



SURVEY REPORT

*Ryan Uhlisch Jr*  
*Marine Surveyor*

May 28, 2024  
SURVEY REPORT NO: 24.2148

Mainship "Mediterranean" 41'



**Date Survey:** May 13, 2024 **Official No:** 956798 **HIN:** MPC41084A889  
**Length:** 41.30' **Breadth:** 14.50' **Depth:** 6.0' **Gross Tons:** 58 **Net Tons:** 46  
**Year Built:** 1989 **Builder:** Mainship Corp **Place Built:** St. Augustine FL  
**Machinery:** Crusader 454 CID 8-cyl Gasoline Engine **Gear:** Velvet Drive 2.91:1  
**Fair Market Value:** \$40,000.00 **Replacement Value:** \$325,000.00 (new build)

**Inspection to Ascertain  
Condition and Valuation  
for Appraisal Purposes  
as of May 21, 2024**

**SURVEY REPORT NO. 24-2148**

**Mainship "Mediterranean" 34'**

**This is to certify that the undersigned, attending marine surveyor did on May 21, 2024, at the request of Al Herrera; and for the account of whom it may concern, survey the **Mainship Mediterranean 41'**; HIN MPC41084A889 ; while subject vessel was afloat and moored at  
New Orleans, LA 70124; in order to ascertain the general condition and valuation of the vessel for appraisal purposes as of May 28, 2024**

**Attending: Ryan Uhlich, Marine Surveyor  
Vessel's Owner**

**Note: All sizes, measurements, capacities, distances et cetera, mentioned herein are approximate, unless otherwise specified.**

**Portions of the information contained herein were derived from in-house literature and other appraisal sources, which are believed to be accurate but not guaranteed.**

**Survey Parameters:**

**This survey was performed with inspection of the vessel, equipment and machinery to the voluntary standards of **ABYC AND NFPA** and also to mandatory standards of **Local, State, and Federal regulations (USCG, CFR)**, all applicable at the time of vessel manufacture. The findings reported herein reflect the conditions observed at the survey was conducted.**

**Survey Parameters:(Continued)**

All items and equipment listed, with exceptions listed, were found operationally satisfactory unless otherwise noted at the listing, or noted in "Recommendations" section of this report. The following items are not surveyed or reported on under any conditions.

1. Engines of all types and use. Inboard, Outboards, Inboard/Outboards, auxiliary, or genset. Diesel or Gasoline. We DO NOT survey test or inspect engines or their attachment components including transmission, clutches or "V" drive units. (We recommend that an engine surveyor or a qualified engine technician be hired to do so.
2. Standing and running rigging of the steading rig above the standing eye level of the surveyor while on deck.
3. Tankage of any type.

These items are not covered in the scope of this survey.

General condition deficiencies of the vessel and equipment are listed under the conditions category and in the "Recommendations" section.

**General Construction Particulars:**

The vessel was built of all fiberglass construction by Mainship Corp, in St Augustine, FL 32084 during 1989.

Vessel Name: Cuba-Italy

LWLF # LA 2379 GG

**Dimensions:**

Length -	41.3'
Breadth -	14.5'
Depth -	6.0'
LOA-	48' (approx)
Draft-	48" (light ship)
Displacement -	23,000 lbs.(reportedly)
Transom Deadrise	NA (swim platform)

**General Construction Particulars:(continued)**

This vessel is a double rudder trawler type yacht with a near flush deck, a semi-vee displacement type hull, raised helm with 2<sup>nd</sup> elevation fly bridge with seating accommodations. Vessel contains centerline transom aluminum steps leading to a swim platform.

**Hull:**

The hull is three compartment designed watertight, with stainless steel fasteners. The hull is ventilated by means of a rectangular molded fiberglass hatches and port and starboard acrylic sliding salon door entryway's.

The exterior hull is protected by means of a rubber and composite 4" rub rail affixed to the hull located near the top of the gunwale. Additionally there are portable bumpers cradled with- in the vessels forward manrail system

**Deck:**

The deck is constructed of fiberglass with molded non-skid panels.

Deck fittings consist of one (1) Sampson post forward on centerline, two (2) 6" stainless steel cleats on either side of the anchor, two (2) 11" stainless steel cleats port and starboard at amidships and two (2) 11" stainless steel cleats near the aft corners of the vessel.

Forepeak contains an #35 fluke type anchor cradled in anchor chute equipped with roller. Subject anchor is actuated with a forepeak mount Good automatic windlass model CFD 5/8". (Complies with 33 CFR § 164.19)

The perimeter of the forward deck is fitted with stainless steel stanchions that make into a single tier handrail.

Foredeck contains non-skid material adhered to the decks surface.

Vessel is fitted with two (2) square and one (1) rectangular composite/plastic transparent deck hatches.

Superstructure contains forward and side facing and perimeter windows at the weather deck level and six (6) (three per side) large extruding deckhouse windows.

Top of superstructure contain 1" aluminum round pipe longitudinal handrail to assist in traversing the port and starboard side.

**Lower Hull Accommodations:**

Access to the accommodations is through port and starboard sliding acrylic cabin doors.

Vessel's bulkheads and overheads are marine vinyl and textured wall coverings with teak inserts. Interior of quarters contain coin pattern rubberized commercial deck coverings. The interior salon and quarters contain custom fitted removable deck hatches for lower hull access.

**Accommodations are Arranged as Follows:**

Forward is a full master V-berth containing queen size accommodations with parameter shelving, storage cabinetry and closet. To port is an enclosed water closet. Subject water closet contains head, lavatory and enclosed shower.

**Salon/Galley:**

The next compartment aft is the galley followed by the salon area.

The galley is located to starboard and contains Formica countertops, two (2) element electric cooktop, wall mount microwave oven, under counter refrigerator/freezer, coffee maker, double sink, with pressurized water, and cabinet storage.

Following the galley is the salon with the main interior electrical panel on the aft bulkhead on centerline. Electrical panel contains 120v to 12v switch panel, distribution switches, and voltage meters.

The salon contains couch seating to starboard and single chair with adjacent end table end table to port. Gunwales contain perimeter storage compartments in way.

The decks in way of the salon contain removable plug hatches that affords access to the machinery space and other lower hull equipment.

**Aft Master Quarters:**

Aft quarters is configured with queen size bed, closets, port and starboard nite stands, wall mount television, and air conditioning controls.

To port is a full water closet with lavatory, head, and bathtub.

**Navigation Station:**

Navigation station is a fly bridge configuration.

Pilot console contains navigational devices, windshield and various cabinets and compartments.

Fly bridge area contains pilot chair and observers chair forward with longitudinal settees port and starboard with small beverage table to starboard. Settees contain storage beneath.

Fly bridge area has a single tier grab rail system around the aft portion and centerline diagonal stairs leading to the transom deck and swim platform.

The navigation console contains the following principle equipment:

One (1) 15" Sea Star steering wheel.

Two (2) Double yolk throttle and clutch controls.

Two (2) Gauge clusters. Each cluster contains RPM, oil psi, temperature, voltage and fuel gauges.

One (1) Navigation light switch panel.

One (1) Ritchie Angler 3" compass.

One (1) Simrad AP 24 autopilot.

One (1) Guest Judson Micro-Sync engine synchronizer.

One (1) Standard Horizon GX 2000 VHF radio

One (1) Engine ignition switch with kill switch.

One (1) Electric horn switch.

One (1) each navigation lights and panel lights.

One (1) Anchor windlass switch.

One (1) Ray Line searchlight control.

One (1) Garmin GSD 22 video sounder. (not on board at time of survey)

**Navigation Station:**(continued)

One (1) Fireboy engine room fire extinguisher monitor.

One (1) Garmin Echomap DV chartplotter (not on board at time of survey)

**Atop Deckhouse:**

One (1) Searchlight.

One (1) Double trumpet horn. (complies with 33 CFR § 117.15)

One (1) Loudhailer speaker.

**Atop Radar Arch**

One (2) Garmin Digital antenna.

Upper deck has Bimini top covering. (canvas missing)

**Safety Equipment:**

Lifesaving equipment consists of twelve (12) United States Coast Guard approved type life jackets.

One (1) Electric horn. Complies with 33 USC 2033 and 46 CFR 25.30

Two (2) 5 lb dry chemical type fire extinguishers statically located about the salon.

Two (2) 5 lb dry chemical type fire extinguishers statically mounted in fly bridge console dash.

One (1) 20" U shaped throw ring. . (Complies with 46 CFR 28.115)

One (1) Emergency 120v bilge pump.

One (1) Cruiser medical kit.

One (1) Water Jel burn kit.

**Safety Equipment:**(continued)

One (1) Flair kit (expired)

One (1) Bilge pump with float switch (machinery space). (Complies with CFR § 182.520)

One (1) Bilge pump. (forward bilge)

One (2) Fireboy model 70CG, Halon 1301 (complies with USCG 162.029 fixed systems)

One (2) Fireboy model 35CG, Halon 1301 (complies with USCG 162.029 fixed systems)

**Electrical:**

The vessel is wired with Neoprene type covered wiring. Fixtures are of the yacht type. Lighting system is 110-volt A.C. and 12-volt, D.C.. Switchboard is digital. Overload protection is attained by means of circuit breakers and fuses.

Four (4) 12-volt heavy duty marine type batteries are aboard and are stowed in approved type battery boxes in a well ventilated area of the engine space. Batteries to comply with CFR: 33CFR 183.420

The vessel is fitted with two (2) Perko AB battery switch's, one (1) generator switch, and one (1) MasterVolt 12/4-3 amp. battery charger.

Shore power consists of two (2) 30 amp heavy duty 120V outlets located on the port exterior bulkhead. Subject shore power system includes two applicable shore power chords. (Vessel was plugged in at time of survey)

**Machinery:**

Propulsion machinery consists of twin Crusader 454, V-8, eight (8) cylinder, gasoline engines. Engines are rated at 350HP each and drive a 2" stainless tailshaft through a Velvet drive model 1018 12 marine reverse reduction gear with a ratio of 2.91:1. Cooling is effected through an external raw water heat exchanger system. Propulsion machinery is electric starting and is served by a Racor fuel filtration system. Engine hours- (unknown)

**Generator:**

Generator is a Cummins/Onan, three (3) cylinder, four (4) cycle, 8KW single phase, brushless generator.



**Steering:**

Hydraulic system with double ram steerer at the rudder stocks.

**Auxiliary machinery:**

One (1) Cruisair SXR/SNR/SHR 7/1 Stow Away V 7,000 btu air conditioner  
One (1) Marine Air model UTH 12K 205561755, 16,000 btu air conditioner.  
One (1) ) Cruisair SXR/SNR/SHR 7/1 Stow Away V 7,000 btu air conditioner.  
One (1) Seaward model F-1100 - 11 gallon water heater.  
One (1) Eureka central vac system. (inoperable at time of survey)

**Tanks and Capacities:**

Fuel capacity 300 gallon. (Complied with CFR 183- 501 when originally installed)  
Potable water 70 gallons.  
Holding tank 40 gallons.

**Pumps:**

One (1) Jabsco 31395 Series, PAR-Max 2.9 Water System Pump,  
One (1) Sea Land - JS marine sanitation system.  
One (1) Leeson marine water pump (powers sanitation system)  
One (1) Sea Flow bilge pump with Sea Flow float switch (fwd bilge)  
One (1) Rule model 25S 500 GPM 12 volt shower pump.  
One (1) Rule model 25S 500 GPM 12 volt bathtub pump.

**Condition:**

The vessel was surveyed in water at New Orleans Municipal Yacht Harbor pier 2, B214.  
Hull Gelcoat (above the waterline) was in satisfactory with water stains and slight abrasions at random locations. Fender rub rail was devoid of dents or scratches except for the starboard aft corner. Vessels' topsides (forepeak) were basically clean but did show signs of aging but basically in satisfactory condition. Hatches appeared to be in workable condition. Ground tackle displayed minimal wear and appeared operational. Cockpit was in average condition. Navigational equipment was in usable condition, showed signs of aging but appeared to be operational. Vessels interior was undergoing refurbishing, carpets were being replaced and other components such as furnishings were being renewed. Satisfactory housekeeping prevailed. Galley equipment was suitable in working order.  
Overheads vinyl was in satisfactory condition  
Electrical panel appeared to be in working order.  
Machinery space displayed some minor signs of wear and tear.

**Condition:(continued)**

Machinery space bulkheads showed slight signs of engine residue and some components showed signs of slight surface rust. Bilge's contained minimal bilge water. We did not encounter any signs of machinery vibration issues or exhaust problems. Swim platform had some slight signs of distress but appeared to be usable. Lower hull coating (what we could see) was adequate, Lower hull contained slight abrasions at random locations.

Reportedly, vessel bottom was maintained last year using a diver and removing marine growth and replacing sacrificial anodes.

Reportedly, generator is near new.

**Recommendations:**

1. Replace batteries Co2/smoke alarm. (CFR 46 Part 181.4 and 181.45)
2. Replace expired flair kit . (CFR §175.110)

**Valuation:**

**Appraisal Methodology:**

The cost approach methodology is typically utilized by estimating a replacement cost new, minus the residual value, then depreciating that cost over an estimated economic life span, and then multiplying the estimated years of economic life remaining and adding the residual value..

**Sales Comparison Approach:**

Value inquiries obtained NADA and BUC online used boat guide and numerous vessel sales (internet and local) was used to determine fair market value. Also, correspondence was made with boat dealers regarding (new) replacement values. (Vessel no longer in production) We obtained comparables of like n kind vessels' for sale. We can provide comparables by request.

**Income approach:**

This was not used because the vessel does not possess the ability to earn any income.

**Cost Approach:**

Depreciation method was applied as follows:

The replacement cost new of the hull and equipment is estimated \$325,000.00, The amount of \$325,000.00 was divided by an estimated forty (40) year economic life span, which equaled \$8,125.00 of depreciation per year. Therefore, the vessels current market value is the residual value in the amount of \$40,625.00

**Conclusion:**

Estimated fair market value ..... **\$40,000.00**

Estimated replacement value (new build). ..... **\$325,000.00**

In ascertaining the aforementioned values, consideration was given to the size, dimensions, condition, outfitting, type and size of propulsion machinery of subject vessel, as well as to the prevailing market conditions.

Value inquiries obtained NADA and BUC online used boat guide and numerous vessel sales (internet and local) was used to determine fair market value. Also, correspondence was made with boat dealers regarding (new) replacement values. (Vessel no longer in production)

**Surveyor's Notes:**

The scope of this report is limited to conditions found at time of survey. This survey represents the good faith opinion of the surveyor and was performed for appraisal purposes only.

This survey represents the good faith opinion of the surveyor, and was performed for appraisal and/or insurances purposes only.

This survey was conducted without making removals or opening up to expose parts of the vessels hull, which are ordinarily concealed. It is further noted that this survey does NOT guaranty for seaworthiness either expressly or implied, nor is it a certificate of suitability for service of any kind. No determination of stability characteristics or inherent structural integrity has been made, and no opinion is expressed with respect to same.

NO guaranty is expressed or implied to the specified value at any point or points in the future of any real or personal property.

**Surveyor's Notes:(continued)**

This Survey was prepared based on facts presently known/observed by attending surveyor and completed without prejudice to the rights of the parties at interest with no guaranty specified or implied. The right to amend or supplement this Report, should additional information be available, is reserved by the attending surveyor or any of out agents. Our Liability, if any, is limited to the fee for services rendered on this Report. In acceptance of this survey the above terms are understood and agreed upon.

The undersigned marine surveyor has no present or contemplated future interest in the aforementioned vessel and/or its equipment, and compensation for services has been arranged for on an independent fee basis and is in no way contingent upon the values reported herein.

R. F. Uhlich, Jr.

Ryan F. Uhlich Jr

**Ryan Uhlich**

Digitally signed by Ryan Uhlich  
DN: cn=Ryan Uhlich, o=Surveyor,  
ou=Marine,  
c=US  
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Marine Surveyor AMS/SAMS #475

RFU, JR.:rujr















