

CAROLINA MARINE SURVEYS
MARINE SURVEYORS AND CONSULTANTS

1996 Fishing Machine 67

FISH ON



MEMBER OF THE SOCIETY OF ACCREDITED MARINE SURVEYORS®

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Report of Marine Survey

Of The Vessel

FISH ON

1996 Fishing Machine 67

Conducted by
Kenneth "Butch" Rasmussen

ABYC Master Technician, Retired

PREPARED EXCLUSIVELY FOR:

Mr. Big Stuff

November 15, 2016

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of the vessel owner's representative (captain), I am The Man, the attending surveyor did attend onboard the Fishing Machine 67, while the vessel lay afloat. The Hull Identification Number (**ABCD1234X345**) was verified from the transom. A sea trial was not performed. An out-of the water inspection of underwater machinery and the exterior of the hulls wetted surface area and topsides was performed. The reason for the survey, was to ascertain the physical condition and value of the vessel for obtaining insurance . AC and DC power was used to check operation of only the systems specified in this report. 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.
- 2.Electronic equipment checked for function other than powers up.

The owner's representative was present for the inspection. 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. The owner is advised to open up all such areas for further inspection if needed. 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. **This survey is not intended to be an inventory or a warranty either specified or implied. This survey is not intended, conducted, offered, or to be mistaken by any reader as providing or including a rigorous "STANDARDS-COMPLIANCE" and "HAZARDS or FAULTS" check that includes the citation of any "violation" of those standards**

NOTE: It is recommend and understood that all marine auxiliary and or primary engines be surveyed by a qualified Engine Surveyor to determine the condition of the internal and external engine components where possible.

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) MAY HAVE BEEN REFERENCED ONLY AS GUIDELINES IN THE CONDUCT OF THIS SURVEY. **This survey is not intended, conducted, or suitable for use as a complete safety and construction "STANDARDS-COMPLIANCE" and "HAZARDS or FAULTS" test. All of which are in-depth inspections going well beyond the intent, scope and time allotment of this inspection.**

II. GENERAL INFORMATION

GENERAL INFORMATION

SURVEY PREPARED FOR: **Iam The Man**

TYPE OF SURVEY: **CONDITION AND VALUE**

OVERALL VESSEL RATING: **ABOVE AVERAGE**

ESTIMATED MARKET VALUE: **\$713,500.00 USD**

ESTIMATED REPLACEMENT COST: **\$4,800,000.00 USD**

YEAR/MAKE/MODEL OF VESSEL: **1996/Fishing Machine 67/Tournament Sportsfisherman**

HULL IDENTIFICATION NUMBER (HIN): **HIN # 1234GHJI5678** (Verified from transom) (Verified from transom)

HAILING PORT: **Orange Blossom Al. From current USCG official document.**
Cat Island Fl. (as displayed on transom)
Notes: 1. This difference in hailing ports from the official document and as displayed on the vessel's hull is a violation of federal law as per the Code of Federal Regulations pertaining to USCG documentation of vessels; Title 46, Subchapter G, Subpart I: 67.123 (C) Recreational vessels. For vessels documented exclusively for recreation, the name and hailing port must be marked together on some clearly visible exterior part of the hull.
2. The hailing port that is recorded on the USCG document needs to be on the vessel's hull.

USCG DOCUMENTATION NUMBER: **1567392** From current USCG documentation certificate provided by owners representative.

OWNER'S NAME/ADDRESS: **Maui Maui Maritime Interest, LLC**
306 Apple Street NW
Atlanta, GA 30327
This information is from the current USCG Certificate of Documentation provided to the surveyor at time of inspection.

II. GENERAL INFORMATION

LOCATION OF SURVEY/HAULOUT: **Vessel was inspected where she lay afloat at Morehead City Yacht Basin, Morehead City, NC. The vessel was hauled out for inspection of the vessel's wetted hull surfaces and running gear at Jarret Bay Yacht Yard.**

DATE/TIME OF SURVEY: **November 14, 2016**

HULL TYPE: **Planing hull with modified-V, hard chines, and a North Carolina type flared bow.**

SPECIFICATIONS: **Length overall; 67 FT. 0 Inches
Beam; 16 FT. 0 Inches
Draft; 5 Ft. 0 Inches
Estimated from measurements taken at time of survey.
Displacement; 72 Gross Tons
From USCG Certificate of Documentation.**

PROPULSION SYSTEM: **Twin diesel engines.**

INTENDED USE/BUYER: **Catching Fish**

DEFINITION OF TERMS:

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

GOOD CONDITION: Fully functional for it's intended use, with only normal minor wear and tear due to use.

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

POOR CONDITION: Unusable as is. Requires repairs, replacement, refinishing or reconditioning of system, component or item to be considered functional.

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

RECENT REPLACEMENT: New or like new.

APPEARS SERVICEABLE:Indicates that a very close inspection and or operation 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 or owner or representative not present, or time allotment for survey).

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

ADEQUATE:Sufficient for a specific requirement.

USE OF *: Use of * in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" section pertaining to the * item.

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

HULL/DECK:

Wood, cold molded construction of plywood over laminated beams with athwartships bulkheads and longitudinal stingers for additional hull stiffness. All interior and exterior surfaces coated against moisture intrusion.

Good condition.

BILGE/LIMBER HOLES:

Bilges are clean and limber holes are of adequate size and clear.

DECK/MOISTURE METER READINGS:

Elevated moisture meter readings were detected on foredeck in area near mooring clats and windlass.

Note; Consideration should be given to including re-bedding of foredeck hardware in a maintenance schedule.

DECK/CABIN/DECKHOUSE

DECK/INTERIOR LAYOUT:

Aft cockpit sportsfisherman with hatch leading to ladder to engine room under saloon. Cockpit/saloon door leads into the saloon with full galley forward to port. Steps from saloon lead down to the master suite with head to port, crew quarters and head to starboard. Forward is the forward guest cabin with head.

Good condition.

VENTILATION/DECK HATCHES/PORTS/WINDOWS:

Natural ventilation is provided to interior spaces by three foredeck hatches and the companionway door. Saloon windows are fixed with no indication of moisture intrusion.

Good condition.

TUNA TOWER:

Custom designed and installed tower including an upper station. Constructed with welded pipe joints.

Good condition.

CANVAS AND SUPPORT STRUCTURE:

Flybridge hardtop supported by tuna tower. Tracks attached to hardtop support high quality eisenglass flybridge enclosure.

Good condition.

FLYBRIDGE:

Flybridge with helm station and additional seating.

Welded safety rail/rod holder at aft end of flybridge for crew protection.

Access to ladder to cockpit also protected by safety rail.

Good condition.

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

DECK/CABIN/DECKHOUSE(*continued*)

COCKPIT:

Teak decked aft cockpit with mezzanine seating containing three drink boxes, bait freezer and ice box fed from ice machine in engine room. Good condition.

Teak capped cockpit coaming. Good condition.

EXTERIOR BRIGHTWORK:

Brightly finished.

Good condition.

DECK FITTINGS

COCKPIT/DECK DRAINS:

Cockpit drains through deck scuppers .

Appear adequate.

CHOCKS AND CLEATS:

Chromed bronze or stainless steel mooring chocks and cleats. Well secured. Good condition.

GRAB/HAND RAILS:

Painted grab rails port and starboard along superstructure for going forward .

Good condition.

ADDITIONAL EQUIPMENT AND ACCESSORIES

GENERAL EQUIPMENT:

Washer/Dryer installed under steps to forward cabins.

Not tested.

DINGY/TENDERS:

None sighted.

DOCK LINES:

Dock lines appear adequate and serviceable.

COCKPIT REFRIGERATION:

Three SeaFrost refrigeration units mounted in engine room. Operating and cooling at time of inspection.

One Eskimo Ice ice making machine mounted in engine room. Model # EI540D-230. Not Tested.

FISHING EQUIPMENT

FIGHTING CHAIRS:

High quality fighting chair securely mounted to cockpit sole. Good condition.

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

FISHING EQUIPMENT (*continued*)

ROD HOLDERS:

Numerous.
Good condition.

DEEP WATER REELS/DOWN RIGGERS:

Numerous offshore tournament deep water rods and reels were sighted. (Too many to list)

A few examples (Partial list): Six Shimano Tyrnos Reels with rods.

One Penn Surgus 7000.

Two Shimano 20A with rods.

Four Deep water rods.

Four tackle boxes.

Five Shimano Tiagua 80W Reels.

Eight Shimano 60/50 reels with rods.

OUTRIGGERS:

Good condition.

GALLEY

SINKS:

Rectangle porcelain sink.
Good condition.

REFRIGERATION:

Two each Sub-Zero refrigerators and freezers.
Good condition.

STOVE/OVEN:

Jenn-Air Four burner electric stove.
Not tested.

MICROWAVE/OVEN:

GE convection.
Not tested.

III. SYSTEMS

PROPULSION

MAIN ENGINES

TYPE/MANUFACTURER/LOCATION:

Two (2) Detroit Diesel MTU Engines	Starboard	Port
Model #'s	12V200	12V200
Serial #'s	5352001889	535200189
Engine Hours from Meters;	4255 Hours	4246 Hours
Reported Horsepower;	1440 HP	1440 HP

ENGINE MOUNTS AND BED:

Good condition.

DRIP PANS:

Clean. Good condition.

VENTILATION:

Natural ventilation provided by water trap hull vents.

Good condition.

EXHAUST SYSTEM:

Raw water cooled exhaust systems with rigid fittings and flexible connections. Hose to pipe connections are double clamped where sighted.

Good condition where sighted.

FUEL FILTERS:

Dual remote mounted "Detroit Diesel Marine Diesel Fuel Processors" with metal bowl protectors and primer pumps **for each engine**.

Good condition.

ENGINE/MONITORS/ALARMS:

MTU electronic digital engine monitor panel for each engine mounted at flybridge helm panel.

Powered up and displayed engine data.

TRANSMISSIONS:

Twin Disc Transmissions, both port and starboard are model # DD-6557SC.

Serial # Port: 9A1588

Serial # Starboard: 9A1589

PACKING GLAND:

Dripless shaft seals.

Good condition.

OVERALL CONDITION:

Good condition.

III. SYSTEMS

PROPULSION

MAIN ENGINES *(continued)*

COMMENTS:

No sea trial was performed. However the vessel was operated from its berth to the haul out location the day of inspection. This surveyor was not onboard during this delivery. The vessels systems, main engines, steering, throttles, were reported by the owners representative (captain operating vessel) to have operated normally without problem during the trip to and back from haul-out.

NOTE:

The owners representative reported that the engines were both completely rebuilt at 3500 hours.

GENERATOR

MANUFACTURER/MODEL#/SERIAL#:

Onboard generators;	Starboard	Port
Manufacturer;	Onan (2016)	Northern Lights (1995)
Model # :	29MDKD-8127A	N/A (not sighted or in paperwork provided)
Serial # :	K160116390	N/A (not sighted or in paperwork provided)
Kilowatts :	29KW	30KW
Indicated Hours :	642 Hours	5238 Hours
Condition :	Recent Replacement	Under Repair
Operation:	Not operated	Not operated

LOCATION:

Forward of engines in engine room.

GENERATOR EXHAUST SYSTEM:

Good condition.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

Diesel

TANKS/CAPACITY/MATERIAL:

***C1**

Two aluminum fuel tanks securely mounted under cockpit sole. Fuel tanks are equipped with sight glasses.

Note; At time of inspection a faint smell of diesel fuel was detected in fuel tank compartment.

MANUFACTURING LABEL:

None Sighted.

III. SYSTEMS

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM(*continued*)

FILL PIPE LOCATION(S):

Port and starboard side decks marked for diesel.

FUEL FILL PIPE/TANK GROUNDED:

Tank and fuel fill grounding connection detected with meter.

FUEL LINES:

Good condition where sighted.

NOTE:

Fuel tanks were inspected where accessible. However the tanks may not have been full at the time of the inspection. The tanks should be filled and checked under full tank status or pressure tested to attest to their condition.

ELECTRICAL SYSTEM(S)

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE/BATTERIES:

12 and 24 volt DC systems onboard. DC power provided by batteries securely mounted in the engine room in boxes with screwed down tops for incidental electrolyte spill containment and accidental short circuit protection. Battery selector switches were mounted at the battery boxes. The batteries were not accessed due to the screwed down tops.

BRANCH CIRCUIT OVERCURRENT PROTECTION:

Branch circuit over current protection provided by circuit breakers in DC distribution panels located in the engine room and main saloon.

DC WIRING CONNECTORS/ROUTING/SUPPORT:

Captive spade or terminal type connectors where sighted. Wire runs well supported and routed. Appears serviceable where sighted

BATTERY CHARGING SYSTEM:

Two Mastervolt Marine Battery Chargers were sighted.

One Model # 12/70-3 for 12 volt DC ships systems.

One Model # 24/60-3 for 24 volt DC ships systems.

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET/CORD:

Dual 125/250 volt AC, 30 Amp Power inlets and cords. Good condition.

III. SYSTEMS

ELECTRICAL SYSTEM(S)

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

A.C. SOURCE SELECTOR SWITCH:

Manual plastic slide type. Located in main salon in main electric panel.

MAIN SHORE POWER BREAKER:

Yes, in the main electrical panel in saloon.

A.C. BRANCH CIRCUIT OVERCURRENT PROTECTION:

A.C. circuit overcurrent protection provided by circuit breakers in AC distribution panel in main saloon.

CIRCUIT LOAD MONITORS:

Voltage and amperage analog gauges in the main electric panel. For both the AC systems.
Good condition.

A.C. WIRING CONNECTORS/ROUTING/SUPPORT:

Captive spade or terminal type connectors where sighted. Wire runs well supported and routed.
Appears serviceable where sighted

A.C. OUTLETS/GFCI PROTECTION:

***A1**

Various A.C. outlets available throughout yacht, appear adequate and conveniently located. Tested -**ok**
- for proper polarity. Where GFCI (ground fault circuit interruption) is required, outlets were tested for GFCI protection. The port side head and galley tested OK. The outlet in the starboard heads, aft saloon outlet and engine room outlets failed GFCI protection test with Ideal electrical test meter.

GALVANIC ISOLATOR:

None Sighted. Highly recommended to reduce accelerated zinc loss.

A.C.TO DC GROUND SAFETY CONNECTION:

A.C. to DC ground safety connection detected with meter.

ONBOARD SHORE POWER A.C. NEUTRAL TO GROUND CONNECTION:

No AC neutral to ground connection detected with meter in onboard shore power system.
If detected an onboard AC ground to neutral connection in the shore power system could produce dangerous conditions.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (PORTABLE WATER)

TANKS/MATERIAL /CAPACITY:

Not sighted for inspection.

III. SYSTEMS

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (PORTABLE WATER) *(continued)*

PUMPS/ACCUMULATOR TANK:

Not sighted for inspection.

WATER HEATER:

Not sighted for inspection.

WATER MAKER:

A "Water Makers" brand onboard reverse osmosis water purification system was sighted installed in the engine room.

Not tested.

NOTE:

The pressurized onboard potable water system was tested for operation at the galley sink and found to be operational at that location.

SANITATION

SANITATION (BLACK/GREY WATER)

M.S.D TYPE USCG SYSTEM:

Certification Type: U.S.C.G Approved Type I Marine Sanition Device (MSD). Lectra-San.

Not tested.

HEAD TYPE/MANUFACTURER:

Three Raritan electric flush heads sighted. Not tested. Appear serviceable.

HEAD INTAKE SUPPLY HOSES AND CLAMPS:

Good condition where sighted.

HEAD DISCHARGE HOSES AND CLAMPS:

Good condition where sighted.

AIR CONDITIONING AND HEAT

AIR CONDITIONING AND HEATING SYSTEMS

TYPE/MANUFACTURE:

Six Cruisair air conditioning units are on board the inspected vessel. This includes a unit in the engine room. All operate.

III. SYSTEMS

AIR CONDITIONING AND HEAT

AIR CONDITIONING AND HEATING SYSTEMS(*continued*)

RAW WATER COOLING PUMP:

***B1**

Wiring to raw water cooling pump mounted to stringer aft of port engine not protected against chafe at pump motor.

STEERING SYSTEM

STEERING SYSTEM

TYPE/NUMBER OF STATIONS:

Hydraulic wheel steering from two stations. Functioning at time of survey. Good condition

UPPER RUDDER BEARING SUPPORTS:

Heavy aluminum plate. Securely mounted. Good condition.

RUDDER SHAFT PACKING GLANDS:

Not leaking at time of inspection.

GROUND TACKLE

GROUND TACKLE

ANCHORS:

FX-37 Fortress aluminum anchor with approximately 200 feet of one inch three strand nylon rode. Good condition.

Note; Anchor was stowed in anchor locker, not attached to rode. Consideration should be given to attachment of rode to anchor at all times for immediate use if needed.

WINDLASS:

Electrically powered Ideal Windlass securely mounted on bow. Operates from foot switch on bow. Not tested. Appears serviceable.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS (NAVIGATION)

VHF:

VHF-ICOM Model # IC-M604 mounted on flybridge with remote microphone mounted in saloon. Powers up.

RADAR:

Furuno radar with display mounted at flybridge helm station. Powers up.

III. SYSTEMS

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS (NAVIGATION)(*continued*)

GPS/CHART PLOTTER/AIS:

Navigation instrument displays listed below are mounted at the flybridge helm station. The instruments power up and appear serviceable.

Garmin GPS Map 5212.

Garmin GPS Map 7212.

Matrix AIS GX 2150.

AUTOPILOT:

Furuno NavPilot. Not tested.

SOUNDER:

Furuno Color LCD sounder FCV 1100L. Powers up.

COMPASSES:

Two Ritchie compasses mounted on fly bridge.

One steering compass at helm station. Good condition.

One compass mounted forward on flybridge. Good condition.

SATELLITE PHONE:

Thrane and Thrane satellite phone mounted in saloon. Not tested.

STEREO/TELEVISION:

Fusion stereo mounted at flybridge. Model #MS-AV750.

Not tested.

THRU-HULLS

THRU-HULLS

SEACOCK/THRU-HULL VALVE CONDITION:

All sea cocks accessed were found to be operational.

THRU-HULL HOSE AND CLAMP CONDITION:

***C2**

Seacock outboard of starboard engine has unused and unplugged hose attached.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S:

Six Type I- USCG approved personal flotation devices. Good condition.

Stowed readily accessible on flybridge.

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)(continued)

NUMBER OF THROWABLE PFD'S:

Three Type IV-U.S.C.G. approved throwable devices sighted. One life ring and two cushions. Stowed readily accessible on flybridge.

FIRE EXTINGUISHERS:

***A2**

Sighted fire protection equipment onboard;

Two Type BC-1; not mounted, no inspection tags.

Four Type BC-1; not mounted, no inspection tags.

One Type ABC; mounted in saloon.

One Type ABC; mounted in master suite.

One fixed device in engine room. Model # MA2-1300221; Serial # AA-00000701; Agent weight 56 lbs; Test data 5/14. (Label partially obscured by mounting bracket)

Fire fighting equipment listed above does not meet all current requirements. NFPA Standards (National Fire Protection Association) and ABYC standards are included below.

(2) Extinguishers intended only for machinery space protection are not required to have a Class A rating.

Table 12.1.2.2 Number and Distribution of Fire Extinguishers [Boats equal to and greater than 65 ft (20 m) in length]

Gross Tonnage	No. of Extinguishers	Minimum ANSI/UL Rating	Minimum USCG Classification	Location
Under 50	1*	4A:60B:C	B-II	Outside machinery space
	1	4A:60B:C	B-II	Helmsman's position
	3	1A:10B:C	B-I	Galley, crew quarters, and cabin
50 to less than 100	1*	4A:60B:C	B-II	Outside machinery space
	2	4A:60B:C	B-II	Helmsman's position and galley
	2	1A:10B:C	B-I	Crew quarters and cabin
100 to less than 300	1*	4A:60B:C	B-II	Outside machinery space
	3	4A:60B:C	B-II	Helmsman's position, galley, and crew quarters
	1	1A:10B:C	B-I	Cabin

*If the total horsepower exceeds 1000 bhp, an additional Type B-II portable fire extinguisher is required for each additional 1000 bhp or fraction thereof.

(8 m) in length that do not have enclosed accommodation **12.1.2.8.2** The port required by

Boats Over 65 feet. (NFPA 302)

III. SYSTEMS

SAFETY EQUIPMENT

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

VISUAL DISTRESS SIGNALS (FLARE KITS):

***A3**

Four day/night visual distress signal devices were sighted onboard. Expiration date August 2017.

SOUND SIGNAL DEVICES:

TWO hand-held compressed air horns. Not tested. Operable as reported by ships captain.

NAVIGATIONAL LIGHTS:

All required USCG navigation lights operational. Good condition.

INLAND NAVIGATION RULE BOOK< (12M-39'4"):

***A4**

None sighted.

"NO OIL DISCHARGE" PLAQUE:

***A5**

None Sighted.

TRASH DISPOSAL PLACARD:

***A6**

Not sighted.

WASTE MANAGEMENT PLAN (OVER 40'):

Sighted mounted in companionway to engine room.

AUXILIARY SAFETY EQUIPMENT

LIFE RAFT:

Viking six person life raft stowed on flybridge. Date of last inspection 2015, next inspection due 10/18.

E.P.I.R.B.:

***A7**

Global Fix GPS/406 MHZ EPIRB mounted on flybridge.

Model #RLB36

EPIRB battery expiration date; 6/2016.

SEARCH LIGHT:

Mounted on flybridge. Not tested. Owner's representative reported searchlight operates.

FIRST AID KIT:

Five first aid kits reported by vessel captain to be on board.

III. SYSTEMS

SAFETY EQUIPMENT

AUXILIARY SAFETY EQUIPMENT *(continued)*

SMOKE DETECTOR:

Mounted in galley. Tested OK>

CARBON MONOXIDE DETECTOR:

Mounted in saloon. Tested OK.

BILGE PUMPS

LIST:

***B2**

Six 12 volt DC powered bilge pumps were reported to be on board. Four were sighted at time of inspection. Two mounted in bilge forward of the saloon were tested and operated from their float switches. Two were sighted in the bilge in aft section of engine room. One operated from it's float switch and one did not. Two bilge pumps were reported by the vessels captain to be mounted in the forward section of the engine room, not sighted or inspected due to materials and equipment on engine room sole.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S):

***C3**

Two bronze four bladed propellers on three inch stainless steel shafts. Recent replacements. Good condition.

Propeller Markings; Port: 091484/1 WCP 171504

Starboard: 091484/1 WCP 171593

Note; Minor corrosion was sighted on each propeller.

PROPELLER SHAFT LOG/STRUT/CUTLESS BEARINGS:

Good condition.

RUDDER(S) MATERIAL:

Stainless steel rudders. Good condition.

TRIM TABS:

Hydraulically operated trim tabs. Good condition.

KEEL:

***C4**

Exposed screw heads were sighted on the keel bottom.

III. SYSTEMS

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY(*continued*)

ZINCS:

Recent replacements. Monitor and replace as needed at each haul out.

CONDITION OF HULL - TOPSIDES/WETTED SURFACE

HULL TOPSIDES (WATERLINE TO SHEER):

Good condition.

TRANSOM:

Good condition.

CONDITION OF BOTTOM PAINT:

Recently painted anti-fouling paint on hull's wetted surface.

BLISTERS:

None Sighted.

IV. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under "**SAFETY**" should be addressed before vessel is next underway. 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.** Findings noted under "**FINDINGS NEEDING ATTENTION**" should be corrected in the near future so as to maintain standards and to help the vessel to retain its value. Finding noted under "**SURVEYORS NOTES AND OBSERVATIONS**" should be added to a maintenance or upgrade schedule. Findings will be listed under the appropriate heading:

A. SAFETY FINDINGS (United States Coast Guard):

A.1 (PAGE 10) A.C. OUTLETS/GFCI PROTECTION:

FINDINGS	RECOMMENDATIONS
The port side head and galley tested OK. The outlet in the starboard heads, aft saloon outlet and engine room outlets failed GFCI protection test with Ideal electrical test meter.	<i>Provide GFCI protection for outlets as per ABYC E-11 Electrical Systems on Boats. E-13.3.5; If installed in a head, galley, machinery space, or on a weather deck, the receptacle shall be protected by a Type A (nominal 5 milliamperes) Ground Fault Circuit Interrupter (GFCI).</i>

A.2 (PAGE 14) FIRE EXTINGUISHERS:

FINDINGS	RECOMMENDATIONS
Fire fighting equipment does not meet all current requirements.	<i>It is recommended that the fire fighting equipment be provided and mounted to meet NFPA Standards (National Fire Protection Association). It also recommended that the fire fighting equipment be inspected by a qualified fire fighting equipment technician to confirm compliance. The USCG has adopted the maintenance and inspection practices for portable fire extinguishers set forth in the NFPA standard for portable fire extinguishers.</i>

A.3 (PAGE 15) VISUAL DISTRESS SIGNALS (FLARE KITS):

FINDINGS	RECOMMENDATIONS
Four day/night visual distress signal devices were sighted onboard. All past expiration date.	<i>Provide current visual distress signal devices to comply with USCG regulations for Visual Distress Signals. Three day/night hand held flares would be a minimum to meet this regulation.</i>

IV. FINDINGS AND RECOMMENDATIONS

A. SAFETY FINDINGS (United States Coast Guard):

A.4 (PAGE 15) INLAND NAVIGATION RULE BOOK< (12M-39'4"):

FINDINGS	RECOMMENDATIONS
Copy of the INLAND NAVIGATION RULES not sighted.	Vessel over 12 Meters (39.4') must carry on board and maintain for ready use an copy of the INLAND NAVIGATION RULES as per (33 USC 2072)

A.5 (PAGE 15) "NO OIL DISCHARGE" PLAQUE:

FINDINGS	RECOMMENDATIONS
No oil discharge plaque sighted in engine spaces.	Provide "No Discharge of Oil" placard to meet USCG regulations.

A.6 (PAGE 15) TRASH DISPOSAL PLACARD:

FINDINGS	RECOMMENDATIONS
No trash disposal placard sighted.	Provide and post trash disposal placard to comply with USCG regulations.

A.7 (PAGE 15) E.P.I.R.B.:

FINDINGS	RECOMMENDATIONS
EPIRB battery expiration date; 6/2016	Replace EPIRB battery.

B. FINDINGS NEEDING ATTENTION:

B.1 (PAGE 12) RAW WATER COOLING PUMP:

FINDINGS	RECOMMENDATIONS
Pump wiring not protected against chafe at pump motor.	Provide chafe protection at wire entry point to motor.

B.2 (PAGE 16) LIST:

FINDINGS	RECOMMENDATIONS
One bilge pump did not operate from it's float switch when tested. Two bilge pumps were reported to be not operating. No bilge pump was tested for its ability to perform it's designed function, which is to pump water.	Repair or replace non functioning bilge pumps. Periodic testing of bilge pumps ability to pump water should be included in a maintenance schedule.

IV. FINDINGS AND RECOMMENDATIONS

C. SURVEYORS NOTES AND OBSERVATIONS :

C.1 (PAGE 8) TANKS/CAPACITY/MATERIAL:

FINDINGS	RECOMMENDATIONS
At time of inspection a faint smell of diesel fuel was detected in fuel tank compartment.	<i>Further investigate the source of the diesel fuel smell and repair as necessary.</i>

C.2 (PAGE 13) THRU-HULL HOSE AND CLAMP CONDITION:

FINDINGS	RECOMMENDATIONS
Seacock outboard of starboard engine has unused and unplugged hose attached.	<i>Plug unused hose.</i>

C.3 (PAGE 16) PROPELLER(S):

FINDINGS	RECOMMENDATIONS
Minor corrosion was sighted on each propeller.	<i>A full corrosion survey may be needed if corrosion has increased at next haul-out.</i>

C.4 (PAGE 16) KEEL:

FINDINGS	RECOMMENDATIONS
Exposed screw heads were sighted on the keel bottom.	<i>These screw heads should be sealed to prevent moisture intrusion into hull.</i>

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 a 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 "FAIR 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 minimal additional work and maintenance and normally equipped for her size.

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

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

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

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

OVERALL VESSEL RATING:

ABOVE AVERAGE

V. SUMMARY AND VALUATION

STATEMENT OF VALUATION:

1. The "FAIR MARKET VALUE" shown below, **derived from comparable sales and price guides**, 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.
 - F. The sources referenced for valuation will have included one or more of the following; ABOS, BUC ValuPro, NADA, Soldboats.com and Yachtworld.com.
 - G. There are currently **no** sisterships of similar vintage and size offered for sale. Two similar models for sale have an average asking price of \$650,000.00.
 - H. The past **three** years average selling price for vessels of similar models, size and vintage was \$ **670,000.00**, an average of **87%** of asking price.
 - I. The BUC ProValue guide gives a retail average price of \$757,000.00.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:

\$713,500.00

Seven Hundred Thirteen Thousand Five Hundred Dollars and Zero cents

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

\$4,800,000.00

Four Million Eight Hundred Thousand Dollars and Zero cents

SUMMARY:

The tournament sportsfisherman "Fisn On" shows above average maintenance and care for a vessel of it's age. The vessels excellent exterior brightwork and interior condition show current and past pride in ownership. Some repairs are currently in progress (generator) and with their completion and continued maintenance and upgrades "Fish On" should provide years of reliable service.

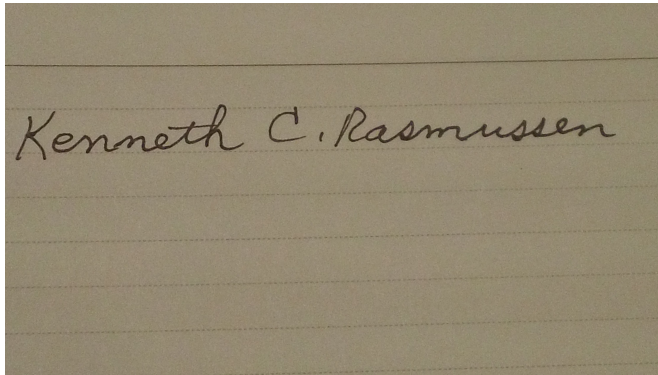
V. SUMMARY AND VALUATION

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 stipulate 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.

ATTENDING SURVEYOR:

A photograph of a piece of lined paper with a handwritten signature in cursive that reads "Kenneth C. Rasmussen". The paper is light-colored with horizontal lines. The signature is written in dark ink.

VI. PHOTOGRAPHS



Fish On



Bow



Tower



Helm

VI. PHOTOGRAPHS



Flybridge



Propeller Corrosion



Running Gear



Moisture Meter At Foredeck

VI. PHOTOGRAPHS



A/C Pump Wiring