Seaworthy

1998 30'6" Bayliner Avanti Command Bridge

"Never Give Up"

[redacted]

[redacted]

Report of Condition & Value Marine Survey

of the vessel

"Never Give Up"

1998 30'6" Bayliner Avanti Command Bridge

Conducted By

Kevin Nicholson, Accredited Master Marine Surveyor (#31022), SAMS (SA), USPAP, ABYC, MS

Prepared For

[redacted]

Date Of Survey: 6/7/2024
Report Submitted On: 6/17/2024

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INTRODUCTION

PURPOSE & SCOPE

The scope of work for this survey is defined by the complexity of this appraisal assignment and the information indicated below:

1) The attending surveyor inspected the 1998 Bayliner Avanti Command Bridge "Never Give Up," at the request of [redacted], on 6/7/2024. The survey was requested to determine the condition and value of the vessel for tax planning purposes.

2) No reference or information should be construed to indicate an evaluation of the internal condition of engines, transmissions, drives or generators, nor the propulsion systems' or the auxiliary power systems' operating capacities. The inspection of engines, generators, machinery and related mechanical systems is not within the scope of this survey. A general inspection and testing of the machinery was conducted, and no expert opinion of their overall condition or performance was formed. If the client seeks additional information about the subject's machinery they should retain the services of a qualified mechanic, engine surveyor, or other expert to inspect said engines, generators, machinery, and related mechanical systems.

3) The surveyor's limited scope visual inspection of the hull was above the water line only, and included percussion testing of decks using phenolic sounding (a moisture meter may be used to augment testing when sounding and/or visual abnormalities arise), or if specifically requested by the client. Exterior hardware was visually examined for damage and any drive or steering components were tested by sight or operation at the dock only. (Unless otherwise indicated herein)

4) Electrical and electronic equipment was powered up and some electrical equipment may have been tested for basic and/or limited function only. The wiring was inspected where accessible and is considered to be in serviceable condition, unless otherwise noted. A significant amount of wiring could not be observed due to the wiring looms and conduits that transit areas which would require dismantling and/or 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.

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

6) 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, unless otherwise indicated. Locked compartments, or otherwise inaccessible areas, also preclude inspection. Survey requester and/or client was advised beforehand to open up, unlock, and/or remove any/all personal property inhibiting access to any areas of the vessel for inspection. A visual inspection was conducted only on accessible and readily observable structures and components, and non-destructive testing was performed.

7) 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, unless otherwise indicated herein.

8) Complete compliance with, identification of, and reporting on all standards, codes, and regulations is not guaranteed.

9) This signed report represents the findings of the survey and supersedes any and all conversations, statements, and representations, whether verbal or in writing.

10) 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.

11) The survey report is for the exclusive use of the client, the client's attorney and/or accountant, and/or those lenders and underwriters that will finance and/or insure the vessel for this client only, and is not intended for, or assignable to, any other parties for any purpose.

12) The surveyor's certification in this report is subject to the following assumptions and limiting conditions

A The surveyor will not be responsible for matters of a legal nature that affect either the vessel being surveyed or the title to it, except for information that they became aware of during the research involved in performing this survey The surveyor assumes that the title is good and marketable and will not render any opinions about the title

B The surveyor determined the subject vessel's size based on official documentation, manufacturer/builder information, or a reliable source indicated herein, and no physical measurements were taken by the surveyor

C The surveyor will not give testimony or appear in court because they made a survey of the vessel in question, unless specific arrangements to do so have been made beforehand, or as otherwise required by law Additionally, the surveyor will only make a predetermined court appearance if located within the surveyor's county of residence

D The surveyor has noted in this survey report any adverse conditions (such as needed repairs, deterioration, the presence of hazardous wastes, toxic s bstances, etc) observed during the inspection of the subject vessel or that they became aware of during the research involved in performing this survey Unless otherwise stated in this report, the surveyor has no knowledge of any hidden or unapparent physical deficiencies or adverse conditions of the vessel (such as, but not limited to, needed repairs, deterioration, the presence of hazardous wastes, toxic substances, etc) that would make the vessel less valuable, and has assumed that there are no such conditions and makes no guarantees or warranties, express or implied The surveyor will not be responsible for any such conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist Because the Surveyor is not an expert in the field of Naval engineering/marine construction, marine electrical, nor marine mechanics, this survey report must be considered a general assessment of the overall vessel

E If the surveyor has based their survey report and valuation conclusion for an appraisal that is "subject to satisfactory completion of any repairs or alterations" it is on the hypothetical condition that the completion of any repairs or alterations of the subject vessel will be performed in a professional and workmanlike manner

F THIS SURVEY IS SUBJECT TO THE HYPOTHETICAL CONDITION THAT THE DEFICIENCIES LISTED IN SECTIONS A AND B ARE CORRECTED IN ORDER FOR THE VESSEL TO BE CONSIDERED REASONABLY SUITABLE FOR ITS INTENDED USE THIS SURVEY IS ALSO MADE SUBJECT TO THE EXTRAORDINARY ASSUMPTION THAT THE CONDITION OF THE SUBJECT'S UNINSPECTED AREAS (E G HULL BOTTOM OR ANY OTHER AREAS DUE TO INACCESSIBILITY) ARE AVERAGE OR SIMILAR TO THE REMAINDER OF THE HULL OR INSPECTED AREAS AS INDICATED HEREIN THIS IS NOT AN "AS IS" APPRAISAL/SURVEY

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), the National Fire Protection Association (NFPA), and the Uniform Standards for Professional Appraisal Practice (USPAP) have been used as guidelines in the conduct of this marine survey

SURVEYOR NOTES

OUT OF WATER INSPECTION COMMENTS

The vessel was not short-hauled or dry-docked during the survey. An inspection of the hull below the sheer-line, waterline, and the hull's exterior components and/or running gear was not performed. (See the Summary section of this report for Extraordinary Assumption comments made herein)

MECHANICAL PERFORMANCE COMMENTS

The subject's engines, throttles, and running gear were powered up and demonstrated (engine started, run long enough to observe their idling and exhaust/water cooling performance, running gear put in forward and reverse to observe propulsion function, and any trim systems or thrusters demonstrated as operational) while restrained at the dock. Based on this limited mechanical inspection, (no limited trial run) the condition of any mechanical components appeared to be indicative of their age, intended use, being properly maintained, and were deemed serviceable. (Unless otherwise indicated herein)

ELECTRICAL INSPECTION COMMENTS

The vessel's AC shore power and DC ship battery power sources were used to power up and test the electrical systems specified in this report. (See the Electrical Systems section for further information)

HIN (HULL IDENTIFICATION NUMBER) VERIFICATION COMMENTS

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

OTHER SURVEYS

No other surveys (mechanical, electrical, etc) were performed in conjunction with this general marine survey

GENERAL RECOMMENDATIONS

Recommend implementing and maintaining vessel trip and machinery maintenance log books

GENERAL VESSEL INFORMATION

TYPE OF SURVEY REQUESTED	Condition and value for estate planning/charitable contributions purposes
DATE AND TIME OF SURVEY	6/7/2024 from 9:30 A.M. to 2:30 P.M.
DATE OF REPORT	6/17/2024
FILE NUMBER	SW-Survey-Bay30-Gates-240607
VESSEL TYPE	Express cruiser flybridge motor yacht
VESSEL BUILDER/TYPE	Bayliner Marine Corp.
HIN (HULL IDENTIFICATION NUMBER)	USDA05ERF798 (see Photo Appendix for image)
MODEL YEAR	1998 (As per HIN)
YEAR BUILT	August 1997 (As per HIN)
HULL NUMBER	5 (As per HIN)
VESSEL CLASSIFICATION/STANDARD	Recreational (As per USCG Certificate of Documentation)
DOCUMENTED HAILING PORT	Long Beach, CA
HAILING PORT DISPLAYED	Long Beach, CA
U.S.C.G. DOCUMENTATION NUMBER	None sighted.
U.S.C.G. DOCUMENTED FOR	Recreation (As per USCG Certificate of Documentation)
U.S.C.G. DOCUMENTATION REGISTERED VESSEL OWNER	[redacted]
VESSEL MATERIAL	FRP (Fiberglass Reinforced Plastic)
REGISTERED LENGTH	30.5' (As per USCG Certificate of Documentation)
REGISTERED BEAM	11' (As per USCG Certificate of Documentation)
DRAFT	3'6" (As per manufacturer)
OVERHEAD CLEARANCE	10'3" (As per PowerBoat Guide)
DISPLACEMENT	8,223 lbs. (As per manufacturer)
GROSS TONNAGE	13 Gross Register Tonnage (As per USCG)
NET TONNAGE	10 Net Register Tonnage (As per USCG)
LOCATION OF SURVEY INSPECTION	[redacted], CA 90803
VESSEL OWNER	[redacted]
[redacted]	[redacted] [redacted]
PERSONS IN ATTENDANCE DURING SURVEY	Kevin Nicholson (Surveyor) [redacted] (Owner)
WEATHER CONDITIONS PRESENT	Mostly cloudy, 67-72 degrees Fahrenheit, 70-59% humidity, and no precipitation throughout the inspection period. (9:30 A.M. to 2:30 P.M.)

RATING & VALUATION

VESSEL OVERALL RATING

Average

ESTIMATED MARKET VALUE

$33,500

ESTIMATED REPLACEMENT COST

$163,000

VESSEL DOCUMENTATION

DOCUMENTATION COMPLIANCE (46 CFR 67)

The vessel's USCG documentation/official number was not sighted/properly displayed onboard.

FINDING A-1

VESSEL CONSTRUCTION

GENERAL CONSTRUCTION INSPECTION COMMENTS

INSPECTION COMMENTS

The subject's hull, decks, superstructure, and cockpit and/or bridge were inspected by the surveyor. The surveyor relied on visual inspections, phenolic hammer sounding, and at times augmented with conductivity meter testing [electronically scanned using an FM Wave type Moisture Meter (Tramex Skipper 5). Each of the components of the subject's vessel construction were determined to be suitable for their intended use, demonstrated as functioning, and their condition was indicative of the vessel or component's age, intended use, and being properly maintained. Due to the fact that the surveyor does not perform any type of destructive testing, reliable sources are utilized to confirm specifics about the subject's construction materials. (e.g. FRP layup, coring materials used, etc.) Unless otherwise indicated herein, the subject's construction components were deemed serviceable based on the guidelines outlined in the Conduct of Survey.

HULL ARRANGEMENT

VESSEL DESCRIPTION AND LAYOUT

The subject had a trawler profile, an FRP constructed deep-V shaped hull that obtains full plaining, an aft cockpit deck, a Bimini top covered flybridge, and narrow side decks from the foredeck to the cockpit. The aft cockpit deck area was full beam and led up to the flybridge helm having a captain's chair, bench seating for several passengers, and a Bimini top with clear curtain enclosures. The vessel's aft cockpit deck gained entry to the main cabin to port, leading to an almost full beam aft salon and galley, a companionway led forward and up to a settee and lower helm, a companionway led forward and below to a double berth to port, an adjacent head with shower was starboard, and a double berth was forward.

HULL DESIGN TYPE

Modified deep-V, full plaining-type, with a flared bow.

HULL MATERIAL/CONSTRUCTION

Solid fiber reinforced plastic (FRP) below the waterline, with FRP sandwiched Balsa core above the waterline.

EXTERIOR FINISH

White gelcoat and dark blue boot stripes.

GENERAL EXTERIOR CONDITION

The exterior of the vessel appeared to be generally well kept and adequately maintained.

TRANSOM

Balsa cored FRP transom.

SWIM PLATFORM

Cored FRP swim platform.

FINDING B-1

BOARDING SWIM LADDER

None sighted

FINDING A-2

BULKHEADS

Where sighted and accessible the athwartships reinforcement was enhanced by marine plywood bulkheads bonded and tabbed to the hull with FRP. Where accessible the bulkheads were sounded with a phenolic hammer and did not demonstrate any sound anomalies.

STRINGERS/TRANSVERSALS

Hull stiffness was provided by cored FRP longitudinal stringers and athwartships transversals. Where accessible the stringers and transversal supports were inspected and sounded with a phenolic hammer and no structural abnormalities were noted.

STEM

Slightly raked and flared stem.

BILGES

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

GENERAL BILGE CONDITION

Some of the bilge spaces required general cleaning/detailing.

THRU-HULLS

Three (3) thru-hulls were located below the water line serviced the following:

1) Raw water intake for generator cooling system
2) Transducer
3) Transducer

Note: Thru-hulls are often hidden or inaccessible, and without the surveyor performing a haul out (exterior hull inspection to determine all thru-hulls' locations) some thru-hulls can be undetermined due to no longer being in service.

See diagram of thru-hull locations in photo appendix.

CHAIN LOCKER DRAINAGE

Overboard at the starboard middle-bow hullside.

DRAINAGE

Two (2) self-bailing cockpit drains.

BILGE LIMBER HOLES

The limber holes were appropriately sized and clear, where sighted.

DECK ARRANGEMENT

DECK MATERIAL

Cored FRP with white gelcoat and textured non-skid overlay.

BULWARKS

Aft cockpit bulwarks were molded FRP.

TOE-RAILS

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

RUB-RAILS

Stainless-steel compression striker rub-rail on a molded FRP compression rail built into the hull-to-deck joint.

HULL-TO-DECK / RUBRAIL

Overlap "shoe box" type joint, mechanically and chemically bonded with bolt and screw metal fasteners and bedded with an elastomeric polyurethane-type compound.

SUPERSTRUCTURE ARRANGEMENT

SUPERSTRUCTURE MATERIAL

Cored FRP laminate

SUPERSTRUCTURE-TO-DECK JOINT TYPE

The deck house and deck were molded seamlessly with no joint

BRIDGE ARRANGEMENT

BRIDGE TYPE

The flybridge provided a single helm station and crew/passenger seating for approximately six (6).

BRIDGE MATERIAL

Cored FRP laminate and white gelcoat with a textured non-skid overlay.

BRIDGE TOP

The flybridge contained stainless-steel support piping for a Bimini top covered with Sunbrella-type canvas fabric and clear curtain enclosures.

FINDING C 1

RADAR ARCH

Fiberglass radar arch.

EXTERIOR EQUIPMENT

INSPECTION COMMENTS

The subject's exterior equipment was individually inspected, its condition was indicative of the component's age, intended use, and having been adequately maintained, and was demonstrated (using its usual means of operation) and deemed suitable for its intended use. (Unless otherwise indicated herein)

EXTERIOR BRIDGE EQUIPMENT

The flybridge included a captain's chair, integrated seating with storage beneath, a helm station, and a Bimini top with stainless-steel piping support and clear plastic curtain enclosures.

COCKPIT/AFT DECK EQUIPMENT

The aft cockpit included a centerline transom door, a transom storage locker, a hot and cold freshwater washdown, access hatches to the engine space, and a ladder accessing the flybridge.

EXTERIOR SEATING

Integrated bench seating with vinyl cushions for approximately 6 and a captain's chair on the flybridge, and room for additional seating on the aft cockpit deck.

GENERAL EXTERIOR SOFT-GOODS CONDITION

The condition of the subject's exterior soft-goods were indicative of their age, intended use, and having been adequately maintained.

GENERAL HARDWARE CONDITION

No significant corrosion was observed on the vessel's hardware, its condition was indicative of the vessel's age, intended use, and being adequately maintained, and was deemed suitable for its intended use. (See items below for more specific hardware inventory/comments)

GENERAL CAULKING/SEALANT CONDITION

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

EXTERIOR LIGHTING

All exterior lights illuminated when tested. (Unless otherwise indicated herein.)

FINDING B-2

CABIN VENTILATION

Provided by the foredeck hatch, portholes, sliding windows, and the aft cockpit deck access door.

DECK HATCHES

One opening emergency egress hatch located on the foredeck servicing the forward stateroom.

FINDING C-2

PORTHOLES/PORTLIGHTS

Four (4) opening portholes were located on the forward hull sides

EXTERIOR DOORS

Aluminum framed and tempered glass sliding door provided ingress/egress from the aft cockpit deck to the main cabin

WINDOWS

Aluminum framed sliding windows with tinted tempered glass throughout the main cabin

WINDSHIELD

Tempered glass windshields (3) with aluminum framing

SPRAY-SHIELD

Tinted acrylic Venturi style flybridge spray shield

DECK RAILINGS

Polished stainless steel railings ran the perimeter of the vessel from amidships port forward to amidships starboard, and on the aft flybridge

HAND RAILS/GRAB RAILS

Stainless steel handrails were located at convenient locations throughout the vessel

DECK DRAINAGE

Self bailing cockpit scuppers plumbed to discharge through hull side thru hulls and self bailing side decks and flybridge liners

FILL FITTINGS

Four (4) deck mounted fill fittings servicing the water (1), waste pump out (1), and gas fuel tanks (2) The marking identifiers on the fittings were all visible and labeled "Water," "Waste," and "Gas "

CLEATS

Six (6) stainless steel, horn type, cleats were located throughout the vessel (2 forward, 2 amidships, and 2 aft)

ANCHOR PLATFORM

Stainless steel fairlead anchor roller chute integrated into the FRP pulpit

EXTERIOR DECK ACCESS HATCHES

Two (2) FRP hatches located in the cockpit sole provided access the engine space The hatches had struts installed as a means of being held in the open position

FINDING B-3

ROD HOLDERS

Two (2) rod holders were installed in the cockpit gunwales.

FENDERS

Three (3) fenders were observed onboard. The surveyor recommends fitting the vessel with additional fenders for emergency use.

MOORING LINES

Four (4) mooring lines were observed onboard. Recommend having a set of longer mooring lines for emergency use.

CABIN APPOINTMENTS

INSPECTION COMMENTS

INSPECTION COMMENTS

The subject's cabin appointments and interior materials, joiner work, and equipment were inspected, and their condition was indicative of the vessel's or component's age, intended use, and having been properly maintained. The interior systems and equipment/components (e.g. HVAC, audio, video, galley appliances, lighting, fans, etc.) were powered up, or demonstrated, and deemed serviceable. (Unless otherwise indicated herein)

INTERIOR

INTERIOR ARRANGEMENT

The subject's interior arrangement consisted of an almost full beam, open, amidships salon with a custom sectional sofa to starboard and galley to port, forward to an elevated settee to port and helm station to starboard, forward and down a companionway to an amidships stateroom with a double bed and an adjacent head with a shower enclosure, and forward to a double berth at the bow

ACCOMMODATION ARRANGEMENT

Amidships stateroom with a double berth, a forward double berth at the bow, and the salon couch and table that convert to a double berth

HEAD ARRANGEMENT

Jabsco 12 volt head

SHOWER ARRANGEMENT

Stall shower in head

INTERIOR CABINETRY & TRIM

Formica covered laminate wood cabinetry throughout

INTERIOR DOORS

Satin finished wood cabin doors

INTERIOR STORAGE

The cabinets, lockers, drawers, and shelving throughout Some hanging lockers fitted with automatic lighting activated when the doors opened

CEILING HEADLINERS

Headliner material was vinyl

WINDOW TREATMENTS

Fabric drapes throughout the vessel covering some windows

FLOORING

Carpet flooring covering the cabin soles throughout and molded FRP flooring in the head

COUNTER TOPS

Formica countertops throughout and molded FRP countertops in the head

INTERIOR MIRRORS

No significant de silvering was observed on the interior mirror's reflective coatings

GENERAL INTERIOR FURNISHINGS & SOFT-GOODS CONDITION

The general maintenance of the interior furnishings and soft goods were indicative of having been refit and deemed serviceable

INTERIOR JOINER WORK COMMENTS

The condition of the interior joiner work was indicative of the vessel's age, intended use, and being properly maintained

INTERIOR BULKHEADS

Where sighted and accessible the interior bulkheads consisted of covered (vinyl, mirrored, molded FRP) marine plywood bonded and tabbed to the hull with FRP. The bulkheads were sounded with a phenolic hammer, did not demonstrate any sound anomalies or visual signs of stress or unfastening.

WATER INTRUSION COMMENTS

No significant signs of water intrusion were observed at the vessel's interior. Some exceptions were observed (see Findings Appendix).

FINDING C-3

INTERIOR SYSTEMS & EQUIPMENT

LIGHTING

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

FINDING C 4

HEAD EXHAUST VENTILATION FANS

12-volt electric exhaust fan was installed in the head.

AUDIO/VISUAL EQUIPMENT

TELEVISION SYSTEM

A 19 inch, 110 volt, TV was located in the forward stateroom

STEREO SYSTEM

A JVC KD R540, 12 volt, stereo and CD player was installed at the flybridge helm and a Jensen MCD5112, stereo and CD player was installed in the salon The systems were wired with sets of speakers throughout the main cabin and flybridge

FINDING C-5

GALLEY EQUIPMENT

REFRIGERATION

A Norcold, AC/DC, 110/12-volt, refrigerator/freezer in the galley.

OVEN/STOVE

An Orico 4300 E, 110-volt electric and alcohol powered double burner stove with a safety cut-off switch activated when the stove cover is placed over the burners. Alcohol function not tested.

STOVE BURNER HEAT PROTECTION

Hinged burner cover, with safety switch.

MICROWAVE OVEN

A Magic Chef, 110-volt, microwave oven.

GALLEY SINK

Single stainless-steel sink.

PROPULSION & MACHINERY SPACE

MACHINERY & PROPULSION INSPECTION COMMENTS

INSPECTION COMMENTS

The subject's visible and accessible propulsion and machinery space systems were inspected, their condition was indicative of the system's/component's age, intended use, and having been properly maintained, and the component (device, equipment, or system) provided evidence of functioning as designed when tested using its usual means of operation (Demonstrated on a limited basis while running the engines and systems dockside) Based on this information, the components reported herein were deemed suitable for their intended use (Unless otherwise indicated herein)

PROPULSION SYSTEM

ENGINE INFORMATION

Twin Mercruiser, model MCM 7 4 Bravo, V8 cylinder, gas engines, producing 365 75 horsepower at 4,200 4,600 RPM, and using a 12 volt start up system and the alternators producing 72 amps The condition of the engines was indicative of the vessel's age, intended use, and being adequately maintained

ENGINE HOURS

The engine hours were unknown, and no hour meters were sighted

FINDING B-4

ENGINE SERIAL NUMBERS

0K154875: Starboard
0K154873: Port

ENGINE INSTRUMENTATION

Engine systems monitoring displays were located at each helm and provided the following data for each engine: volts produced, engine temperature, engine oil pressure, and engine RPM.

FINDING C-6

ENGINE ALARM SYSTEM

Audible and visual engine alarms at the helms.

ENGINE EXHAUST SYSTEM

Raw water cooled through propeller hubs. The engine exhaust system's hoses were double clamped at each connection/termination.

ENGINE COOLING SYSTEM TYPE

Raw water-cooled.

ENGINE DRIVE BELTS

The condition of both belts appeared serviceable. Engine drive belt guards were not installed.

THROTTLE & SHIFT CONTROLS

The mechanical lever/cable type throttle and shift/gear controls were visually inspected and deemed serviceable.

ENGINE SHUT DOWN

Engine shut-down switches and key switches were located at each helm.

MAIN ENGINE BACKFIRE FLAME CONTROL (46 CFR 25/58)

Each engine had backfire flame arrestors installed (USCG approved #162.041 98)

ENGINE BED MOTOR MOUNTS

Adjustable motor mounts on longitudinal engine bed stringers with steel brackets and rubber bushings.

MACHINERY & BILGE SPACE EQUIPMENT

ENGINE SPACE VENTILATION/BLOWERS

Natural air flow ventilation was provided by port and starboard topside/hull vents and a blower system.

ENGINE ROOM AIR BLOWERS

A 12-volt electric blower system was fitted for the engines and generator space. Powered up and demonstrated. (See Safety Equipment for any additional comments)

SEACOCKS/SEA-VALVES

One (1) bronze alloy ball-type valve seacock was located below the water line serviced the following:

1) Raw water intake for generator cooling

The seacock was demonstrated by being manually opened and closed and deemed serviceable. (Unless otherwise indicated herein) Recommend performing maintenance on all seacocks and sea-strainers annually (disassemble, inspect, clean and/or 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.

Note: Seacocks are often hidden or inaccessible, and without the surveyor performing a haul out (exterior hull inspection to determine all thru-hulls' locations) some thru-hulls/seacocks can be undetermined due to no longer being in service.

RAW WATER STRAINERS

One (1) plastic with sight glass raw water intake sea strainer was mounted in the forward engine space compartment and serviced the generator. The strainer did not exhibit any signs of being fouled with marine growth build up, and the surveyor recommends monitoring the strainer frequently.

HOSES

Where sighted, the condition of the bilge space hoses was indicative of their age, intended use, being properly maintained/replaced, showed no signs of dry cracking, degradation, damage, or chafing, were properly secured with stainless steel hose clamps, and were deemed suitable for their intended use. (Unless otherwise indicated herein) The surveyor recommends inspecting and monitoring hoses frequently.

HOSE CLAMPS

The hoses appeared properly clamped and deemed serviceable, where sighted. (The exhaust and fuel fill hoses were double clamped) The surveyor recommends regularly monitoring and servicing hose clamps throughout vessel.

MACHINERY SPACE INSULATION

Thermal and acoustical sound deadening insulation built into the engine space.

TRANSMISSIONS / GEARS / DRIVES

DRIVE SYSTEM TYPE

Stern drives

GEAR SERIAL NUMBERS

0K181022 Starboard
0K181023 Port

GEAR CONTROLS

Mechanical cable and linkage

FUEL SYSTEMS

INSPECTION COMMENTS

The subject's visible and accessible fuel systems were inspected, their condition was indicative of the system's/component's age, intended use, and having been properly maintained, and the component (device, equipment, or system) provided evidence of functioning as designed when tested using its usual means of operation (Demonstrated by exercising valves, while running the engines and systems on a limited basis while dockside). Based on this information, the components reported herein were deemed serviceable and in compliance with proper (e.g. ABYC H-33) installation and material standards. (Unless otherwise indicated herein)

FUEL SYSTEMS

Two (2), 56.5-gallon, aluminum, gasoline fuel tanks, were located port and starboard in the outboard-amidships bilge space. The tanks were properly secured by metallic brackets at their base, each were vented to the topsides just below their fuel fill fittings integrated into the amidships-aft decks. The fuel fills were marked "Gas," the fuel fill hoses were double clamped, and the fittings and tanks appeared to be properly grounded but could not be confirmed due to limited access.

FUEL LEVEL MONITORING

Port and starboard fuel tanks were monitored by gauges installed at both the flybridge and lower helm instrument panels.

MAIN ENGINE PRIMARY FUEL FILTERS

Two (2) spin-on canister type filter/water separators. (One per engine) Due to being an enclosed canister-type filters, the surveyor was unable to determine their condition. The surveyor recommends monitoring and servicing the fuel filters per manufacturer's recommendations.

GENERATOR PRIMARY FUEL FILTERS

Spin-on canister type filter/water separator. Due to being an enclosed canister-type filter, the surveyor was unable to determine its condition. The surveyor recommends monitoring and servicing the fuel filter per generator manufacturer's recommendations.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM INSPECTION COMMENTS

INSPECTION COMMENTS

The AC and DC electrical systems were tested using power from both shore power and the battery and battery charging/inverter system. The breakers, switches, and monitors located in the main AC/DC distribution center were tested under load and demonstrated to be serviceable and in compliance with proper (e.g. ABYC E-11) installation and material standards. (Unless otherwise indicated herein).

DC ELECTRICAL SYSTEMS

DC SYSTEM INFORMATION

The subject was fitted with a 12 volt DC system with a main distribution power center and breakers/switches located in the port aft salon The power distribution center was powered up using both the battery bank and while on the shore power/battery charger, the system was demonstrated under load (the majority of the switches being simultaneously in the "on" position)

BATTERIES

A West Marine, dual purpose, 1730 8D, 12 volt, flooded cell battery and a Battery Mart D6 battery arranged in parallel serviced the house and engine starting power were fitted in the engine forward engine space

FINDING B-5

BATTERY SWITCHES

Two (2) Guest rotary-style battery switches were located in the port-forward cockpit bulwarks.

MAIN DC BREAKERS

The main DC breakers with indicator lights and reverse polarity were installed within the main power distribution panel located in the port-aft salon/galley. There was a 30-amp breaker for both the shore power and generator. (2 total)

DC ELECTRICAL PANEL BREAKERS/FUSES

DC branch breakers were located at the helm stations.

BATTERY CHARGERS

ProMariner, ProNautic 12-30P, 30-amp battery charger located in the port-forward engine space.

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

The subject was fitted with a bonding system used throughout the vessel to minimize electrolytic and/or galvanic corrosion. The surveyor recommends a periodic thorough inspection and maintenance of the vessel's bonding system, by checking the securing of all bonding conductor terminations, cleaning any possible corrosion on the bonding conductors, and applying a corrosion inhibitor.

DC SYSTEM WIRING

Based on the surveyor's inspection of the subject's readily observable wiring system and looms, the wiring was properly installed/supported, the was condition indicative of the vessel's age, intended use, and being properly maintained, and the system was deemed suitable for its intended use. (Unless otherwise specified)

AC ELECTRICAL SYSTEMS

AC SYSTEMS

The vessel was equipped with 120-volt, single-phase, AC system with a Marinco 30-amp/125-volt shore power inlet located within the port-forward cockpit bulwarks.

AC SHORE POWER CORDS

One (1) 30-amp vinyl shore power cord.

MAIN AC SHORE POWER PANEL

One (1) main 30-amp AC breaker was installed in the electrical power distribution panel located in the salon/galley.

AC ELECTRICAL PANEL BREAKERS

One (1) main AC breaker provided power from either the shore power or generator to distribute power to the remaining AC branch breakers servicing the following: battery charger, receptacles, water heater, range, refrigerator, microwave, and accessory.

AC ELECTRICAL SYSTEM MONITORS

AC reverse polarity and power visual indicators were located in the main AC electric panel. The surveyor recommends installing a means to monitor AC electrical system amperage and voltage.

AC ELECTRICAL SOURCE SELECTOR SWITCHING

Manual slide type for shore or ship power/generator with transfer switch.

AC ELECTRICAL POWER OUTLETS

The subject was fitted with AC outlets throughout, and the outlets were tested for power, polarity, and/or for GFCI protection using a UL listed circuit tester. (Klein Tools RT210 receptacle and GFCI outlet tester)

AC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

Based on the surveyor's inspection of the subject's readily observable AC wiring system and looms, the wiring was properly installed/supported, the condition was indicative of the vessel's age, intended use, and being properly maintained, and was deemed suitable for its intended use. (Unless otherwise specified)

GENERATORS/AUXILIARY POWER

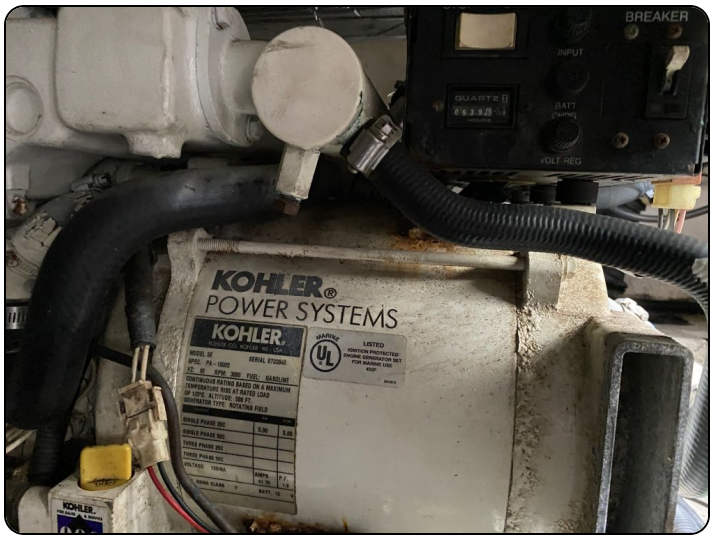
INSPECTION COMMENTS

The subject's generator did not start when tested.

GENERATORS

GENERATOR SPECIFICATIONS

The subject was fitted with a Kohler gas generator
Engine Serial Number 0733840
Model Number E5
Hours 19 3
Cylinders 2
RPM 3,600
KW 5 0
Volts 120 AC
Hz 60
AMPS 41 7
HP 16
Phase Single
Starting Volts 12



FINDING B-6

WATER SYSTEMS

WATER SYSTEMS INSPECTION COMMENTS

INSPECTION COMMENTS

The subject's water systems were inspected by energizing pumps, turning on individual faucets, and testing/observing its individual components. The condition of the systems and their components was indicative of their age, intended use, and having been properly maintained. The systems and their components were demonstrated using their standard means of operation and were deemed suitable for their intended use. (Unless otherwise indicated herein)

FRESHWATER SYSTEM

WATER SYSTEMS

One (1) freshwater tank constructed of polyethylene was located and fastened beneath the salon cabin sole. The water fill location was located on the starboard-amidships deck, the cap was properly labeled "water," and the tank was ventilated to the topsides just below the water fill.

FINDING B-7

FRESHWATER PUMPS

A 12-volt demand type freshwater pump.

FRESHWATER PIPE/HOSE PLUMBING

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

WATER LEVEL MONITORING

None sighted. Recommend installing a water tank water level monitoring system.

COMMENTS

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

HOT WATER SYSTEM

WATER HEATER

Seaward Products, marine grade, stainless-steel, 6-gallon, tank located in the bilge space beneath the companionway sole, properly secured, and having a pressure relief valve.

BLACKWATER SYSTEM

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

Type III MSD waste system (utilizes a holding tank, or similar device, and Y valve that prevents the overboard discharge of treated or untreated sewage) The system consisted of 26 gallon polyethylene blackwater tank located secured with wood framing located in the centerline amidships aft bilge space accessed through the salon cabin sole and was vented to the starboard amidships topsides below the waste pump out fittings labeled "Waste " The MSD system's Y valve was located adjacent the system's macerator located in the centerline bilge space beneath the companionway sole The system was demonstrated by exercising the Y valve and testing the toilet, with no leaks sighted nor odors noted Overboard discharging could only be accomplished by activating the switch powering the Shurflo 12 volt macerator pump

FINDING B-8

COMMENTS

The vessel's operator is responsible for determining what type of MSDs (marine sanitation devices) are prohibited and permitted by law in the location of the vessel's intended use. The surveyor recommends the operator be familiar with such local laws prior to operating the subject's MSD.

GREYWATER SYSTEM

GREYWATER TANKAGE

The vessels sinks and shower discharged directly overboard.

COMMENTS

Reminder, the vessel's operator is responsible for determining whether direct greywater overboard discharge is prohibited or permitted by law in the location of the vessel's intended use.

STEERING SYSTEMS

INSPECTION COMMENTS

The subject's observable steering system was visually inspected and demonstrated on a limited basis while dockside by exercising the ship's wheels lock-to-lock. The condition of the steering system was indicative of the system's/component's age, intended use, and having been properly maintained, and was deemed suitable for its intended use. The systems and their components were deemed serviceable based on the guidelines outlined in the Conduct of Survey. (Unless otherwise indicated herein)

STEERING SYSTEMS

Hydraulic power steering with steering stations positioned at the flybridge and lower helms.

STEERING HOSES/LINES

Where sighted the steering system was fitted reinforced flexible hoses and metallic fittings.

STEERING SYSTEM ACTUATORS

Where sighted, the steering rams appeared to be properly secured and free from notable corrosion.

TRIM TAB SYSTEM

12-volt, electro-hydraulic trim tabs.

FINDING B-9

GROUND TACKLE

INSPECTION COMMENTS

The subject's ground tackle equipment was visually inspected, any chain or rode was not measured (beyond the scope of the survey and the surveyor relied on length information provided through the owner), their condition of accessible ground tackle was indicative of the component's age, intended use, and having been adequately maintained, and were deemed suitable for their intended use The windlass was demonstrated on a limited basis by engaging it up and down, and any other ground tackle components were not demonstrated

ANCHORS

13 lb Danforth style anchor

ANCHOR RODE TYPE

Approximately 40' of 3/8" galvanized chain and 100' of 3/4" braided line (Note The length of the anchor chain and rode was provided by the owner/owner's representative and not measured by the surveyor) The surveyor recommends measuring the anchor rode and confirming that the bitter end of the anchor rode is secured to the vessel with a cut away attachment The surveyor also recommends fitting the vessel with an additional anchor and rode for emergency purposes

ANCHOR WINDLASS

Lewmar 12 volt windlass

FINDING A-3

COMMENTS

Recommend at least one additional spare anchor and rode for emergencies and added anchoring options.

ELECTRONICS & NAVIGATION EQUIPMENT

INSPECTION COMMENTS

The subject's electronics equipment was individually powered up (but not all were tested for specific function) and deemed serviceable. (Unless otherwise indicated herein)

Electronic/navigation equipment was powered up and the electronic equipment was tested for basic and/or limited function only. Today's modern sophisticated electronic equipment can have hundreds of different functions, settings and calibrations, most of which are beyond the scope of this survey. If a detailed report as to the operating capacity of the vessel's electronic equipment is desired, it is recommended that a marine electronics expert be engaged. The condition of the components was indicative of their age, intended use, and having been properly maintained. The components were demonstrated and deemed suitable for their intended use. (Unless otherwise indicated herein)

VHF RADIOS

Standard Horizon Eclipse VHF Radio.

COMPASSES

Two (2) Ritchie compasses located at each of the helm stations. Recommend having the compasses periodically swung and providing a current deviation cards.

FINDING C-7

MULTI-FUNCTIONAL NAVIGATION DISPLAYS

A Garmin GPS-Map 235 Sounder and a Raymarine C70, multi-functional touchscreen navigation displays, with GPS receivers, chartplotters, fishfinders, and radar.

ANTENNAS

The antennas were adequately mounted and based on a demonstration of the electronic equipment operation deemed serviceable.

COMMENTS

Today's modern sophisticated electronic equipment can have hundreds of different functions, settings and calibrations, most of which are beyond the scope of this survey. If a detailed report as to the operating capacity of the vessel's electronic equipment is desired, it is recommended that a marine electronics expert be engaged.

SAFETY EQUIPMENT

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

INSPECTION COMMENTS

The subject's safety equipment was inspected by energizing pumps and/or systems, testing and observing its individual components, and the visual inspection of particular components and gear. The condition of the systems, their components, and gear was indicative of their age, intended use, and having been properly maintained. Additionally, the systems, their components, and gear were inspected or demonstrated and deemed suitable for their intended use. (Unless otherwise indicated herein)

WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Four (4) Type II and four (4) Type III USCG approved PFD's. The PFDs appeared to be in serviceable condition.

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

None sighted.

FINDING A-4

FIRE EXTINGUISHERS (33 CFR 175 310)

Two (2) type ABC-I 2.5 lb. dry chemical located at the lower helm station and in the forward berth.

FINDING A 5

VISUAL DISTRESS SIGNALS (33 CFR 175.101)

None sighted.

FINDING A-6

SOUND PRODUCING DEVICES (33 CFR 83)

12-volt DC electric air horn.

NAVIGATION LIGHTS (33 CFR 83)

All navigation lights illuminated when tested. (Unless otherwise indicated herein)

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

Found properly displayed in the engine space.

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

Found properly displayed.

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

Provided by a 12-volt power blower system in the engine compartment and by hull side cowl vents.

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

A 12-volt electric blower system for the engines and generator space were located in the machinery space.

BACKFIRE FLAME CONTROL (46 CFR 25/58)

Each engine and the generator were fitted with a USCG approved backfire flame arrester.

AUXILIARY SAFETY EQUIPMENT

BILGE HIGH WATER ALARMS

No bilge high water alarm system (audio or visual) was observed.

FINDING B-10

FIRST AID SUPPLIES

None sighted. The surveyor recommends the vessel be fitted with a medical kit, and thereafter periodically renew any outdated medical supplies.

CARBON MONOXIDE DETECTORS (ABYC A 24)

None sighted.

FINDING A 7

SMOKE DETECTORS (NFPA 302)

None sighted.

FINDING A-8

VESSEL SAFETY PLAN

The surveyor recommends implementing, posting, and continually updating a vessel safety plan, outlining all of the vessel's specific safety procedures, designated emergency locations, maintenance protocols, and serviceability (expiration dates) of all onboard safety equipment.

BILGE PUMPING SYSTEMS

ELECTRIC BILGE PUMPING SYSTEMS

A Rule, 12-volt, float and manually switched, bilge pump was located in the aft bilge space.

FINDING B-11

COMMENTS

The surveyor recommends periodic testing of the bilge pump system operation for adequate dewatering ability and adding a manually operated backup bilge pump

MAINTENANCE SUMMARY & INTENDED SERVICE SUITABILITY

REPAIRS/UPGRADES

The surveyor did not observe any substantial repair work having been previously performed on the subject (Any repairs indicated within this report have been considered to be completed in a workmanlike manner unless otherwise indicated)

EVIDENCE OF SUBMERSION

No observable signs or information provided indicating submersion or flooding

RECOMMENDED EQUIPMENT

The subject vessel appears to be equipped with the necessary equipment to be deemed suitable for its intended use

INTENDED USE SUITABILITY

It was indicated to the surveyor that the vessel's intended use was a coastal cruising vessel Based on the vessel's overall design, physical condition, and inventory of equipment, it was deemed suitable for its intended use

The Findings & Recommendations section is only one section of the Never Give Up survey report If received on its own, this section should not be mistaken as this vessel's full survey report

Deficiencies noted under ''FIRST PRIORITY/SAFETY AND COMPLIANCE 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 USCG Regulations, ABYC Voluntary Safety Standards & Recommended Practices or NFPA Codes & Standards

Deficiencies noted under ''SECONDARY PRIORITY/FINDINGS REQUIRING 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 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 AND COMPLIANCE FINDINGS

B SECOND PRIORITY/FINDINGS REQUIRING TIMELY ATTENTION

C SURVEYOR'S GENERAL FINDINGS AND OBSERVATIONS

A: FIRST PRIORITY / SAFETY AND COMPLIANCE DEFICIENCIES

FINDING A 1 **DOCUMENTATION COMPLIANCE (46 CFR 67)**

The vessel's USCG documentation number was not permanently displayed/affixed.

RECOMMENDATION

Properly display the official number and hailing port. (46 CFR 67.123 - Character and display requirements: The vessel must have the official number permanently affixed in block-type Arabic numerals of not less than 3 inches in height, preceded by the letters “NO .” on some clearly visible interior integral structural part of the vessel.)

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 Reboarding Means Means of unassisted reboarding shall be provided on all boats The reboarding means shall be accessible to, and deployable by, the person in the water)

FINDING A 3 **ANCHOR WINDLASS**

The anchor windlass down switch located on the foredeck did not power up or demonstrate as serviceable when tested.

RECOMMENDATION

Investigate further/trace, and service, repair or replace the windlass down switch.

FINDING A-4 **THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)**

A Type IV throwable PFD was not sighted onboard

RECOMMENDATION

Provide at least one Type IV Throwable PFD onboard to comply with USCG Safety Regulations (33 CFR 175)

FINDING A 5 **FIRE EXTINGUISHERS (33 CFR 175 310)**

The fire extinguishers were expired, the fire extinguisher in the forward berth was not properly mounted, and the vessel is in need of one addition properly mounted extinguisher as per NFPA and ABYC standards.

RECOMMENDATION

Conspicuously install an additional fire extinguisher, properly mount fire extinguishers, and update existing extinguishers to comply with ABYC and NFPA recommended standards for fire protection (46 CFR 25 and ABYC A 4 5 8 Fire Fighting Equipment Number and Location Portable fire extinguishers shall be provided and conspicuously installed according to Table 2 see photo appendix)

TABLE 2 - Boats 65 Ft or Less in Length

TYPE OF BOAT	NO OF EXTINGUISHERS	USCG TYPE (see Note 1)	ANSI/UL 711 TYPE (see Notes 2 & 3)	LOCATION
Open boats <16 ft in length	1	5-B	ABC	steering position
Open boats ≥16 ft in length	2	5-B	ABC	steering position and galley or passenger cockpit
Boats <26 ft in length	2	5-B	ABC	steering position and galley (see Note 4) or passenger cockpit
Boats 26 ft to <40 ft in length	3	5-B	ABC	outside engine compartment, steering position, and galley (see Note 4), or passenger cockpit
Boats ≥40 ft but ≤65 ft in length	4	5-B	ABC	outside engine compartment, steering position, crew's quarters, and galley (see Note 4) or passenger cockpit

FINDING A-6 **VISUAL DISTRESS SIGNALS (33 CFR 175.101)**

No visual distress signals were sighted.

RECOMMENDATION

Provide proper and current updated visual distress signals to comply with USCG Regulations. (33 CFR 175.101)

FINDING A-7 **CARBON MONOXIDE DETECTORS (ABYC A-24)**

A carbon monoxide detector was not observed onboard the vessel.

RECOMMENDATION

Install a carbon monoxide detector. [ABYC A-24.7 A carbon monoxide detection system shall be installed on all boats with enclosed accommodation compartment(s). Carbon monoxide is a toxic, odorless, colorless, tasteless gas produced by the burning of carbon-based fuels. Carbon monoxide in high concentrations can be fatal in a matter of minutes. Unless the symptoms are severe, carbon monoxide poisoning is often misdiagnosed as seasickness; however, lower concentrations must not be ignored because the effects of exposure to carbon monoxide are cumulative and can be just as lethal.]

FINDING A-8 **SMOKE DETECTORS (NFPA 302)**

Smoke detectors were not observed onboard the vessel.

RECOMMENDATION

Install smoke detector(s) in accommodation spaces as prescribed herein. [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. (ABYC A-4.6 Fire Detection)]

B: SECONDARY PRIORITY / FINDINGS NEEDING TIMELY ATTENTION

FINDING B-1 **SWIM PLATFORM**

The swim platform was broken with sections missing and the remaining portion having exposed sharp edges.

RECOMMENDATION

Repair or replace in accordance with good marine practice and ABYC standards

FINDING B-2 **EXTERIOR LIGHTING**

The foredeck's docking/search light did not illuminate when tested

RECOMMENDATION

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

FINDING B 3 **EXTERIOR DECK ACCESS HATCHES**

The port cockpit deck hatch's strut had failed and no longer provided a means of keeping the hatch cover in the open position.

RECOMMENDATION

Repair or install mechanism(s) to allow the hatch to remain in a safe, open, and secure position, (ABYC H-3 Exterior windows, windshields, hatches, doors, portlights, and glazing materials: H-3.5.6 All hinged hatches shall be capable of remaining in the open position.)

FINDING B-4 **ENGINE HOURS**

No engine hour meters were sighted

RECOMMENDATION

Investigate further, possibly determine engine hours through diagnostic computer equipment, and install hour meters accordingly

FINDING B 5 **BATTERIES**

One of the battery covers was missing.

RECOMMENDATION

Investigate further replace battery cover.

FINDING B-6 **GENERATOR SPECIFICATIONS**

The generator did not power up when tested

RECOMMENDATION

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

FINDING B 7 **WATER SYSTEMS**

The wood framing securing the water system's freshwater tank was broken.

RECOMMENDATION

Properly secure the water system's freshwater tank.

FINDING B-8 **MSD (MARINE SANITATION DEVICE) SYSTEM (33 CFR 159)**

The switch powering the macerator was not sighted and its location unknown by the owner

RECOMMENDATION

Investigate further, locate macerator switch, and test system for serviceability

FINDING B 9 **TRIM TAB SYSTEM**

The trim tab system did not demonstrate as serviceable when tested.

RECOMMENDATION

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

FINDING B-10 **BILGE HIGH WATER ALARMS**

No bilge high water alarm or visual indicator of the activated bilge pumping system were found

RECOMMENDATION

Add visual (at each helm) and audible (interior) bilge pumping system indicators (ABYC 22 8 14 Bilge Pumps Bilge pumps with automatic controls shall be provided with a visual indication, visible from the primary helm position, that power is being supplied to the pump ABYC 22 7 3 Bilge Pumps On boats with an enclosed accommodation compartment, an audible alarm shall be installed indicating that bilge water is approaching the maximum bilge water level)

FINDING B 11 **ELECTRIC BILGE PUMPING SYSTEMS**

The subject's lower helm station indicated the vessel was equipped with two bilge pumps (forward and aft) and only the aft pump was sighted and powered up when tested.

RECOMMENDATION

Investigate further, and service, repair or replace the forward bilge pump as deemed necessary.

C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

FINDING C-1 **BRIDGE TOP**

The starboard forward flybridge clear curtain enclosure was torn

RECOMMENDATION

Replace the enclosure curtain as deemed necessary

FINDING C-2 **DECK HATCHES**

One of the forward hatch's dogging handles was removed/missing.

RECOMMENDATION

Investigate further, and repair or replace the hatch/handle as necessary.

FINDING C-3 **WATER INTRUSION COMMENTS**

Slight water incursion signs (stains) were observed under the amidship stateroom's porthole.

RECOMMENDATION

Investigate further to determine any active leaking, monitor, and repair/refinish as deemed necessary.

FINDING C-4 **LIGHTING**

The following lights did not illuminate when tested:
Forward stateroom: 1
Salon: 3
Amidships stateroom: 1
Shower: 2

RECOMMENDATION

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

FINDING C-5 **STEREO SYSTEM**

The flybridge stereo did not power up when tested.

RECOMMENDATION

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

FINDING C-6 **ENGINE INSTRUMENTATION**

The backlighting for the lower helm port engine instrumentation panel did not illuminate.

RECOMMENDATION

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

FINDING C-7 **COMPASSES**

The lower helm compass was not properly secured/affixed and was adrift.

RECOMMENDATION

Investigate further/trace, and affix, service, repair or replace 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 matrix/system for condition:

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

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

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

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

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

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

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

Average

STATEMENT OF VALUATION

1. 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:

Similarly equipped, same, or similar model vessels that have been verified as recently sold on soldboats.com (Yachtworld MLS) were adjusted for differences in model year, length, quality, condition, upgrades/equipment, date of sale, etc., and after matched pair

analysis market adjustments were made to the comparable data, a weighted average was determined for the subject vessel's estimate of fair market value

A) MARKET ANALYSIS

The comparable sales of vessels utilized in this Market Analysis were verified through soldboats com [Yachtworld's Multiple Listing Service (MLS)] data between the years 2021 to 2024 Based on market research of the boat industry's recent reaction to a decreasing supply chain and increasing demand for boats in the United States, the Surveyor determined that the most accurate and recent data reflecting the current market conditions is supplied by the boating industry's brokers / brokerages to the Multiple Listing Service (created by Yachtworld) Many other data sources (e g BUC and NADA) rely on aggregates of comparatively dated information, and are considered to be less reactive and accurate to current market conditions Based on this information, the Surveyor used the most accurate and recent sales comparable data in a matched pair study Market Analysis as indicated below

Comparable Sales Data
Comp# / LOL / Make / Year / Sale US / Listing US / Date / DOM / Location / IMT#

#1 30' / Bayliner / 2000 / 27,000 / 29,000 / 4/10/2024 / 300 / CA / 8908309
#2 32' / Bayliner / 1997 / 28,000 / 29,900 / 1/10/2024 / 43 / NV / 9149505
#3 30' / Bayliner / 2003 / 34,000 / 39,900 / 8/28/2023 / 49 / CA / 8942020
#4 30' / Bayliner / 2003 / 40,000 / 42,900 / 7/26/2023 / 471 / CA / 8277510
#5 32' / Bayliner / 1993 / 55,000 / 59,500 / 10/25/2023 / 63 / CA / 9008672
#6 32' / Bayliner / 1993 / 45,500 / 49,500 / 9/19/2023 / 24 / CA / 9015880
#7 30' / Bayliner / 1993 / Current Listing / 39,500 / NA / CA / 9399540

Comparable Sales Matched Pair Analysis Adjustments and Adjusted Prices
(Adjustments are based on inferior or superior model year, size, upgrades, condition, etc)
DOM Days On Market

Note All of the comparables used herein indicate they are 30 32 feet in length, but are actually almost identical in length on deck and length on the waterline Based on this information, no length adjustments were made

Comparable #1 2000 Bayliner 30'
27,000 Sale Price
1,000 Superior Year Built / Newer
+ 2,500 Inferior / No Generator
+ 5,000 Inferior / No Flybridge & Single Helm

+ 6,500 Total Adjustments
$33,500 Adjusted Price

Comparable #2 1997 Bayliner 32'
28,000 Sale Price
+ 500 Inferior Year Built / Older
+ 5,000 Inferior / No Flybridge & Single Helm

+ 5,500 Total Adjustments
$33,500 Adjusted Price

Comparable #3 2003 Bayliner 30'
34,000 Sale Price
2,500 Superior Year Build / Newer
+ 5,000 Inferior / No Flybridge & Single Helm
+ 500 Inferior / No Radar
500 Superior / Air Conditioning

2,500 Superior / Condition

0 Total Adjustments
$34,000 Adjusted Price

Comparable #4 2003 Bayliner 30'
40,000 Sale Price
2,500 Superior Year Built / Newer
+ 5,000 Inferior / No Flybridge & Single Helm
+ 500 Inferior / No Radar
+ 2,500 Inferior / No Generator
12,500 Superior / Upgrades/Condition

7,000 Total Adjustments
$33,000 Adjusted Price

Comparable #5 1993 Bayliner 32'
55,000 Sale Price
+ 2,500 Inferior Year Built / Older
20,000 Superior / Diesel Engines
+ 500 Inferior / No Radar
5,000 Superior / Bow Thruster
500 Superior / Inverter

22,500 Total Adjustments
32,500 Adjusted Price

Comparable #6 1993 Bayliner 32'
45,500 Sale Price
+ 2,500 Inferior Year Built / Older
3,000 Superior Size / Length
20,000 Superior / Diesel Engines
+ 500 Inferior / No Radar
500 Superior / Air Conditioning

20,500 Total Adjustments
$35,000 Adjusted Price

Comparable #7 1997 Bayliner 30'
39,500 Listing Price
4,000 Listing Adjustment
+ 500 Inferior Year Built / Older
+ 2,500 Inferior / No Generator
5,000 Superior Condition

6,000 Total Adjustments
$33,500 Adjusted Price

Based on market analysis and matched pair study comparing the market's reaction to differences in length (size), model year/age, condition, quality/upgrades (generators, watermakers, etc), layout, engine(s)/motor(s), hours, date of sale, location, etc between the comparable sales/listing(s) and the subject vessel, the surveyor added and/or subtracted any appropriate dollar value adjustments to the comparable vessels' verified sale or listing prices compared to the subject vessel to determine my opinion of the subject's estimated fair market value Based on this information, as well as any extraordinary assumptions or hypothetical conditions indicated herein, the adjusted sale values ranged from 32,500 to 35,000 The weighted average comparison sale value was

$33,500

BUC ValuPro information was used as a secondary data source, and after considerations for the exact model, year, and options compared to the subject vessel the following data was produced

BUC Current Retail Value Range 23,600 26,200
BUC Market Value Adjusted for Condition/Location in California 26,000 28,900
BUC Replacement Value $163,000

Note Research indicated the subject last sold on 4/26/2022 for 36,000 Other than this information, the subject has not been listed for sale or sold within the last three years as per BoatWizard

CONCLUSION

After consideration of the reliability of the data, the extent of the necessary adjustments, condition of the vessel, and any hypothetical conditions or extraordinary exceptions indicated, it is the Surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel is

$33,500
Thirty Three Thousand, Five Hundred

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

$163,000
One Hundred Sixty Three Thousand

SUMMARY

This survey sets forth the condition of the vessel and components, as specifically stated only, at the time of inspection, and represents the surveyor's honest and unbiased opinion. No part of the vessel was disassembled or removed, and no assumptions should be made as to the condition of concealed components. Specifics were obtained from sources available at the time of inspection and are believed correct but are not guaranteed to be accurate.

In accordance with the request for a marine survey of the Never Give Up, 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 on 6/7/2024. Subject to correction of deficiencies listed in sections A and B, the vessel is considered to be reasonably suitable for its intended use. Other deficiencies listed should be attended to in keeping with good maintenance practices or as upgrades.

NOTE: THIS SURVEY IS SUBJECT TO THE HYPOTHETICAL CONDITION THAT THE DEFICIENCIES LISTED IN SECTIONS A AND B ARE CORRECTED IN ORDER FOR THE VESSEL TO BE CONSIDERED REASONABLY SUITABLE FOR ITS INTENDED USE. THIS SURVEY IS ALSO MADE SUBJECT TO THE EXTRAORDINARY ASSUMPTION THAT ANY OF THE SUBJECT'S UNINSPECTED AREAS/COMPONENTS ARE AVERAGE TO GOOD IN CONDITION WITH NO SUBSTANTIAL DEFECTS. THIS IS NOT AN "AS IS" SURVEY/APPRAISAL.

SURVEYOR'S CERTIFICATION

SURVEYOR'S CERTIFICATION

SURVEYOR'S CERTIFICATION: The Surveyor certifies and agrees that:

1. I have, at a minimum, developed and reported this survey in accordance with the scope of work requirements stated in this survey report.

2. I performed a thorough visual inspection of the readily observable interior and exterior areas of the subject vessel. I reported the condition of the improvements in factual, specific terms. I identified and reported the readily observable physical deficiencies that could affect the performance, soundness, or structural integrity of the vessel. I have indicated if any area or components of the vessel could not be inspected due to a lack of access beyond the scope of this survey.

3. I performed this survey utilizing guidance from the Uniform Standards of Professional Appraisal Practice that were adopted and promulgated by the Appraisal Standards Board of The Appraisal Foundation and that were in place at the time this survey/appraisal report was prepared.

4. I developed my opinion of the market value of the vessel that is the subject of this report based on the sales comparison approach to value. I have adequate comparable market data to develop a reliable sales comparison approach for this survey assignment. I further certify that I considered the replacement value/cost and income approaches to value, but did not develop them, unless otherwise indicated in this report.

5. I researched, verified, analyzed, and reported on any current agreement for sale for the subject vessel, any offering for sale of the subject vessel in the twelve months prior to the effective date of this survey, and the prior sales of the subject vessel for a minimum of three years prior to the effective date of this survey/appraisal, unless otherwise indicated in this report.

6. I researched, verified, analyzed, and reported on the prior sales of the comparable sales for a minimum of one year prior to the date of sale of the comparable sale, unless otherwise indicated in this report.

7. I selected and used comparable sales that are physically and functionally the most similar to the subject vessel.

8. I have not used comparable sales that were the result of combining a wharfage rights sale with the contract purchase price of a vessel unless otherwise indicated in this report. (The surveyor will not be responsible for brokers/brokerages that do not properly disclose such information in the MLS)

9. I have reported adjustments to the comparable sales that reflect the market's reaction to the differences between the subject vessel and the comparable sales.

10 I verified, from a disinterested source, all information in this report that was provided by parties who have a financial interest in the sale or financing of the subject vessel

11 I have knowledge and/or experience in surveying this type of vessel [Member of the Society of Accredited Marine Surveyors (SAMS) Surveyor Associate, Accredited Master Marine Surveyor (MMS#31022 United States Surveying Association), certified as an American Yacht & Boat Council (ABYC) Technical Advisor, and certified in the Uniform Standards for Professional Appraisal Practice (USPAP)]

12 I am aware of, and have access to, the necessary and appropriate public and private data sources, such as multiple listing services, HIN records, USCG records, BUC ValuePro, and other such data sources for the subject vessel

13 I obtained the information, estimates, and opinions furnished by other parties and expressed in this survey report from reliable sources that I believe to be true and correct

14 I have taken into consideration the factors that have an impact on value with respect to the subject vessel in the development of my opinion of market value I have noted in this survey report any adverse conditions (such as, but not limited to, CFR and/or USCG violations, needed repairs, deterioration, the presence of hazardous wastes, toxic substances, etc) observed during the inspection of the subject vessel or that I became aware of during the research involved in performing this survey I have considered these adverse conditions in my analysis of the vessel value and have reported on the effect of the conditions on the value and marketability of the subject vessel

15 I have not knowingly withheld any significant information from this survey report and, to the best of my knowledge, all statements and information in this survey report are true and correct

16 I stated in this survey report my own personal, unbiased, and professional analysis, opinions, and conclusions, which are subject only to the assumptions and limiting conditions in this survey report

17 I have no present or prospective interest in the vessel that is the subject of this report, and I have no present or prospective personal interest or bias with respect to the participants in the transaction I did not base, either partially or completely, my analysis and/or opinion of market value in this survey report on the race, color, religion, sex, age, marital status, handicap, familial status, or national origin of either the prospective owners or occupants of the subject vessel or of the present owners or occupants of the vessels in the vicinity of the subject vessel or on any other basis prohibited by law

18 My employment and/or compensation for performing this survey or any future or anticipated surveys was not conditioned on any agreement or understanding, written or otherwise, that I would report (or present analysis supporting) a predetermined specific value, a predetermined minimum value, a range or direction in value, a value that favors the cause of any party, or the attainment of a specific result or occurrence of a specific subsequent event (such as approval of a pending loan application)

19 I personally prepared all conclusions and opinions about the vessel that were set forth in this survey report, unless otherwise stated herein If I relied on significant survey assistance from any individual or individuals in the performance of this survey or the preparation of this survey report, I have named such individual(s) and disclosed the specific tasks performed in this survey report I certify that any individual so named is qualified to perform the tasks I have not authorized anyone to make a change to any item in this survey report; therefore, any change made to this survey is unauthorized and I will take no responsibility for it

20 I identified the client in this survey report who is the individual, organization, or agent for the organization that ordered and will receive this survey report

21 This report should be considered as an entire document No single section is meant to be used except as part of the whole

22 This report is submitted without prejudice and for the benefit and exclusive use of the client and those lenders and underwriters that will finance and/or insure the vessel for this client only, and is not intended for, or assignable to, any other parties for any purpose

23 This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel

Summary

This report is a statement of the condition of the subject vessel only at the time of the survey as indicated herein

Survey conducted on 6/7/2024 and report submitted/signed on 6/17/2024

Kevin Nicholson, Accredited Master Marine Surveyor (#31022), SAMS (SA), USPAP, ABYC, MS

GLOSSARY OF TERMS

DEFINITION OF TERMS

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

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

AC: Alternating current. Alternating current is an electric current which periodically reverses direction and changes its magnitude continuously with time in contrast to direct current which flows only in one direction.

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

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.).

BULWARK: The interior extension of a ship's side above the level of a weather deck.

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

CONDUCTIVITY METER/READINGS (A.K.A. MOISTURE METER): Electronic moisture testing (moisture meter) is designed to detect the "conductivity" of substrates; including moisture, among various other conductive materials, and their ability to detect conductivity can be limited by many factors, such as the depth of the conductive material, air space present in between the laminate and the conductive material, etc. Boat builders utilize various construction materials, fasteners, coatings, fairings and composites, many of which have been proven to trigger higher conductivity readings and false positive readings for moisture on moisture meters.

DC: Direct current. Direct current is one-directional flow of electric charge.

DELAMINATION: Separation into constituent layers.

DEMONSTRATED: The component (device, equipment, or system) provided evidence of functioning as designed when tested using its usual means of operation. (e.g. exercising a valve or seacock, steering a wheel lock-to-lock, running a water faucet/pump, flushing a toilet, running an engine, etc.)

FRP: Fiber Reinforced Plastic or Fiberglass-reinforced Polymer

GUNWALE: The upper edge of the side of a boat or ship.

HIN: Hull Identification Number

HVAC Heating, ventilation, and air conditioning (HVAC) is the use of various technologies to control the temperature, humidity, and purity of the air in an enclosed space

MSD A Marine Sanitation Device or (MSD) is any equipment installed on board a vessel which is designed to receive, retain, treat, or discharge sewage, and any process to treat such sewage

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

NOT TESTED Indicates that a comprehensive inspection of the particular system, component, or item was attempted, but was not possible due to constraints imposed upon the surveyor (e g no power available, inability to remove panels for access, require destructive testing, outside of the determined scope of work, or a limit in inspection time beyond the surveyor's control)

PFD Personal Floatation Device

PHENOLIC SOUNDING Phenolics are the result of polymerization between layers of materials (e g fiberglass) impregnated with synthetic thermosetting resins The use of a "phenolic hammer" is to use the percussion of the hammer to identify sound anomalies caused from any disbonding in the layers of materials

POWERED UP System or component turned on or showed positive intended movement when power was applied This does not extend to the programmable operation of the system or component, unless specifically indicated

PROPER / PROPERLY In an acceptable, accurate, correct, or suitable way as per applicable standards and/or guidelines

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

ROCKET LAUNCHER A device incorporated into a fishing boat designed to simultaneously hold multiple fishing rods while their lines are deployed

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

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

SUITABLE FOR INTENDED USE The vessel, or its individual specified component(s), can be utilized for the purpose indicated by the manufacturer/builder or end user (present or prospective owner or operator)

USCG United States Coast Guard The United States Coast Guard (USCG) is the maritime security, search and rescue, and law enforcement service branch of the United States Armed Forces, and one of the country's eight uniformed services The Coast Guard is a maritime, military, multi mission service unique among the U S military branches for having a maritime law enforcement mission with jurisdiction in both domestic and international waters and a federal regulatory agency mission as part of its duties

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, and prioritized by, the lettered item PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS, AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT (See the Findings & Recommendations section of this report for additional information)

Y VALVE Y valves are a crucial part of a boat's onboard head or marine sanitation system and directs waste from the holding tank to either the deck waste fitting or overboard Most Y valves have arrows that show the direction of the flow The closed position directs sewage to the deck waste fitting and not overboard

Unless specifically indicated, there were no measurements or calculations performed during the survey The specifications listed

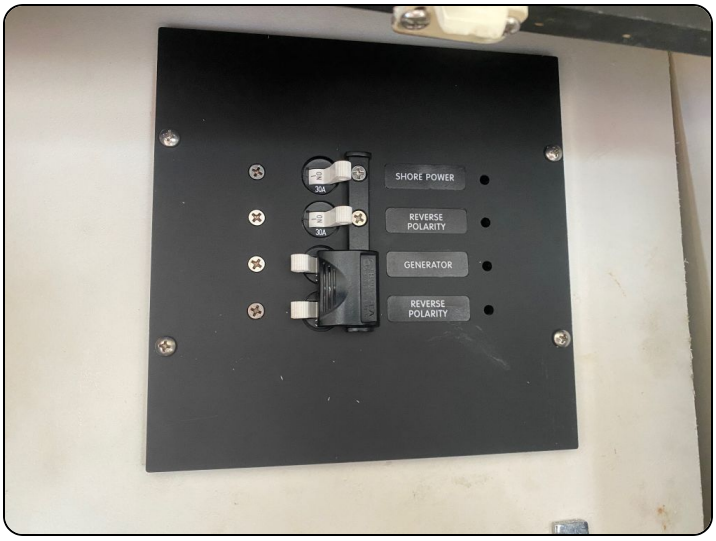
within the report are believed to be correct and supplied by reliable sources (e g , USCG Documentation, Power Boat Guide, Builder/Manufacturer, etc); however, accuracy is not guaranteed The surveyor recommends obtaining accurate measurements and performing calculations as desired or verifying all vessel specifications and capacities with the vessel's builder


NEVER GIVE UP


MAGMA


BOTTOMS
UP!
2024


ANCHORS
DOWN
BOTTOMS
UP!
2024


SHORE POWER
30A
REVERSE POLARITY
30A
GENERATOR
REVERSE POLARITY


GENSET POWER
SHORE POWER
120 VAC 60Hz
BATTERY CHARGER
RECEPTACLES
WATER HEATER
RANGE
REFRIGERATOR
MICROWAVE
ACCESSORY
REMOVE ALL AIR BEFORE TURN ON
POWER AVAILABLE
CAUTION POLARITY REVERSED
SHORE POWER
High voltage. Contact with high voltage can shock, burn, or cause death. Disconnect shore power and turn off generator before removing panel.

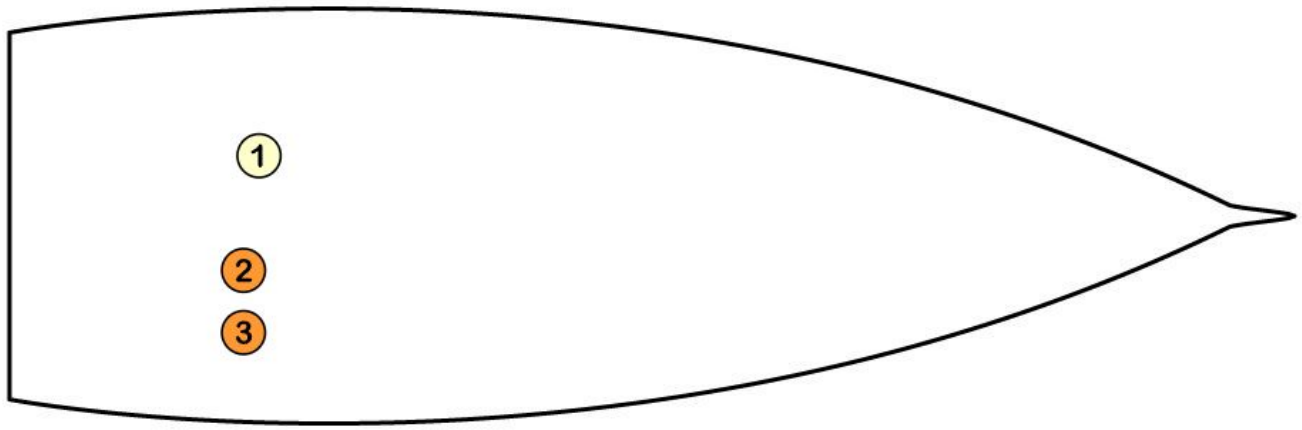
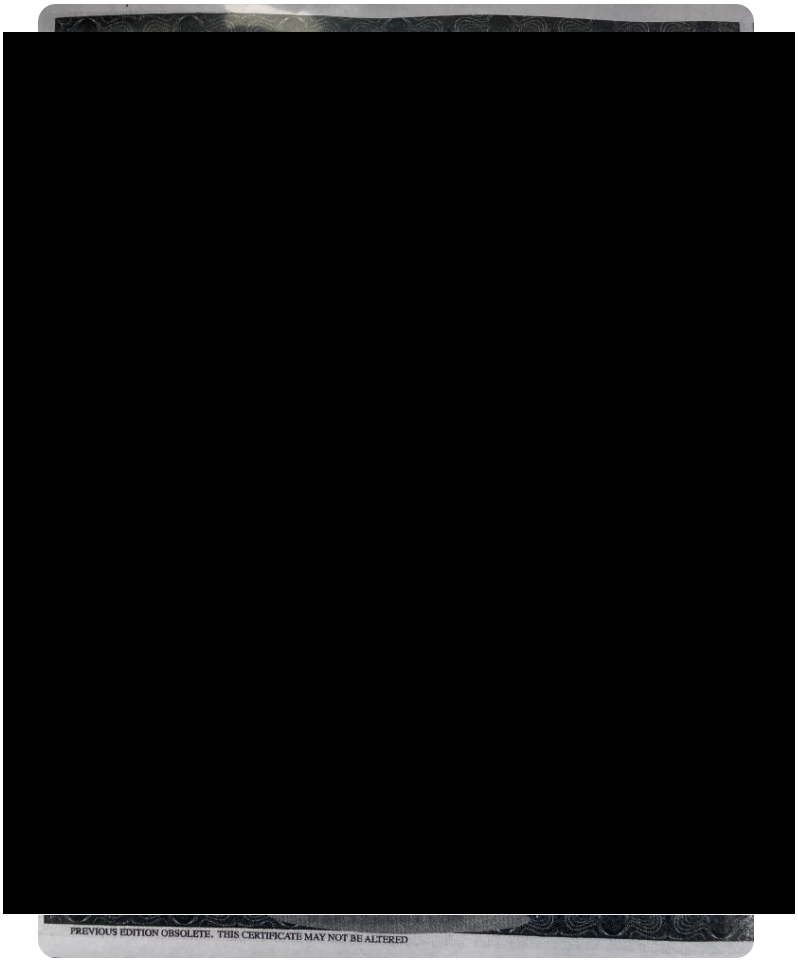


Diagram of thru-hulls:
1) Raw water intake for the generator cooling system
2) Transducer
3) Transduder

[redacted]


PREVIOUS EDITION OBSOLETE. THIS CERTIPICATE MAY NOT BE ALTERED