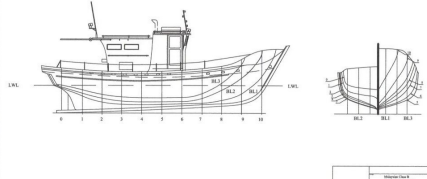


Pacific Marine Survey

Scott Heitman Marine Surveyor
(360)454-8158



1996 26' Robalo 2660 Cuddy

"Tuff Stuff"



Report of Marine Survey

Pre-Purchase Of The Vessel

"Tuff Stuff"

1996 26' Robalo 2660 Cuddy

CONDUCTED BY

SCOTT HEITMAN, MASTER MARINE SURVEYOR

PACIFIC MARINE SURVEY

PREPARED FOR

Erich Schuller

May 28, 2020

Report of Marine Survey

INTRODUCTION

PURPOSE & SCOPE

The Survey was performed for vessel condition and valuation purposes, as well as to document pre purchase level of condition and should be considered to be a full comprehensive Pre-Purchase Type Survey. The attending Surveyor attended aboard the 1996 Robalo 2660 Cuddy "Tuff Stuff", at the request of Erich Schuller, beginning May 28, 2020. The Survey was requested to determine the physical condition and value of the vessel. No reference or information should be construed to indicate evaluation of the internal condition of engines, transmissions, drives or generators, nor the propulsion system's or the auxiliary power system's operating capacities. Electrical and electronic equipment was powered up and some electrical equipment may have been tested for basic and/or limited function only. The wiring was inspected where accessible and was found to be in generally serviceable condition, unless otherwise noted. A significant amount of wiring could not be observed due to the wiring looms and conduits that transit areas which would require dismantling and removals for their inspection. If a detailed report as to the condition and capacities of the wiring and electrical components is desired, it is recommended that a qualified ABYC Certified Marine Electrical Engineer be engaged. Vessel tankage was visually inspected where accessible. No obvious leakage was observed, unless otherwise noted; however, the tanks were not confirmed to be full at the time of inspection. If a more thorough assessment is desired, the tanks should be filled and checked under full tank status or pressure tested to attest to their condition.

The vessel was Surveyed without the removal of any parts, including fixed partitions, fastened panels, fittings, headliners & wall-liners, heavy furniture, tacked carpeting or other fixed flooring material, appliances, electrical equipment or electronics, instruments, anchors line & chain, spare parts, personal gear, clothing, miscellaneous items in the bilges, cabinets, lockers or other storage spaces, or other fixed or semi-fixed items.

Only installed items were inspected, including but not limited to enclosures, covers and tops. Locked compartments or otherwise inaccessible areas would also preclude inspection. Survey requester is advised to open up all such areas for further inspection. A visual inspection was conducted only on accessible structures and no destructive testing was performed. Naval architecture and engineering analysis were not a part of this Survey. Furthermore, no determination of stability characteristics or inherent structural integrity has been made, and no opinion is expressed with respect thereto. Complete compliance with, identification of, and reporting on all standards, codes and regulations is not guaranteed. This signed report represents the findings of the Survey and supersedes any and all conversations, statements and representations, whether verbal or in writing. This Survey Report represents the condition of the vessel on the above date or dates and is the unbiased opinion of the undersigned, but it is not to be considered an inventory, warranty or guarantee, either specified or implied. The Survey Report is for the exclusive use of the client and those lenders and underwriters that will finance and insure the vessel for this client only, and is not assignable to any other parties for any purpose.

CONDUCT OF SURVEY

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46 CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

Report of Marine Survey

DEFINITION OF TERMS

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

APPEARED:

Indicates that a very close inspection of the related item was not possible due to constraints imposed upon the Surveyor (e.g. no power available, inability to remove panels or requirements not to conduct destructive testing, etc.).

SERVICEABLE:

Fulfilling its function adequately (usable at the time of Survey).

POWERED UP:

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

USE OF "A", "B" or "C":

Use of the letters "A", "B" or "C" in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" Section pertaining to the lettered item. PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.

The number of asterisks in this General Information section refers to the source of related information as follows:

** Per Manufacturer's Documentation

*** Per Registration Documentation

**** Per BUC Book Data

Unless specifically noted otherwise, there were no measurements or calculations performed during the Survey. The specifications listed within the report are believed to be correct; however, accuracy is not guaranteed. Recommend obtaining accurate measurements and performing calculations as desired, or verifying all vessel specifications and capacities with the vessel's builder.

SURVEYOR NOTES

TRIAL RUN COMMENTS

A trial run was performed during the Survey inspection. STB engine failed

FINDING B-1

OUT OF WATER INSPECTION COMMENTS

An out of the water inspection of the hull's wetted surfaces and running gear was performed during the Survey inspection.

ELECTRICAL INSPECTION COMMENTS

AC and DC power was used to power up the electrical systems specified in this report only, unless otherwise noted.

HIN (HULL IDENTIFICATION NUMBER) VERIFICATION COMMENTS

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

ENGINE/MECHANICAL SURVEY

It is highly recommended and understood that all propulsion & auxiliary power systems (engines, transmissions, gears, drives, generators) be inspected by their respective Manufacturer's Certified Technician to determine their condition.

ELECTRICAL/MECHANICAL SURVEY

It is recommended to have a technician look over the electrical systems before purchasing the vessel

Report of Marine Survey

GENERAL RECOMMENDATIONS

Recommend implementing/maintaining vessel trip and machinery maintenance log books.

It is highly recommended that the buyer spend an adequate amount of time aboard with the vessel's owner or captain, in order to learn important details specific to the vessel, and also be educated about any unconventional or complicated system installations or complex electronics/electrical configurations & operations. Special consideration should be given to details regarding periodic maintenance schedules, basic & complex systems operation, vessel maneuverability and any safety concerns.

If not already educated on vessel operation and damage control, a boater's safety course can prove invaluable, including familiarity with proper vessel handling in all conditions, handling of onboard fires, man overboard procedures and administering emergency first aid.

If not already onboard, the vessel's owner/operator manuals and equipment operating manuals should be sourced and carefully studied. Any missing equipment manuals can typically be obtained by the manufacturer, sourced online or by other third party resources.

Report of Marine Survey

GENERAL VESSEL INFORMATION

TYPE OF SURVEY REQUESTED:	Pre-Purchase for Buyer
DATE AND TIME OF SURVEY:	5/28/2020 9:30 am
VESSEL BUILDER:	Robalo Marine
HIN (HULL IDENTIFICATION NUMBER):	CROAO8RFH596
MODEL YEAR:	Unknown
YEAR BUILT:	1996
HULL NUMBER:	Not applicable
HOME PORT:	Port Angeles, Washington
STATE REGISTRATION NUMBER:	WN1738RN
STATE REGISTRATION DECAL NUMBER:	D856752
LENGTH OVERALL (LOA):	Measured from bow pulpit to aft of the outboards. 30.5'
BEAM:	8.3' measured
OVERHEAD CLEARANCE:	5' 9"
LOCATION OF SURVEY INSPECTION:	Port Angeles, Wa.
VESSEL OWNER:	Steven Reed
OWNERS CONTACT INFORMATION:	Phone #: (253) 691-5121
VESSEL OWNER ADDRESS:	707 N. Bourcheir Port Angeles
WEATHER CONDITIONS PRESENT:	Partially sunny

RATING & VALUATION

VESSEL OVERALL RATING:	<u>AVERAGE</u>
ESTIMATED MARKET VALUE:	\$25,000
ESTIMATED REPLACEMENT COST:	\$65,000

Report of Marine Survey

VESSEL CONSTRUCTION

HULL ARRANGEMENT

VESSEL DESCRIPTION AND LAYOUT

Twin outboard. Cuddy cabin recreation, fisherman.

HULL DESIGN TYPE

Modified-V, planing type, with flared bow, hard chines and lifting strakes.

HULL MATERIAL

Fiberglass

EXTERIOR FINISH

White gelcoat with black trim paint

GENERAL EXTERIOR CONDITION

The exterior of the vessel appeared to be generally well kept, but required general cleaning/detailing.

TRANSOM

Wood, removable

SWIM PLATFORM

None

BULKHEADS

Athwartships reinforcement enhanced by bulkheads, bonded to the hull with FRP (fiber reinforced plastic). Part of the hulls lay up

STEM

Sharply raked stem.

BILGES

Unseen due to access

CHAIN LOCKER DRAINAGE

Overboard port lower bow.

BILGE LIMBER HOLES

None seen

DECK ARRANGEMENT

DECK MATERIAL

FRP with white textured gelcoat

RUB-RAILS

Black rubber compression rails. Twisted rope strikers inset (weathered)

GEAR STORAGE

Under the bridge seats and in the aft gunnels

PRODUCT HOLD(S)

2 wing Fish boxes port and stb. Appear to be non-draining or plugged

BRIDGE ARRANGEMENT

BRIDGE TYPE

Center Console Open Fisherman with forward cuddy cabin. Hard top with soft (canvas) enclosure.

EXTERIOR EQUIPMENT

EXTERIOR SEATING

Two (2) helm chairs with simulated leather cushions and bridge bench seating with vinyl cushions.

Report of Marine Survey

GENERAL EXTERIOR SOFT-GOODS CONDITION

The vessel's exterior soft-goods appeared serviceable.

GENERAL HARDWARE CONDITION

No significant corrosion was observed on the vessel's hardware.

GENERAL CAULKING/SEALANT CONDITION

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

EXTERIOR WASHDOWNS

See shower

EXTERIOR SHOWER

Freshwater shower in the starboard cockpit.

CABIN VENTILATION

Provided by the foredeck hatch, the portholes and the main companionway door.

PORTHOLES/PORTLIGHTS

Opening portholes were located on the hull sides. Monitor frequently for signs of leakage.

EXTERIOR DOORS

Recommend confirming that the lock-set keys are onboard and that the lock mechanisms are operational.

WINDSHIELD

Tempered glass windshield with aluminum frame One (wiper)

BOW RAILING

Stainless steel bow railings integrated into the deck railing.

HAND RAILS/GRAB RAILS

Aluminum grab rails were seen around the perimeter of the cabin

DECK DRAINAGE

Self-bailing deck liner.

CLEATS

Cleats throughout the vessel were stainless steel horn type.

ANCHOR PLATFORM

Molded fiberglass bow pulpit with stainless steel fairlead anchor roller chute.

EXTERIOR STORAGE

Various exterior lockers and storage areas appeared serviceable, except where noted. See above gear storage.



Report of Marine Survey



FISH HOLD HATCH COVERS

Plastic deck access and storage hatches.

ROD HOLDERS

Rod holders were installed in the cockpit gunwales and along the aft, bridge hardtop

EXTERIOR COVERS

Vinyl cockpit cover, helm station covers.

FENDERS

Four (4) fenders were observed onboard. Only two were rigged. I recommend rigging all the fenders for immediate use.

MOORING LINES

2 4 fathom 1/4" Samson braid. Recommend 2 additional lines be provided.

TRAILER

EZ-Loader tandem-axle trailer. VIN 1ZEAANTG6AA006689.

ESCAPE HATCH

An escape hatch was observed on the foredeck.

DOORS

Serviceable

FISHING EQUIPMENT

ROD HOLDERS

Rod holders were installed in the gunwales, T-Top, aft helm seat rocket launcher and transom.

LIVE BAIT-WELLS

Centerline aft deck

FISH BOXES

Two (2) in-deck fish boxes with discharge pumps, were located under the port & starboard cockpit deck. Must demonstrate

ELECTRIC REEL OUTLETS

Two (2) Electric Reel Outlets (required test/prove).

CABIN APPOINTMENTS

INTERIOR

DINING ARRANGEMENT

A Dining Set was arranged in the forward Salon. Walk down into the cuddy there is a head aft. Collapsible table forward. The benches are foam filled fiberglass voids forming a single large v-bunk.

Report of Marine Survey



ACCOMMODATION ARRANGEMENT

Forward v-berth in the cuddy. Sleeps two or three.

HEAD ARRANGEMENT

Visa 308 MSD manually operated head, no odors but needs general cleaning

SHOWER ARRANGEMENT

On deck (see exterior equipment)

INTERIOR BRIDGE SEATING

Two (2) helm chairs with simulated leather cushions and matching bridge bench seating.



INTERIOR CABINETRY & TRIM

No significant wear & tear was observed on the interior cabinetry and trim.

INTERIOR DOORS

Vinyl panel board

FINDING C-1

INTERIOR STORAGE

The cabinets, lockers, drawers and shelving appeared serviceable, where sighted. NOTE: several of the storage areas and cabinet compartments required general cleaning.

CEILING HEADLINERS

Headliner in the cabin was carpet material.

CABIN SOLE FOUNDATION

Fiberglass cabin liner with white gelcoated finish.

Report of Marine Survey

GENERAL INTERIOR & SOFTGOODS CONDITION

The general maintenance of the vessel's interior appeared serviceable; however, the interior required general cleaning.

FINDING C-2

INTERIOR BULKHEADS

Forepeak/chain locker bulkhead appears to be wood.

WATER INTRUSION COMMENTS

None sighted.

INTERIOR ODOR COMMENTS

No odors

INTERIOR SYSTEMS & EQUIPMENT

LIGHTING

12 Volt DC lighting fixtures.

AUDIO/VISUAL EQUIPMENT

STEREO SYSTEM

JVC cassette deck

GALLEY EQUIPMENT

REFRIGERATION

Norcold Refrigerator/Freezer.

STOVE

Origo 4300 E alcohol/electric



STOVE BURNER HEAT PROTECTION

Wood

GALLEY SINK

Stainless Steel sink. Stained, needs general cleaning. High impact plastic sink cover.

PROPULSION & MACHINERY SPACE

PROPULSION SYSTEM

ENGINE MODEL

Twin Mercury Off Shore

Report of Marine Survey



MANUFACTURE DATE

Unknown

ENGINE HORSEPOWER

225 HP.

NUMBER OF CYLINDERS

Six (6) in a V configuration.

ENGINE STARTER VOLTAGE RATING

12 Volt.

ENGINE HOURS

6500+ as per maintenance log

ENGINE SERIAL NUMBERS

Port:OG350989

Starboard:OG337831

ENGINE DISPLAYS

VDO gauges at the helm

ENGINE ALARM SYSTEM

Audible/visual engine alarms at the helm. Tested. Powered up and working as intended.

ENGINE EXHAUST SYSTEM

Raw water cooled through propeller hub.

ENGINE COOLING SYSTEM TYPE

Raw Water Cooled.

ENGINE DRIVE BELTS

Serpentine belt condition appeared serviceable.

THROTTLE & SHIFT CONTROLS

QuickSilver

COMMENTS

data tags removed. serial numbers were obtained from service records. Hours are reported hours and should be verified by a marine mechanic

TRIAL RUN INFORMATION

ENGINE STARTUP

The engines started without excessive cranking or excessive exhaust smoke.

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VIBRATION COMMENTS

No significant hull or running gear vibrations were observed while underway.

ENGINE BACKDOWN TEST

The outboard engines were observed while placed in forward & reverse gear several times under load without exception.

STEERING TEST

The steering components were observed while the steering wheel was turned hard over several times without exception.

ENGINE PERFORMANCE

Sea trials halted when the engines were spooled up to 4000 rpm then the stb side engine lost power.

VESSEL LOADS

engines were run under minimal load conditions

TRIAL RUN CONDITIONS

A coastal trial run was performed in calm sea conditions.

COMMENTS

A full trial run was not performed. The engine was fired up and idled to check the engine alarm system. All tests were passed up until the engines were throttled up in open water.

MACHINERY & BILGE SPACE EQUIPMENT

SEACOCKS/SEA-VALVES

Raw water seacocks were bronze alloy ball valve type. Lubricate, exercise and monitor frequently. Recommend performing maintenance on all seacocks & sea-strainers annually (disassemble, inspect, clean and lubricate)

HOSES

Appeared serviceable, where sighted. Monitor frequently for dry cracking, degradation, damage or chafing.

HOSE CLAMPS

Double clamped where sighted

TRANSMISSIONS / GEARS / DRIVES

DRIVE SYSTEM TYPE

Outboards

FUEL SYSTEMS

FUEL SYSTEM TYPE

Gasoline.

FUEL TANK MATERIAL

Aluminum.

NUMBER OF FUEL TANKS

One (1).

FUEL TANKAGE CAPACITY

195 gallon as per manufacturer label

FUEL LEVEL MONITORING

Fuel gauge installed at the helm station.

FUEL TANK MANUFACTURER LABELING

The ABYC required fuel tankage label was sighted on the fuel tank.

FUEL TANKAGE SECURING

The tanks were framed in where sighted.

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FUEL FILL LOCATION

Stb. amidships side deck, marked for gas.

FUEL FILL MARKING

The deck fuel fill fitting was clearly marked as to fuel type.

FUEL TANK VENTILATION

Starboard hull side.

FUEL FILL HOSE/PIPE

Type A2 USCG Approved Fuel Hoses, where sighted.

FUEL LINES/HOSES

USCG Approved Type A1 fuel lines, where sighted.

FUEL PUMP-TO-THROTTLE BODY CONNECTION

OEM USCG Approved Type.

MAIN ENGINE PRIMARY FUEL FILTERS

Twin Sierra 18-7919

MAIN ENGINE SECONDARY FUEL FILTERS

Unknown

FUEL FILTER CONDITION

No significant sediment was observed in the Primary fuel filter's sight bowls. Monitor/service often.

FUEL PRIMING SYSTEM

Bulbs

FUEL ODOR COMMENTS

No odors

COMMENTS

Tank is new install. Manufactured 2017 as per manufacturer label

ELECTRICAL SYSTEMS

DC ELECTRICAL SYSTEMS

DC SYSTEMS VOLTAGE

12 Volt systems.

BATTERIES

(2) two 4d Deka Marine master HD deep cycle in secure battery boxes port and stb.

BATTERY SWITCHES

Two (2) Guest rotary switches.

MAIN DC BREAKERS

none seen

DC ELECTRICAL PANEL BREAKERS/FUSES

DC branch breakers in the main Galley electrical panel.

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DC ELECTRICAL SYSTEM MONITORS

None Analog DC Voltage Meters in the engine gauge panel

BATTERY CHARGERS

Guest Charge Pro - 12 volt / 10 amp. Battery Charger.

COMMENTS

Always recommend verifying that the AC/DC electrical systems have properly sized & rated overcurrent circuit protection and conductor sizes.



AC ELECTRICAL SYSTEMS

AC SHORE POWER SYSTEM VOLTAGE

120 Volt @ 60Hz.

AC SHORE POWER INLETS

30 Amp/125 volt shore power inlet.

AC SHORE POWER CORDS

30 Amp. vinyl shore power cord.

AC SOURCES

Shore

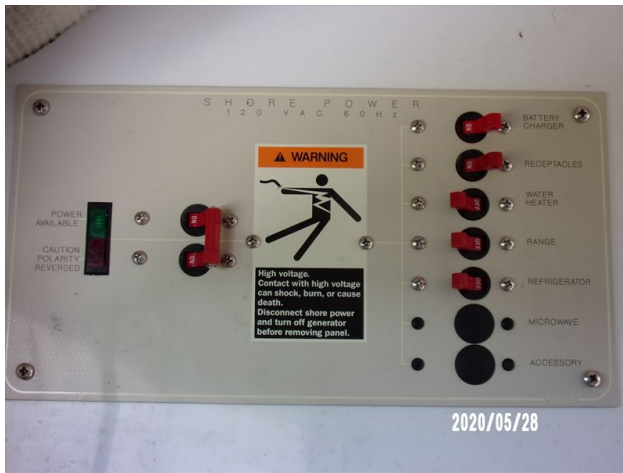
MAIN AC SHORE POWER BREAKERS

The main AC breaker was installed in the main electrical panel.

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AC ELECTRICAL PANEL BREAKERS

AC branch breakers in the main cabin AC electrical panel.



AC ELECTRICAL POWER OUTLETS

The AC outlet was tested using a UL Listed Circuit Tester. The GFCI protected outlet did not trip at its test button.

FINDING A-1

AC ELECTRICAL OUTLET POLARITY

AC electrical outlet polarity was checked and found to be wired correctly.

AC ELECTRICAL SYSTEM MONITORS

None

AC SHORE POWER PHASE RATING

Single Phase.

AC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

Recommend thorough inspection and maintenance of the vessel's AC & DC wiring, by checking the security of all electrical conductor terminations (destructive testing), cleaning any corrosion off of the electrical conductors and applying a corrosion inhibitor where appropriate.

WATER SYSTEMS

FRESHWATER SYSTEM

WATER TANKAGE MATERIAL

Unknown

WATER TANKAGE CAPACITY

Unknown

WATER FILL LOCATION

Starboard amidships side deck, marked for water.

WATER FILL MARKING

Properly marked for water.

FRESHWATER TANKAGE VENTILATION

Starboard hull side.

COMMENTS

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

HOT WATER SYSTEM

Report of Marine Survey

COMMENTS

Recommend monitoring the water heater, as it is generally known that they can fail internally without warning.

BLACKWATER SYSTEM

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

Type III MSD Waste System (utilizes a holding tank or similar device that prevents the overboard discharge of treated or untreated sewage).

BLACKWATER TANKAGE

Porta potty

BLACKWATER TANKAGE VENTILATION

Starboard hull side, below the pump-out fitting.

BLACKWATER SYSTEM DISCHARGE

Plumbed to pump out

COMMENTS

The vessel's operator is responsible for determining what type of MSDs (marine sanitation devices) are prohibited & permitted by law in the location of the vessel's intended use.

GREYWATER SYSTEM

COMMENTS

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

STEERING SYSTEMS

STEERING SYSTEM TYPE

Hydraulic.

STEERING SYSTEM MANUFACTURER

Sea-Star by Teleflex.

NUMBER OF STEERING STATIONS

One (1) helm station at the starboard bridge.



STEERING HOSES/LINES

Reinforced flexible hoses with metallic fittings. Marked as steering hose.

STEERING SYSTEM ACTUATORS

The steering ram appeared to be well secured.

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GROUND TACKLE

ANCHORS

Danforth 5 pound Galvanized Anchor.

ANCHOR RODE TYPE

2 fathoms of 1/4" chain shackled to 1 fathom 3/8" chain. All shackled to 50 fathoms of 3/8" twisted nylon

FINDING C-3

ANCHOR WINDLASS

None

COMMENTS

It is highly recommended to have at least one additional spare anchor and rode (chain) for emergencies and added anchoring options.

ELECTRONICS & NAVIGATION EQUIPMENT

VHF RADIOS

Standard Horizon Eclipse VHF Radio.

West Marine VHF500dsc

GPS CHARTPLOTTER

Garmin GPSmap 741xs GPS/Chartplotter.

FISH FINDER

Garmin 320C

COMMENTS

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

SAFETY EQUIPMENT

THE FOLLOWING IS A LIST OF POSSIBLE EQUIPMENT THAT YOU MAY WANT TO LOOK AT SAFETY EQUIPMENT (U.S.C.G.)

WEARABLE PERSONAL FLOATATION DEVICES (33 CFR 175)

Five (5) Type II U.S.C.G. Approved PFD's.

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Throwable devices must be immediately available for use. They should be on the main deck within arm's reach, hanging on a lifeline or other easily reached location.

One (1) Type IV - U.S.C.G. Approved Throwable Device (cushion).

FIRE EXTINGUISHERS (46 CFR 25)

One (1) Type BC-I 2.5 lb. Dry Chemical.

VISUAL DISTRESS SIGNALS (33 CFR 175.101)

12 Gauge Day/Night Visual Distress Signals.

SOUND PRODUCING DEVICES (33 CFR 83)

Hand-held Compressed Air Horn.

NAVIGATION LIGHTS (33 CFR 83)

The Navigation Lights illuminated

U.S.C.G. NAVIGATION RULE BOOK (33 CFR 83) VESSELS OVER 39'4"

None

FINDING B-2

Report of Marine Survey

AUXILIARY SAFETY EQUIPMENT

BILGE HIGH WATER ALARMS

None

LIFE RAFTS

None sighted. Highly recommended.

E.P.I.R.B.

None sighted. Highly recommended.

MAN OVERBOARD SYSTEM (MOB)

None sighted. Recommend mounting a life ring in a prominent and accessible location of the vessel.

REBOARDING LADDER

None

FIRST AID SUPPLIES

Yes

CARBON MONOXIDE DETECTORS (ABYC A-24)

None sighted. Highly recommend installing Carbon Monoxide Detectors inside all of the accommodation spaces.

FINDING B-3

SEARCH LIGHT

None

COMMENTS

PLEASE VISIT THE FISHSAFEWEST.COM WEB PAGE

BILGE PUMPING SYSTEMS

ELECTRIC BILGE PUMPING SYSTEMS

One (1) Rule 2000, 12 volt Bilge Pump with floatswitch. Powered up.

One (1) Rule 400, 12 volt Bilge Pump with floatswitch. Powered up.

MANUAL BILGE PUMPING SYSTEMS

None seen

FINDING C-4

COMMENTS

Highly recommend weekly testing of bilge pump operation, adequate dewatering ability and removal of any bilge pump debris.

UNDERWATER EQUIPMENT & HULL INSPECTION

PROPELLERS

Two (2) 3 blade stainless steel

Report of Marine Survey



TRIM & TILT SYSTEM

The Trim & Tilt motors operated normally from the helm controls and from the engine mounted trim switches.

FINDING C-5

TRIM TAB SYSTEM

Stainless steel



HULL SEA-STRAINERS

The hull was equipped with raw water strainer screens. Monitor/clean often.



Report of Marine Survey

DRAINAGE THROUGH-HULLS

Plastic discharge/drainage through-hulls.

HULL TRANSDUCERS

The transducers appeared serviceable, where sighted.

ANTIFOULING PAINT

The antifouling bottom paint appeared serviceable.

OSMOTIC HULL BLISTERS

none seen

HULL SURFACE COMMENTS

No delaminated areas were identified on the hull's wetted surfaces, where accessible. No anomalous percussion sounds were observed. The hull appears to be in excellent condition. A nearly imperceptible repair was made on the port quarter.

HULL INSPECTION COMMENTS

Inspection of the hull's wetted surface was partially hindered, due to the vessel's position on the trailer. Unexposed areas precluded inspection. A percussion hammer sounding was performed where accessible.

BOTTOM INSPECTION REMINDERS

Spin outboard motor props for abnormal sound, and check lower unit drive fluid for milky appearance if possible.

VESSEL DOCUMENTATION

HIN (HULL IDENTIFICATION NUMBER) COMPLIANCE (33 CFR 181)

Displayed on the starboard transom

STATE REGISTRATION COMPLIANCE (33 CFR 173)

The vessel's State Registration Numbers were not displayed according to U.S.C.G. Standards.



FINDING C-6

VOLUNTARY DOCKSIDE EXAM DECAL (USCG)

A current dockside exam decal was not sighted
No carbon monoxide warning was displayed

FINDING B-4

Findings & Recommendations

Deficiencies noted under "FIRST PRIORITY/SAFETY FINDINGS" should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. Findings may also be in violation of U.S.C.G. Regulations, ABYC Voluntary Safety Standards & Recommended Practices or NFPA Codes & Standards.

Deficiencies noted under "SECONDARY PRIORITY/FINDINGS NEEDING TIMELY ATTENTION" should be corrected in the near future, so as to maintain and adhere to certain codes, regulations, standards or recommended practices (and safety in some cases) and to help the vessel to retain it's value.

Deficiencies noted under "SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS" are lower priority or cosmetic findings, which should be addressed in keeping with good marine maintenance practices and in some cases as a desired upgrade.

Deficiencies will be listed under the appropriate heading:

- A. FIRST PRIORITY/SAFETY FINDINGS
- B. SECOND PRIORITY/FINDINGS NEEDING TIMELY ATTENTION
- C. SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

A: SAFETY DEFICIENCIES

AC ELECTRICAL POWER OUTLETS

The AC outlet was tested using a UL Listed Circuit Tester. The GFCI protected outlet did not trip at its test button.

FINDING A-1

The GFCI electrical outlets located in the **** failed to trip with a UL Listed Circuit Tester and by their test buttons.

RECOMMENDATION

Replace the outlet, as necessary.

B: OTHER DEFICIENCIES REQUIRING ATTENTION

TRIAL RUN COMMENTS

A trial run was performed during the Survey inspection. STB engine failed

FINDING B-1

Engine failed sea trial

RECOMMENDATION

inspect and repair or replace

Findings & Recommendations

U.S.C.G. NAVIGATION RULE BOOK (33 CFR 83) VESSELS OVER 39'4"

None

FINDING B-2

A U.S.C.G. International and Inland Navigation Rules Handbook was not observed onboard. This official government rulebook is required on vessels 12M or 39'4" and larger. Also known as Nav-Rules CG169, it contains the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS).

RECOMMENDATION

Provide the latest version of the Navigation Rulebook to comply with USCG Regulations. Fine for non-compliance.

CARBON MONOXIDE DETECTORS (ABYC A-24)

None sighted. Highly recommend installing Carbon Monoxide Detectors inside all of the accommodation spaces.

FINDING B-3

Carbon Monoxide Detectors were not observed onboard the vessel.

RECOMMENDATION

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

VOLUNTARY DOCKSIDE EXAM DECAL (USCG)

A current dockside exam decal was not sighted

No carbon monoxide warning was displayed

FINDING B-4

No dockside exam

No carbon monoxide decal seen

RECOMMENDATION

See fishsafewest.com

Display a carbon monoxide decal as per Washington state boating regulations

C: SURVEYOR'S NOTES & OBSERVATIONS

INTERIOR DOORS

Vinyl panel board

FINDING C-1

Water damaged head door delamination along the bottom edge.

RECOMMENDATION

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

Findings & Recommendations

GENERAL INTERIOR & SOFTGOODS CONDITION

The general maintenance of the vessel's interior appeared serviceable; however, the interior required general cleaning.

FINDING C-2

The rode chain was laid out on the interior bench. Some rust bleeding from the chain has soiled and deteriorated the cushions

RECOMMENDATION

Keep the chain stored in the locker or on a protected surface..

ANCHOR RODE TYPE

2 fathoms of 1/4" chain shackled to 1 fathom 3/8" chain. All shackled to 50 fathoms of 3/8" twisted nylon

FINDING C-3

No mousing at the shackles

RECOMMENDATION

Mouse the pins

MANUAL BILGE PUMPING SYSTEMS

None seen

FINDING C-4

In case all else fails, there is no manual pump aboard.

RECOMMENDATION

Always have a spare pump on board.

TRIM & TILT SYSTEM

The Trim & Tilt motors operated normally from the helm controls and from the engine mounted trim switches.

FINDING C-5

The port engine's Trim & Tilt ram had a hydraulic fluid leak or seepage

RECOMMENDATION

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

Findings & Recommendations

STATE REGISTRATION COMPLIANCE (33 CFR 173)

The vessel's State Registration Numbers were not displayed according to U.S.C.G. Standards.

FINDING C-6
The vessel's State Registration Numbers were not displayed according to U.S.C.G. Standards.
RECOMMENDATION
Properly display State Registration Number for compliance. Numbers must be painted or permanently attached to each side of the forward half of the vessel. The numbers must be read from left to right, and of a color that is contrasting with the background color. The validation sticker must be affixed within six inches of the registration number. No other letters or numbers may be displayed. Nearby lettering must be in plain, vertical block characters of not less than 3 inches in height. Spaces or hyphens between letter and number groupings must be equal to the width of a letter other than "I" or a number other than "1".

Report Summary

SUMMARY

VESSEL CONDITION

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

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

The following is the accepted Marine Grading 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 additional work and normally equipped for her size.

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

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

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

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

AVERAGE

Report Summary

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 the Surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel is:

\$25,000

Twenty-Five Thousand US Dollars

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

\$65,000

Sixty-Five Thousand US Dollars

Report Summary

SUMMARY

In accordance with the request for a Marine Survey of the "Tuff Stuff", 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 May 28, 2020. Subject to correction of deficiencies listed in sections A and B, the vessel is considered to be reasonably suitable for its intended use. Other deficiencies listed should be attended to in keeping with good maintenance practices or as upgrades.

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 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.

Scott Heitman, Marine Surveyor

