

GLADDING MARINE SURVEYING AND CONSULTING, LLC

1738 PICKWICK PLACE-FLEMING ISLAND-FLORIDA-32003

PHONE: 904-945-0511 FAX: 904-215-9243 EMAIL: gladdings@msn.com



File photo

SURVEY REPORT VESSEL NAME: *Vagabond*

Prepared by: Bill Gladding AMS® #810

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GENERAL INFORMATION

SURVEY PURPOSE: insurance underwriting
FILE #: 2017-03-20 Consolidated 40 Launch 1909

REQUESTED BY: David Gillespie
REPORT DATE: June 21, 2017

OWNER INFORMATION: David Gillespie, 329 West River Rd, Palatka, FL 32177

SURVEY DATE: March 20 & June 21, 2017

SURVEY LOCATION: Huckins Yacht Corporation, Jacksonville, Florida

ATTENDING: surveyor was unaccompanied during inspection

ENGINE SURVEYOR: basic external checks by hull surveyor

VESSEL & MACHINERY DATA

Vessel identification numbers (sighted aboard, photos at end of report if found aboard)

Hull ID #: JMKHUD31000151804 Registration #: FL0266PK

Vessel type and dimensions (taken from on file)

Manufacturer: Consolidated Ship Building Model: Standard 40 hp Launch Model year: 1909

Length: 40'0" Beam: 8'6" Draft: 3'0" Weight: 16,000 lbs Hull composition: wood fiberglassed

Electric Motor (sighted aboard)

Type and #: single inboard Horsepower: 70/35KW (Elco equivalent rating) Fuel type: 108 volts DC
(actual 96 employed) Manufacturer: Elco® Model: EP7000 Serial #: 03120068 Hours: unknown

Alternating Current Generator (sighted aboard)

Manufacturer: Kohler Model: 6EOD KW: 6.0 Fuel type: diesel Serial #: SGM3224BT Hours: unknown

RECOMMENDATIONS

(Items on this list should be addressed on a priority basis)

1. None at this time.

(Also see **Summary Remarks and Notes** section at end of survey)

This vessel was manufactured prior to enactment of some of the USCG 33CFR requirements and NFPA and ABYC standards and recommendations in effect today. This survey addresses those items thought to be necessary for safety but does not suggest complete compliance with current regulations or standards and recommendations.

INTENDED USE: recreational

SUITABLE FOR INTENDED USE: yes (upon completion of recommendations cited above)

NAVIGATIONAL LIMITS: inland waters

VALUATION

Subject vessel was found to be in overall above average condition. It is a modern restoration of an original classic motor yacht. Recent sales history and current listings found on June 21, 2017 and owner's reported expenditures provide a basis for establishing its value. Based upon analysis of the data below it is the opinion of the undersigned the following values should apply:

Current value: \$175,000 Replacement cost: \$850,000 (estimated)

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Pricing guides

Not listed in pricing guides

Reported sales

Soldboats.com

\$3,500 to \$120,000

(10 – 35' to 45' antique or classic yachts constructed prior to 1930 in the USA since 2012)

Current listings

Yachtworld.com

\$31,000 to \$600,000

(8 – 35' to 45' antique or classic yachts constructed prior to 1930 in the USA)

Cost basis

• Original hull acquisition cost	\$17,500
• Propulsion system	\$70,000
• Boatyard expenditures	\$70,000
• Owner's efforts	<u>\$18,000</u>
	\$175,000

APPROVAL

This survey may be used for valuation, insurance or mortgage requirements. This survey checks for compliance with U.S. Coast Guard regulations and American Boat and Yacht Council, Inc.

Recommended Standards and Practices. In addition, the general structural condition of the vessel and suitability for its intended service will be examined. This survey cannot check for latent defects which could not readily be discovered by inspection without removal of machinery, tanks, sheathing, joiner work, upholstery, bulkheads, ceiling, fascia or other fixed material, or disassembly of machinery, plumbing, wiring or other parts components or systems.

The undersigned has conducted this survey and issued this report for the sole use of the specified requesting party for an agreed fee based upon the intended use of the report; accordingly, others are not to use this report and not rely upon the contents of this report without payment to the Company of an additional agreed fee based upon the reevaluation of the same factors. The Company shall have no liability for property loss damages, and no liability for punitive damages all of which shall be deemed to have knowingly and voluntarily waived upon use of this report. In the event of dissatisfaction with the conduct of the survey, with errors contained in the report, or by omission of information, the sole and maximum remedy shall be limited to the amount of fee actually received for this report which shall be refunded regardless of the number of claims or suits, regardless of whether under theory of tort, contract, warranty, products, outrage or otherwise.

This survey contains opinions and observations based on my skill, experience and training as a marine surveyor and consultant. Under no circumstances shall the report be understood to constitute a representation, guarantee, or warranty expressed or implied of any kind as the condition or soundness for the subject vessel, its hull, engines, machinery, equipment or system or any appurtenances thereof, or the cost of effecting any repairs or modifications. The report of survey is not valid until the fee for the survey is paid in full.

Attorney fees; costs: In any litigation arising out of the contract, the prevailing party shall be entitled to recover reasonable attorney's fees and costs.

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William K. Gladding, AMS® #810

Society of Accredited Marine Surveyors

Gladding Marine Surveying and Consulting, LLC

SCOPE OF SURVEY

Vessel was inspected on the hard inside storage covered with plastic to protect from dirt and debris from day to day operations of a working yard. It was inspected without making removals or opening parts normally concealed and without making borings to ascertain thickness or condition of structural members. As a result, some areas behind cabinetry and under decks were not reached. Fixtures and appliances were powered up and exercised where indicated. Locker doors and drawers were worked and examined for proper function. Potential leak sources such as portlights and deck hatches were examined for evidence of water stains or other indications of leakage. The hull exterior was inspected visually and sounded with a mallet to locate any voids, delaminating or cracking. The underwater gear and other fittings were inspected and checked for indications of damage, abuse or excessive wear.

Test equipment that may be referenced in the report:

- Tramex Skipper or GE Aquant moisture meter
- Flir® One Android infrared camera
- Ideal Suretest AC electrical test meter
- AC electric three light plug in tester
- Check-Line non-contact digital tachometer
- Multi-meter electrical tester
- Assorted hammers and measuring devices

VESSEL GENERAL DESCRIPTIONS

Exterior arrangement – Classic wooden launch noted the following:

- Hull – Displacement type reported by current owner to have been constructed on sailing vessel plan repurposed as a powerboat. Vessel has round bilges with shallow keel reinforced with railroad iron along bottom edge that provides ballast and some measure of structural support, plumb stem with very light bow flare, relatively straight sloping sheer that curves down sharply to cockpit gunwale height approximately amidships, canoe stern with shallow overhang
- Decks and superstructure – Flush main deck from the bow aft to the pilothouse just past amidships, recessed cockpit deck from the pilothouse aft to the stern, superstructure consists of pilothouse with overhang that extends aft to stern

Interior arrangement – Single level from collision bulkhead to cockpit noted the following:

- Staterooms – Two berthing areas between main cabin and head with two ¼ berths each
- Heads – Forward end
- Galley – Aft end port side
- Dinette – Aft end stbd side
- Saloon – Aft end of lower cabin
- Helm – Forward centerline of pilothouse

Structural elements

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- Hull skin material and type cosmetic finish – Sawn cedar planks approximately 1” x 6” size screw fastened onto steam bent 2” x 2” oak frames on approximately 12” centers. Hull is covered with epoxied fiberglass from trim middle guard to keel
- Hull deck joint – Screw fastened wood
- Continuous transverse bulkheads locations and materials – Collision bulkhead is only continuous, partial bulkheads at head enclosure, between staterooms and aft end of lower cabin constructed of wood screw fastened
- Decks and superstructure materials and type cosmetic finish – Solid mahogany and steam bent oak frames sheathed in mahogany and spruce or yellow pine
- Fastenings (for wooden vessels whether pulled or not) – Vessel owner reports hull has been rebuilt with approximately 50% of structure replaced then covered with fiberglass. In this circumstance fasteners would not be withdrawn without cause such as delamination of fiberglass or loose structure detected by tap testing or visual inspection. *No cause for fastener withdrawal noted at this time*

SURVEY FINDINGS

UPGRADES/REBUILDS

- 2017 – Vessel has been completed and in service since its refit in 2012.
- 2012 - Current vessel owner is nearing completion of a top to bottom stem to stern refit including hull structure and propulsion, electrical and mechanical systems. Much of the systems work is being completed at Huckins Yacht Corporation a reputable builder/repairer of wood and fiberglass yachts for many years. One feature of special note is the installation of a hybrid propulsion system from Elco Motor Yachts

HULL ABOVE WATERLINE AND RELATED

Structural elements

Condition: above average

Condition of structural elements such as stringers, transverse framing, bulkheads, partitions and other similar type hull supports based upon visual inspection to insure they are maintaining their proper shape and remain securely attached, tap tested to insure they are not delaminated or deteriorated and in some cases examined using a moisture meter

Topsides

Structural condition: above average

Structural assessment based upon visual examination of hull's shape for damage, distortions, sagging, hogging or other signs structure is failing or is not adequately supported; moisture testing to locate areas where abnormal readings may indicate deterioration of laminates or cores; and tap testing areas that are suspect as a result of abnormal indications from visual inspection and readings from moisture meter

Cosmetic condition: above average

Cosmetic condition of paint, gelcoat and varnish based upon surveyor's opinion of appearance compared to similar type vessels considering factors such as gloss, extent of oxidation, flaking, discoloration, wear and tear or other factors

Condition other features: above average

- Guards – sheer (wood with bronze striker)

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- Swim platform - none
- Permanently installed means for reboarding – none

Deck drain systems

Primary drainage system: direct overboard

Other drainage systems: scuppers Condition: above average

Weather decks with in-hull drain systems: enclosed cockpit

The undersigned has witnessed several sinking and flooding events due to clogged deck drains backing up rain water on deck then flooding to hull interior. In order to prevent this type of event from occurring deck drain fittings and piping should be maintained leak free, kept clean and free of debris and hatch seals maintained to prevent water from leaking to hull interior or accumulating on weather decks and spilling to hull interior.

Decks & superstructure

Structural condition: above average

Structural assessment based upon visual examination of hull's shape for damage, distortions, sagging or other signs structure is failing or is not adequately supported; moisture testing to locate areas where abnormal readings may indicate deterioration of laminates or cores; and tap testing areas that are suspect as a result of abnormal indications from visual inspection and readings from moisture meter

Cosmetic condition: above average

Cosmetic condition of paint, gelcoat and varnish based upon surveyor's opinion of appearance compared to similar type vessels considering factors such as gloss, extent of oxidation, flaking, discoloration, wear and tear or other factors

Exterior soft goods

Condition/appearance: above average Wear & tear: not significant Serviceable: yes

Location & type (installed at time of survey):

- Cockpit enclosure (canvass & Eisenglass)

Exterior hardware

Condition/appearance: above average Anchoring & bedding: appeared adequate

Location & type:

- Foredeck – hand rail (sectional bronze)

Tie-up gear

Condition/appearance: above average Anchoring & bedding: appeared adequate

Location & type – bronze fittings as follows:

- Foredeck (mooring bit & 2 x fair leads)
- Foredeck aft end (2 x fixed mooring cleats)
- Aft deck (mooring bit & 2 x bronze fair leads)

Anchoring gear

Condition/appearance: above average Function: appeared serviceable

Locations/descriptions:

- Anchor pulpit – none
- Chute(s) - none

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Comments:

- Vessel is equipped with davit at foredeck for anchor handling

Glazing materials

Condition/appearance: above average Function: appeared serviceable Gaskets and seals: appeared serviceable

Location & type:

- Cabin and pilothouse sides (built-in glass)

Exterior hatches, portlights and doors

Condition/appearance: above average Function: appeared serviceable Gaskets and seals: appeared serviceable

Location & type:

- **Secondary egress (escape) - foredeck**
- Hull sides – hinged portlights (bronze & glass)
- Foredeck – hinged deck hatches (built-in wood & glass)
- Cockpit – deck hatches (built-in wood)

HULL BELOW WATERLINE AND RELATED

Hull below the waterline

Structural condition: above average

Structural assessment based upon visual examination of hull's shape for damage, distortions, sagging, hogging or other signs structure is failing or is not adequately supported; tap testing for purposes of comparing variations in tap sound indicative of previous repairs, delaminating, moisture intrusion or blistering; and moisture testing if hull is sufficiently dried and does not have coatings that interfere with moisture meter function to locate areas where abnormal readings may indicate deterioration of laminates or cores

Cosmetic condition: above average

Cosmetic condition based upon surveyor's opinion of hull appearance compared to similar type vessels considering factors such as paint build-up, smoothness of hull, blistering and other features that affect its appearance

Bow thruster

Condition

/appearance: above average Function: appeared serviceable

- Location – notched into keel at bow
- Manufacturer/model – Yacht Thruster eXturn Simplex
- Type – 12 volt electric
- Service disconnect – remote control solenoid
- Overcurrent protection – main panel
- Test performed – visual inspection

Underwater gear

Condition/appearance: above average Function: appeared serviceable Damage, abuse or excessive wear: none noted

- Propellers – 18" x 10" right hand three bladed bronze alloy
- Shafting – 1 ¼" stainless

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- Shaft support – keel mounted bearing carrier
- Bearings – rubber Cutless® type
- Shaft log – integral fiberglass
- Shaft seal – PSS® self-aligning dripless
- Fasteners – appeared secure

Rudders & linkages

Condition/appearance: above average Function: normal Damage, abuse or excessive wear: none noted

- Rudder description – bronze fin type with riveted discontinuous 1 3/4" stock
- Thru-hull seal – bronze packing gland
- Supports – rudder packing gland and keel mounted skeg
- Linkages – bronze quadrant
- Steering components – vinyl covered stainless cable and bronze turn blocks

Thru-hulls, seacocks, transducers

Condition/appearance: average or better Function: normal Damage, abuse or excessive wear: none noted

- Underwater – Threaded bronze fitted with 1/4 turn valves, bonded with stainless clamps on hoses connections at the following bilge locations:
 - Under head pedestal – **toilet inlet & discharge**
 - Port side of head – **head sink drain**
 - Galley cabinet – **galley sink drain**
 - Aft of propulsion motor – **AC generator inlet & shaft seal water supply**
 - Cockpit bilge – **cockpit scupper drains**
- Topsides – threaded bronze
- Transducers – lower cabin

ACCOMMODATIONS, HOUSEHOLD SYSTEMS AND COMFORT SYSTEMS

Interior spaces

Bulkheads, partitions and cabinetry found to be solid and in good condition, locker and cabinet doors and drawers found to be in above average condition and working order. Interior décor was found to be in overall above average condition with less than average wear and tear descriptions as follows:

- Doors – hinged type varnished mahogany
- Decks – varnished spruce or yellow pine
- Cabinetry – varnished mahogany
- Bulkheads and partitions – varnished mahogany
- Ceilings – painted bead board
- Counters – varnished mahogany
- Cushions – cloth skins
- Natural ventilation – opening appliances and cowl vent
- Powered ventilation – none
- Fixtures and appliances – serviceable

Galley equipment

Condition/appearance: above average Function: appeared serviceable

Locations/descriptions – Located in galley except as noted:

- Coffeemaker (Krupps)
- Microwave (Rival RGST902)

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- Sink (single stainless)
- Range (Princess single burner glass top)
- Portable cooler (top opening)

Sanitary system

Condition/appearance: average or better Function: appeared serviceable

Locations/descriptions:

- Quantity - one
- Manufacturer - TMC
- Type – 12 volt macerating marine toilet
- Vented loops (if required) – yes
- Y-valves (direct overboard discharge) – beneath toilet pedestal

TANKS, PUMPS, PIPING AND RELATED

(Capacities listed in this section are based upon published specifications for this model unless stated otherwise)

Fuel

Found the following to be in above average condition without evidence of leakage to level filled where accessible for inspection:

- Tanks – 12 gallons capacity contained in one plastic tank secured in port berth at forward stateroom
- Fills – port side deck
- Vents – hull side
- Plumbing materials – USCG approved Type-A hose
- Shut-off valves – tank outlet
- Filters – cockpit bilge (Racor 500)
- Level gauges – none

Potable water

Found the following to be in above average condition without evidence of leakage to level filled where accessible for inspection:

- Tanks – 50 gallons capacity contained in two plastic tanks secured in forward stateroom berths
- Fills - foredeck
- Vents – hull sides
- Plumbing materials – reinforced plastic hose and PVC pipe
- Shut-off valves – not found
- Pressure pump – stbd seat in main cabin area (Flojet model 4305-500)
- Accumulator tank – not found
- Water heater – cockpit bilge (Ariston GL4 [4 gallons, 120 volts])
- Dock water inlet – cockpit
- Level gauges – none

Waste

Found the following to be in above average condition without evidence of leakage to level filled where accessible for inspection:

- Tanks – 18 gallons capacity contained in one plastic tank secured in rope locker
- Deck fitting - foredeck
- Vents – hull side
- Plumbing materials – PVC hose
- Y-valves – none
- Overboard valve – under toilet platform
- Discharge pump – n/a (gravity feed)
- Treatment device – none
- Level gauges – none

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ENGINES, AND ENGINE AND VESSEL CONTROLS

Propulsion motor

Condition/appearance: above average Function: appeared serviceable Damage or abuse: none noted

- Location – cockpit bilge
- Description – high voltage DC motor
- Power transmission – direct drive
- Cooling system – air cooled
- Mounting:
 - Foundations & beds – hull stringers
 - Mounts – adjustable vibration isolator type
- Cleanliness – above average
- Fluid levels and condition – n/a
- Accessibility - good

Engine controls

Condition/appearance: above average Function/ease of operation: above average

- Manufacturer/model – Elco®
- Description – single lever type
- Locations - pilothouse
- Neutral safety interlock (prevents starting in gear) – n/a

Engine instrumentation

Condition/appearance: above average Function: appeared serviceable

- Manufacturer – Elco®
- Type – digital data display
- Locations – pilothouse
- Alarms - yes

Steering

Condition/appearance: above average Function/ease of operation: normal

- Manufacturer/model – Consolidated pattern
- Description – wheel type cable over pulley
- Locations – pilothouse

EQUIPMENT

Pumps dewatering and utility

Condition/appearance: above average Function: appeared serviceable

Bilge location, type & description:

- Lower cabin bilge:
 - Dewatering (Rule 1500 gph)
 - Dewatering (Whale Gulper 320)

ELECTRICAL SYSTEMS

Galvanic corrosion protection

Condition/appearance: above average Serviceable: yes

Descriptions & locations:

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- Anodes (zinc unless noted otherwise) – propeller shaft
- Bonding system - none
- Galvanic isolators/Isolation transformers – not found

AC electrical system

Condition/appearance: above average Function: normal

Locations & descriptions of significant components and features:

- Voltage – 120
- Inlet types & locations – 1 x 30 amps (port side of cockpit)
- Inlet circuit protection – main panel
- Main panel:
 - Location – lower cabin aft bulkhead
 - Instrumentation – volt meter
 - Source selector switches – rotary type switch
 - Reverse polarity indicator - yes
- Tests and examinations:
 - Shoreline output - normal
 - Generator output – not tested
 - Inverter output – n/a
 - AC/DC grounding connection - yes
 - Condition of shore cord – above average
 - Condition of shore cord inlet – above average

DC electrical system

Condition/appearance: above average Function: normal

Locations & descriptions of significant components:

- Voltage - 12
- Panel locations – lower cabin aft bulkhead
- Panel instrumentation – volt meter
- Branch circuit protection - breaker
- Primary circuit protection - breaker

Alternating current generators

Condition/appearance: above average Function: appeared serviceable Damage or abuse: none noted

Description:

- Engine type – three cylinders naturally aspirated diesel
- AC generator mounting – close coupled
- Location – galley cabinet
- Circuit protection:
 - Generator – yes
 - Main panel – yes
- Accessories – drip pan
- Fuel, exhaust, cooling water and electrical connections – serviceable
- Vented loop (may be necessary for deep draft installation) – n/a

Battery charging devices

Condition/appearance: above average Function: appeared serviceable Damage or abuse: none noted

Locations/descriptions:

- AC electric:
 - Propulsion motor batteries – cockpit forward stbd side (Elcon PFC5000)

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- House & AC generator batteries – galley settee (Guest Charge Pro 10 amp)
- Alternators – AC generator
- Renewable – none
- Charger controllers – n/a

Storage batteries

Condition/appearance: above average Function: appeared serviceable Damage or abuse: none noted

- Batteries – all AGM types secured in dedicated lockers locations and types as follows:
 - Propulsion motor (8 x Odyssey PC1800-FT)
 - AC generator (Exide Edge Group 24)
 - House (Optima D31M)
- Disconnects – adjacent to each (propulsion motor has plug)

Battery disconnects or primary circuit protection for high amperage DC systems such as engine & AC generator cranking, windlasses, capstans, bow & stern thrusters and davits should be toggled off when not in use to prevent them from energizing unexpectedly due to failed components or short circuits that can lead to equipment damage or fire while vessel is not in use or unattended

ELECTRONICS AND NAVIGATION EQUIPMENT

Condition/appearance: above average Function: appeared serviceable

- Magnetic compass (Ritchie Powerdamp)
- Chart plotter (Garmin GPSmap 441S)
- 1 x windshield wipers
- VHF (Standard Horizon Eclipse DSC+)
- Manual remote control searchlight

SAFETY EQUIPMENT

(Items in this section should be considered compliant with applicable sections of Code of Federal Regulations and serviceable unless noted otherwise)

Fire safety equipment

- Fixed - none
- Fixed fire system manual activator – n/a
- Portable handheld USCG Approved Sizes located as follows – Size BCI located as follows:
 - Cockpit
 - Forward stateroom
 - Galley

Comments:

- **ABYC recommends compliance with this standard (A-4) for all boats, associated equipment, and systems manufactured after July 31, 2009:**
 - 4.5.1 Fire extinguishing equipment (portable or fixed) shall be U.S. Coast Guard approved, and listed or approved by a recognized independent testing laboratory. The installation and use of such fire extinguishing equipment shall be in accordance with the manufacturer's instructions.
 - 4.5.2 Inboard and stern-drive boats with engine compartments shall have either:
 - 4.5.2.1 a fixed fire extinguishing system installed to protect the engine compartment ([see A-4.7](#)), or
 - 4.5.2.2 a single suitably sized clean agent portable fire extinguisher provided and installed in proximity to a port to permit discharge directly into the engine compartment without opening the primary access. ([See Table IV](#) for determination of the minimum portable clean agent fire extinguisher size for this usage).

Gas detection systems

- CO – not found

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- Smoke – not found

Emergency bilge pumps and high water alarms

- Dewatering pumps – vessel is equipped with multiple pumps
- Audible alarms – yes

Signaling devices

- Flares – n/a
- Hull mounted sound - yes

Navigation lights

- Side - foredeck
- Mast head – pilothouse roof
- Stern – aft end of upper deck
- Anchoring – pilothouse roof

Flotation devices

- Personal & throwable USCG Approved devices located as follows:
 - Lower cabin (6 x Type II adult and 2 x Type I adult)
 - Lower cabin (1 x Type IV cushion)
- Liferafts – none

Ground tackle

Condition/appearance: average Function: appeared adequate for routine service

Locations/descriptions:

- Primary anchor – fisherman's type, laid nylon rode
- Back-up anchor – not found

Additional required (non-safety)

- Pollution placards (Vessels 26 feet and over with a machinery compartment) – engine compartment
- Marpol Trash Placard (Vessels 26 feet and over) – yes
- Written trash disposal plan (Vessels 40 feet and over) - yes
- Navigation rules (Vessels 39.4 feet and over) - yes
- Vessel identification locations:
 - HIN – not found
 - Name – foredeck name boards
 - Registration # - hull sides

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1738 PICKWICK PLACE-FLEMING ISLAND-FLORIDA-32003

PHONE: 904-945-0511 FAX: 904-215-9243 EMAIL: gladdings@msn.com

SUMMARY REMARKS AND NOTES

Items on the following lists are grouped in several categories according to the source of their advice. Items in bold face are also listed in the Recommendations section at the beginning of this report and should be addressed on a priority basis. The remaining items on the lists that follow will likely not interfere with the safe and reliable function of the vessel but may improve its utility and/or convenience.

REGULATORY AND/OR STATUTORY DEFICIENCIES

Items on this list may not affect vessel safety but if ignored may result in fines and/or penalties:

1. None at this time.

STANDARDS DEFICIENCIES

ABYC Standards and Technical Information Reports are advisory only; their use is entirely voluntary. They are guides to achieving a specific level of design or performance, and are not intended to preclude attainment of desired results by other means:

2. AC electric outlets are not fitted with GFCI protection; suggest installation of GFCI type outlets at galley and head enclosure or other convenient central location.
3. Install CO/smoke alarm in lower cabin if passengers will be sleeping there.

SUGGESTED REPAIRS AND/OR CHANGES

Items based upon surveyor's observations or experience that may improve the vessel's reliability, utility or longevity:

4. Steering quadrant is secure but not tightly fastened on rudder stock; tighten set screws to prevent excessive wear.
5. Unused thru-hull in transom is open to hull interior; install cap to prevent water and pests from entering.

(End of report photo pages to follow)

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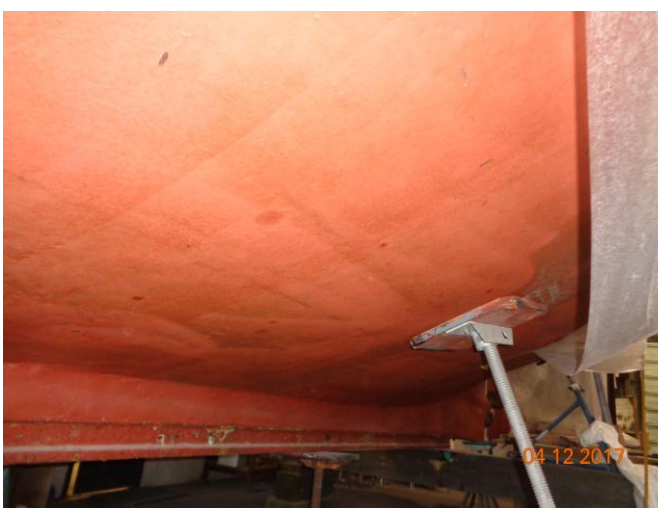
PHOTOS



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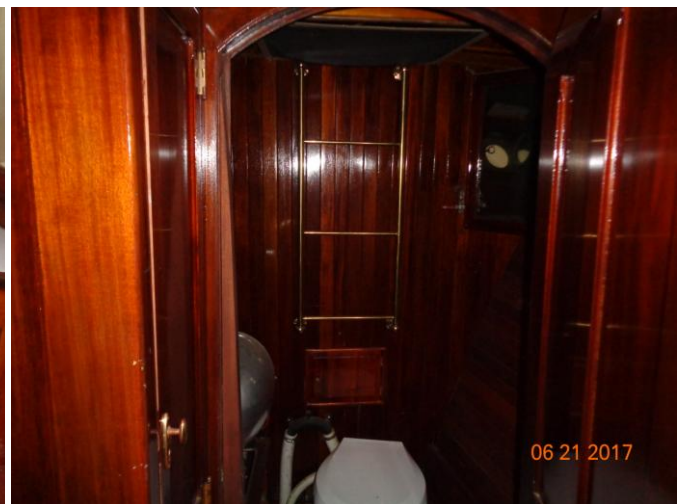
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