Currents Marine Survey, LLC

Surveyors That Inspect What You Expect

2016 33' Grady-White Express Sport Yacht

"Karvi"

Membership with the American Boat & Yacht Council

Ph. 253-359-6733
www.currentsmarinesurvey.com/
ron@currentsmarinesurvey.com

Report of Marine Survey

Pre Purchase Survey #CMS2021-9-59

"Karvi"

2016 33' Grady-White Express Sport Yacht

CONDUCTED BY

Ron Thompson

CURRENTS MARINE SURVEY, LLC

PREPARED FOR

Brian Clarke

September 7, 2021

INTRODUCTION

PURPOSE & SCOPE

The Surveyor from Currents Marine Survey, LLC attended aboard the 2016 Grady-White Express Sport Yacht "Karvi", at the request of Brian Clarke. September 7, 2021. The Survey was requested to determine the physical condition and value of the vessel "at time of survey". 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.

There was no mechanical/engine or generator Survey performed during the Hull Survey. It is highly recommended and understood that all propulsion and auxiliary power systems (engines, transmissions, gears, drives, generators) be inspected by their respective Manufacturer's Certified Technician to determine their condition. Questions about the condition of these systems should be directed to the owner or broker.

An out of the water inspection of the hull's wetted surfaces and running gear was performed during the previous inspection, July 6, 2021. The running gear was examined without the removal of any hardware or coatings and the hull bottom was sounded approximately every 6 inches with a phenolic hammer. Any reference to bronze, aluminum or stainless steel materials is a color reference only, as the actual metallurgy cannot be determined without laboratory testing.

A trial run was NOT performed at the time of the Survey. The engines, running gear and related systems requiring the vessel to be underway and were not demonstrated. Engines, Genset and Bow thruster were only demonstrated at dock.

Some electrical and electronic equipment was powered up and some electrical equipment may have been tested for basic and/or limited function only. The wiring (conductors) was inspected from a general perspective where accessible. 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. The tankage was not opened or internally inspected unless otherwise noted. 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.

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.

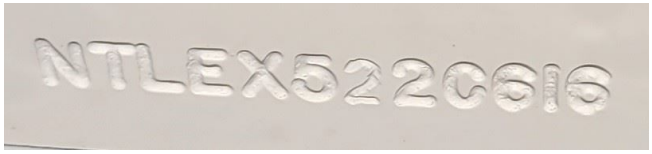
The number of asterisks in this General Information section refers to the source of related information as follows:

** 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.

HIN (HULL IDENTIFICATION NUMBER) VERIFICATION COMMENTS

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



GENERAL VESSEL INFORMATION

TYPE OF SURVEY REQUESTED:	Pre-Purchase for Buyer
DATE OF SURVEY INSPECTION:	September 7, 2021
FILE NUMBER:	#CMS2021-9-59
VESSEL BUILDER:	Grady White Boats, Inc.
VESSEL DESIGNER:	Raymond Hunt and Associates.
HIN (HULL IDENTIFICATION NUMBER):	NTLEX522C616
MODEL YEAR:	2016
YEAR BUILT:	March of 2016 (per Hull Identification Number)
STATE REGISTRATION NUMBER:	WN 9288 SJ (affixed decal was expired).
STATE REGISTRATION DECAL NUMBER:	D395525
STATE REGISTERED VESSEL OWNER:	Jacobsen's Marine
VESSEL MATERIAL:	Fiberglass
LENGTH OVERALL (LOA):	33' 6"
BEAM:	11' 7"
DRAFT:	25"
OVERHEAD CLEARANCE:	9' 10" **
DISPLACEMENT:	10,840 lbs.
LOCATION OF SURVEY INSPECTION:	Edmonds Marina, Edmonds, WA
LOCATION OF BOTTOM INSPECTION:	Jacobsen's Marine boat yard. Edmonds, WA
VESSEL OWNER:	Jacobsen's Marine
VESSEL OWNER ADDRESS:	345 Admiral Way, Edmonds, WA 98020
PERSONS IN ATTENDANCE DURING SURVEY:	Ron Thompson (Surveyor), Tom Ross (Broker)
WEATHER CONDITIONS PRESENT:	Sunny, Dry, Light Breeze

RATING & VALUATION

VESSEL OVERALL RATING:	****EXCELLENT
ESTIMATED MARKET VALUE:	**$390,398**
ESTIMATED REPLACEMENT COST:	**$445,898**

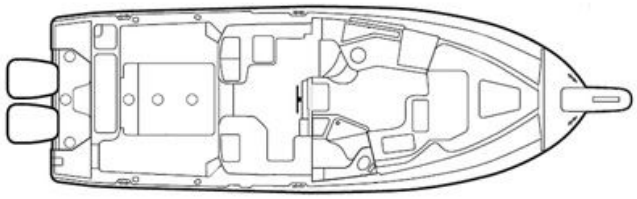
VESSEL CONSTRUCTION
HULL ARRANGEMENT

VESSEL DESCRIPTION AND LAYOUT

Express | Full Enclosure - Through the starboard, transom door a large cockpit includes: 254-quart (240.4 L) insulated fishbox fitted into the transom. Situated just below the box is a foldaway bench seat that deploys also giving access to generator, the seacocks, raw water pumps, filters and bilge pumps conveniently located. Swim platform and integrated boarding ladder are all aft of course.
Forward into the cockpit, on the port side, is a rigging station with a grill and storage space below for tackle.
Directly across to the starboard side is another console that houses a 45-gallon (170.3 L) raw water livewell with light, overboard drain, and full-column distribution inlet.

Raised bridge deck and enclosed AV2 hardtop with a high, contoured windshield and tall side glass windows for extra weather-protection on three sides. Includes aft curtain. Port and starboard side mounted bench seats. Located on the port side is a traditional seat for one that easily converts into a mini-lounger. This location also provides access to the companionway's folding doors and the cabin below. Under the seat is a 56-quart (53 L) cooler. To the starboard side of the helm are a pair of seats that are configured to face each other.

Down the port side companionway the cabin sleeps five in three locations, has a dining table, galley and head. The galley has a microwave oven, two-burner electric glass stovetop, stainless-steel sink and refrigerator. Corian countertop. Under the helm deck is a crawl-in mid-cabin area. The interior is in "like new" condition and shows pride of ownership.



HULL DESIGN TYPE

Modified-V, planing type, with flared bow, hard chines and lifting strakes. 20 degree deadrise at transom.

HULL MATERIAL

FRP (fiber reinforced plastic).

EXTERIOR FINISH

Off- white gelcoat, with gold and silver mid-hull stripes. Some minor abrasions however the overall hull surface was in exceptional condition.

GENERAL EXTERIOR CONDITION

The exterior of the vessel appeared to be generally well kept.

TRANSOM

Cored transom with starboard transom door.

BOARDING SWIM LADDER

Telescoping stainless steel boarding ladder installed at the starboard swim platform. Demonstrated.

STRINGERS/TRANSVERSALS

Hull stiffness was reportedly provided by cored fiberglass longitudinal stringers and athwartships transversals.

BILGES

A gelcoated surface was used in the bilges. Limited access. No exceptions sighted.

DECK ARRANGEMENT

DECK MATERIAL

Reportedly, cored FRP (fiber reinforced plastic) with white gelcoat and textured non-skid. Decks were percussion sounded and found in serviceable condition.

HULL-TO-DECK JOINT TYPE

The hull to deck joint is an overlap "shoe box" type joint with elastomeric marine sealant between hull and deck joint. The joint is fastened with stainless steel self-tapping screws and wood backing strips, with fasteners spaced at approximately 7" between one another. The molded plastic rubrail with stainless steel insert was fastened to the joint.

BRIDGE ARRANGEMENT

HARD-TOP

Fiberglass Hard-Top with powder-coated aluminum support panels and tempered glass window enclosures. Six (6) rocket launcher rod holders were welded to the aft portion of the side panels. A drop curtain enclosure with roll-up access was securely attached to the hardtop and side panels. All were in serviceable and "like new" condition. No exceptions sighted.

RADAR ARCH

Stainless Steel Radar Arch.

EXTERIOR EQUIPMENT

GENERAL EXTERIOR HARDWARE EQUIPMENT

No significant corrosion was observed on the vessel's hardware. There were 6 horn type stainless steel cleats found throughout the vessel with port & starboard bow line chocks. All cleats and line chocks were securely mounted, in good condition and provided normal service. A stainless steel bow railing was installed on the vessel's deck, following through to amidship on either side. Stainless steel handrails were located at convenient locations on the flybridge and the cabin house sides. There was a custom radar arch mounted to the hard top that held the hailing speaker and radar. Rod holders were installed in the gunwales, two (2) per side. Rod holders were in good condition, appeared serviceable and provided intended service. The vessel was equipped with a molded fiberglass bow pulpit with stainless steel anchor roller. Ground tackle was sighted to be one (1) Delta galvanized anchor (approximately 30lbs.), approximately 20 feet of 3/8" galvanized chain and approximately 200 ft of 1/2" stranded nylon anchor rode. The vessel is equipped with a Lewmar 12 volt windlass. The self bailing deck drains at the port & starboard aft cockpit corners were in serviceable condition and provided intended service.

COCKPIT/AFT DECK EQUIPMENT

The cockpit included a Kenyon electric grill. Had some evidence of previous use but was not tested. Require test/prove.

EXTERIOR SEATING

Situated just below the transom icebox is a standard foldaway bench seat that deploys also giving access to generator, aft bilge. The bridge seating has a center positioned helm with firstmate seating to port and starboard. Some of the crew seats fold up for additional lounging areas. All found in excellent condition and operational.

GENERAL EXTERIOR SOFT-GOODS CONDITION

The vessel's exterior soft-goods were found in "like new" condition. No exceptions sighted.

GENERAL HARDWARE CONDITION

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

EXTERIOR LIGHTING

Tower spreader lights, bridge hard-top overhead lights, cockpit overhang lights, cockpit under-gunwale lights and underwater lights. All illuminated when tested.

EXTERIOR WASHDOWNS

Freshwater washdown was located in the port aft cockpit gunwale. Demonstrated.

DECK HATCHES

Opening deck hatch on the foredeck. Demonstrated.

WINDSHIELD

Tempered glass, wrap-around Pilothouse-type windshield with full side glass. There is a powered glass vent upper-center of the windshield. Demonstrated.

DECK RAILINGS

Stainless steel railings ran from amidships around the forward perimeter of the vessel. No exceptions sighted.

DECK DRAINAGE

Self bailing deck drains at the port & starboard aft cockpit corners. Some debris was sighted in the lazarette drains around opening. Recommend cleaning deck drains after each use.

ROD HOLDERS

Rod holders were installed in the cockpit gunwales. Also in place were two (2) downrigger holding plates. All found in serviceable condition. No exceptions sighted.

DECK COOKING APPLIANCE

Cockpit electric barbeque set port side behind passenger seat. Powered up.

FENDERS

Four (4) fenders were observed onboard.

MOORING LINES

Five (5) mooring lines were observed onboard.

UNDERWATER EQUIPMENT & HULL INSPECTION

UNDERWATER EQUIPMENT

The bottom was visually and sounded with a percussion hammer. According to the manufacturer, the bottom is a solid fiberglass laminated with polyester resins. Chop strand mat and cloth were used to alleviate the print through visual sightings of laminates or bulkhead. The antifouling paint appeared to be in serviceable condition.

PROPELLERS

Two (2) Yamaha Saltwater Series XL, three bladed Stainless Steel propellers. No exceptions sighted.

TRIM & TILT SYSTEM

The Trim & Tilt motors operated normally from the helm control switches.

TRIM TAB SYSTEM

Bennett Marine 12 volt Electro-Hydraulic Trim Tabs. Demonstrated.

SACRIFICIAL ANODES

No significant waste was observed on the Zinc Anodes. Monitor frequently.

ANTIFOULING PAINT

The antifouling bottom paint appeared to be serviceable, but may require re-coating due to the vessel being stored out of the water for an extended period of time.

OSMOTIC HULL BLISTERS

No osmotic laminate blisters were sighted.

HULL INSPECTION COMMENTS

Hull was inspected and tapped with a phenolic hammer. Due to the vessel being kept on a roller trailer, all surfaces were not fully inspected or accessible. Original hull inspection was performed on July 6, 2021. No exceptions sighted.

PROPULSION & MACHINERY SPACE

PROPULSION SYSTEM

ENGINE OVERVIEW

The vessel's main propulsion engines were twin Yamaha 350, Four Stroke V8 outboards.

ENGINE MODEL

Twin, Yamaha F-350 V8 Four Stroke, 5.3 Liter (325.3 cid) Outboard Motors.

MANUFACTURE DATE

Data tags stated November 2015.

ENGINE HOURS

121 hours. +/- on both engines.

ENGINE SERIAL NUMBERS

Port: 1012428 Starboard: 1012429

ENGINE LABELS & NOTICES

Found intact.

ENGINE ALARM SYSTEM

Yamaha audible/visual electronic Engine Management System.

COMMENTS

Some corrosion and pitting was found on the engine mounting brackets caused by barnacles and saltwater exposure. Appeared to have been cleaned post first inspection of July 6th.

TRIAL RUN INFORMATION

COMMENTS

No engine inspection was performed at time of the vessel survey. A dockside only demonstration was performed by broker to show initial start and brief running of the engines. Both engines demonstrated with full streams. No exceptions noted.

MACHINERY & BILGE SPACE EQUIPMENT

ENGINE ROOM AIR BLOWERS

A 12 volt electric blower fan for the generator was located in the aft bilge. Powered up.

SEACOCKS/SEA-VALVES

Raw water seacocks were bronze alloy ball valve type. No exceptions sighted. Exercise and monitor seacocks frequently.

HOSES

Appeared serviceable, where sighted.

FISHING EQUIPMENT

FISHING EQUIPMENT

Cockpit tackle center, with bait-preparation sink, rigging box, tackle drawers and tackle box storage lockers. All sighted in clean and "like new" condition.

OUTRIGGERS

Two (2) Scotty outriggers are conveyed with sale. Were not demonstrated.

ROD HOLDERS

Rod holders were installed in the gunwales.

FISH BOXES

A raised fish box was integrated into the transom.

WASH DOWNS

Freshwater washdown was located in the port cockpit. Demonstrated.

ELECTRIC REEL OUTLETS

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

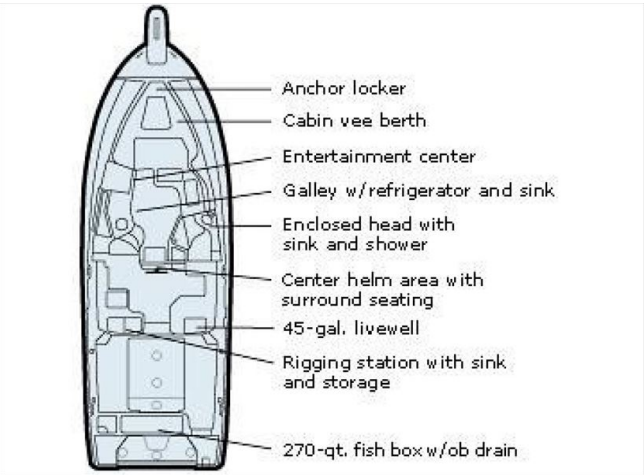
DOWNRIGGERS

Two (2) downrigger mounting sockets were installed on the port and starboard gunwales.

CABIN APPOINTMENTS
INTERIOR

MAIN CABIN ARRANGEMENT

Down the starboard side companionway the cabin sleeps five in three locations, has a dining table, galley and head. The galley has a microwave oven, two-burner electric glass stovetop, stainless-steel sink and refrigerator. Corian countertop. Under the helm deck is a crawl-in mid-cabin area. The interior is in "like new" condition and shows pride of ownership.



SHOWER ARRANGEMENT

Integral shower in the head that drains directly to a midship-bilge sump. Sump and shower demonstrated.

INTERIOR CABINETRY & TRIM

The interior Satin finished Cherry cabinetry and trim was in "like new" condition.

FLOORING

Teak & Holly cabin sole. One small blemish was found. See finding.

FINDING C-1

GENERAL INTERIOR & SOFTGOODS CONDITION

No significant wear & tear was observed on the interior surfaces and soft-goods.

INTERIOR SYSTEMS & EQUIPMENT

LIGHTING

12 Volt DC and 110 volt AC lighting fixtures. All lights illuminated.

HVAC/AIR CONDITIONING SYSTEM

One (1) Marine Air unit. 12,000 BTU with digital controls. Demonstrated.

AUDIO/VISUAL EQUIPMENT

TELEVISION SYSTEM

Jenson television with DVD Player in the cabin. Powered up.

STEREO SYSTEM

Jenson Stereo/CD Player, with 6 speakers.

Fusion UD750 Stereo/CD/DVD/Sirius Satellite Radio Player, with Fusion Remote Controls. Powered up.

GALLEY EQUIPMENT

REFRIGERATION

Norcold Refrigerator/Freezer. Powered up.

STOVE

Kenyon double burner Stove with Ceramic Glass Cooktop. Demonstrated.

MICROWAVE OVEN

Muave Brand Microwave. Demonstrated.

FUEL SYSTEMS

FUEL SYSTEM TYPE

Gasoline for the engines. Diesel for the generator.

FUEL TANK MATERIAL

5052-H32 Aluminum.

NUMBER OF FUEL TANKS

Two (2).

FUEL TANKAGE CAPACITY

331 gallons total. Recommend verifying individual fuel tankage capacities.

FUEL TANK MANUFACTURER LABELING

The ABYC required fuel tankage labels were sighted on the gen set fuel tank only.

FUEL TANKAGE SECURING

The tanks were framed in where sighted.

FUEL FILL LOCATION

Port & starboard aft side decks, marked for diesel and gasoline.

FUEL FILL MARKING

The deck fuel fill fittings were clearly marked as to fuel type.

FUEL TANK VENTILATION

Port hull side, below the fuel fill.

FUEL TANKAGE & FUEL FILL GROUNDING

Unknown due to access. Recommend verifying grounding.

FUEL FILL HOSE/PIPE

Type A2 USCG Approved Fuel Hoses, where sighted.

MAIN ENGINE PRIMARY FUEL FILTERS

Yamaha Spin on canister type filter/water separators remotely located in aft lazarette, mounted to stringer.

FUEL FILTER CONDITION

Unknown, due to enclosed filter design type. Monitor/service often.

ELECTRICAL SYSTEMS

DC ELECTRICAL SYSTEMS

DC SYSTEMS VOLTAGE

The DC system is a 12 V system. The distribution panel was located in the main cabin to the starboard side and was equipped with analog voltage and amperage meters. The main DC breakers were installed in the DC panel. The branch breakers were labeled appropriately, however, the full operation of the wiring circuits and equipment were not verified. The DC panel and its accessible components were in good condition and appeared to provide intended service.

BATTERIES

Five (5) 12 volt batteries were observed in the aft lazarette area. Batteries were tested for voltage with a Fluke digital volt/ohm meter. 12.99 volts were noted at time of survey with engines off.

BATTERY SWITCHES

Two (2) Blue Sea rotary switches, located in the aft cockpit, to port.

BATTERY PARALLEL SWITCHING

Blue Sea Systems Marine Parallel Switch.

DC ELECTRICAL SYSTEM MONITORS

Analog DC voltage & amperage gauges in the main electric panel.

BATTERY CHARGERS

ProMariner ProNautic 1250 c3 - 12 volt / 50 amp. Battery Charger. Powered up.

DC POWER OUTLETS

12 Volt outlets were sighted in cabin and crews quarters. No test was performed as all outlets were equipped with USB sockets only.

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.

AC SHORE POWER INLETS

30 Amp/125 volt shore power inlet.

AC SHORE POWER CORDS

30 Amp. vinyl shore power cord.

MAIN AC SHORE POWER BREAKERS

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

AC ELECTRICAL SYSTEM MONITORS

AC voltage & amperage gauges in the main AC electric panel.

AC ELECTRICAL SOURCE SELECTOR SWITCHING
Manual slide type located in the main cabin electric panel.

AC ELECTRICAL POWER OUTLETS
AC outlets sighted throughout vessel. GFCI outlets are located in the galley area and head. No exceptions sighted.

GENERATORS/AUXILIARY POWER
GENERATORS

GENERATOR MODEL
Fischer Panda - Panda 4 Mini.

GENERATOR FUEL TYPE
Diesel.

GENERATOR KILOWATT RATING
4.0 KW.

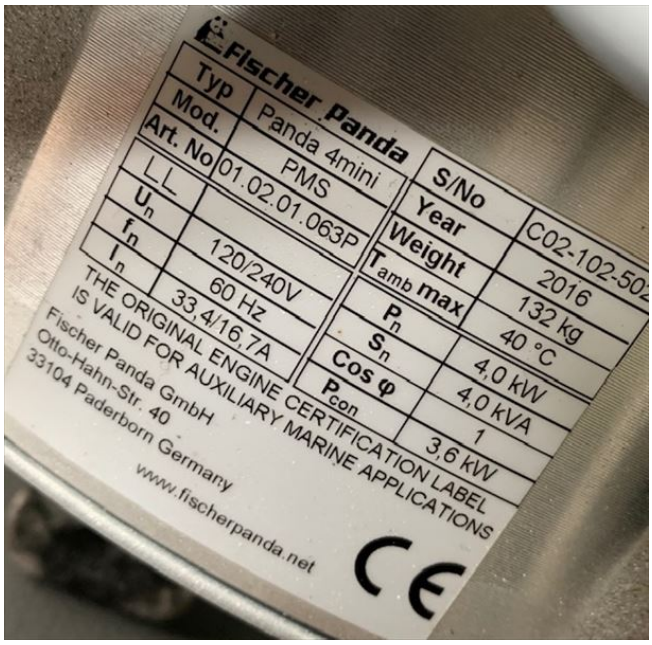
GENERATOR VOLTAGE RATING
120/240 Volts AC.

GENERATOR PHASE RATING
Single Phase.

GENERATOR HOURS
10.8 hours hours observed on the generator mounted digital hour meter.

GENERATOR SERIAL NUMBERS
C02-102-502

GENERATOR LABELS & NOTICES
Appropriate labels were installed.



COMMENTS

The generator was operated only briefly during the Survey. It was load tested with operation of the microwave. Outlet polarity and AC systems were tested by AC shore power only.

WATER SYSTEMS

FRESHWATER SYSTEM

WATER TANKAGE MATERIAL

Polyethylene.

NUMBER OF FRESHWATER TANKS

One (1).

WATER TANKAGE CAPACITY

44 Gallons.

WATER TANKAGE SECURING

Unknown due to access.

WATER TANKAGE LOCATION

Unknown due to access.

WATER FILL LOCATION

Port amidships side deck, marked for water.

WATER FILL MARKING

Properly marked for water.

FRESHWATER TANKAGE VENTILATION

Port hull side, below the fill pipe.

FRESHWATER PUMPS

Demonstrated.

CITY WATER/DOCKSIDE INLET CONNECTION

Dock-side hose connection in the port transom/cockpit (required test/prove).

COMMENTS

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

HOT WATER SYSTEM

WATER HEATER

Unknown due to access (the data tags were inaccessible).

WATER HEATER TYPE

Marine Grade.

WATER HEATER CAPACITY

6 Gallons.

WATER HEATER PRESSURE RELIEF VALVE

Unknown due to access.

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). The MSD is plumbed to a center line located, midship, crews quarters, non-metallic holding tank of unverified capacity. The tank is plumbed to a Y-valve leading to either overboard discharge or deck mounted pump out location.

BLACKWATER TANKAGE

Polyethylene Blackwater (sewage) holding tank.

BLACKWATER TANKAGE VENTILATION

Starboard hull side, below the pump-out fitting.

GREYWATER SYSTEM

GREYWATER TANKAGE

The vessels sinks discharged overboard and the shower was plumbed into an individual sump type box with overboard discharge. Sump pump was demonstrated. No exceptions noted.

GREYWATER DISCHARGE SYSTEM

Rule 2000. Demonstrated.

HEAD SINKS

Molded gelcoated fiberglass Head sink.

STEERING SYSTEMS

STEERING SYSTEM TYPE

Electro-Hydraulic Power Steering.

NUMBER OF STEERING STATIONS

One (1) helm station at the starboard bridge.

THRUSTERS

Vetus (or alike) 12 volt Bow Thruster. Powered up. Demonstrated.

TRIM TAB SYSTEM

Bennett Marine 12 volt Electro-Hydraulic Trim Tabs.

GROUND TACKLE

ANCHORS

Delta 35 lb. Galvanized Plow Anchor.

ANCHOR RODE TYPE

Galvanized chain and approximately 3/8" braided nylon line. The anchor-to-chain shackle's securing bolt was not safety wired. See finding.

FINDING B-1

ANCHOR WINDLASS

Lewmar 12 volt Windlass. Demonstrated.

ELECTRONICS & NAVIGATION EQUIPMENT

VHF RADIOS

Icom IC-M506 VHF Radio. Powered up.

LOUD HAILER

Standard Horizon 240SW Loud Hailer Speaker Horn.

MULTI-FUNCTIONAL NAVIGATION DISPLAYS

Garmin GPS-Map 7612, 15" Multi-Functional Navigation Touchscreen Display, with GPS Chartplotter. Powered up.

AUTOPILOT

Auto pilot interfaced with the Multi-Function Navigation Display. Also included hand-held remote for fishing activities. Require test/prove.

ANTENNAS

The antennas appeared to be well mounted where sighted.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (U.S.C.G.)

WEARABLE PERSONAL FLOATATION DEVICES (33 CFR 175)

Four (4) Type II U.S.C.G. Approved PFD's.

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

None sighted.

FIRE EXTINGUISHERS (46 CFR 25)

Two (2) Type ABC-I 2.5 lb. Dry Chemical. No current annual inspection tags were observed.

FINDING A-1

VISUAL DISTRESS SIGNALS (33 CFR 175.101)

None sighted.

FINDING A-2

SOUND PRODUCING DEVICES (33 CFR 83)

12 Volt DC Electric Air Horn. Powered up.

NAVIGATION LIGHTS (33 CFR 83)

All Navigation Lights illuminated when tested.

"NO OIL DISCHARGE" PLACARD (33 CFR 151/155)
Found properly displayed.

"TRASH DISPOSAL" PLACARD (33 CFR 151/155)
Found properly displayed.

U.S.C.G. NAVIGATION RULE BOOK (33 CFR 83) VESSELS OVER 39'4"
The U.S.C.G. International and Inland Navigation Rule Handbook was observed onboard.

GASOLINE ENGINE SPACE BLOWERS (33 CFR 175/183, 46 CFR 25)
A 12 volt Atwood electric blower for the generator space was located in the aft bilge.

AUXILIARY SAFETY EQUIPMENT

BILGE HIGH WATER ALARMS
One (1) Bilge High Water Alarm. Demonstrated.

FIRST AID SUPPLIES
None sighted. Highly recommend a full Medical Kit and the periodic renewal of any outdated medical supplies.

CARBON MONOXIDE DETECTORS (ABYC A-24)
Fireboy Xintex Carbon Monoxide/Smoke Detector. Found still in box to be installed.

SMOKE DETECTORS (NFPA 302)
Fireboy Xintex Carbon Monoxide/Smoke Detector. Found still in box to be installed.

SEARCH LIGHT
None sighted. Highly recommended.

BILGE PUMPING SYSTEMS

ELECTRIC BILGE PUMPING SYSTEMS
Two (2) Rule 2000, 12 volt Bilge Pumps with floatswitches. Powered up.

The Findings & Recommendations section is only one section of the "Karvi" Survey Report. If received on its own, this section should not be mistaken as this vessel's full Survey Report. PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.

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 its 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: FIRST PRIORITY/SAFETY AND COMPLIANCE DEFICIENCIES

FINDING A-1 **FIRE EXTINGUISHERS (46 CFR 25)**

The fixed fire suppression system and hand-held fire extinguishers did not have current annual inspection tags.

RECOMMENDATION

Have the fire extinguishers inspected and re-certified to comply with ABYC and NFPA recommended standards for fire protection.

FINDING A-2 **VISUAL DISTRESS SIGNALS (33 CFR 175.101)**

There were no Visual Distress Signals observed onboard.

RECOMMENDATION

Provide current dated Visual Distress Signals to comply with USCG Regulations.

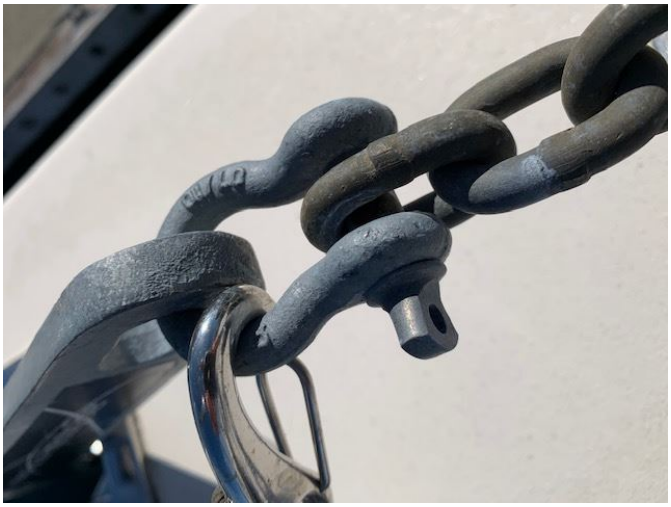
B: SECOND PRIORITY/FINDINGS NEEDING TIMELY ATTENTION

FINDING B-1 **ANCHOR RODE TYPE**

The anchor-to-chain shackle's securing bolt was not safety wired.

RECOMMENDATION

Properly install safety wiring (seizing wire) to prevent accidental anchor loss, as necessary.



C: SURVEYOR'S GENERAL FINDINGS AND OBSERVATIONS

FINDING C-1 **FLOORING**

Small blemish sighted in cabin sole.

RECOMMENDATION

Refinish or replace the flooring, as necessary.

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 the 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:

EXCELLENT

STATEMENT OF VALUATION

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.

APPRAISAL METHODOLOGY:

Report Summary

The following method of valuation was used to obtain the FAIR MARKET VALUE of the vessel:

Similarly equipped, same or similar model vessels are shown as sold on soldboats.com in recent years and were adjusted for model year and date of sale and averaged together.

A) MARKET ANALYSIS:

The average for comparable vessels sold on soldboats.com between January 2020 to September of 2021 was $287,428.

The average for listed "for sale" boats in this model between the year of 2015-2017 is currently is $373,172.

The "Fair Market" value from BucValuPro is reported between $358,398 and $390,398.

CONCLUSION:

With the upgrades/differences in the subject vessel. Given the market trend and availability under these conditions this surveyor determined to apply the BucValuPro formula with all other pricing parameters in consideration. 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:

$390,398

Three Hundred Ninety Thousand, Three Hundred Ninety-Eight US Dollars

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 manufacturer. "ESTIMATED REPLACEMENT COST" of the subject vessel is:

$445,898

Four Hundred Forty-Five Thousand, Eight Hundred Ninety-Eight US Dollars

Report Summary

SUMMARY

In accordance with the request for a Marine Survey of the "Karvi", 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. September 7, 2021. 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.

Ron Thompson
Marine Surveyor | ABYC Certified Systems Advisor
September 8, 2021

Photos

Photos

Photos

Photos

Photos