



1996 44' Sea Ray 440 Express Bridge

## "Quiet Thyme"



Satellite Beach, FL 32937



# Condition & Value Report of Marine Survey

*Of the Vessel*

## "Quiet Thyme"

**1996 44' Sea Ray 440 Express Bridge**

**Conducted By**

Daniel Yates, Marine Surveyor (NAMS Associate Marine Surveyor)  
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**Prepared For**



**Date Of Survey:** Inspection performed on: 09/19/24.

**Report Submitted On:** 09/21/24

Condition & Value Report of Marine Survey .....	1
Introduction .....	1
General Vessel Information .....	4
Rating & Valuation .....	4
Vessel Documentation Nonconformities .....	4
Vessel Construction .....	4
Hull Arrangement .....	4
Deck Arrangement .....	5
Bridge Arrangement .....	5
Underwater Equipment & Hull Inspection .....	6
Exterior Equipment .....	7
Propulsion & Machinery Space .....	7
Propulsion System .....	7
Trial Run Information .....	8
Machinery & Bilge Space Equipment .....	9
Transmissions / Gears / Drives .....	9
Fuel Systems .....	9
Steering Systems .....	10
Generators/Auxiliary Power .....	10
Generators .....	10
Cabin Appointments .....	10
Interior .....	10
Interior Systems & Equipment .....	11
Audio/Visual Equipment .....	11
Galley Equipment .....	11
Electrical Systems .....	12
DC Electrical Systems .....	12
AC Electrical Systems .....	12
Water Systems .....	12
Freshwater System .....	12
Blackwater System .....	13
Greywater System .....	13
Ground Tackle .....	13
Electronics & Navigation Equipment .....	13
Safety Equipment .....	14
Safety Equipment (U.S.C.G.) .....	14
Auxiliary Safety Equipment .....	15
Bilge Pumping Systems .....	15
Fishing Equipment .....	15
Findings & Recommendations .....	16
A: First Priority / Safety and Compliance Deficiencies .....	16
B: Secondary Priority / Findings Needing Timely Attention .....	18
C: Surveyor's General Findings, Notes And Observations .....	23

Summary .....	25
Summary .....	25
Photos .....	29

## INTRODUCTION

### PURPOSE & SCOPE

The Surveyor attended aboard the 1996 Sea Ray 440 Express Bridge Quiet Thyme, at the request of [REDACTED] Inspection performed on: 09/19/24.. The Survey was requested to determine the physical condition and value of the vessel for donation. 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.

There was no mechanical/engine Survey performed during the Hull Survey. It is highly recommended and understood that all propulsion and auxiliary power systems (engines, transmissions, gears, drives, generators) be inspected by their respective Manufacturer's Certified Technician to determine their condition.

An out of the water inspection of the hull's wetted surfaces and running gear was performed during the survey inspection. The running gear was examined without the removal of any hardware or coatings and the hull bottom was sounded approximately every 6 inches with a phenolic hammer.

A limited trial run was performed as part of the survey inspection, at which time the propulsion systems and related systems were demonstrated in a limited capacity.

The Survey Requester is responsible for compliance with the Rules, Regulations, Codes and Standards applicable in their country, which may be different from the Rules, Regulations, Codes and Standards used as guidelines for conducting this Survey. Vessels that will be exported to the European Union must undergo a Post Construction Assessment (PCA) by a "Notified Body" in order to determine if the vessel meets the Recreational Craft Directive 94/25/EC, as amended by Directive 2003/44/EC. This can be done in the USA or in the port where the vessel will enter the European Union. PCA inspectors can be reached through the IMCI International Maritime Certification Institute ([www.imci.org](http://www.imci.org)). Be advised that a Post Construction Assessment (PCA) was not part of this Survey. The vessel should be carefully re-inspected just prior to shipment and immediately following delivery. Delivery should not be accepted if the inspection reflects any damages, whether interior or exterior, which were not reflected in the initial Survey Report. Any damage and/or missing equipment is the sole responsibility of the shipper.

Electrical and electronic equipment was powered up and some electrical equipment may have been tested for basic and/or limited function only. The wiring (conductors) was inspected from a general perspective where accessible. A significant amount of wiring could not be observed due to the wiring looms and conduits that transit areas which would require dismantling and removals for their inspection. If a detailed report as to the condition and capacities of the wiring and electrical components is desired, it is recommended that a qualified ABYC Certified Marine Electrical Engineer be engaged.

Vessel tankage was visually inspected where accessible. No obvious leakage was observed, unless otherwise noted; however, the tanks were not confirmed to be full at the time of inspection. The tankage was not opened or internally inspected unless otherwise noted. If a more thorough assessment is desired, the tanks should be filled and checked under full tank status or pressure tested to attest to their condition.

The vessel was Surveyed without the removal of any parts, including fixed partitions, fastened panels, fittings, headliners & wall-liners, heavy furniture, tacked carpeting or other fixed flooring material, appliances, electrical equipment or electronics, instruments, anchors line & chain, spare parts, personal gear, clothing, miscellaneous items in the bilges, cabinets, lockers or other storage spaces, or other fixed or semi-fixed items. Only installed items were inspected, including but not limited to enclosures, covers and tops. Locked compartments or otherwise inaccessible areas would also preclude inspection. Survey requester is advised to open up all such areas for further inspection. A visual inspection was conducted only on accessible structures and no destructive testing was performed. Naval architecture and engineering analysis were not a part of this Survey. Furthermore, no determination of stability characteristics or inherent structural integrity has been made, and no opinion is expressed with respect thereto. Complete compliance with, identification of, and reporting on all standards, codes and regulations is not guaranteed.

This signed report represents the findings of the Survey and supersedes any and all conversations, statements and representations, whether verbal or in writing. This Survey Report represents the condition of the vessel on the above date or dates and is the unbiased opinion of the undersigned, but it is not to be considered an inventory, warranty or guarantee, either specified or implied. The Survey Report is for the exclusive use of the client and those lenders and underwriters that will finance and insure the vessel for

this client only, and is not assignable to any other parties for any purpose.

#### CONDUCT OF SURVEY

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46 CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

**DEFINITION OF TERMS**

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

**APPEARED:**

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

**SERVICEABLE:**

Fulfilling its function adequately (usable at the time of Survey).

**POWERED UP:**

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

**USE OF "A", "B" or "C":**

Use of the letters "A", "B" or "C" in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" Section pertaining to the lettered item.

PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.

Unless specifically noted otherwise, there were no measurements or calculations performed during the Survey. The specifications listed within the report are believed to be correct; however, accuracy is not guaranteed. Recommend obtaining accurate measurements and performing calculations as desired, or verifying all vessel specifications and capacities with the vessel's builder.

**HIN (HULL IDENTIFICATION NUMBER) VERIFICATION COMMENTS**

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



**GENERAL VESSEL INFORMATION**

TYPE OF SURVEY REQUESTED	Condition and Value for Donation
VESSEL TYPE	Sedan Bridge
VESSEL BUILDER	Sea Ray Boats Inc.
HIN (HULL IDENTIFICATION NUMBER)	SERP3045J596
MODEL YEAR	1996 (Per Hull Identification Number)
YEAR BUILT	1995 (Per Hull Identification Number)
HULL NUMBER	045 (Per Hull Identification Number)
DOCUMENTED HAILING PORT	Charleston, SC
U.S.C.G. DOCUMENTATION NUMBER	1058815
U.S.C.G. DOCUMENTED FOR	Recreation
LENGTH OVERALL (LOA)	44'
BEAM	13' 11" (Per Buc Value Pro)
DRAFT	3' 5" (Per Buc Value Pro)
LOCATION OF SURVEY INSPECTION	██████████ Mount Pleasant, SC
LOCATION OF BOTTOM INSPECTION	Cooper River Boatyard, North Charleston, SC
WEATHER CONDITIONS PRESENT	Hot, Sunny, Light Breeze.

**RATING & VALUATION****VESSEL OVERALL RATING**

RESTORABLE (enough of hull and engine exists to restore the boat to usable condition, +/- 50-80%), per BUC.

**ESTIMATED MARKET VALUE**

\$27,153

**ESTIMATED REPLACEMENT COST**

\$918,000

**VESSEL DOCUMENTATION NONCONFORMITIES****HIN (HULL IDENTIFICATION NUMBER) COMPLIANCE (33 CFR 181)**

The vessel's HIN (Hull Identification Number) displayed on the starboard aft upper hull corner was clearly legible.

**DOCUMENTATION COMPLIANCE (46 CFR 67)**

The vessel's U.S.C.G. Documentation Number & decal were displayed onboard.

**VESSEL CONSTRUCTION****HULL ARRANGEMENT****VESSEL DESCRIPTION AND LAYOUT**

The Sea Ray 440 Express Bridge has two Berths, a small aft guest cabin to port has queen bed the and the forward master stateroom features a queen-size island berth and a TV/DVD player. Forward Head with shower stall and aft stateroom head. A sliding glass door opens to the cockpit, walk-through transom, transom bench seat (Not installed), and molded flybridge stairs. The flybridge includes a large U-shaped aft seat and forward of the helm seating.

**HULL MATERIAL**

FRP (fiber reinforced plastic).

**EXTERIOR FINISH**

White gelcoat, with black boot stripes.



**GENERAL EXTERIOR CONDITION**

General wear & tear, spider cracking and oxidation was observed on some of the exterior surfaces.

**FINDING C-1****TRANSOM**

The transom is reportedly constructed of fiberglass and was visually in serviceable condition where sighted. Where visible, reinforced, FRP. Interior portion is in good condition with no signs of fractures or unusual loading points.

**SWIM PLATFORM**

TNT Marine Lift Systems electro-hydraulic swim platform/tender lift with dinghy chocks. Note: The swim platform is not in operational condition, hydraulic hoses and fittings are corroded out and the base of the hydraulic arm mounts have corroded through.

**FINDING A-1****BOARDING SWIM LADDER**

The Swim ladder appeared to have been removed from the swim platform.

**FINDING A-2****STRINGERS/TRANSVERSALS**

Hull stiffness was provided by cored fiberglass longitudinal stringers and athwartships transversals. Stringers were visually inspected and tested with a general MMD7 moisture meter. Slightly Elevated readings sighted on the stringers.

**FINDING B-1****BILGES**

A painted surface was used in the bilges. Recommend keeping the bilges clean & dry.

**GENERAL BILGE CONDITION**

Some of the bilge spaces required general cleaning/detailing and some of the bilges were due for paint refinishing. There was oil residue in the engine compartment bilge. Recommend general cleaning/detailing of the bilges and repainting where necessary.

**FINDING B-2*****DECK ARRANGEMENT*****DECK MATERIAL**

End-Grain Balsa Wood cored FRP (fiber reinforced plastic) with white gelcoat and diamond textured non-skid. General wear & Tear was sighted on the decks, Elevated moisture readings were sighted on the deck above the engine room.

**FINDING C-2****DECKING OVERLAY**

Antico Teak cockpit deck overlay, with Teak cockpit covering boards. Appeared in poor condition and was peeling up in areas.

**FINDING C-3****RUB-RAILS**

Plastic composite compression rail with stainless steel striker strip. Serviceable.

***BRIDGE ARRANGEMENT*****BRIDGE TOP**

The flybridge Bimini Top was Sunbrella type fabric material, with stainless steel support piping. Serviceable.

**RADAR ARCH**

Fiberglass Radar Arch. Serviceable.

## UNDERWATER EQUIPMENT & HULL INSPECTION

### HULL SURFACE COMMENTS

Some areas of the hull side's laminates have separated from their sandwich coring. Cracks were observed around the engine exhaust's transom discharge tube connections. Some exceptions were observed (see Findings Appendix).

#### FINDING B-3

### PROPELLERS

Two (2) bronze alloy, four bladed propellers with nuts/cotter pins. {NOTE} Prop nuts were installed in reverse order; thin nut on back of thick nut. The propeller nuts should be installed with the heavier nut (thicker) behind the smaller (thinner) nut.

#### FINDING A-3

#### FINDING B-4

### PROPELLER SHAFTS

Aquamet 22 Stainless Steel, 1 3/4" inch diameter. Serviceable.

### SHAFT STAVE BEARINGS (CUTLESS BEARINGS)

The Cutless Bearings showed no signs of significant wear.

### RUDDER MATERIAL

Bronze.

### TRIM TAB SYSTEM

Bennett Marine 12 volt Electro-Hydraulic Trim Tabs. Failed to power up when tested.

#### FINDING B-5

### HULL SEA-STRAINERS

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

### HULL TRANSDUCERS

There was a though hull transducer installed on the starboard side, aft hull bottom. Its fairing block was in poor condition. The transducer mounting area appeared in poor visual condition.

#### FINDING B-6

### SACRIFICIAL ANODES

Several of the underwater Zinc Anodes were wasting or wasted. Monitor frequently.

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 if the vessel is kept in freshwater.

#### FINDING B-7

### ANTIFOULING PAINT

The antifouling bottom paint appeared to be at the end of its serviceable life, was worn thin or flaked off in several areas and some areas of previously flaked off bottom paint were painted over. Also, the running gear's "Prop Speed" coatings were failing and slight marine growth was observed along the hull's wetted surfaces.

#### FINDING B-8

### OSMOTIC HULL BLISTERS

Various osmotic blisters were observed along the hull's wetted surface.

#### FINDING B-9

## EXTERIOR EQUIPMENT

### EXTERIOR SEATING

Vinyl helm and bench seating, with matching coaming bolsters. Serviceable. Note: The Aft cockpit seating was removed at the time of survey.

### GENERAL CAULKING/SEALANT CONDITION

General weathering has developed on some of the vessel's exterior caulking sealants, including the window seals.

#### FINDING B-10

### 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.

### EXTERIOR WASHDOWNS

Freshwater washdowns were located in the port cockpit. Serviceable.

### EXTERIOR SHOWER

Hot/cold shower in the transom wing locker. Knobs were broken and not operational.

#### FINDING C-4

### DECK HATCHES

Opening deck hatch on the foredeck. Serviceable.

### PORTHOLES/PORTLIGHTS

Opening portholes were located on the hull sides. NOTE: some general UV/heat crazing was observed on some of the porthole's portlight glass.

### WINDSHIELD

Tempered glass windshield by Taylor Made. Serviceable. Note: Some of the interior trim work around the base of the windows had elevated moisture readings when tested with an MMD7 moisture meter.

#### FINDING C-5

### DECK RAILINGS

Stainless steel railings ran from amidships around the forward perimeter of the vessel. Securely fastened.

### DECK DRAINAGE

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

### CLEATS

Cleats throughout the vessel were stainless steel horn type and securely fastened.

### 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).

## PROPULSION & MACHINERY SPACE

### *PROPULSION SYSTEM*

### ENGINE MODEL

Twin, Caterpillar Marine Power 3126, 7.2 Liter (439 cid).

**ENGINE HORSEPOWER**

420 HP each @ 2800 RPM's

**ENGINE STARTER VOLTAGE RATING**

12 volt.

**ENGINE HOURS**

Port: 2178, Starboard: 2168, observed on the engine's digital service hour meters.

**ENGINE SERIAL NUMBERS**

Port:8NM03799, Starboard:8NM03303

**ENGINE INSTRUMENTATION**

Main engine instrument gauges were installed at the helm.

**ENGINE BED MOTOR MOUNTS**

Adjustable motor mounts on cored fiberglass longitudinal engine bed stringers. Serviceable.

**MAIN ENGINE OIL LEVEL**

Normal levels were observed on the port and starboard engine sump dipsticks.

**MAIN ENGINE COOLANT LEVEL**

Normal levels were observed in the Coolant Recovery Expansion tanks.

***TRIAL RUN INFORMATION*****ENGINE STARTUP**

The engines started without excessive cranking or excessive exhaust smoke.

**VIBRATION COMMENTS**

Hull vibration was observed during trial run, which appeared to originate mainly from the port running gear.

**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 the helm station without exception.

**STEERING TEST**

The steering components were observed while the steering wheel was turned hard over several times without exception, except where noted.

**FINDING B-11****ENGINE PERFORMANCE**

Engines were not brought up to full speed, The Starboard engine's transmission started to slip at 2000 rpms and got worse at higher rpms.

**FINDING B-12****TRIAL RUN CONDITIONS**

An inshore trial run was performed in calm conditions.

**ENGINE SPACE COMBUSTION AIR VOLUME**

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

## ***MACHINERY & BILGE SPACE EQUIPMENT***

### **SEACOCKS/SEA-VALVES**

Raw water seacocks were bronze alloy ball valve type. Lubricate, exercise and monitor frequently. Recommend performing maintenance on all seacocks & sea-strainers annually (disassemble, inspect, clean and lubricate). It is also recommended that all below the waterline and near the waterline thru-hulls have a proper sized wooden plug attached to function as an emergency plugging device.

### **RAW WATER STRAINERS**

AG Bronze alloy with sight glass and underwater scoop strainers.

### **HOSES**

Appeared in poor condition , dry cracking, degradation, damage or chafing was sighted on multiple hoses throughout the vessel.

#### **FINDING B-13**

### **HOSE CLAMPS**

Hose clamps were in various conditions throughout the vessel, multiple clamps throughout the engine room were corroded and degraded. See findings

#### **FINDING B-14**

## ***TRANSMISSIONS / GEARS / DRIVES***

### **DRIVE SYSTEM TYPE**

V-Drive.

### **TRANSMISSIONS/GEARS**

Twin Disc.

### **GEAR SERIAL NUMBERS**

Unknown (data tags were illegible).

### **PROPELLER SHAFT SEALS**

PSS (Packless Shaft Seal Systems). Monitor frequently. Starboard side appeared to leak excessively while underway.

#### **FINDING B-15**

## **FUEL SYSTEMS**

### **FUEL SYSTEM TYPE**

Diesel.

### **FUEL TANK MATERIAL**

5052-H32 Aluminum with grey coating.

### **NUMBER OF FUEL TANKS**

Two (2).

### **FUEL TANKAGE CAPACITY**

196 gallons, in each tank.

### **FUEL TANK MANUFACTURER LABELING**

The ABYC required fuel tankage labels were sighted on the fuel tanks.

### **FUEL TANKAGE LOCATION**

Port & starboard, outboard in the engine room.

**FUEL FILL HOSE/PIPE**

Type A2 USCG Approved Fuel Hose. Cracking was sighted in the hose.

**FINDING B-16**

**FUEL LINES/HOSES**

USCG Approved Type A1 fuel lines, where sighted.

**FINDING B-17**

**MAIN ENGINE PRIMARY FUEL FILTERS**

Two (2) Racor Primary fuel filter/water separators. Sediment was sighted in the glass.

**STEERING SYSTEMS****STEERING SYSTEM TYPE**

Hydraulic Power Steering.

**NUMBER OF STEERING STATIONS**

One (1) helm station at the flybridge.

**STEERING HOSES/LINES**

Reinforced flexible hoses with metallic fittings. Appeared in poor condition.

**FINDING B-18**

**STEERING SYSTEM ACTUATORS**

The steering ram appeared to be well secured. Oil residue was sighted around the ram.

**FINDING B-19**

**GENERATORS/AUXILIARY POWER*****GENERATORS*****GENERATOR MODEL**

Westerbeke. Not in operational condition. Needs Battery, Exhaust hoses, Fuel hoses, etc.

**FINDING B-20**

**GENERATOR FUEL TYPE**

Diesel.

**GENERATOR KILOWATT RATING**

8.0 KW.

**CABIN APPOINTMENTS*****INTERIOR*****HEAD ARRANGEMENT**

Sealand Vacuflush 12 volt Heads. Demonstrated. Aft pump ran continuously and appeared to have a leak in the engine room.

**FINDING B-21**

**SHOWER ARRANGEMENT**

Stall shower in the Head. Serviceable.

**INTERIOR CABINETRY & TRIM**

General wear & tear was observed on the interior cabinetry and trim.

**CEILING HEADLINERS**

Headliner material was textured vinyl.

**WALL-LINERS**

Wall-liner material was textured vinyl. NOTE: some peeling was observed at some areas of the wallpaper coverings.

**FLOORING**

Amtico simulated Teak & Holly at the Salon Companionway, Galley, Dinette and Heads.

**GENERAL INTERIOR & SOFTGOODS CONDITION**

General wear & tear was observed on some of the interior woodwork, flooring & soft-goods.

**FINDING C-6**

**GENERAL INTERIOR FURNISHINGS & SOFT-GOODS CONDITION**

The general maintenance of the interior soft-goods appeared worn, torn and stained.

**WATER INTRUSION COMMENTS**

Some exceptions were observed (see Findings Appendix).

**FINDING B-22**

***INTERIOR SYSTEMS & EQUIPMENT*****LIGHTING**

12 volt DC and 110 volt AC lighting fixtures. All lights illuminated, except where noted.

**FINDING C-7**

**HVAC/AIR CONDITIONING SYSTEM**

Two (2) Cruisair Marine Air units. 16,000 BTU & 12,000 BTU with digital controls. Forward unit was not in operational condition.

**FINDING B-23**

**VACUUM SYSTEM**

Central Vacuum System with hose and attachments. Demonstrated.

***AUDIO/VISUAL EQUIPMENT*****TELEVISION SYSTEM**

Two (2) Samsung Smart TV's. Powered up.

**STEREO SYSTEM**

Harmon Kardon HK3350 Sound system. Failed to power up when tested.

**FINDING C-8**

***GALLEY EQUIPMENT*****REFRIGERATION**

Vitrifigo RF Series Refrigerator/Freezer 12/24V 120-240V. Powered up and appeared to function as intended.

**ICE MACHINE**

Flybridge-Isotherm Indel Clear Ice Machine. Powered up and appeared to cool, however no Ice appeared to be made while on the survey.

Salon- isotherm Indel Clear Ice Machine. Failed to power up when tested.

**FINDING C-9**

**STOVE**

Kenyon triple burner Stove with Ceramic Glass Cooktop. Glass top appeared cracked and only one burner operated when tested. On knob is missing.

**FINDING B-24****MICROWAVE OVEN**

Panasonic Microwave Oven. Powered up.

**ELECTRICAL SYSTEMS*****DC ELECTRICAL SYSTEMS*****DC SYSTEMS VOLTAGE**

12 volt systems.

**BATTERIES**

Three (3) Group 27, 12 volt Sealed Batteries.

Batteries were tested for voltage with a Top Don BT100 battery tester and appeared serviceable for intended use.

**BATTERY SWITCHES**

Two (2) Guest rotary switches.

**MAIN DC BREAKERS**

The main DC breaker was installed in the main DC breaker panel.

**BATTERY CHARGERS**

ProMariner ProNautic 1240 - 12 volt / 40 amp. Battery Charger. Powered up.

**DC ELECTRICAL/WIRING COMMENTS (ABYC E-11)**

Some exceptions were observed (see Findings Appendix).

**FINDING B-25*****AC ELECTRICAL SYSTEMS*****AC SHORE POWER SYSTEM VOLTAGE**

240 volts AC @ 60Hz.

**AC SHORE POWER INLETS**

50 amp. 120/240 volt shore power inlet.

**AC SHORE POWER CORDS**

50 Amp. vinyl shore power cord.

**AC ELECTRICAL POWER OUTLETS**

The AC outlets were tested using a UL Listed Circuit Tester. All GFCI protected outlets tripped at their test buttons, where sighted.

**WATER SYSTEMS*****FRESHWATER SYSTEM*****WATER TANKAGE MATERIAL**

Polyethylene.

**NUMBER OF FRESHWATER TANKS**

One (1).



**WATER TANKAGE CAPACITY**

100 gallons

**FRESHWATER PUMPS**

Two (2 )12 volt Demand type Freshwater Pump. Powerd up.

**COMMENTS**

Recommend sanitizing the vessel's water tankage and water delivery systems.

***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).

**BLACKWATER TANKAGE**

Polyethylene Blackwater (sewage) holding tanks. 30 gallons each.

**COMMENTS**

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*****GREYWATER TANKAGE**

Fiberglass greywater sump tanks. Aft tank under step appeared to be leaking and fluid was observed under the tank.

**FINDING B-26**

**GROUND TACKLE****ANCHORS**

Stainless Steel Plow Anchor. Serviceable.

**ANCHOR RODE TYPE**

Galvanized chain and estimated 150' 3/8" stranded nylon line. Serviceable.

**ANCHOR WINDLASS**

Lewmar Windlass. Powerd up and down at local switches. Note: Helm switch failed to operate the anchor windlass.

**FINDING C-10**

**ELECTRONICS & NAVIGATION EQUIPMENT****VHF RADIOS**

Standard Horizon Matrix GX2100 VHF Radio. Powerd up.

**COMPASSES**

Ritchie Compass. Appeared to have a bubble in the top.

**FINDING B-27**

**MARINE RADAR**

Raytheon R41 Marine Radar. Powerd up, however the radar malfunctioned when tested.

**FINDING B-28**

**GPS CHARTPLOTTER**

Raytheon Raychart 601XX GPS/Chartplotter. Failed to operate when tested.

**FINDING B-29****DEPTH DISPLAY**

Raytheon V850 Digital Depth Display. Failed to operate when tested.

**FINDING B-30****ANTENNAS**

The antennas appeared to be well mounted where sighted.

**SAFETY EQUIPMENT****SAFETY EQUIPMENT (U.S.C.G.)****WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)**

Four (4) Type I U.S.C.G. Approved PFD's.

Wearable life jackets must be readily accessible. You should be able to put them on in a reasonable amount of time in an emergency (vessel sinking, on fire, etc.). They should not be stowed in plastic bags, in locked or closed compartments, or have other gear stowed on top of them.

**THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)**

Two (2) Type IV - U.S.C.G. Approved Throwable Devices (cushions).

Throwable devices must be immediately available for use. They should be on the main deck within arm's reach, hanging on a lifeline or other easily reached location.

**FIRE EXTINGUISHERS (33 CFR 175.310)**

Three (3) Type ABC-I 2.5 lb. Dry Chemical. Two of the extinguishers are past their life expectancy.

**FINDING A-4****SOUND PRODUCING DEVICES (33 CFR 83)**

12 volt DC Electric Air Horn. Powered up.

**NAVIGATION LIGHTS (33 CFR 83)**

The Navigation Lights illuminated, except where noted.

**FINDING A-5****"NO OIL DISCHARGE" PLACARD (33 CFR 151/155)**

Found properly displayed.

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

Found properly displayed.

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

Found properly displayed.

**U.S.C.G. NAVIGATION RULE BOOK (33 CFR 83) VESSELS OVER 39'4"**

The U.S.C.G. International and Inland Navigation Rule Handbook was not observed onboard. This official government rulebook is required on all vessels over 39'4" in length. Also known as Nav-Rules CG169, contains the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS).

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

The engine/machinery space appeared to have adequate ventilation as built.

### **AUXILIARY SAFETY EQUIPMENT**

#### **FIXED FIRE SUPPRESSION SYSTEM**

Halon 1301 Fixed Fire Suppression Tank in the engine compartment. Automatic thermal activation. Appeared in poor condition and no current inspection.

**FINDING A-6**

#### **FIRST AID SUPPLIES**

A First Aid kit was observed onboard.

#### **CARBON MONOXIDE DETECTORS (ABYC A-24)**

None sighted. Highly recommend installing Carbon Monoxide Detectors inside all of the accommodation spaces.

#### **SMOKE DETECTORS (NFPA 302)**

None sighted. Install Smoke Detectors inside all of the accommodation spaces.

**FINDING A-7**

### **BILGE PUMPING SYSTEMS**

#### **ELECTRIC BILGE PUMPING SYSTEMS**

Three (3) Rule, 12 volt Bilge Pumps with floatsitches. Powered up.

### **FISHING EQUIPMENT**

#### **OUTRIGGERS**

Rupp Marine, no poles sighted.

#### **LIVE BAIT-WELLS**

An integrated raised live bait-well was located in the port transom. Failed to power up when tested.

**FINDING B-31**

The Findings & Recommendations section is only one section of the Quiet Thyme 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

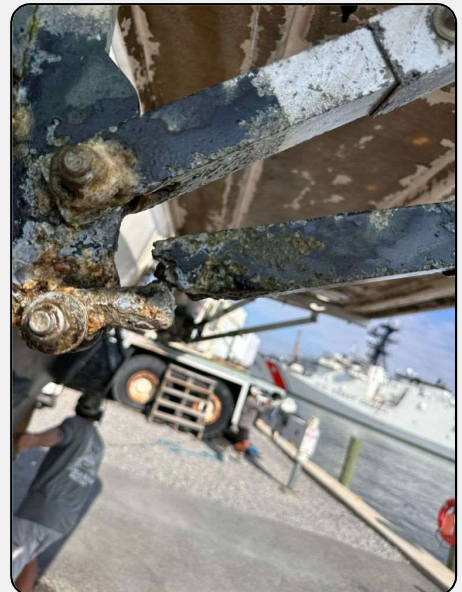
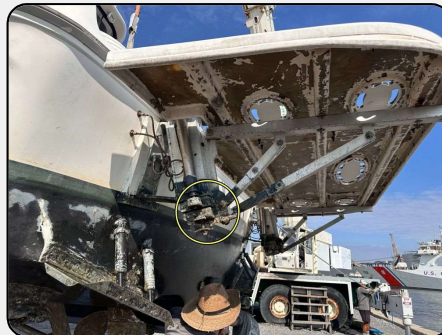
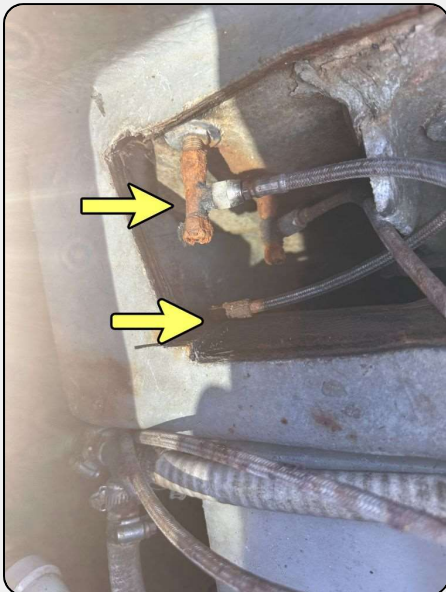
### A: FIRST PRIORITY / SAFETY AND COMPLIANCE DEFICIENCIES

#### FINDING A-1 SWIM PLATFORM

The swim platform appeared to be in poor condition and was not operational.

#### RECOMMENDATION

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



**FINDING A-2 BOARDING SWIM LADDER**

The vessel did not have an approved boarding ladder installed for safe boarding of the vessel from the water in an emergency.

**RECOMMENDATION**

Install an approved emergency boarding ladder (ABYC H-41.10.1), as necessary.

**FINDING A-3 PROPELLERS**

Starboard side propeller appeared to be mounted loose.

**RECOMMENDATION**

Replace the locking nut, as necessary.

**FINDING A-4 FIRE EXTINGUISHERS (33 CFR 175.310)**

Two of the fire extinguishers were past their life expectancy, Dated before 2000.

Cockpit and Salon extinguisher.

**RECOMMENDATION**

Replace the fire extinguishers, as necessary.

**FINDING A-5 NAVIGATION LIGHTS (33 CFR 83)**

Anchor light failed to illuminate when tested.

**RECOMMENDATION**

Repair or replace the Anchor Light and Navigation Running Lights to comply with USCG Regulations.

**FINDING A-6 FIXED FIRE SUPPRESSION SYSTEM**

The Fixed Fire Suppression System did not have a current annual inspection tag and appeared in poor condition.

**RECOMMENDATION**

Inspect and recertify or replace the Fixed Fire Extinguishing System. The engine room's Fixed Fire Extinguishing System should be inspected by an Authorized Fire System Safety Technician to verify its adequacy for the intended space.

**FINDING A-7 SMOKE DETECTORS (NFPA 302)**

Smoke Detectors were not installed in the accommodation spaces.

**RECOMMENDATION**

NFPA 302 CHAPTER 12 SECTION 12.3. All vessels 26' or more in length with accommodation spaces intended for sleeping shall be equipped with a single station smoke alarm that is listed to UL 217 Standard for Single and Multiple Station Smoke Alarms for recreational vehicles and is to be installed and maintained according to the device manufacturer's instructions.

**B: SECONDARY PRIORITY / FINDINGS NEEDING TIMELY ATTENTION**

**FINDING B-1 STRINGERS/TRANSVERSALS**

Elevated moisture readings were sighted on the stringers.

**RECOMMENDATION**

Repair in accordance with good marine practice, as necessary.

**FINDING B-2 GENERAL BILGE CONDITION**

The bilges required cleaning.

**RECOMMENDATION**

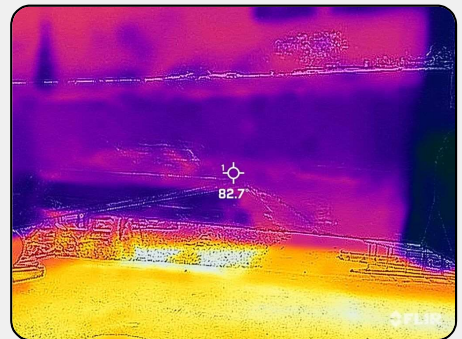
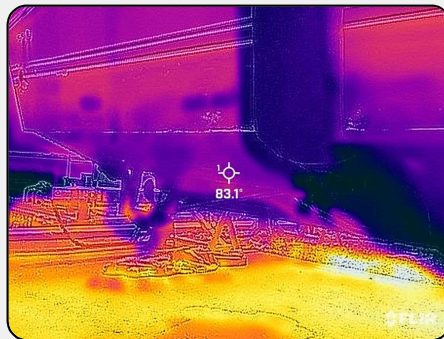
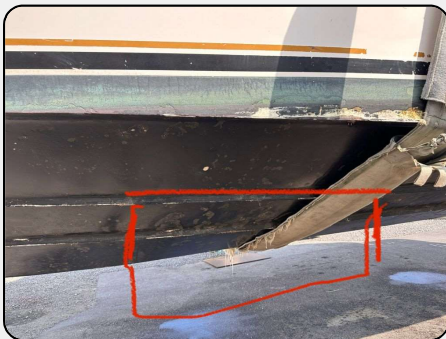
Clean bilges, as necessary.

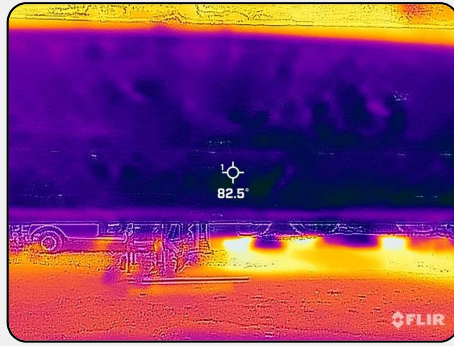
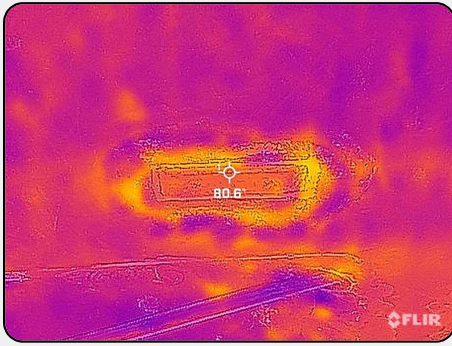
**FINDING B-3 HULL SURFACE COMMENTS**

Some areas of the hull side's laminates have separated from their sandwich coring. Several anomalous percussion hammer sounds were observed at various areas of the hull.

**RECOMMENDATION**

Thermal Imaging or destructive testing may be required to determine the extent of the findings and recommend repairs.





**FINDING B-4 PROPELLERS**

The propeller's compression and lock/jammed nuts were installed in reverse order.

**RECOMMENDATION**

Properly refit the propeller nuts to comply with ABYC Standards as necessary. ABYC P-6 Ap. 6.2, SAE J755 (thin nut in front and thick nut behind).



**FINDING B-5 TRIM TAB SYSTEM**

The Trim Tabs did not power up/respond when tested.

**RECOMMENDATION**

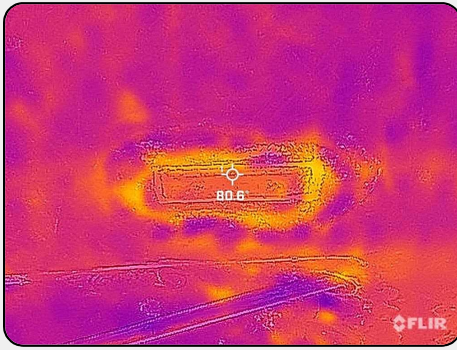
Investigate further/trace, and service, repair or replace as necessary.

**FINDING B-6 HULL TRANSDUCERS**

The transducer mounting area appeared in poor visual condition.

**RECOMMENDATION**

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

**FINDING B-7 SACRIFICIAL ANODES**

Several of the underwater Zinc Anodes were wasting or wasted.

**RECOMMENDATION**

Replace the wasted Zinc Anodes to ensure proper electrolytic corrosion protection.

**FINDING B-8 ANTIFOULING PAINT**

The antifouling bottom paint appeared to be at the end of its serviceable life and was thick & flaking off in several areas, with marine growth also observed along the hull's wetted surfaces.

**RECOMMENDATION**

Remove the paint layers, prepare and repaint, as necessary.

**FINDING B-9 OSMOTIC HULL BLISTERS**

Various sized osmotic blisters were observed along the hull's wetted surface.

**RECOMMENDATION**

Repair the blisters, as necessary. Also recommend applying an Epoxy based Barrier Coating System.

**FINDING B-10 GENERAL CAULKING/SEALANT CONDITION**

General weathering, lifting or separation has developed on some of the vessel's exterior caulking sealants and window seals.

**RECOMMENDATION**

Reef out and renew the caulking sealants and replace the seals, as necessary.

**FINDING B-11 STEERING TEST**

Oil residue was sighted under the steering ram.

**RECOMMENDATION**

Clean area and investigate further for leaks.

**FINDING B-12 ENGINE PERFORMANCE**

The Starboard engine's transmission started to slip at 2000 rpms and got worse at higher rpms.

**RECOMMENDATION**

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

**FINDING B-13 HOSES**

Dry cracking, degradation, damage or chafing was sighted on multiple hoses throughout the vessel.

**RECOMMENDATION**

Inspect all hoses and replace the hoses with appropriate type, as necessary.



**FINDING B-14 HOSE CLAMPS**

Several of the vessel's below deck/bilge hose clamps have developed general rust.

**RECOMMENDATION**

Inspect all hose clamps and clean or replace with doubled Marine Grade Stainless Steel clamps where appropriate, as necessary.

**FINDING B-15 PROPELLER SHAFT SEALS**

The starboard propeller shaft's dripless shaft seal leaked while the vessel was underway.

**RECOMMENDATION**

Investigate further, and adjust, refit, or replace the seals as necessary.

**FINDING B-16 FUEL FILL HOSE/PIPE**

Both of the fuel tank's fill hoses have developed dry cracking.

**RECOMMENDATION**

Replace the hoses with U.S.C.G. Approved Fuel Hoses, as necessary.

**FINDING B-17 FUEL LINES/HOSES**

Several of the fuel line hoses have developed dry cracking and rust leaching through their sheathing.

**RECOMMENDATION**

Inspect all fuel hoses and replace with U.S.C.G. Approved type, as necessary.

**FINDING B-18 STEERING HOSES/LINES**

Dry cracking and rust leach staining has developed on the steering hoses.

**RECOMMENDATION**

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

**FINDING B-19 STEERING SYSTEM ACTUATORS**

Oil residue was sighted around the ram.

**RECOMMENDATION**

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

**FINDING B-20 GENERATOR MODEL**

The generator is not in operational condition.

**RECOMMENDATION**

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

**FINDING B-21 HEAD ARRANGEMENT**

The aft vacuum pump ran continuously and appeared to be leaking in the engine room.

**RECOMMENDATION**

Investigate further repair as necessary.

**FINDING B-22 WATER INTRUSION COMMENTS**

Some signs of water incursion (stains) were observed under some of the Forward windows, side aft windows and portholes.

**RECOMMENDATION**

Investigate further/monitor, and address as necessary.

**FINDING B-23 HVAC/AIR CONDITIONING SYSTEM**

The Forward HVAC system was not in operational condition.

**RECOMMENDATION**

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

**FINDING B-24 STOVE**

The stove's ceramic glass surface was cracked.

**RECOMMENDATION**

Replace the stove top, as necessary.

**FINDING B-25 DC ELECTRICAL/WIRING COMMENTS (ABYC E-11)**

The engine's starters and alternators did not have protective terminal insulation covers installed.

The generator's starter and alternator did not have protective terminal insulation covers installed.

Un-terminated wiring was observed in the engine room.

Some loose/unsecured items/gear was stored under the pilothouse helm around electrical wiring and electrical components.

**RECOMMENDATION**

Recommend contracting a Qualified ABYC Certified Marine Electrician to inspect and service AC/DC wiring and electrical components to ensure they comply with CFR, ABYC and NFPA Standards.

**FINDING B-26 GREYWATER TANKAGE**

Aft tank under step appeared to be leaking and fluid was observed under the tank.

**RECOMMENDATION**

Investigate further repair as needed.

**FINDING B-27 COMPASSES**

The compass's fluid/oil was depleted.

**RECOMMENDATION**

Replace the compass, as necessary.

**FINDING B-28 MARINE RADAR**

The Marine Radar malfunctioned when tested .

**RECOMMENDATION**

Recommend upgrading with a newer style unit.

**FINDING B-29 GPS CHARTPLOTTER**

The GPS Chartplotter did not power up when tested.

**RECOMMENDATION**

Recommend upgrading unit.

**FINDING B-30 DEPTH DISPLAY**

The depth display did not power up when tested.

**RECOMMENDATION**

Recommend upgrading.

**FINDING B-31 LIVE BAIT-WELLS**

The live bait-well pump did not power up when tested.

**RECOMMENDATION**

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

**C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS****FINDING C-1 GENERAL EXTERIOR CONDITION**

General wear & tear, spider cracking and oxidation was observed on some of the exterior surfaces.

**RECOMMENDATION**

Refinish the gelcoat, as necessary.

**FINDING C-2 DECK MATERIAL**

Decks were visually inspected and tested for moisture. Readings were taken with the MMD7 moisture meter and found to be excited throughout most of the cockpit deck space.

**RECOMMENDATION**

Repair in accordance with good marine practice, as necessary.

**FINDING C-3 DECKING OVERLAY**

The Antico Teak cockpit, mezzanine and covering board decks were in poor condition and loose in areas.

**RECOMMENDATION**

Consider replacing the affected Teak decking, as necessary. Also recommend checking the decking for moisture intrusion into the deck coring once the Teak has been removed for renewal, as other mitigation may be required as a result of moisture intrusion.

**FINDING C-4 EXTERIOR SHOWER**

The transom shower was not in operational condition.

**RECOMMENDATION**

Refinish or replace the shower hardware, as necessary.

**FINDING C-5 WINDSHIELD**

Some of the interior trim work around the base of the windows had elevated moisture readings when tested with an MMD7 moisture meter.

**RECOMMENDATION**

Replace the weather stripping, as necessary.

**FINDING C-6 GENERAL INTERIOR & SOFTGOODS CONDITION**

General wear & tear was observed on some of the interior woodwork, flooring, soft-goods and other surfaces.

**RECOMMENDATION**

Refinish or replace the furnishing coverings and fabrics, as necessary.

**FINDING C-7 LIGHTING**

The following lights did not illuminate when tested:

U/W Lights were in poor condition and failed to illuminate when tested.

Port cockpit light failed to illuminate.

Port aft berth step light.

Forward berth step light.

**RECOMMENDATION**

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

**FINDING C-8 STEREO SYSTEM**

The stereo system failed to power up when tested.

**RECOMMENDATION**

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

**FINDING C-9 ICE MACHINE**

The Salon's Ice Machine failed to power up when tested.

**RECOMMENDATION**

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

**FINDING C-10 ANCHOR WINDLASS**

The Helm switch failed to operate the anchor windlass.

**RECOMMENDATION**

Replace the windlass switch, as necessary.

## 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", requires usual maintenance to prepare for use and sale.

"FAIR CONDITION", requires substantial maintenance to prepare for use and 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:

RESTORABLE (enough of hull and engine exists to restore the boat to usable condition, +/- 50-80%), per BUC.

### STATEMENT OF VALUATION

The "FAIR MARKET VALUE" is the most probable price in terms of money which 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:

The comparison were taken from multiple online websites (Yacht world, Boat Trader, Soldboats.com, Boats.com, etc.) to establish a fair market value along with overall condition of the vessel inspected. The vessel surveyed was in "Restorable" Condition and

assumed the vessel comparisons are in average condition was taken into consideration. The comparison vessels had the same HP engines, trailer and comparable electronics. The adjusted listed sale values ranged from \$82,000 to \$125,000. The averaged sales comparison was \$100,568. I took off 10% of the sales comparison to compensate for most vessels sell for less than asking price in the current market bringing the average value to \$90,511. I then took off 70% of the valuation for the Restorable condition of this vessel bringing the value of this vessel at the time of survey to \$27,153.

CONCLUSION:

After consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is the Surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel is:

\$27,153  
 Twenty-Seven Thousand, One Hundred Fifty-Three


2. The "ESTIMATED REPLACEMENT COST" indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. "ESTIMATED REPLACEMENT COST" of the subject vessel is:

\$918,000  
 Nine Hundred Eighteen Thousand



**1995 Sea Ray 440 Express Bridge**  
 \$94,000  
 Bavon, VA | Pop

New Arrival 39




**Sea Ray Express Bridge 440**  
 Miami, Florida  
 1996  
 \$125,000  
 Seller Biagio Yachts




**1996 Sea Ray 440 Express Bridge**  
 \$105,995 Milwaukee, Wisconsin

Year	1996	Category	Flybridge Boats
Make	Sea Ray	Length	44'
Model	440 Express Bridge	Posted	Over 1 Month




**1995 Sea Ray 440 Express Bridge**  
 \$119,000 Fort Lauderdale, Florida

Year	1995	Category	Cruiser Boats
Make	Sea Ray	Length	44'
Model	440 Express Bridge	Posted	Over 1 Month



**1996 Sea Ray 440 Express Bridge**  
 \$88,900 Marco Island, Florida

Year	1996	Category	Motor Yachts
Make	Sea Ray	Length	44'
Model	440 Express Bridge	Posted	Over 1 Month



**1996 Sea Ray 440 Express Bridge**  
 \$99,750 Iuka, Mississippi

Year	1996	Category	Cruiser Boats
Make	Sea Ray	Length	44'
Model	440 Express Bridge	Posted	Over 1 Month



**1996 Sea Ray 440 Express Bridge**

**\$89,900** St. Petersburg, Florida

Year	1996	Category	Express Cruiser Boats
Make	Sea Ray	Length	44'
Model	440 Express Bridge	Posted	Over 1 Month



**1996 Sea Ray 440 Express Bridge**

**\$82,000** Tarpon Springs, Florida

Year	1996	Category	Cruiser Boats
Make	Sea Ray	Length	44'
Model	440 Express Bridge	Posted	Over 1 Month

**SUMMARY**

In accordance with the request for a Marine Survey of the Quiet Thyme, 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. Inspection performed on: 09/19/24.. Subject to correction of any deficiencies if 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.



Daniel Yates Marine Surveyor (NAMS Associate Marine Surveyor)



