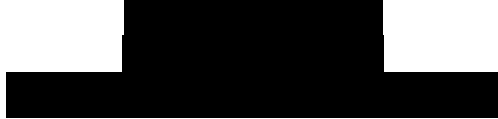
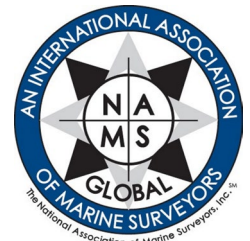




OCEAN MARINE SURVEYORS, INC
201 E Coast Hwy
Newport Beach, CA 92660

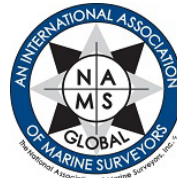


MARINE CONDITION & VALUATION SURVEY

Prepared by George Malhiot

Member of and by the guidance and regulations provided by the following:

NAMS Associate Marine Surveyor, IIMS® Affiliate Surveyor, USPAP Compliant Appraiser, ABYC Certified Technician in Marine Systems, Chapman School of Seamanship in Damage Claims, Member of the ABYC, MUSC, NFPA, NSBC, and a former USCG Auxiliary





SCOPE:

At the request of [REDACTED], the surveyor proceeded to [REDACTED] Dana Point, CA to ascertain the condition of the vessel for donation. The survey covers the condition and valuation purposes only on **September 27, 2024**. The inspection is an In-Water inspection, including the decks and external machinery only, thru-hull fittings from inside the hull, and all other visible and assessable equipment. The survey will consist of the decks, hull, electrical, tankage, thru-hull fittings, rigging to 12 feet above the deck, and an overview of the auxiliary propulsion externally only. All Statements of the Condition(s) are related to “On the Day of Survey,” not before or after, which would reflect the condition seen or unseen. No other tests were requested. This survey is for valuation and condition only for tax purposes and is not transferrable to other parties for insurance or pre-purchase purposes. This report is not to be provided to other parties without the expressed written authorization from the owners of this report. It cannot be released without the express written authorization by Ocean Marine Surveyors, Inc. (OMS, Inc.) Copyright violations will be pursued by OMS, Inc.



FINAL REPORT
Condition and Valuation for Donation
S/V: 1984 29' C&C Sloop Rig MK II

“MANA KAI”

THIS IS TO CERTIFY that the undersigned Marine Surveyor of Ocean Marine Surveyors, Inc (OMS, Inc.), on September 27, 2024, at the request of [REDACTED], and for the account of [REDACTED] inspected the captioned single-engine diesel-powered FRP vessel, while the subject vessel was afloat at [REDACTED] Dana Point, CA. The surveyor attended the vessel to ascertain its general condition while it slipped afloat.

ATTENDING SURVEY:

Representing owner’s interests: George Malhiot, Marine Surveyor

DESCRIPTION:

Year, Make, and Model of Vessel: 1984 29' C&C Sloop Rig MKII
Builder: C&C Yachts, Fairport Harbor, OH
State Registration: CF 7539 HP (CURRENT) **HIN No:** ZCC29384M84C
Intended Service: N/A
Flag: US **Hailing Port:** Dana Point, CA
Name: MANA KAI **Length:** 28' 6" **Gross:** NA **Net:** NA
Beam: 9' 5" **Depth:** N/A **Draft:** 5' 3" **Weight:** 6,700 lbs
Ballast: 2,700 lbs
Fuel Capacity: 5 GALLONS (Portable) **Potable Water Capacity:** N/A
Holding Tank Capacity: N/A – No System **Model:** Yanmar 2GMF
Total Horsepower: 13 **Estimated Speed:** 6 KNOTS
Horsepower: 13 **Engine SN#** 09578
Engine Hours: NA **MFG DATE:** UNK
Transmission: Kanzaki **Ratio:** unk **Serial No.** 6766
Generator: NA **Generator Hours:** NA **Serial Number:** NA

Tender: NA **HIN#:** NA **Engine:** NA **Serial #:** Unknown

HIN and official numbers are from the vessel, and state or USCG registration was not provided. Numbers were verified on the hull by plate. All specifications above are from other reference data and were not measured during the survey.



SURVEYORS COMMENTS:

The vessel was suitable for harbor and coastal use. Spare sails were in the sail bags, and the bilge was dry. The Overall Current Condition was in **Average to Above Average Condition**



HULL:

The vessel's hull shows no damage, but minor docking marks and polishing would help bring out the shine. - Serviceable

DECKS & HATCHES:

The vessel's decks are cored FRP with a gel coat non-slip surface per **ABYC H-41** standards. There appears to be zero wetness in the forward decking. – Serviceable

RAILING:

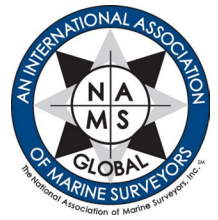
Bow railing only was - Serviceable—lifelines were worn or corroded in some areas. Change out the old with the new. – Serviceable.

CLEATS:

The vessel was equipped with cleats along the aft cockpit area. – Serviceable

POTABLE WATER:

Poly tanks were observed to hold approximately 32 gallons and be - Serviceable.



HOLDING TANK:

Poly tank, approximately 24-gallon holding - Serviceable

AUXILIARY PROPULSION:

Yanmar 2GMF – Clean with no leaks or observed issues - Serviceable.

FUEL SYSTEM:

Gas – aft cockpit – under decking – aluminum tank, adequately grounded and strapped down. – Serviceable.

FUEL CAP:

The tank was red but marked as “Fuel.” It Should have a label as to the type of fuel. - Serviceable.

NAVIGATION LIGHTS:

The vessel’s navigation lights did operate when tested. – Serviceable.

BATTERY(S):

Two (2) batteries were under the bunk of the port aft area, and the property was covered and secured – serviceable.

CHARGING SYSTEM:

– Serviceable.

STRINGER SYSTEM – FRAMING:

The vessel's build includes cored FRP longitudinal stringers and transverse grids, with bulkheads and partitions throughout. No separations or cracks were found where assessable. - Serviceable

SEACOCKS / BALL VALVES:

All ball valves were made of Marlon Plastic and were - Serviceable.

BILGE PUMPS:

One bilge center bilge pump was tested - Serviceable.

MAST:

The vessel mast system was made of anodized aluminum attached to the top deck and through to the keel. No apparent leaking or stress cracks were showing at deck level or below. - Serviceable

BOOM:

Anodized aluminum with rigid boom vang - Serviceable

MAIN PROPULSION:

Forward Sail was protected with UV protected canvas – Serviceable.



RIGGING:

The vessels standing rigging appears to have minor surface corrosion but no fraying. Have the rigging checked out by a rigger – Serviceable.

RUNNING RIGGING:

The lines were - Serviceable.

CHAIN PLATES:

The system was clean with no issues that were observed. – Serviceable.

WINCHES:

Two (2) Barient 10 – Single Speed – Two (2) Barient 19 2-speed. The winches appear to be in operating order, tested by hand and not by sail - Serviceable.

CAMS:

The springs were tight and – Serviceable.

STEERING SYSTEM:

The tiller system appears to operate with no restrictions and was serviceable.

FRAMING / STIFFENERS:

The vessel is built with port and starboard FRP grids, hull liners, and bulkheads. - Serviceable

HEAD:

Jabsco manual pump operated when tested – Serviceable.

ELECTRICAL D/C:

The main distribution panel is located inside and outside of the weather per **ABYC E-11** standards. – Serviceable

BATTERY SWITCH:

Operated when exercised – Serviceable.

SHIPS WIRING:

The vessel's visible wiring is marine grade color-coded neatly wrapped. There was no corrosion sighted on any bus bars. - Serviceable

VHF RADIO:

Uniden Polaris – Serviceable



NAVIGATION EQUIPMENT:

Micrologic Explorer – unknown, Compass – fluid was depleted, Autohelm Autopilot – Autohelm Wind – Serviceable, Autohelm depth, speed, and Trip Indicator – Serviceable – All devices would need to be tested to verify if they were Serviceable

ENTERTAINMENT:

Pioneer XM Stereo system – Serviceable.

INTERIOR NARRATIVE:

Original canvas cushions were in good condition for the interior and the exterior of the vessel seating area – Serviceable

GALLEY:

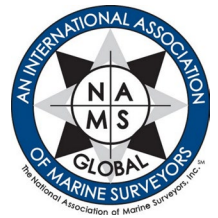
The propane stove, three burners, oven, single stainless steel sink basin, and water faucet did not operate., cooler – ice box – Serviceable.

LPG:

Starboard aft with guage and regulator – safety swich at the galley – Serviceable.

SAFETY EQUIPMENT NOTE:

Safety equipment, verified or not, is the sole responsibility of the owner or buyer to obtain updated flares and equipment required by the **US Coast Guard CFR, ABYC Standards** to operate in the waters, and that PFDs are equal or greater to the party on board. A throw cushion or floating device is required along with an attached or attachable line to throw into the water to retrieve a person from the water. The proper CO detector and a Smoke Detector for all vessels for every berth, stateroom, and salon area are also strongly recommended.



SAFETY, ABYC, US COAST GUARD, NFP, UL STANDARDS APPLY

The following lists current federal regulations and what is on board.

- | | |
|--|-----|
| 1. PFDS FOR EACH PERSON ON BOARD | YES |
| 2. LIFE RING WITH LINE ATTACHED | YES |
| 3. MOUNTED FIRE EXTINGUISHERS (expired) | YES |
| 4. 3 DAY AND 3 NIGHT FLARES (expired) | YES |
| 5. FEDERAL TRASH AND OIL PLACARDS | YES |
| 6. SOUND SIGNALING DEVICE | NO |
| 7. CO DETECTOR MOUNTED IN SALON PLGED IN ABYC A-24 | NO |
| 8. SMOKE DETECTOR | NO |
| 9. FIRE FLAME ARRESTER | NO |
| 10. NAVIGATION LIGHTS | YES |
| 11. ORANGE DAY SIGNAL FLAG | YES |
| 12. GFCI | NO |

OVERALL RATING:

BRISTOL = MEANING LIKE NEW OR BETTER

ABOVE AVERAGE = MEANING ABOVE AVERAGE CARE NO WORK NEEDED

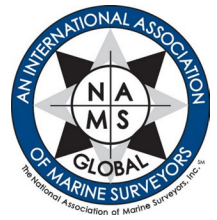
AVERAGE CONDITIONS = MEANING CARED FOR WITH A TO DO LIST OF MINOR ITEMS

FAIR CONDITION = MEANS MORE THAN NORMAL MAINTENANCE TO CORRECT.

INTERIOR: Above Average Condition
HULL: Average Condition
MACHINERY: Average Condition
RIGGING: Average Condition
BOTTOM: Unknown Condition (Will Need Attention)

OVERALL RATING:

AVERAGE to ABOVE AVERAGE CONDITION



SURVEYOR CERTIFICATION:

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

The valuation that was ascertained by this surveyor and by countless vessels examined can be construed as being in average condition.

- BUCValuPro.com: \$12,200 - \$13,800 with a replacement value of \$115,500.
- Soldboats.com shows three previous sales from February 2024 – September 2024. They ranged from \$4,000 - \$17,380.
- Yachtworld.com had one listing for \$20,335 and a 1979 model for \$18,000.

The statements of fact contained in this report are true and correct.

The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, unbiased professional analyses, opinions, and decisions.

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 concerning the parties involved.

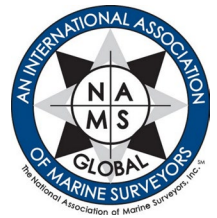
My compensation is not contingent upon reporting a predetermined value or direction in value or direction in value that favors the client's cause, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event.

I have personally inspected the vessel that is the subject of this report.

This report was submitted without prejudice and for the benefit of whom it may concern.

CURRENT MARKET VALUE STATE OF VALUATION: \$19,500

REPLACEMENT VALUATION: \$115,500



Surveyor Credentials Include:

NAMS Associate Marine Surveyor, IIMS® Affiliate Marine Surveyor, USPAP Compliant Appraiser, Chapman School of Seamanship in Damage Claims, Member of the ABYC, NFPA, NSBC, MICA, MUSC and a former USCG Auxiliary

Acceptance and use of this report by the client acknowledge the client's understanding that the report has been composed of information that is believed to be true after reasonable investigation and inquiry but is not warranted to be so. The information was obtained without drilling, diving, ultrasonic, cleaning or opening to expose parts or conditions ordinarily concealed. There were no tests for tightness or soundness conducted other than the conditions noted visually.

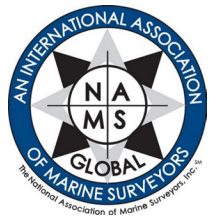
Acceptance and use of this report acknowledge the client's understanding that no determination of stability or structural strength has been made and no opinion is expressed.

Acceptance and use of this report acknowledge the client's understanding that Ocean Marine Surveyors, Inc and its employees does not accept any responsibility for damage or deterioration not found or discovered during survey, nor for consequential damage, deterioration or loss due to any error or omission.

The Client hereby undertakes to keep the Surveyor/Consultant and its employees, agents and sub-contractors indemnified and to hold them harmless against all actions, proceedings, claims, demands or liabilities whatsoever or howsoever arising which may be brought against them or incurred or suffered by them, and against and in respect of all costs, loss, damages and expenses (including legal costs and expenses on a full indemnity basis) which the Surveyor/Consultant may suffer or incur (either directly or indirectly) in the course of the services under these Conditions.

Notwithstanding the above clause, in the event that the Client proves that the loss, damage, delay or expense was caused by the negligence, gross negligence or willful default of the Surveyor/Consultant aforesaid, then, save where loss, damage, delay or expense has resulted from the Surveyor's/Consultant's personal act or omission committed with the intent to cause same or recklessly and with knowledge that such loss, damage, delay or expense would probably result, the Surveyor's/Consultant's liability for each incident or series of incidents giving rise to a claim or claims shall never exceed a sum calculated on the basis of ten times the Surveyor's/Consultant's charges.

"This survey belongs to the person who authorized the survey and is intended for that client only. No future warranty either by sale or purchase is implied or transferred by surveyor."



SIGNATURE PAGE AND CERTIFICATION

HIN # ZCC29384M84C



Written on September 28, 2024,
Surveyor,

NAMS® Assoc. Marine Surveyor

IIMS® Affiliate Surveyor

TAPA & MICA, MUSC Member

USPAP Compliant Appraiser – ASA Recognized

Container Surveyor of Certification of Seaworthiness

Chapman School of Seamanship Training in Damage Claims



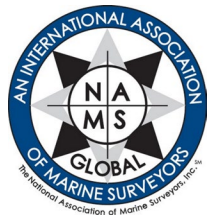
FINDINGS AND RECOMMENDATIONS:

- A. SAFETY
 - a. Must be completed before the vessel next gets underway.
- B. IMMEDIATE ATTENTION RECOMMENDATIONS
 - a. It should be completed now or soon.
- C. DESIRED
 - a. A list of suggestions on improvements only

FINDINGS:

- A-1 No CO or Smoke detectors – new owner should obtain.
- A-2 Update all expired USCG Safety equipment

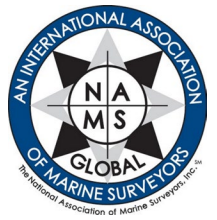
PHOTOS:



1 – Port Bow



2 – Stbd Bow



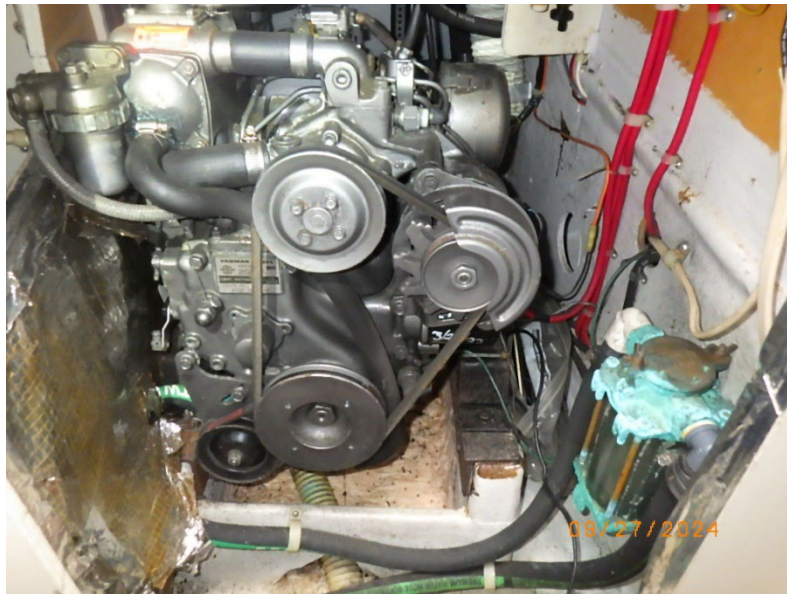
3 – Cockpit – Cushions stored in vee berth.



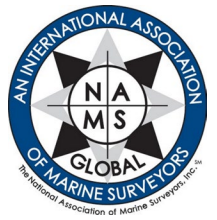
4 - Salon



5 – Motor and fuel tank



6 – Motor



7 – AC/DC



8 – VHF Radio



9 – Head



10 – Batteries