

Nolen's Marine Surveying
SOCIETY OF ACCREDITED MARINE SURVEYORS (SAMS)
ACCREDITED MARINE SURVEYOR

2018 / JEANNEAU / NC 895 OFFSHORE

NC 895



AMERICAN BOAT AND YACHT COUNCIL (ABYC) STANDARDS & SYSTEMS CERTIFIED TECHNICIAN

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Report of Marine Survey

Of The Vessel

NC 895

2018 / JEANNEAU / NC 895 OFFSHORE

Conducted by
JOYCE NOLEN

SAMS -- ACCREDITED MARINE SURVEYOR #754 / Yacht and Small Craft Designation

PREPARED EXCLUSIVELY FOR:

PETER POMPONIO

OCTOBER 29, 2021

TABLE OF CONTENTS

SECTION	PAGE NO.
I. INTRODUCTION	1
II. GENERAL INFORMATION	4
III. SYSTEMS	6
HULL DECK AND SUPERSTRUCTURE	6
CABIN APPOINTMENTS.....	7
PROPLSION	7
FUEL.SYSTEM	8
ELECTRICAL SYSTEMS.....	9
FRESH WATER.SYSTEM	10
SANITATION.....	10
STEERING SYSTEM.....	11
GROUND TACKLE.....	11
ELECTRONICS AND NAVIGATION EQUIPMENT	11
THRU-HULLS	11
SAFETY EQUIPMENT	12
OUT OF WATER INSPECTION.....	14
AIR CONDITIONING AND HEAT (AIR CONDITIONING).....	15
SEATRIAL REPORT.....	15
IV. FINDINGS AND RECOMMENDATIONS	16
V. SUMMARY AND VALUATION	17

I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of PETER POMPONIO AND RUDY MARINE, the attending surveyor did attend onboard the 2018 / JEANNEAU / NC895, on OCTOBER 27, 2020 when a "CONDITION AND VALUE MARINE SURVEY" WAS conducted at Rudy Marine, Dagsboro, DE.. The ship's papers were NOT on board. The Hull Identification Number (**HIN**) WAS verified from the transom. A sea trial WAS performed. An out-of-water inspection of twin, 200 HP, Yamaha Outboards and the exterior of the hulls wetted surface area WAS performed. The reason for the survey was to ascertain the physical condition and value of the vessel for interested buyer's lending institution. This report may also be used for obtaining marine insurance coverage. Moisture readings taken and referenced throughout the body of the report, were taken with the Aquant Plus 2 Moisture Meter by Protimeter. DC & AC power WERE used to check operation of the 12 volt and 120 volt electrical systems specified in this report.

NOTE: This is considered to be a Non-Mechanical Survey.

DISCLAIMER

No reference or information should be construed to indicate any of the following:

1. ***Evaluation of the internal condition of the engines and the propulsion system's operating capacity of the vessels propulsion systems.***
2. ***Electronic equipment checked for "power up" only.***

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

No liability is assumed by me for errors of judgment or omission, or for any subsequent mechanical or structural weaknesses of this vessel. In the event of dissatisfaction with the conduct of the survey, with errors contained in the report, or by omission of information, the sole and maximum remedy shall be limited to the amount of fee actually received for this report, which shall be refunded. The use of this report shall constitute an acceptance of the above mentioned terms and conditions.

The interested buyer was NOT in attendance for the survey or sea trial. Rudy Marine reports the buyer, Peter Pomponio, did attend a sea trial prior to survey date as part of the vessel orientation process.

Weather conditions were favorable in that there was no precipitation during the survey. Seas were choppy with gusting winds preventing us from obtaining wide open throttle during the sea trial. Ambient temperatures in the mid-60s.

NOTE: It is understood that OUTBOARD MOTORS be surveyed by a qualified marine mechanic to determine the condition of the motor/power head, gears, pumps, cylinder compression, exhaust system, cooling system, lower unit seals and gear lube condition, tilt and trim mechanics, etc.

NOTE: This is to be considered a Non-Mechanical Survey.

I. INTRODUCTION

CONDUCT OF SURVEY:

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG) UNDER THE AUTHORITY OF TITLE 46 OF THE UNITED STATES CODE (USC) AND TITLE 33 AND TITLE 46 OF THE CODE OF FEDERAL REGULATIONS (CFR) AS WELL AS 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 A GUIDELINE IN THE CONDUCT OF THIS SURVEY.

Use of asterisks * in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item following the body of the report.

This surveyor attests that she has used her best efforts and judgments, based on formal training, field experience, and continuing technical and professional studies, in making a thorough visual examination, employing only non-invasive and non-destructive testing methods as defined within the scope of this survey.

No liability is assumed by me for errors of judgment or omission, or for any subsequent mechanical or structural weaknesses of this vessel. In the event of dissatisfaction with the conduct of the survey, with errors contained in the report, or by omission of information, the sole and maximum remedy shall be limited to the amount of fee actually received for this report, which shall be refunded. The use of this report shall constitute an acceptance of the above mentioned terms and conditions.

TERMS OF REPORT ISSUE: This report was prepared and submitted for the exclusive use of the person for whom the survey was performed and no changes or supplements are permitted unless provided by the surveyor of record, whose signature appears below. The original report is issued solely to the person on whose behalf it was prepared. Users of this report are advised that only the original certified copy should be used. The accuracy and authenticity of all other copies is not warranted, and such copies are accepted at the sole risk of the user. The undersigned surveyor accepts no responsibility for the authenticity of non-certified copies.

Third parties having an interest in this survey report should secure written permission directly from the purchaser to obtain certified copies. The surveyor will issue additional copies of the survey report on instruction and with the permission of the original purchaser. Fees for additional copies and transmittal expenses will be assessed to the requester.

NOTE: Should this report be electronically transmitted via email to the buyer, it is to be considered an ORIGINAL COPY. The signature of the surveyor is to be considered authenticated by the buyer of this report.

Digital photographs are available with this report, whether they be sent electronically, written to a compact disc, and/or printed and mailed.

Vessel was surveyed while on a tandem-axle boat trailer which is NOT included with sale of this vessel. Areas along the bottom of the boat that are covered by the trailer bunks precluded inspection.

I. INTRODUCTION

VESSEL DESCRIPTION

The 2018 / Jeanneau / NC 895 OFFSHORE shows less than 277 hours at hour meters for the outboards. The vessel appears to have seen light use with no abuse. Zero stress cracks with no delamination or points of water intrusion found in her hull, decks or cabin areas.

'NC' stands for NEW CONCEPT.

The Twin 200 Horsepower Yamaha outboards performed flawlessly during our sea trial. Hull speed was recorded at approximately 35 MPH with some throttle remaining. Due to rough seas with strong gusting winds, we were not able to obtain Wide Open Throttle. The outboards are equipped with Digital Throttle Shift Controls, DTS - Fly By Wire, which replace the cable shift and throttle controls. DTS controls require zero maintenance while offering very smooth shifting and throttle operation which is a very nice upgrade.

Electronics include a very nice color Lowrance HDS9, multi function color GPS Chart plotter, Ritchie Compass and a Lowrance VHF Radio.

The pilot house hardtop has a pair of large sun roof windows that open for added ventilation. The large forward facing windshield along with the expansive side windows provide a panoramic view for occupants.

Starboard side sliding glass door provides the Captain with easy access to side deck plus great cross ventilation. Comfortable, deep recessed side decks provide safe passage forward to the bow area where you will find an electric anchor windlass.

The aft cockpit seat has a large storage locker underneath and the locker slides fore and aft on built in tracks with locking pins. Owner is advised to pull the aft cockpit seat forward prior to tilting the motors forward to avoid striking the bench seat and damaging top motor cowls.

Very comfortable Captain's seat has flip up leaning bolster with swivel and slide capabilities. The port side dinette seating offers collapsible table top with the forward bench seat with back rest that flips forward and aft providing dual seating positions.

V-berth is forward, on lower level with a double bed and private head to starboard. Another comfortable, large berth is tucked below cabin sole to port at cabin entry which will accommodate two adults.

This is a very unique vessel loaded with multiple onboard amenities including bow thruster, water heater, black water holding tank, fresh water system, galley area with sink and 2 burner stove top, 12 volt refrigeration, cockpit cold water shower, transom door with 4 step boarding ladder. Additional expensive options include 16,000 BTU marine air conditioning and a 3.5 KW generator by Westerbeke showing less than 8 hours of operation time.

The NC 895 Offshore by Jeanneau is sure to please the most discreet boating family. Whether is be water sports, fishing or just family cruising - the Jeanneau NC 895 checks all the Boxes! This model Jeanneau should provide many hours of fun and adventure while exploring the water front areas of any Bay including their tributaries or going off shore weather permitting.

VALUATION: Nolen's Marine Surveying considers this boat to be in EXCELLENT CONDITION with a Fair Market Value of: \$191,178.00

BUC BOOK: Boat and Motors in Excellent Condition = 168,550.00.

NOTE: Buc Valu Pro does not allow for factoring in any of the multiple upgrades and options this vessel offers which will significantly increase Buc Book's Valuation.

NADA.com had zero listings for this year and model. NADA does list the 200 Yamaha Outboards at \$18,200.00 per motor. www.soldboats.com has 3 - 2018 / NC895 listed that have sold in the last 2 years:

- 1.) Sold in 8/2021 in Tampa Florida for \$180,000.00
- 2.) Sold in 8/2021 in Ft. Lauderdale Florida for \$180,000.00
- 3.) Sold in 11/2020 in Ft. Lauderdale Florida for \$160,000.00 (Not as well equipped vessel)

NOTE: Due to this vessel's EXCELLENT CONDITION along with the multiple options and upgrades the undersigned surveyor has increased this boat's value an additional 17% reaching a Fair Market Value of \$191,178.00.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER: 1021RM

SURVEY PREPARED PETER POMPONIO Care of Rudy Marine of Dagsboro, DE.

NAME OF VESSEL: NC895 OFFSHORE

TYPE OF SURVEY: Condition and Value

OVERALL VESSEL RATING: EXCELLENT

ESTIMATED MARKET VALUE: \$191,178.00 (ONE HUNDRED NINETY ONE THOUSAND ONE HUNDRED SEVENTY EIGHT DOLLARS)

ESTIMATED REPLACEMENT COST: \$259,654.00 (TWO HUNDRED FIFTY NINE THOUSAND SIX HUNDRED FIFTY FOUR DOLLARS)

YEAR/MAKE/MODEL OF 2018 / JEANNEAU / NC 895 OFFSHORE

YEAR BUILT: February 2018

MODEL YEAR: 2018

MODEL OF VESSEL: PILOT HOUSE EXPRESS CRUISER

HULL IDENTIFICATION NUMBER IRIVN027B818

STATE REGISTRATION MD 7737 CS

BUYER'S NAME: PETER POMPONIO

BUYER'S ADDRESS: 6734 Newcastle Court
Port Tobacco, MD 20677

PLACE OF SURVEY: Rudy Marine, Dagsboro, DE.

DATE/TIME OF 10/27/2021 between the hours of 1100 and 1600.

HULL Reported to be SOLID FRP (Fiber Reinforced Plastic).

HULL TYPE: Planing, Modified-V with hard chines and flared bow.

LENGTH OVER ALL (L.O.A)..... 29' 02"

(LOAD) LENGTH WATERLINE (L.W. 26' 02"

BEAM: 9' 10"

DRAFT: Approximately 2' - 3'.

DISPLACEMENT: Approximately 7725 pounds - Dry weight with Outboards.

PROPULSION SYSTEM: Twin, 200 HP, Yamaha Outboards.

FUEL TYPE: Gasoline.

FUEL CAPACITY: 162 Gallons.

AC POWER: 120 VAC.

DC POWER: 12 VDC.

FRESH WATER CAPACITY: Reportedly 26 gallons.

HOLDING TANK: Reportedly 13 gallons.

INTENDED USE/ Recreational cruising of the Potomac River, Chesapeake Bay and other tributaries as well as off shore cruising.

BUYER'S EXPERIENCE: Not Determined.

II. GENERAL INFORMATION

GENERAL INFORMATION (continued)

INTENDED CRUISING Bays, tributaries as well as near coastal and off shore Atlantic Ocean.

INTENDED USE: Recreational Family Cruising.

CAPACITY PLATE: Persons and Weight labeling use the metric system. Metric was converted to conventional American Standards Measurements by this surveyor.

Depending on Classification status for this vessel:

B = 6 persons or 2522 lbs / 1144 KW Persons, Gear and Motors

C = 8 persons or 2654 lbs / 1204 KW "

D = 8 persons or 2654 lbs / 1204 KW "

402 HP Maximum / 296 Kilo Weight.

Model: NC895 Offshore.

Jeanneau America Inc.

105 Eastern Ave. Suite 202

Annapolis, MD 21403

DEFINITION OF TERMS

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

APPEARS: Indicates that a very close inspection of the particular system, component or 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 tests).

FIT FOR INTENDED USE: Use which is intended by Survey Purchaser (present or prospective owner).

SERVICEABLE: ADEQUATE: Sufficient for a specific requirement.

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

EXCELLENT CONDITION: New or like new.

GOOD CONDITION: Nearly new, with only minor cosmetic or structural discrepancies noted.

FAIR CONDITION: Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

POOR CONDITION: Unusable as is. Requires repairs or replacement of system or component in order for it to be considered functional.

General information may have been gathered from any or all of the following referenced resources to help determine a Current Fair Market Value for a recreational boat: The most recent editions of the BUC BOOK pricing guide, NADA's GUIDE for used boats, Brokers Edition of POWER BOAT GUIDE by McKnew & Parker, ABOS MARINE BLUE BOOK. The internet was also accessed for most current market values via recent sales activities and postings as per Soldboats, Yachtworld and Boatwizard web sites.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

TYPE: Modified-V, planing type, with hard chines.

MATERIAL: FRP (fiber reinforced plastic)

EXTERIOR HULL: White fiberglass with black vinyl graphic sections over fiberglass. Good condition.

BULKHEADS: Molded FRP hull liner sits inside the molded fiberglass hull. Hull bulkheads and stringers were not accessible for observation.

TRANSOM: FRP, traditional flat transom. Good condition. 2 piece / split swim platform with faux teak non-skid. 4 step boarding ladder, starboard side doorway into cockpit area.

Hand held, cold water spray shower at transom doorway. Tested good.

Solid percussion soundings with no moisture intrusion.

BILGE: Bilge areas were clean and fairly dry. Hull liner in position overtop of stringers and bulkheads.

CHAIN LOCKER (DRAINAGE): Drain holes - both sides at bow stem.

KEEL EXTERNAL: No external keel.

LIMBER HOLES: Limber holes are PVC tubes caulked in place - adequate size and clear where sighted.

MOISTURE CONTENT: No elevated moisture content was detected on the hull's wetted surface or topside.

NOTE: Percussion Soundings were taken over the entire vessel's exterior hull surface. I detected NO areas of delamination as per soundings.

DECK CONSTRUCTION

TYPE: Molded FRP (fiber reinforced plastic) with white gel coat and non-skid surface.

COCKPIT: Single level cockpit area with single large deck hatch for accessing the two side fuel cells, seacocks / strainers, bilge pumps and batteries

Cockpit courtesy lights and lighting along starboard side deck were all working at deck level.

NOTE: Solid percussion soundings with no delamination detected throughout the cockpit area. Like New Condition.

HULL-TO-DECK JOINT

TYPE: The hull to deck joint was of the deck overlap type (shoe box style). Appeared serviceable where sighted. No signs of impact or collision. A firm marriage.

NOTE: Exterior side of hull to deck joint is covered with a protective "rub rail" found to be in above average condition. No signs of impact or collision noted.

DECK FITTINGS

STANCHIONS: Stainless steel stanchions and tubular guard / safety railing in service.

Good condition / good safe height meeting ABYC Standards. Firmly bedded and solid.

TOE RAILS: Deep, recessed walk around bulwark configuration provides safe passage to bow area. Solid construction with no stress cracks.

SCUPPERS: Scupper system appears serviceable providing cockpit and motor well drains.

GRAB RAIL: Multiple grab rails / hand holds located at strategic places throughout the vessel - appear adequate.

CLEATS: 6 -- aluminum deck cleats. Tight at deck level with no movement.

ANCHOR PLATFORM: Steel anchor sleeve with roller. Good condition.

SUPERSTRUCTURE

MATERIAL: FRP (fiber reinforced plastic).

DECK HATCHES: Dual - overhead 'Sun Roofs' provide both lighting and ventilation.

WINDOWS/PORTS/DOORS: Cabin side windows with sliding curtains are full frame windows with starboard side sliding glass door off side companionways.

Excellent visibility from the panoramic style cabin windows and front windshield.

Cabin entry is a sliding glass door with lock. Opens and closes easily.

Nice cabin interior design offering excellent visibility and ventilation.

JOINERY STRESS: None Sighted.

MOISTURE CONTENT: No elevated moisture was detected in the side decks, cockpit deck or fore deck. No delamination. Solid and firm!

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

BRIDGE DECK

TYPE: Pilot House with Helm station located starboard side, forward cabin area with Captain's chair and full instrumentation for 12 volt accessories and Yamaha Smart Craft Gages.
User friendly - excellent visibility.

SEATS: All interior and exterior seating was in excellent condition. Captain's seat has flip-up leaning bolster, seat swivels / slides on single pedestal mount.

Port side you find the dinette seating group with a flip seat back for the forward seat.

WINDSHIELD: Large, double pane windows with 2 windshield wipers both having windshield washer system. Wipers and wash system all tested good.

ADDITIONAL EQUIPMENT AND ACCESSORIES

FENDERS: Pair of new boat fenders sighted, still in retail packaging.

DOCK LINES: Assorted dock lines are on board - new.

BOAT TRAILER: No trailer included with sale of this vessel.

FISHING EQUIPMENT

ROD HOLDERS: 2 Gunwale mounted rod holders - one each side of cockpit.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

CABIN BRIGHT WORK: Interior cabin area also doubles as a well designed Pilot House with helm station to starboard.

Forward V-berth area will accommodate two adults.

Starboard side, private head with manually flushed, Jabsco toilet located forward on lower level.

Small galley area to starboard close to entry doorway with sink and double burner glass stove top.

12 volt refrigeration.

Another sleeping area is tucked below the cabin sole, port side lower level with privacy door.

Cabin shows light use and no abuse.

Minor staining noted at port side, aft dinette seat base upholstery.

INTERIOR BULKHEADS: Solid and finely fit where sighted.

WATER INTRUSION SIGNS: None Sighted.

STORAGE AREAS: Storage areas are tucked everywhere - appears adequate.

DOORWAYS: Good fit / good condition at head, side sliding door, private state room and cabin entryway.

FABRIC AND CUSHIONS: Appears to be quality upholstery for bedding and seats - good condition.

LIGHT FIXTURES: 2 volt lights were operable.

CABIN SOLE: Fiberglass with snap in carpeting. Solid. Carpeting was good.

VENTILATION: Excellent!

AIR CONDITIONING UNITS: Single marine air conditioning with reverse cycle for heat.

STEREO, ETC. Fusion MS-RA7ON with speakers. Good sound. Bluetooth capable.

CONDITION AND DEFICIENCIES: Cabin interior is excellent showing very light use but will need to be cleaned and detailed.

GALLEY

LOCATION: Starboard side cabin aft of helm station and Captain's seat.

SINKS: Single bowl sink with flip up spigot - good condition. Tested good.

REFRIGERATION: Dometic: No Model name sighted. 12 volt only, chilling during the survey.

STOVE/OVEN: Two burner - electric, glass top by Kenyon.

NOTE: Stove top is equipped with pop-up pot / cookware stabilizers.

MICROWAVE: Muave - powered up.

PROPULSION

MAIN ENGINES

MANUFACTURER: Fwin - 200 HP / Yamaha / Outboard Motors - 4 stroke.

Model - Port = LF200XCA Starbd = F200XCA

III. SYSTEMS

PROPULSION

MAIN ENGINES(*continued*)

SERIAL NUMBERS6DWX1004896
6DVX1009090

NUMBER OF CYLINDERS3:per motor.

INDICATED HOURSPort = 276
Starbd = 276

THROTTLE CONTROLSYamaha DTS - "Fly-By-Wire" Electronic Throttle / Shift Controls.

This is a very nice upgrade eliminating throttle and shift style cables that require maintenance and periodic replacement / adjustment.

EMERGENCY SHUT DOWNEmergency shut down lanyards located at both helms - tested good.

CONDITION AND DEFICIENCIESThe outboard motors ran great with no deficiencies at sea trial.

Top motor cowl on port engine is cracked. Rudy Marine has a replacement top motor cowl on order and will install at no additional charge to the client.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPEGasoline.

Boat owners are strongly advised to annually perform, or sooner, inspections of the entire gasoline fuel system. The addition of Ethanol to our fuel system has been known to cause issues with some marine engines including outboards and their fuel systems. Fuel cells and the fuel systems should be pressure tested more frequently to assure there are no leaks. Inspect the bilge area by visually observing as well as smelling for gasoline fumes every time you return to the vessel and before starting an engine.

Ethanol acts as a solvent and may/will cause water, pre-existing dirt or sludge build-up in your fuel tank/system to mix with the gas. This water and loose debris can quickly fill / clog a fuel filter and may get into the engine. 10 micron water separator fuel filters have been developed to help resolve these issues by aiding the filtration process. If there are not presently fuel water separator's in service, I strongly recommend they be installed -- at least one per engine / generator. Carry spare replacement filters and tool for changing filters onboard at all times.

Since the arrival of E10, reformulated gasoline, there is controversy as to whether or not to leave the fuel tank full or empty when the vessel is to be taken out of commission - such as winter lay-up. E10 has a shorter shelf life than regular gasoline. I advise the boat owner to research the effects of E10 fuel as well as researching the available additives in today's market and establish their own plan of action.

Your surveyor would like to emphasize the fact that she could not physically access and observe all of the components in the vessels gasoline fuel system. All sides of a fuel cell most likely cannot be totally observed without removal or dissembling part of the boat. There were no gasoline fumes or leaks observed during this survey.

Inspections should include at minimum: Pressure testing all gasoline fuel cells and fuel hoses, inspect all components in the vessel's gasoline fuel system, monitor for gasoline leaks and vapors.

If one is not presently in service, I strongly recommend installing a marine grade gasoline fume detection system with the audible alarm located at the helm. The American Boat and Yacht Council now recommends the installation and use of gasoline fume detectors.

MATERIALAluminum - 5052.

NUMBER OF TANKSTwo tanks holding 81 gallons each.

TANKS CAPACITY162 gallons collective.

SECURED:Yes, Metal strap with chafe protection.

LOCATION:Port and starboard, outboard the aft cockpit bilge area.

MANUFACTURING LABELSEtched on sides of each fuel cell.

FILL PIPE LOCATIONSPort and starboard side decks with hinged fill cap.

FILL PIPE GROUNDEDNylon fill pipe does not need to be grounded.

* **FILL PIPE MATERIAL**[B1] Unable to access the fuel fill hoses or clamps at the tank inlet or either fuel fill pipe.

III. SYSTEMS

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM(continued)

FUEL LINES AND FITTINGS: 1 approved fuel supply hose.

SHUT-OFF VALVE: Yes - sighted in the fuel system below the Captain's seat in cabin - Pull Cables for both outboards and the generator.

FUEL FILTERS: Yamaha, 10 Micron water separator fuel filters.

Secondary filter is mounted directly on each motor under the top motor cowls.

NOTE: Don't Forget: Always close hatches, portlights, windows, cabin doorways, etc. before refueling! Gasoline fumes are heavier than air and seek the lowest areas. Run you bilge blowers for at least four minutes **AFTER** fueling is complete. Prior to running the blower and starting the engine(s), personally inspect the bilges where fuel tank(s) and fill / supply lines are contained.

Do not run any electrical equipment while refueling.

No persons should be aboard the boat while refueling.

NEVER SMOKE OR COOK WHILE REFUELING.

Keep the metal fuel nozzle in contact with the metal gasoline deck fill plate. Do not allow it to bounce around in the deck fill plate - this may cause static electrical sparks to occur.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE: 3 -- Group 31 and group 27, Flooded -- Lead acid battery powered 12 volt system.

Batteries service both outboards, house and bow thruster.

MAIN BATTERY SWITCHES: Master battery switches with pull / twist handles for ON / OFF connections sighted starboard side cockpit.

On / Off battery switch for the bow thruster mounted beside the electric panel board in lower cabin.

PANEL: No 12 volt electric panel is in service. Rocker switches for 12 volt accessories are located at helm. Individual fuses are in use.

BREAKERS/FUSES: Fuses are in service at various locations within the 12 volt electrical system. Activation switches located at helm station.

TYPE CONNECTORS: Captive type, where sighted.

ROUTING/SUPPORT: Well supported and secured where sighted.

CHARGING SYSTEM (BATTERY CHARGER): Cristec Y-Power Automatic Battery Charger sighted. 12 volt / 25 Amp.

Operated during the survey as per indicator lights.

One is located in the lower cabin's outboard storage compartment close to the black water holding tank and water heater.

OUTLETS: 12 Volt outlet sighted at the helm station and was of cigarette socket type. Tested good.

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET: Two -- 30 amp weather protected shore power inlets located port side transom.

Right side inlet is dedicated to the air conditioning system.

SHORE POWER: 30 amp, 120 volt alternating current. Shore power cord in good condition as were all male and female connections.

AC SOURCE SELECTOR SWITCH: Yes - slide type Selector switch for Ship or Shore Power selection.

MAIN BREAKER: One main breaker per shore power inlet sighted at the electric panel.

NOTE: Electric panel is located in lower cabin area.

BRANCH BREAKERS: Individually switched branch breakers at the A.C. panel. Labeled in English.

CIRCUIT LOAD MONITORS: Volt Meter at electric panel which is an ABYC Standard Requirement when a boat has a generator.

CONNECTIONS (TYPE): Captive where sighted.

WIRE TYPE (SIZE AND RATING): Size and rating, where sighted, appears, serviceable for intended use.

ROUTING: Well routed and supported where sighted.

OUTLETS: Various A.C. outlets available throughout yacht, appear adequate and conveniently located.

NOTE: GFCI protected outlets in both the head and galley area. Tested good.

III. SYSTEMS

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (A.C. SYSTEM)(continued)

POLARITY:The polarity was checked by myself at all outlets that I could find and proved normal.
Polarity indicator at panel.

NOTE: WORD of CAUTION: Do not swim in any marina. There is a risk of electrocution due to stray currents leaking into the water.

GENERATORS AND INVERTERS

MANUFACTURER:3.5 KW, gasoline generator by Westerbeke installed under cabin sole below the cabin entryway. Limited access.

Clean appearing to be in new condition.

VOLTAGE RATING:120 volts.

INDICATED HOURS:7.6 hours.

FUEL SUPPLY:Starboard fuel tank with USCG approved A-1 fuel supply to the fuel filter.

FUEL FILTER:Quick Silver water separator fuel filter sighted.

EXHAUST SYSTEM:Double clamped as per marine standards. Exhaust hose appeared in new condition.

LOCATION & VENTILATION:Dedicated, 12 volt bilge blower operates while generator is running.

NOTE: Generator started without hesitation, no stalling or bogging as various 120 volt equipment was turned on.

WARNING: Your surveyor would like to emphasize the danger of all persons on board sleeping while the generator is running. Due to the risk of **carbonmonoxidepoisoning** (the silent killer) I recommend that you never sleep with the generator running. The last person up at night should turn the generator off before retiring.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS:Single, fresh water tank located below the lower cabin's bedding. Not accessed at this time.

Reportedly holds approximately 26 gallons.

Fill cap is properly labeled 'WATER'.

Did not locate fresh water tank level monitor.

PUMPS: Shur Flo Aqua King II, 12 volt fresh water pump sighted starboard side outboard the lower cabin close to the black water holding tank.

Powered up as tested and shut down indicating it is holding pressure and properly working.

HOSES AND CLAMPS:Reinforced flexible tubing in service - blue in color for cold water, red in color for hot water. Appears serviceable and drip free where accessible.

DOCK SIDE PRESSURE REGULATOR:One Sighted.

FRESH WATER SYSTEM (HOT WATER SYSTEM)

TYPE:Marine grade water heater by WHALE. Mounted starboard side, outboard the lower cabin close to the black water holding tank.

CAPACITY:6 gallons.

PRESSURE RELIEF VALVE:Yes, pressure relief valve built into tank with hose attached routing discharge water overboard.

NOTE:Not tested.

SANITATION

SANITATION (BLACK WATER)

MANUAL OR ELECTRIC TYPE:Manually flushed toilet by Jabsco -- plunger does draw water into the toilet and appears to flush properly.

NOTE: Leave the valve in the 'FLUSH' position with not being used.

M.S.D TYPE USCG SYSTEM:Certification Type: MSD U.S.C.G. Type III. (Holding tank)

RAW WATER SUPPLY AND CLAMPS:Water supply is from below the water line, bronze, ball valve thru hull fitting. Opens and closes smoothly. Bonding wire sighted.

DISCHARGE HOSES AND CLAMPS:Ball valve overboard discharge which was closed at time of survey. It should remain closed and locked to prevent direct overboard discharge while vessel is within 3 miles of shore.

Valve is located below the black water holding tank. Overboard discharge is via gravity which does not require a macerator.

III. SYSTEMS

SANITATION

SANITATION (BLACK WATER)(continued)

PUMP-OUT LOCATION Starboard side deck, outboard the head, labeled 'WASTE'.

SYSTEM INSTALLATION Appears to have been professionally installed by manufacturer.

HOLDING TANK Black water holding tank sighted at starboard side lower cabin. Vertically mounted, poly plastic. Reportedly this tank holds approximately 13 gallons.

SANITATION (GREY WATER)

SHOWER DRAIN PUMPS Gulper 320 mounted in bilge area located in lower cabin, forward cabin, outside the head threshold. Powered up with switch sighted in the head.

STEERING SYSTEM

STEERING SYSTEM

MANUFACTURER Sea Star - hydraulic steering.
No signs of leaking.

NUMBER OF STATIONS Single helm at starboard side forward cabin.

LINES AND FITTINGS Reinforced flexible hose, with metallic fittings. Appears serviceable with no leaks or stains sighted.

PRESSURE/RESERVOIR TANK READING Hydraulic steering fluid reservoir is located at the base of the steering wheel.

ACTUATOR CYLINDER Appears serviceable, no leaks sighted. Properly secured.

NOTE: Appeared to operate smoothly and normally at sea - no binding.

GROUND TACKLE

GROUND TACKLE

ANCHORS: Fluke style anchor rigged and ready at bow, appears to be appropriately sized. Good condition.
No spare anchor sighted.

LINE: 1/2" nylon twist marine anchor rode is in use. Length was undetermined.
The bitterend to tied off inside the bow chain locker.

CHAIN: Good length of anchor chain in forward chain locker. Shackle pin is using a bolt with no way to seize the bolt to prevent backing out.

WINDLASS: 12 volt anchor windlass by LEWMAR.
Powered up.

OTHER: Recommend deploying entire length of anchor line to observe its condition and length making sure it is long enough for waters you plan to navigate.
Recommend keeping a spare anchor and line on vessel.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF: Lowrance Link 8 DSC, digital selective calling, with AIS, Automatic Identification System. The radio powered up with weather channel reception. Did not test transmission.

NOTE: The DSC is an emergency feature that helps keep you safe in coastal waters without an EPIRB. But - you must have it programmed in a Maritime Mobile Service Identity (MMSI).

Obtaining an MMSI number is free and easy if you are planning to cruise only in US waters. It is obtainable online, by mail or by fax by registering on the BOAT US WEBSITE or by downloading their printable form. BOAT US has been authorized by the US Coast Guard and FCC to act as an intermediary for vessels not required to have a VHF Radio License.

CHART PLOTTER Lowrance HDS9, multi function display.

Clean, crisp color screen with depth, charts, speed and more. Thru hull transducer mounted in aft cockpit bilge area.

COMPASSES: Ritchie - good condition.

ANTENNAS: Metal, whip style VHF fiberglass mounted overhead on hardtop.

THRU-HULLS

THRU-HULLS:

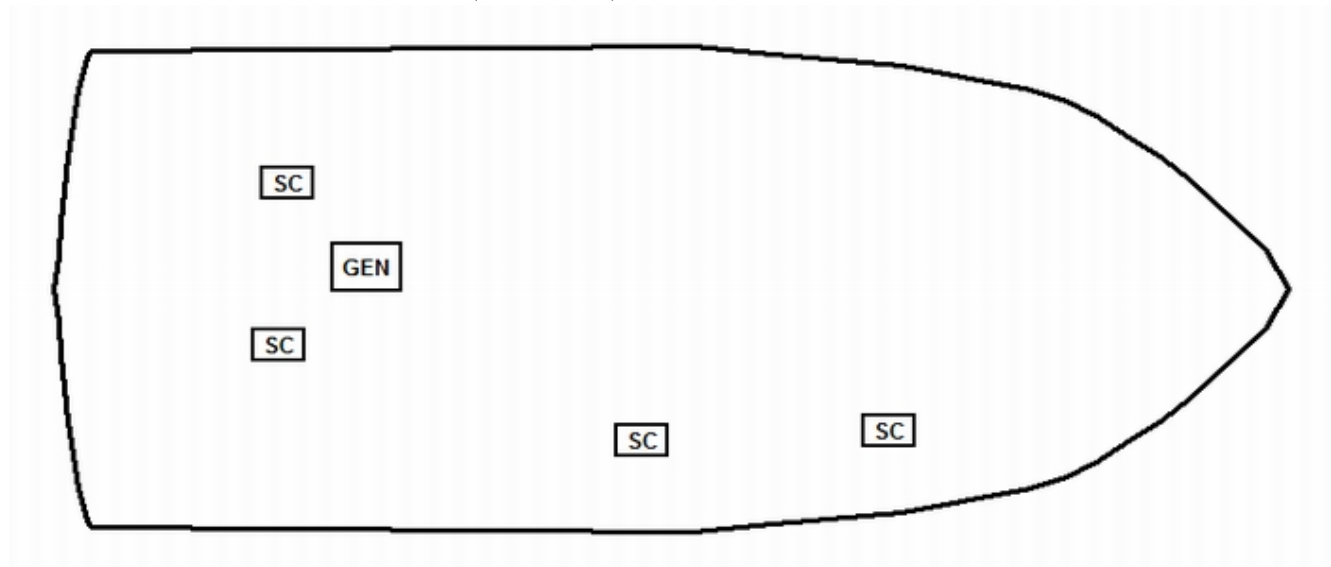
NOTE: Nylon / Marelon and / or stainless steel thru hulls located above the water line - good condition.

III. SYSTEMS

THRU-HULLS

THRU-HULLS: (continued)

THRU-HULLS BELOW WATER LINE (DIAGRAM):



Abbreviation	Description
GEN	Generator
SC	Seacock

**** Red Icon(s) with white text indicates inoperable item.**

THRU-HULLS LIST
1.) Air conditioner's raw water intake.
2.) Raw water intake for flushing the toilet.
3.) Direct overboard discharge ball valve for black water holding tank.
4.) Generator's raw water intake.

MATERIAL 3 seacocks appeared to be bronze alloy.
The black water overboard discharge appears to be Marelon with ball valve shut off.

TYPE: Quarter turn ball valves.

BONDED: Bonding wires sighted on all bronze seacocks.

OPERABLE: Did not attempt to open the black water overboard discharge ball valve.
The bronze seacocks were operable.

DRAIN PLUGS: There are no drain plugs on this vessel.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S Several type II PFDs are on board - adult sized.
Owner is advised to confirm the number and size of PFDs making sure to provide one for each person on the vessel.

NUMBER OF THROWABLE PFD'S One (1) Type IV-U.S.C.G. approved throwable device - life cushion.

* **FIRE EXTINGUISHERS** [B2] Several B:C size 1 USCG approved fire extinguisher is on board. Gage indicate they are full and properly charged.
One extinguisher was properly mounted at time of survey.

VISUAL DISTRESS SIGNALS Rudy Marine is to provide the required visual distress signaling flares prior to vessel delivery.

SOUND DEVICES 12 volt horn was NOT sighted?
Canned Air Horn was sighted in cabin.

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)(*continued*)

NAVIGATION LIGHTSNavigation lights and anchor light are properly positioned and operable.

"NO OIL DISCHARGE" PLAQUEYes, found properly displayed.

TRASH DISPOSAL PLACARDYes, found properly displayed.

AUXILIARY SAFETY EQUIPMENT

E.P.I.R.B.:None Sighted. Highly recommended if you go off shore or extensive cruising.

SMOKE DETECTORSSmoke detector combined with CO detector mounted in V-berth cabin. Tested good.

BILGE WATER ALARM AND SAFETY SWITCHESNone sighted. Highly recommended.

SEARCH LIGHTYes. Operated properly when tested.

FIRST AID KITNone sighted. This is highly recommended.

FUME SNIFFER ALARM SYSTEMSCarbon monoxide fume detectors mounted in both private staterooms. Marine Grade - both tested good.

Caution when tying up next to a vessel that has its engines / generator in operation as exhaust fumes may migrate into your boat.

NOTE:It is recommended that CO Detectors be replaced when they become 5 years old OR as per manufacturer's recommended time to replace.

MAN OVERBOARD SYSTEMLife Ring with polypropylene line for Man Overboard Emergencies.

Lowrance Chartplotter also has MOB alert feature.

OTHER:Consider adding the above referenced auxiliary safety equipment - it may someday save a life.

III. SYSTEMS

SAFETY EQUIPMENT

AUXILIARY SAFETY EQUIPMENT (*continued*)

NOTE: WHAT MAKES CARBON MONOXIDE? Carbon Monoxide is produced any time a material containing carbon burns, such as gasoline, natural gas, propane, coal or wood. Common sources of CO are internal combustion engines and open flame appliance such as: Cooking ranges, central heating plants, space heaters, water heaters, fireplaces and charcoal grills.

PROPERTIES AND CHARACTERISTICS OF CARBON MONOXIDE: CO is a colorless, odorless, and tasteless gas that weighs about the same as air. It cannot be expected to rise or fall like some other gases because it will distribute itself throughout the space. Do not rely on the sense of smell or sight of other gases to detect CO as it diffuses in the air much more rapidly than easily detectible vapors.

NOTE: The carbon monoxide component of diesel exhaust is extremely low relative to the carbon monoxide level found in gasoline engine exhaust.

HOW IS A PERSON AFFECTED BY CARBON MONOXIDE: CO is absorbed by the lungs and reacts with blood hemoglobin to form carboxyhemoglobin, which reduces the oxygen carrying capacity of the blood. The result is a lack of oxygen for the tissues with the subsequent tissue death and if exposure is prolonged, death of the individual. Altitude, certain health related problems, and age will increase the effects of CO. Person who smoke or are exposed to high concentrations of cigarette smoke, consume alcohol or have lung disorders or heart problems are particularly susceptible to an increase in the effects from CO. However, all occupants' health should be considered. Physical exertion accelerates the rate at which the blood absorbs CO.

CO in high concentrations can be fatal in minutes. Lower concentrations must NOT be ignored because the effect of exposure to CO are cumulative and can be just as lethal.

SYMPTOMS TO WATCH FOR: water and itchy eyes, flushed appearance, throbbing temples, inattentiveness, inability to think coherently, loss of physical coordination, ringing in the ears, tightness across the chest, headache, drowsiness, incoherence, slurred speech, nausea, dizziness, fatigue, vomiting, collapse and / or convulsions.

ACTIONS ONE SHOULD TAKE IF CO POISONING IS SUSPECTED: Evaluate the situation and ventilate immediately if possible, evacuate the area moving all persons to fresh air environment, carefully observe and stay with the effected person(s), administer oxygen if available, call for medical help to assist with persons recovery - investigate the cause / source of CO and take corrective actions.

BILGE PUMPS

LIST: Two - 1100 GPH, 12 volt bilge pumps by Supersub. Aft bilge area and V-berth bilge. Both tested good manually. Aft pump is equipped with automatic operation which did power up when we introduced water into the aft bilge area. Manually operated 'Whale Gusher' style bilge pump in service at starboard side forward cockpit area - tested good.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S): 3 bladed stainless steel: Yamaha Reliance Series. Counter Rotating.
15-M & 15-ML = Diameter 14 1/2 = Pitch
Very nice condition with no impact damage.

SKEGS: Good condition.

TRIM TABS: Lenco Mechanical Trim Tabs with single cylinder. Good condition, tested good at sea trial and with vessel out of water.

Auto retracting feature when ignition key is switched off. Position indicator at helm control.

THRUSTERS: Bow Thruster mounted forward: Quick THC 1042. Tested good.

NOTE: Ignition key must be 'ON' to operate the bow thruster.

ZINCS: Anodes at transom assemblies, outboards and trim tabs were in good condition.

Monitor frequently and replace when they become 50% wasted.

Recommend using ALUMINUM Anodes which work well in both Fresh and Salt Water.

CONDITION OF HULL (WETTED SURFACE)

BLISTERS: None Sighted.

CONDITION OF BOTTOM PAINT: Bottom well painted. Condition good.

III. SYSTEMS

OUT OF WATER INSPECTION

CONDITION OF HULL (WETTED SURFACE) *(continued)*

NOTE: No signs of impact or grounding was observed. Percussion soundings indicated a solid and sound hull structure.

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

MANUFACTURER: Dometic Marine Air Conditioner mounted under the aft dinette seat. Both cooling and heat modes.

Powered up and tested in the heat mode.

16,000 BTU taken off labeling.

THRU-HULL STRAINER: Bronze strainer with sight glass.

RAW WATER COOLING PUMP: Dometic sighted.

NOTE: System was activated and tested in the HEAT mode. Appeared to operate properly with no leaks sighted.

SEATRIAL REPORT

INTRODUCTION

INTRODUCTION: Vessel was launched at the Beachump Boat Ramp. Operator was Walt who represented Rudy Marine. The buyer, Peter Pomponio, was not in attendance for this sea trial but reportedly did previously attend a sea trial as part of vessel orientation.

Seas were Very Choppy 3 + feet with excellent visibility.

NOTE: Due to Strong Gusting Winds and rough seas we did not obtain wide open throttle. We did reach approximately 5200 RPMs with remaining throttle noted.

OBSERVATIONS

OBSERVATIONS: 1. The outboards started without excessive cranking.

2. The exhaust appeared normal.

3. The cooling water exhaust appeared adequate and normal as observed via the 'tell tales' water discharge on each outboard.

4. The outboard's instruments operated within normal operating limits at idle, cruising speed, and maximum throttle. No alarm (over heat) sounded. Volts = + charge.

5. No vibrations, motor hesitation or stalling.

6. The steering system operated normally.

7. The digital / electronic gas throttle operated normally / smoothly.

8. The digital / electronic shift control operated normally/smoothly.

9. The backdown test was satisfactory.

10. Trim tabs operated properly.

11. There were no oil, fuel or coolant leaks observed.

IV. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under "**SAFETY**" should be addressed before vessel is next underway, OR in the immediate future, depending on the specific problem. These findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition. *Findings may also be in violation of U.S.C.G. regulations.*

'**B FINDINGS**' Deficiencies noted under "**OTHER DEFICIENCIES**" should be corrected in the near future so as to maintain standards and to help the vessel to retain its value.

"**C FINDINGS**" or **Surveyors Notes and Observations** are usually cosmetic in nature, not structural. Be aware of the situation and act accordingly.

Deficiencies will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES - NO 'A' FINDINGS.
- B. OTHER DEFICIENCIES NEEDING ATTENTION
- C. SURVEYORS NOTES AND OBSERVATIONS - NO 'C' FINDINGS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

FINDINGS

RECOMMENDATIONS

B.1 (PAGE 8) FILL PIPE MATERIAL:

Unable to access either fuel fill hose at the deck fill fittings, nor at the fuel tank fittings.

Owner is advised to access, inspect and monitor the condition of both fuel fill hoses making sure they are double clamped at both ends and the fill hoses are in good condition.

B.2 (PAGE 12) FIRE EXTINGUISHERS:

Most of the hand held fire extinguishers were not properly mounted. One extinguisher was mounted in lower cabin. No current inspection tags on any extinguishers.

Recommend mounting at least one more hand held fire extinguisher. Make sure it is visible, and in an easy access location or if mounted inside a cabinet, please mark the cabinet for Fire Extinguisher Location. 46 CFR 25.30. Comply with ABYC and NFPA recommended standards for fire protection. Extinguishers must be inspected semi annually if there is no gauge, and annually if there is a gauge.

NOTE: It is recommended that all below the water line thru-hulls have a proper sized wooden plug attached to function as emergency plugging device.

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION** after the survey has been completed and the findings have been organized in a logical manner.

The grading of condition, developed by **BUC RESEARCH** and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the **BUC USED BOAT PRICE GUIDE** for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted marine grading system of condition:

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

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

"AVERAGE CONDITION" ready for sale requiring no major work, possibly minor repairs, no major structural weaknesses present.

"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 my investigation, as shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** section of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is

OVERALL VESSEL RATING: EXCELLENT

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.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the **"FAIR MARKET VALUE"** of the subject vessel is:

\$191,178 Dollars

One Hundred Ninety One Thousand One Hundred Seventy Eight Dollars

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

\$259,654 Dollars

Two Hundred Fifty Nine Thousand Six Hundred Fifty Four Dollars

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the 2018 / Jeanneau / NC 895 Offshore, 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 **OCTOBER 27, 2021** and was found to be a well constructed, appointed and comfortable vessel. The vessel surveyed VERY WELL with the only deficiency noted being to mount one additional fire extinguisher and have at least 2 extinguishers inspected and tagged by authorities. No structural problems discovered, no points of water intrusion, no stress cracks sighted. This vessel is considered to be "**Fit for Its Intended Use**" of *Recreational cruising of the Potomac River, Chesapeake Bay and other tributaries as well as off shore cruising.*

SURVEYOR'S CERTIFICATION:

I certify that, to the best of my knowledge and belief: The statements of fact contained in this report are true and correct.

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

I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

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

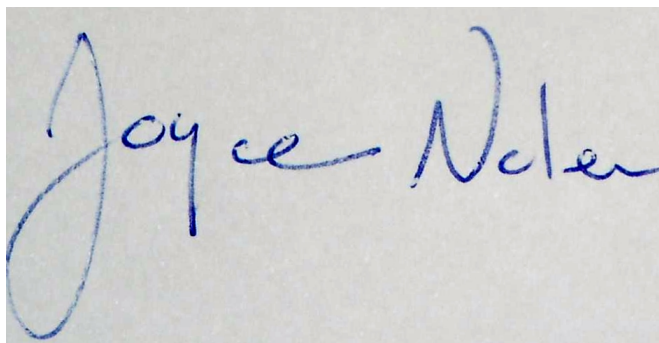
I have made a personal inspection of the vessel that is the subject of this report.

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

THE UNDERSIGNED SURVEYOR, CAPTAIN JOYCE NOLEN, IS A ACCREDITED MARINE SURVEYOR #754 WITH THE SOCIETY OF ACCREDITED MARINE SURVEYORS (SAMS).

THE UNDERSIGNED SURVEYOR, CAPTAIN JOYCE NOLEN, IS A CERTIFIED TECHNICIAN FOR **BOTH** STANDARDS & SYSTEMS WITH THE AMERICAN BOAT AND YACHT COUNCIL.

ATTENDING SURVEYOR:



Captain Joyce Nolen, AMS #754