels under 12m.

GASOLINE ENGINE SPACE BLOWERS (33 CFR 175/183, 46 CFR 25)

Powered up.

AUXILIARY SAFETY EQUIPMENT

FIXED FIRE SUPPRESSION SYSTEM

No current annual inspection tag was observed. While not required due to the number of hand-held fire extinguishers aboard, it is highly recommended to have annual inspections of fixed fire suppression devices

FINDING C-4

BILGE HIGH WATER ALARMS

One (1) Bilge High Water Alarm. Test sounded.

FIRST AID SUPPLIES

First Aid supplies were observed onboard.

CARBON MONOXIDE DETECTORS (ABYC A-24)

First Alert Carbon Monoxide Detector. Test sounded.

SMOKE DETECTORS (NFPA 302)

Test sounded.

BILGE PUMPING SYSTEMS

ELECTRIC BILGE PUMPING SYSTEMS

Three electric bilge pumps aboard with float switches and manual switches in the main saloon located electrical panel; all were serviceable and operated when tested.

UNDERWATER EQUIPMENT & HULL INSPECTION

PROPELLERS

One (1) 25x28 R bronze prop in serviceable condition

Report of Marine Survey



PROPELLER SHAFTS

Reportedly, Aquamet 22 Stainless Steel, 2 1/4" inch diameter.

SHAFT STAVE BEARINGS (CUTLESS BEARINGS)

The Cutless Bearings showed no signs of significant wear.

RUDDER MATERIAL

Stainless Steel.

RUDDER MOUNTING

Mounted in dripless rudder seal carrier bearings.

TRIM TAB SYSTEM

Bennett Marine 12 volt Electro-Hydraulic Trim Tabs. Operated during trial run

THRUSTERS

Four bladed Bow Thruster propellers.

HULL SEA-STRAINERS

The hull was equipped with raw water strainer screens and scoops. Monitor/clean often.

SACRIFICIAL ANODES

Recommend Anode replacement once Anode reaches 50% depletion. The use of Zinc as an Anode is only recommended for saltwater applications. If the vessel is to be kept primarily in brackish water the Anodes should be changed to Aluminum; Magnesium or Aluminum if the vessel is kept in freshwater.

ANTIFOULING PAINT

Reported to be Micron CSC with three coats in 2019. The paint is nearing its end of life but is satisfactory for the planned fresh water use. Recoat prior to cruising in salt water areas.

OSMOTIC HULL BLISTERS

No osmotic laminate blisters were sighted.

HULL SURFACE COMMENTS

No delaminated areas were identified on the hull's wetted surfaces, where accessible.

Report of Marine Survey

HULL INSPECTION COMMENTS

The bottom was percussion tested and visually examined; it was in serviceable condition with no indications of delamination, blistering, or other damage.

Electronic Moisture Testing was limited during the short haul. Antifouling bottom paints retain moisture, and the antifouling bottom paint's metal oxide content triggers a false positive for high conductivity on the Electronic FM Wave or Capacitive Type Moisture Meters.

Findings & Recommendations

The Findings & Recommendations section is only one section of the " [REDACTED] 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.

Deficiencies noted under "FIRST PRIORITY/SAFETY FINDINGS" 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. 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 codes, regulations, standards or recommended practices (and safety in some cases) and to help the vessel to retain its value.

Deficiencies noted under "SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS" are lower priority or cosmetic findings, which should be addressed in keeping with good marine maintenance practices and in some cases as a desired upgrade.

Deficiencies will be listed under the appropriate heading:

- A. FIRST PRIORITY/SAFETY FINDINGS
- B. SECOND PRIORITY/FINDINGS NEEDING TIMELY ATTENTION
- C. SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

A: FIRST PRIORITY/SAFETY AND COMPLIANCE DEFICIENCIES

FINDING A-1 BATTERIES

The G24 battery's positive connections were not covered and the wires on the posts were incorrectly stacked (large to small conductors). On both batteries, there were conductors without overcurrent protection as required for all circuits except the main engine starting circuit.

RECOMMENDATION

Re-order the cable terminals from heaviest to smallest on the battery posts. Never connect more than 4 conductors to a single battery terminal. Investigate further and install over-current protection, as required (ABYC standard E11.12.1.1.1 states that each ungrounded conductor connected to a battery charger, alternator, or other charging source, shall be provided with overcurrent protection within a distance of seven inches (175mm) of the point of connection to the DC electrical system or to the battery).

Findings & Recommendations



FINDING A-2 BATTERY CHARGERS

No overcurrent protection for the battery charger conductors was observed at the batteries

RECOMMENDATION

Install overcurrent protection within 7" of the battery on all ungrounded current carrying conductors

FINDING A-3 AC ELECTRICAL POWER OUTLETS

The outlets on the weather deck and in the head were not fitted with GFCI protection

RECOMMENDATION

Install GFCI-protected outlets in all moisture-prone areas, as necessary. ABYC E-13.3.5, If installed in a head, galley, machinery space, or on a weather deck, receptacles shall be protected by a Type A (nominal 5 milliamperes) Ground Fault Circuit Interrupter (GFCI).

B: SECOND PRIORITY/FINDINGS NEEDING TIMELY ATTENTION

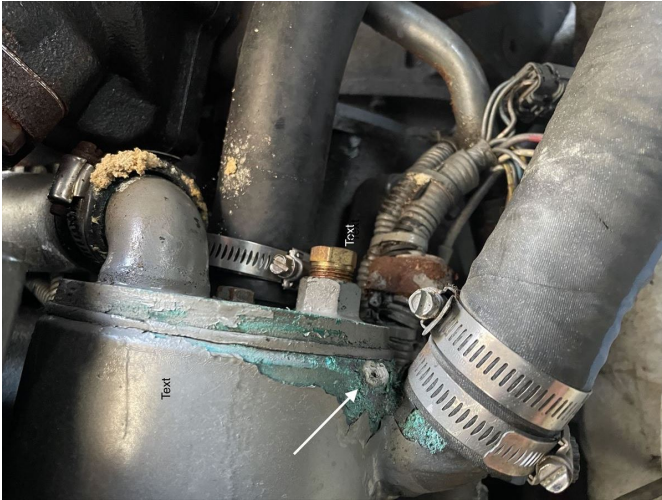
FINDING B-1 ENGINE COOLING SYSTEM TYPE

Corrosion was observed on the engine's heat exchanger

RECOMMENDATION

Have a qualified mechanic remove and renew or replace the heat exchanger

Findings & Recommendations

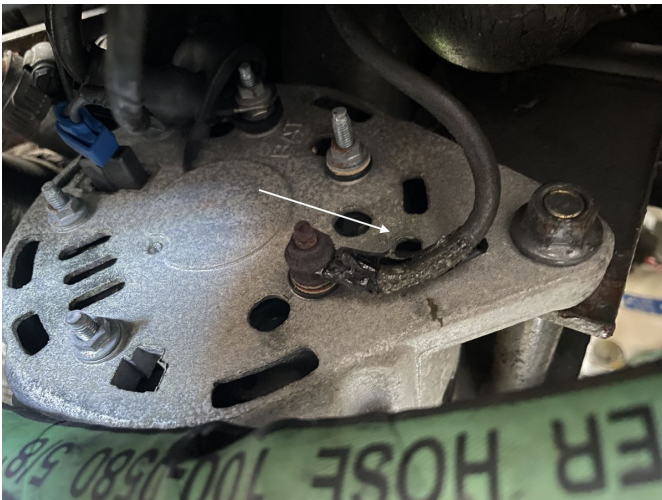


FINDING B-2 MAIN ENGINE ALTERNATORS

There is some corrosion on the ground post and some Insulation burned on the alternator ground wire

RECOMMENDATION

Clean the post to remove the insulation and repair or eplace the ground wire



FINDING B-3 GENERATOR COOLING SYSTEM TYPE

The generator's heat exchanger and other cooling system components, etc. were developing corrosion.

RECOMMENDATION

Investigate further, and service, repair or replace as necessary.

Findings & Recommendations



C: SURVEYOR'S GENERAL FINDINGS AND OBSERVATIONS

FINDING C-1 VHF RADIOS

No GPS position source was configured

RECOMMENDATION

Connect the vessel's GPS to the radio input to permit emergency communications when using the distress feature.

FINDING C-2 MULTI-FUNCTIONAL NAVIGATION DISPLAYS

Charts last updated 4/101/19

RECOMMENDATION

Update the charts as needed for your cruising waters

FINDING C-3 ANTENNAS

Cabling on VHF antenna worn

RECOMMENDATION

Replace the cable or antenna as necessary prior to extended cruising.

Findings & Recommendations



FINDING C-4 FIXED FIRE SUPPRESSION SYSTEM

The Fixed Fire Suppression System did not have a current annual inspection tag.

RECOMMENDATION

Have the system inspected and re-certified to comply with ABYC and NFPA recommended standards for fire protection. NOTE This is not required for USCG requirements due to the number of hand held extinguishers aboard but is highly recommended.

Report Summary

SUMMARY

VESSEL CONDITION

It is the Surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION, after the Survey has been completed and the findings have been organized in a logical manner.

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

The following is the accepted Marine Grading System of Condition:

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

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

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

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

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

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

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

EXCELLENT

STATEMENT OF VALUATION

The "FAIR MARKET VALUE" is the most probable price in terms of money that a vessel should bring in a competitive and open market under all conditions requisite to a fair sale: the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of 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, and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

APPRAISAL METHODOLOGY

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

Similarly equipped, same or similar model vessels are shown as sold on broker listing sites including YATCO (Yacht and Boat & Sales), Soldboat (from Yachtworld listings), and IYBA (International Yacht Brokers Association) in

Report Summary

recent years. These values were adjusted for the model year, date of sale, and location and averaged. A ratio was established between the listed and sold prices.

That ratio was applied to existing listings similarly adjusted for age, location, and, where discernible, condition. Listings of more than 1 standard deviation (an accepted statistical measure of how far any single item in a list varies from the list's average) from the average value were carefully evaluated for condition, days on the market, and location, and discounted if not applicable to the value of the vessel being valued.

The adjusted average of sold boats and of current listings were adjusted for Boat Underwriters' Counsel(BUC) condition. That number is considered with the values listed by BUCValuPro™ for vessels in the same condition and location. When there are so few sales of similar vessels it is important to consider the condition and location of comparable vessels to ensure that outliers do not positively or negatively reflect upon the subject vessels' market value.

SIMILAR VESSELS RECENTLY SOLD

I found 11 Mainship Pilot 34 Sedan Models from 2001 to 2004 sold in the last 3 years in the Mid-Atlantic area. Six (6) of those are considered comparable to the subject vessel. Twin-engine vessels were not considered and those selling for more or less than one (1) Standard Deviation from the average sales price or on the market for more than a year were also not included.

Comparable Sales:

Year	Date	Loc	Listed	Sold
2001	08/21	MD	120,000	107,500
2002	06/22	MD	159,987	159,900
2003	06/23	MD	125,000	117,000
2004	08/23	MD	159,900	159,000
2004	12/21	MD	149,500	136,000
2004	06/23	MD	123,900	116,500
2004	12/21	MD	130,000	139,500

The average sold price was \$121,259 and their original listing price was \$122,747 The ratio between the listed and sold price is 99%, a high number that indicates that these used vessels are in high demand in the marketplace.

I found four (4) 2000, 2001, and 2002 Listings and two (2) later vessels, a 2007 and a 2008. I adjusted the 2007 listing by 15% and the 2008 by 20% to reflect their model years in comparison to the subject vessel.

Year	Listing Price	Location
2000	129,000	RI
2001	114,900	CT
2002	109,995	VA
2002	139,995	NY
2007	160,225	MD (-15%)
2008	135,200	MD (-20%)

The average adjusted listing price is \$131,522; as the ratio between the asked and sold price of these vessels is 99%. We apply this ratio to listed vessels' asking prices yielding an average project sale price of the listed vessels as \$130,237.

Report Summary

The Boat Underwriters Counsel BUCValuPro™ Retail Price Range for in Bristol Condition ranges from a low of \$98,700 to a high of \$108,500.

ADJUSTED ESTIMATES

The surveyor has chosen to consider: BUCValuPro™ Fair Market Value adjusted for condition and equipment, as well as model year confirmed sold boat listings, and adjusted current listings with a focus on the most comparable sales. I consider the BUC value low for this particular vessel and their values do not track with the overall market sales for this very popular model.

Given the overall condition and exceptional (and well-documented) maintenance of [REDACTED] I consider to have a Fair Market Value of \$133,000 and a Replacement Value of \$680,000.

Report Summary

SUMMARY

In accordance with the request for a Marine Survey of the "██████████" 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. 09/15/2023

. Subject to correction of deficiencies listed in sections A and B, the vessel is considered to be reasonably suitable for its intended use. Other deficiencies listed should be attended to in keeping with good maintenance practices or as upgrades.

SURVEYOR'S CERTIFICATION

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

The statements of fact contained in this report are true and correct.

The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions and conclusions.

I have no present or prospective interest in the vessel that is the subject of this report and I have no personal interest or bias with respect to the parties involved.

My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result or the occurrence of a subsequent event.

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

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

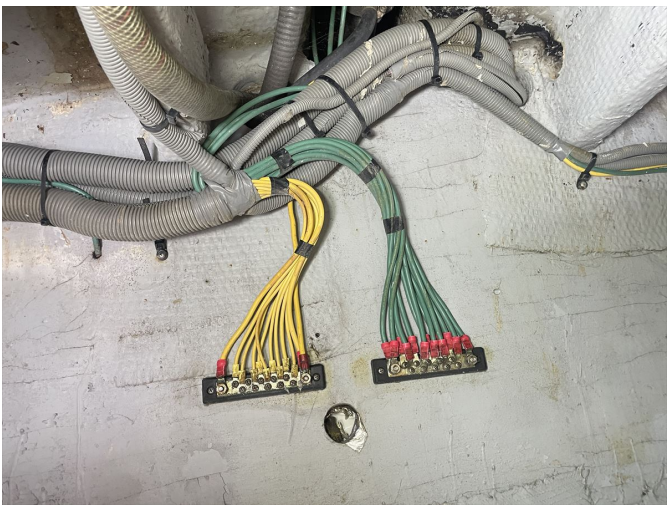
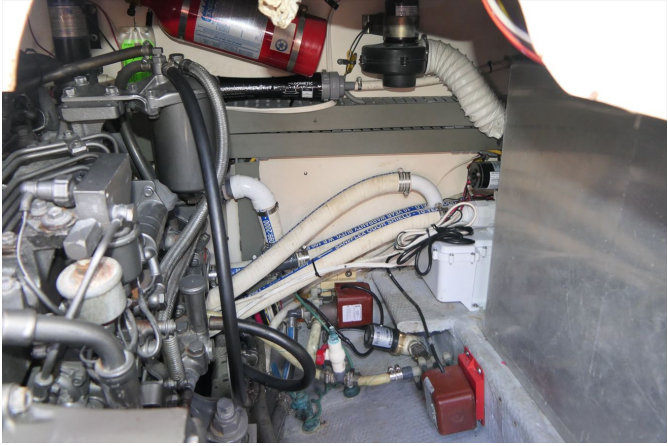
Scott Richard Berg
Principal Surveyor



Photos



Photos



Photos

