Airborne Marine Services, Inc.

Surveying & Yacht Delivery

[redacted]

2002 34 Sea Ray Boats Sundancer

[redacted]

Report of Marine Survey

Of the Vessel

Talula

2002 34 Sea Ray Boats Sundancer

Conducted By

George Westdyk, Sams Survey Associate, ABYC Certified Marine Advisor

Prepared For

[redacted]

Date Of Survey: 10/17/2024

Report Submitted On: 9/16/24

INTRODUCTION

Purpose & Scope

PURPOSE & SCOPE

Acting at the request of [redacted] George Westdyk did attend onboard the 2002 34 Sea Ray Boats Sundancer Talula on 10/17/2024 to conduct a marine survey which should not be considered to be a comprehensive pre-purchase survey as only equipment deemed critical to the safe operation of the vessel was powered up where possible.

The weather during the survey did not hinder completing any portion of the inspection.

The Hull Identification Number SERT9419K102 was verified.

AC and DC power was used to power up the electrical systems specified in this report only, unless otherwise noted. Electrical and electronic equipment was powered up and some systems may have been tested for basic and/or limited function only. The wiring was inspected where accessible and was found to be in generally 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 removal for their inspection. If a detailed report as to the condition and capacities of the wiring and electrical components is desired, it is recommended that a qualified marine electrical engineer be engaged.

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, as this machinery and related mechanical systems are not within the scope of this inspection. 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.

This vessel was surveyed without the removal of any parts, including fixed partitions, fastened panels, fittings, headliners and wall-liners, heavy furniture, tacked carpet, appliances, electrical equipment or electronics, instruments, anchors line and 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 (client) 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. The surveyor has noted in this survey report any adverse conditions and deficiencies observed during the inspection of the subject vessel. 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, undisclosed past incidents, needed repairs, deterioration, the presence of hazardous or toxic substances, etc.) that would make the vessel less valuable, and has assumed that there are no such conditions. 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. 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. 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. If the surveyor has based their survey report and valuation conclusion on an appraisal that is "subject to the satisfactory completion of any repairs or alterations" it is on the hypothetical condition that the completion of these repairs or alterations will be performed in a professional and workmanlike manner. 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 vessel's uninspected areas/components (due to inaccessibility) are average to good in condition with no substantial defects.

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, nor does it warrant the future condition of the vessel. The survey report is for the exclusive use of the client and those

enders 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 thi urvey Complete compliance with identification of and reporting on all tandard code and regulations is not guaranteed.

DEFINITION OF TERMS

he term and word u ed in thi report have the following meaning a u ed in thi Report of Marine Survey

APPEARED: Indicates that a very close inspection of the particular system, component or item was not possible due to constraints mposed upon the surveyor (e.g. no power available, inability to remove panels or requirements not to conduct destructive testing, etc)

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

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

DEMONSTRATED The y tem or equipment wa operated a intended for it u e

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).

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

ABYC The American Boat and Yacht Council create the tandard within the boating indu try that have become the authoritative reference for evaluating issues of design, construction, maintenance, safety, and product performance.

CFR: Code of Federal Regulations is a codification of the general and permanent rules that were published in the Federal Register by the Executive department and agencie of the Federal Government It i divided into 50 title that represent broad area subject to Federal regulation.

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

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 i a maritime military multi mi ion ervice unique among the U S military branche for having a maritime law enforcement mission with jurisdiction in both domestic and international waters and a federal regulatory agency mission as part of ts duties.

DELAMINATION Separation into con tituent layer

PHENOLIC SOUNDING: Phenolics are the result of polymerization between layers of materials (e.g. fiberglass) impregnated with synthetic thermosetting resins. The purpose of a "phenolic hammer" is to use the percussion of the hammer to identify sound anomalie cau ed by any di bonding in the layer of material

CONDUCTIVITY: Electronic moisture meters are 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, the conductivity of the material, etc. Boat builders utilize various con truction material fa tener coating fairing and compo ite many of which have been proven to trigger higher conductivity readings and false positive readings for moisture on moisture meters.

PROPERLY SECURED: Stowed and/or fastened in an acceptable or suitable way free from risk of loss or physical damage.

ACCESSIBLE: Capable of being reached for inspection without removal of installed fixtures, cabinetry, equipment or structure.

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

Unless specifically noted otherwise, the surveyor determined the subject vessel's details based on official documentation, manufacturer/builder information, or a reliable source indicated herein, and no physical measurements were taken by the surveyor. he pecification li ted within the report are believed to be correct however accuracy i not guaranteed Recommend obtaining accurate measurements and performing calculations as desired, or verifying all vessel specifications and capacities with the vessel's builder.

USE OF "A" "B" OR "C"

Use of the letters "**A**" or "**B**" 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*

Deficiencies noted under "**A**" findings are deemed "FIRST PRIORITY/SAFETY FINDINGS" and should be addressed before the vessel s next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. inding may al o be in violation of U S C G Regulations ABYC Voluntary Safety Standard & Recommended Practice or NFPA Codes & Standards.

Deficiencies noted under "**B**" findings are deemed "SECONDARY PRIORITY/FINDINGS NEEDING TIMELY ATTENTION" and should be corrected in the near future o a to maintain and adhere to certain code regulation tandard or recommended practice and safety in some cases) and to help the vessel to retain its value.

GENERAL INFORMATION

General Survey Information

TYPE OF SURVEY REQUESTED	Report of Marine Survey
SURVEY REPORT PREPARED FOR	[redacted]
SURVEY DATE/TIME	Survey inspection performed on 10/17/2024 from 4:00 pm- 6:00 pm.
LOCATION OF SURVEY INSPECTION	[redacted] Staten Island NY 10308
PERSONS IN ATTENDANCE	The client(s) [redacted],

General Vessel Information

VESSEL BUILDER	Sea Ray Boats Inc.
HIN (HULL IDENTIFICATION NUMBER)	SERT9419K102 (Per Builder's Certificate)
MODEL YEAR	2002 (per Hull Identification Number)
VESSEL MATERIAL	Fiberglass
LENGTH OVERALL (LOA)	36.25 FT (per manufacturer)
BEAM	11.42 ft (per manufacturer)
DRAFT	3' (per manufacturer)
GROSS TONNAGE	13,000 lbs (per Manufacturer)

Rating & Valuation Summary

VESSEL OVERALL RATING	**AVERAGE CONDITION**
ESTIMATED MARKET VALUE	**$ 72,666**
ESTIMATED REPLACEMENT COST	**$ 354,000**

SAFETY EQUIPMENT

Safety Equipment (U.S.C.G.)

WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

9 (Nine) Type II U S C G approved PFD were ighted on board

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Type IV U.S.C.G. approved throwable device was observed at the helm station.

FIRE EXTINGUISHERS (33 CFR 175.310)

Type ABC-I 2.5 lb. dry chemical were citedin the cockpit, cabin and galley. All were serviceable

VISUAL DISTRESS SIGNALS (33 CFR 175.110)

Day/night visual distress signals were cited onboard.

Finding A-1

SOUND PRODUCING DEVICES (33 CFR 83)

he horn wa briefly powered up

NAVIGATION LIGHTS (33 CFR 83)

All navigation lights illuminated when tested.

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

The required "oil discharge prohibited" placard was found properly displayed in the machinery space.

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

The "Trash Disposal" placard was found properly displayed in the galley.

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

he engine/machinery pace appeared to have adequate ventilation a built Provided by power blower in the engine compartment, and by cowl vents.

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

A 12 volt Atwood electric blower for the generator pace wa located in the aft bilge Powered up

CONSIDERATIONS

The safety equipment observed onboard during the survey reportedly conveys with the sale of the vessel.

Auxiliary Safety Equipment

FIXED FIRE SUPPRESSION SYSTEM

Halon 1301 automatic fire extinguisher system was sighted in engine room with indicating light sighted on the dash. Serviceable

CO/SMOKE DETECTORS (ABYC A-24) / (NFPA 302)

Marine Technologies carbon monoxide/smoke detectors sighted on board. Serviceable

Bilge Pumping Systems

ELECTRIC BILGE PUMPING SYSTEMS

wo 2 Rule 1500 GPH bilge pump in the tern One Rule 1000 GPH i located in the bow Alll of the ve el' bilge pump were powered up, but it is always recommended to check the pumps for adequate dewatering.

VESSEL CONSTRUCTION

Hull Arrangement

HULL DESIGN TYPE

Deep V Type

HULL MATERIAL

Fiberglass

EXTERIOR FINISH

White gelcoated Hull from the water line tp the deck. White gel-coated decks

GENERAL EXTERIOR CONDITION

The exterior of the vessel was well maintained with an overall clean and well-kept appearance.

TRANSOM

he tran om gate moved freely and wa able to be ecured in the open and clo ed po ition Serviceable

BULKHEADS

Doubled 1/2 inch plywood with FRP taping. A complete inspection was not possible due to limited access.

STRINGERS/TRANSVERSALS

Hull stiffness was reportedly provided by sandwich cored fiberglass longitudinal stringers and athwartships transversals. A complete inspection was not possible due to limited access.

BILGES

No significant water was collected in the bilges during the survey.

GENERAL BILGE CONDITION

The bilges were mostly clean and dry during the survey.

CHAIN LOCKER DRAINAGE

Overboard at the port & tarboard lower bow Serviceable

VESSEL LIST

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

MOISTURE COMMENTS

An FM Wave type moisture meter was used as a reference gauge for conductivity in various areas of the vessel, with particular attention given to areas around the hull, deck and superstructure penetrations. No significant moisture readings were observed

Deck Arrangement

DECK MATERIAL

Reportedly, sandwich cored FRP (fiber reinforced plastic) with white gelcoat and textured nonskid. Serviceable

DECKING OVERLAY

There was no significant wear & tear observed.

HULL TO DECK JOINT FASTENERS

Stainle teel crew where were Serviceable

HULL-TO-DECK JOINT REINFORCEMENT

The hull-to-deck joint was fiberglass tabbed internally where sighted.

HULL-TO-DECK JOINT BEDDING COMPOUND

Reportedly, elastomeric polyurethane compound.

EXTERIOR EQUIPMENT

Exterior Hardware/Equipment

EXTERIOR BRIDGE EQUIPMENT

Powered up.

COCKPIT/AFT DECK EQUIPMENT

he cockpit U Line refrigerator/freezer powered up

EXTERIOR SEATING

Simulated leather. Well maintained. Serviceable

GENERAL EXTERIOR SOFTGOODS CONDITION

The vessel's exterior softgoods were clean and well maintained where sighted.

GENERAL CAULKING/SEALANT CONDITION

Typical common weathering was observed on the vessel's exterior caulking sealants with no apparent areas of significant separation or deterioration.

EXTERIOR LIGHTING

All exterior lights illuminated when tested. Serviceable

EXTERIOR WASHDOWNS

Sighted, Serviceable

DECK HATCHES

he hatches were operational and fit for u e with no ignificant UV crazing in the hatch gla Monitor frequently for ign of eakage.

WINDSHIELD

Demon trated erviceable

BOW RAILING

The railing mounts were found to be secure.

SAFETY RAILING

The railing mounts were found to be secure.

FENDERS

The fenders observed onboard

Ground Tackle

ANCHORS

he anchor wa ready to deploy and it hackle bolt wa properly ecured with afety wire (eizing wire) to prevent accidental anchor loss.

ANCHOR RODE TYPE

No ignificant corro ion had developed on the anchor rode where ighted It wa ecurely fa tened and ready for u e at the time of survey.

ANCHOR WINDLASS

Powered up

CABIN APPOINTMENTS

Interior

SALON ARRANGEMENT

CABIN FEATURES:

Carbon Monoxide Monitor
Carpet, Deep-Pile BCF - 44-Ounce
Carpet Runners, Interior (Sunbrella®)
Lighting 12V
Outlet, Phone
Outlets, 120V GFI Protected
Pillows, Accent
Stereo 12V AM/FM Single CD w/6 Di c CD Changer Amplifier
Speakers (8), Digital Cockpit Remote Control & Speaker
Selector Switches (Clarion®)
Storage, In-Floor
V/VCR/Radio Combo 13 w/Remote & Outlet for Antenna &
TV Coax to Dockside
Wood Interior Package - Cherry Wood Formica® Cabinets

SALON/DINETTE:

The salon comprises a mid cabin dinette table with wrap around seating on the starboard side.
iller Cu hion
Lighting, Dual-Voltage - 120V/12V
Mirrors, Accent
Seating, Crescent-Shaped Sofa w/Storage Below - Converts to Bed
Storage Gunwale Cabinet
Table, Dinette w/Corian® Surface & Designated Storage

GALLEY:
Countertop Molded Fiberglas w/Granite Colored
Gel-Coat, Sink, Faucet & Corian® Sink Cover
Handrail, Stainless Steel
Lighting, Dual-Voltage - 120V/12V
Microwave 1 0V
Outlet, 12V Accessory
Power Vent, 12V
Refrigerator, Dual-Voltage - 120V/12V
Storage Drawer w/Cutlery In ert
Storage, Upper & Lower w/Designated Plate & Glass Storage
Stove, 120V Recessed Two-Burner w/Corian® Cover
Trash Receptacle w/Chute & Corian® Cover

V-BERTH:
Handrail, Stainless Steel
Head (VacuFlu h®)
Head, Enclosed - Full Fiberglass w/Shower & Curtain
Mirror
Power Vent, 12V
Storage Medicine Cabinet
Vanity w/Sink, Faucet & Storage Below

MID-STATEROOM:
Curtain Privacy
Hanging Locker w/Vanity Top Below
Mirrored Bulkhead
Portlight, Stainless Steel - Opening
Seating Conver ation Pit ? Convert to Double Berth w/Slide Out Ba e & Dedicated Filler Cu hion Storage
Storage, Cabinet & Drawer

HEAD ARRANGEMENT:
Handrail Stainles Steel
Head (VacuFlush®)
Head, Enclosed - Full Fiberglass w/Shower & Curtain
Mirror
Power Vent 12V
Storage, Medicine Cabinet
Vanity w/Sink, Faucet & Storage Below

HEAD ARRANGEMENT

SeaLand Vacuflush 12 volt head.

SHOWER ARRANGEMENT

Stall type shower in the head located in the salon. In the master stateroom, there is a seperate stand up shower seperate from the head.

INTERIOR MIRRORS

No desilvering was observed on the interior mirror's reflective coatings.

CEILING HEADLINERS

he interior headliner were generally well fit with no vi ible tear and no ignificant taining

WALL-LINERS

The interior wall-liners were generally well-fit with no visible tears and no significant staining.

GENERAL INTERIOR & SOFTGOODS CONDITION

The vessel's interior was generally well maintained.

GENERAL INTERIOR FURNISHINGS & SOFT-GOODS CONDITION

The vessel's interior soft-goods were generally well maintained.

WATER INTRUSION COMMENTS

here were no ign of water intru ion ob erved at the ve el' interior at the time of urvey

INTERIOR ODOR COMMENTS

No significant interior odor was observed at the time of survey.

Interior Systems & Equipment

LIGHTING

All interior lights illuminated when tested.

HVAC/AIR CONDITIONING SYSTEM

The air conditioning system was demonstrated and the temperature pull-down tests appeared to be satisfactory.

CABIN HEATING SYSTEM

Demon trated

VACUUM SYSTEM

Powered up.

PROPULSION & MACHINERY SPACE

Propulsion System

ENGINE MODEL

Twin Mercruiser MX 6.2 MPI Engines

ENGINE HORSEPOWER

640 Total hp, 320 hp per engine

ENGINE HOURS

Port 859 hr Starboard 862 hr Hour were ob erved on the engine' digital ervice hour meter

ENGINE SERIAL NUMBERS

Port: M31088

Starboard M31085

ENGINE INSTRUMENTATION

Powered up.

ENGINE ALARM SYSTEM

Test sounded/illuminated.

THROTTLE & SHIFT CONTROLS

Demonstrated.

ENGINE SPACE IGNITION PROTECTION

Ignition protection appeared to be provided throughout the engine compartment where sighted.

Transmissions/Gears/Drives

DRIVE SYSTEM TYPE

V drive
PROPELLORS- 17 x 20 3 blade Bronze

TRANSMISSIONS/GEARS

V Drive 2 06x1

PROPELLER SHAFTS

1 1/2 inch stainless steel shafts with dagger struts and inboard rudders.

Machinery & Bilge Space Equipment

ENGINE SPACE VENTILATION

Powered up.

ENGINE ROOM AIR BLOWERS

Powered up.

SEACOCKS/SEA VALVES

he valves moved freely when te ted

RAW WATER STRAINERS

Monitor and clean the strainers frequently.

HOSES

The hoses appeared serviceable where sighted. Monitor frequently for dry cracking, degradation or damage and recommend a thorough inspection for any hose chafing and reroute hoses or install chafe guards.

HOSE CLAMPS

The hose clamps appeared serviceable where sighted. Recommend installing corrosion resistant marine grade stainless steel T-bolt type hose clamps and/or solid banded (non-open slotted) hose clamps where appropriate.

STEERING SYSTEMS

STEERING SYSTEM TYPE

Hydraulic.

FUEL SYSTEMS

FUEL SYSTEM TYPE

Gasoline.

FUEL TANK MATERIAL

Reportedly aluminum (the fuel tank were inacce ible at the time of urvey)

NUMBER OF FUEL TANKS

Two (2).

FUEL TANKAGE CAPACITY

220 gallons. (per manufacturer's specifications).

FUEL LEVEL MONITORING

Powered up.

FUEL TANK VENTILATION

Port & tarboard hull ides below the fuel fill

FUEL LINES/HOSES

USCG Approved Type A1 fuel lines/hoses where sighted. Marked J1527 Type A . Serviceable

ELECTRICAL SYSTEMS

DC Electrical Systems

BATTERIES

Four, Group 27 Batteries were sighted, properly secured, well maintained,. a Aromatic 30 amp converter, properly secured

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Finding B-1

BATTERY SWITCHES

Powered up.

MAIN DC BREAKERS

he main DC breaker wa located in the main DC electrical panel

DC ELECTRICAL PANEL BREAKERS/FUSES

DC branch breakers were located in the main console battery switch panel with various inline fuses/breakers.

DC ELECTRICAL SYSTEM MONITORS

Powered up.

BATTERY CHARGERS

Powered up.

DC VOLTAGE CONVERTERS

Promatic 30 amp converter with 25 amp inline fu e pre ent Serviceable

DC POWER OUTLETS

Demonstrated.

DC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

The wiring appeared to be well supported and secured where sighted. Always recommend installing chafe gear at all key friction points where wires/cables and hoses trans t the vessel against sharp edges. Also recommend waterproofing all wiring connections that may be expo ed to moi ture

CONSIDERATIONS

ELECTRICAL SYSTEMS FEATURES
Battery Charger/Converter 120V/60 Cycle
Battery Switch, Dual
Battery Trays w/Mounts
Inlet, TV/Phone w/TV Shore Cord
I olator Galvanic
Mercathode II (Stern Drives Only)
Panel, Circuit Breaker - Remote
Panel, DC Main Breaker
Panel Main Di tribution AC
Panel, Main Distribution - DC
Shore Power, Dual 30 Amp/120V/60 Cycle w/50? Cords & Adapters
Wiring, Color-Coded w/Chafe Protection

AC Electrical Systems

AC SHORE POWER SYSTEM VOLTAGE

120/240 volts AC @ 60Hz.

AC SHORE POWER INLETS

The cord reel was demonstrated.

AC SHORE POWER CORDS
30 amp. vinyl shore power cord.

AC ELECTRICAL PANEL BREAKERS
AC branch breakers were located in the AC electrical panel.

AC ELECTRICAL SYSTEM MONITORS
Powered up

AC ELECTRICAL SOURCE SELECTOR SWITCHING
Demonstrated. A manual sliding 'make-or-break' switch was located in the salon AC electrical panel.

WATER SYSTEMS

Freshwater System

NUMBER OF FRESHWATER TANKS
One (1).

WATER TANKAGE CAPACITY
Reportedly, 40 gallons (per builder).

WATER TANKAGE SECURING
The water tankage appeared to be well ecured where ighted

WATER TANKAGE LOCATION
Engine compartment

FRESHWATER PUMPS
Powered up. serviceable

FRESHWATER PIPE/HOSE PLUMBING
No leaks were observed at the freshwater system's hose/pipe connections. serviceable

Hot Water System

WATER HEATER
Attwood 11 gallon water heater Powered up

WATER HEATER PRESSURE RELIEF VALVE
Relief valve installed at the tank. serviceable

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).

ELECTRONICS & NAVIGATION EQUIPMENT

VHF RADIOS
ICOM IC-M602. Transmitted/received radio check signals.

COMPASSES
Ritchie 4" magnetic compass.

MULTI FUNCTIONAL NAVIGATION DISPLAYS
Raymarine C80 multi di play Powered up

MULTI-INSTRUMENTS
Raymarine ST60 Tri Dat. Powered up.

ANTENNAS
The antennas were well mounted where sighted.

A: FIRST PRIORITY / SAFETY AND COMPLIANCE DEFICIENCIES

Finding A-1 **Visual Distress Signals (33 CFR 175.110)**

The visual distress signals were expired.

Recommendation

Provide current dated visual distress signals to comply with USCG regulations.

B: SECONDARY PRIORITY / FINDINGS NEEDING TIMELY ATTENTION

Finding B-1 **Batteries**

The batteries did not have protective insulation covers installed.

Recommendation

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

SUMMARY

Summary of Condition & Valuation

VESSEL CONDITION

It i the urveyor' experience that develop an opinion of the OVERALL VESSEL RATING OF CONDITION after the urvey ha been completed and the findings have been organized in a logical manner.

The grading of condition determines the adjustment to the range of base values for a similar vessel sold within a given time period a a con ideration to determine the Market Value

The following is the accepted Marine Grading System of Condition:

EXCELLENT (BRISTOL) CONDITION" a ve el that i new or maintained like new with all y tem and unit fully functional

ABOVE AVERAGE CONDITION": a vessel that has above average care and is well equipped and in better average condition for her age and class.

AVERAGE CONDITION": a vessel ready for sale, requiring normal maintenance work and comparably equipped to other similar vessels on the market.

FAIR CONDITION" a ve el that i in need of a fair amount of maintenance work and ome y tem are due to be erviced or replaced.

'POOR CONDITION": a vessel that requires substantial work to be fit for its intended purpose (may require structural repairs, exten ive refit and replacement of everal y tems)

RESTORABLE CONDITION": a vessel with extensive structural deficiencies that is in need of major work on most systems and hull ntegrity to be fit for its intended purpose.

As a result of my 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 CONDITION

APPRAISAL METHODOLOGY

MARKET ANALYSIS

The Market Analysis uses the sales prices of comparable vessels to determine the value of the subject vessel. Comparable sales were researched as well as comparable vessels currently for sale. It was determined that there were a sufficient number of vessels of like age ize and cla currently offered for ale a well a a ufficient number of reported ale of ves el of like or imilar age size and class as the subject vessel to support a Market Analysis method of valuation.

SIMILAR VESSEL(S) CURRENTLY ON THE MARKET

2002 Sea Ray/340 Sundancer Li ted for $ 79 000 and located in Copiague NY
2002 Sea Ray/340 Sundancer. listed for $ 89,000 and located in Merrick, NY
2002 Sea Ray/340 Sundancer. listed for $ 65,000 and located in Staten Island, NY

SIMILAR VESSEL(S) RECENTLY SOLD

#1: 2002 Sea Ray 340 Sundamcer 340. Listed for $86,900 and sold for $ 77,000. sold in 9/23. Located in Mt Sinai NY
#2: 2002 Sea Ray 340 Sundamcer 340 Listed for $88,900 and sold for $ 81,000 in 9/22 in Sea Bright NJ
 # 2002 Sea Ray 40 Sundancer 40 listted for $79 0000 sold for $ 68 000 in 5/24 in Cambridge MD

Comparisons obtained from BoatWizard.com (soldboats.com)

ADDITIONAL REFERENCES

BUCValuPro™ Retail Price Range: $ 60,800 - $ 66,800
BUCValuPro™ Adjusted for Region & Condition Range: $ 60,800 - $66,800
BUCValuPro™ Replacement: $354,000

STATEMENT OF VALUATION/ADJUSTMENTS

ADJUSTED ESTIMATES
The surveyor has included the BUCValuPro™ Fair Market Value adjusted for condition & region with the range of $60,800 to 66,800 (averaged to $63 800) a well a old boat compari on (averaged to $ 75 333) Boat li ting from Yachtworld com of comparable vessels in the area was gathered, then the same % deduction from listed to sold (from soldboatt.com) was applied. to come up with a Yachworld average of $77,600. Combining the average from SoldBoats.com, Yachworld.com and BUCValuPro™ results in a total of $ 72,266,000 which has been used for the subject vessel's Fair Market Value.

VALUATION CONCLUSION

The definition of Fair Market Value, as used in this report, is the estimated amount, expressed in terms of money, that may be reasonably expected for a property in an exchange between a willing buyer and a willing seller, with equity to both, neither under any compul ion to buy or ell and both fully aware of all relevant facts a of the pecific date tated above Valuation are the opinion of the surveyor(s) and are intended to be used for insurance or financing purposes only; they are not intended to nfluence the purchase or purchase price of the subject vessel. The surveyor(s) have no interest in the vessel, financial or otherwise. Valuation is primarily determined by comparison to comparable vessels listed in the SoldBoats.com database, but may also be derived from con ultation with manufacturer or knowledgeable boat broker per onal experience current li ting of boat available for sale, and commercial boat value guides such as the BUCValuPro™ and NADA online price guides. Current local market values may vary widely from such valuation resources due to current local market conditions. The term “Market Value” is defined by Uniform Standards for Professional Appraisal Practice (USPAP) standards. Implicit in this definition are the consummation of a sale a of a pecified date and the pa ing of a Title from eller to buyer under condition 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 rea onable time i allowed for expo ure in the open market
d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto &
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.

This report is subject to the limiting conditions and assumptions stated. Values are based on the whole and possessory interests of the owner of the property, undiminished by liens, fractional interest or other encumbrances.

herefore after con ideration of the reliability of the data the extent of the neces ary adju tment and condition of the ves el it i the surveyor's opinion that the ''FAIR MARKET VALUE'' of the subject vessel is:

$ 72,666
Seventy Two Thousand Six Hundred Sixty Six US Dollars (USD)

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

$ 354,000

Three Hundred Fifty-Four Thousand US Dollars (USD)

SUMMARY

In accordance with the request for a Marine Survey of "Talula", for the purpose of evaluating its present condition and estimating t Fair Market Value and Replacement Co t I herewith ubmit my conclu ion ba ed on the preceding report The ubject ves el was personally inspected by the undersigned on 10/17/2024. 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. The vessel's valuation is subject to the hypothetical condition that the deficiencies i ted in ection **A** and **B** are corrected and thi urvey i al o made ubject to the extraordinary a umption that the ve el' uninspected areas/components (due to inaccessibility) are in reasonable condition with no substantial defects.

SURVEYOR'S CERTIFICATION

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

he tatement of fact contained in thi report are true and correct The reported analy es opinion and conclu ion 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 that favor the cau e of the client the amount of the value e timate the attainment of a tipulated re ult 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 should be considered as an entire document. No single section is meant to be used except as part of the whole.

This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only.

George Westdyk, Sams Survey Associate, ABYC Certified Marine Advisor

Signed and ubmitted on 10/19/ 024


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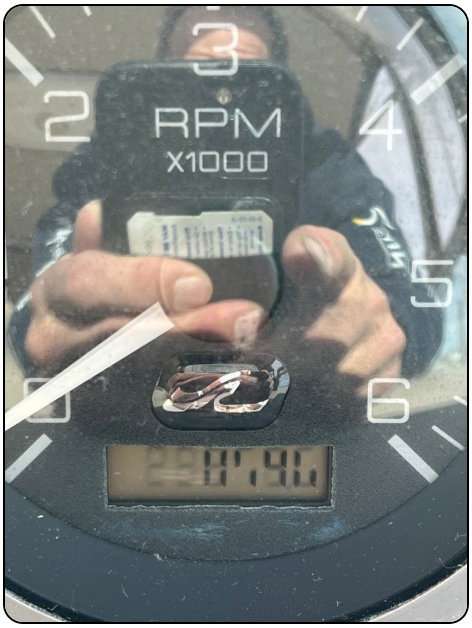
TALULA


TALULA


RPM
X1000


RPM
X1000


Raymarine
C80
Head-Up
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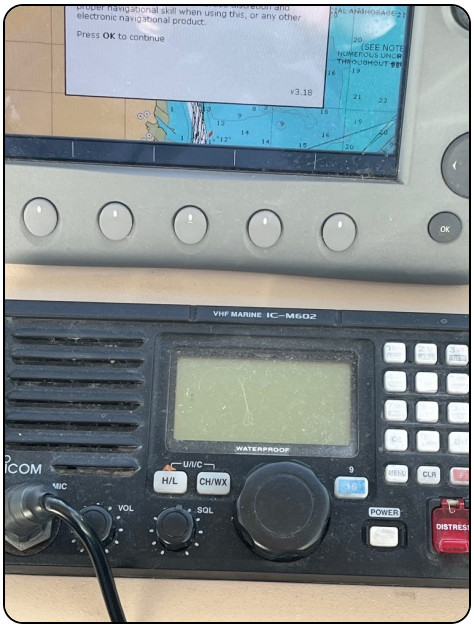
FIND
CURSOR
GOTO...
ROUTES...
TRACKS...
PRESENTATION...


Life is better
AT THE BEACH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WATERPROOF
H/L
CH/WX
VOL
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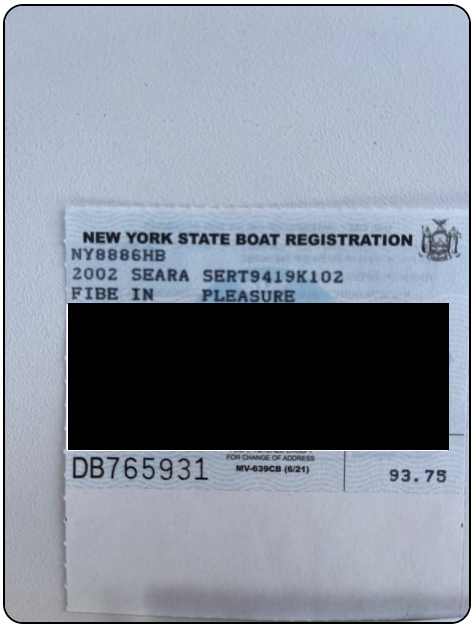
POWER


NEW YORK STATE BOAT REGISTRATION
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2002 SEARA SERT9419K102
FIBE IN PLEASURE
[redacted]
DB765931
FOR CHANGE OF ADDRESS
MV-639CB (6/21)
93.75


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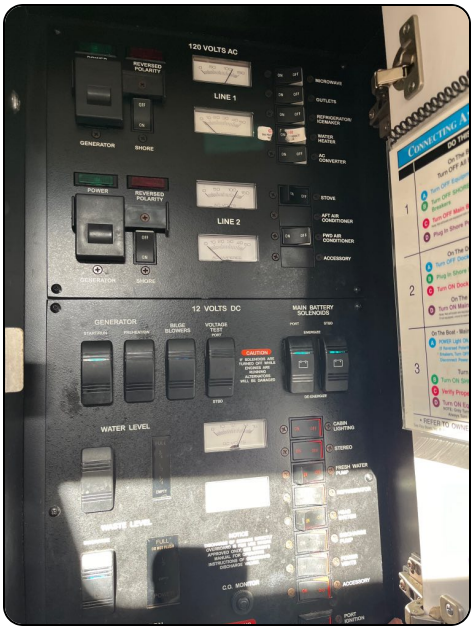
UNITED STATES OF AMERICA
DEPARTMENT OF HOMELAND SECURITY
NATIONAL VESSEL DOCUMENTATION CENTER
CERTIFICATE OF DOCUMENTATION


120 VOLTS AC
LINE 1
LINE 2
GENERATOR
SHORE
12 VOLTS DC
MAIN BATTERY SOLENOIDS
WATER LEVEL


MerCruiser
6.2
MPI
MERCURY


MerCruiser
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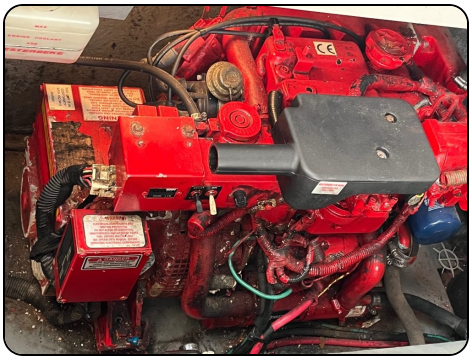
MERCURY

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