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Report of Survey

Of the Vessel

"INCENTIVE"

2003 35' Cabo Convertible Sport Fisherman



PRE-PURCHASE CONDITION & VALUATION SURVEY

“INCENTIVE”

2003 Cabo 35 Convertible Sport Fisherman

HIN: CHXA0200J203 | USCG Official No. 1254594

Hailing Port: Stuart, Florida

Prepared exclusively for

William Poston

D. A. Hughes III | Marine Surveyor

Hughes Marine Survey LLC

SURVEY PARTICULARS

In-water inspection: October 5, 2026 | Mariner Cay Marina, Stuart, Florida

Dry-dock inspection: October 6, 2026 | AJ Boat Works

Report delivery: October 7, 2026

Report number: SV-92326

Operational trial: Sea Trial Run section

In-water and dry-dock inspections completed. The report records conditions observed on the stated inspection dates.

Prepared for William Poston

FOUR-CORNER PROFILE PICTURES









General vessel views: transom, bow, port profile, and starboard profile.

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Introduction

Purpose & Scope

At the request of William Poston, the undersigned marine surveyor attended aboard the 2003 Cabo 35 Convertible Sport Fisherman “INCENTIVE” on October 5, 2026, at Mariner Cay Marina, Stuart, Florida, to conduct the in-water portion of a pre-purchase condition and valuation survey. The inspection began at approximately 08:00 and concluded at approximately 16:00. The purpose of the survey was to document the vessel’s observed physical condition, evaluate accessible installed systems and components, identify deficiencies observed during the inspection, and establish an opinion of Fair Market Value. The out-of-water inspection was conducted October 6, 2026, at AJ Boat Works and was limited to the external wetted hull, exterior through-hulls, transducers, propellers, shafts, struts, cutless bearings, rudders, trim tabs, sacrificial anodes, and other submerged running gear.

The inspection was visual and non-destructive and was limited to readily accessible areas and components. The vessel was inspected as presented without removal of fixed partitions, securely fastened panels, headliners, liners, flooring, machinery, appliances, electrical equipment, electronics, furnishings, stored equipment, or other fixed or semi-fixed items. Locked, obstructed, concealed, or dismantling-dependent areas were not inspected. Installed systems and equipment were operated from their normal controls where practical and only as specifically documented within this report. Unless specifically stated as tested, a system or component was visually inspected only.

No internal engine, transmission, marine gear, generator, pump, heat exchanger, cooler, or other machinery disassembly was performed. Machinery observations were limited to accessible external components and operational observations specifically documented within this report. No opinion is expressed regarding internal wear, compression, injector condition, internal mechanical condition, remaining service life, or conditions that could only be established by dismantling or specialized mechanical testing. A qualified marine engine technician should independently evaluate the engines, transmissions, generator, and associated machinery when a comprehensive mechanical assessment is required.

A limited operational trial was conducted and is reported in the Limited Trial Run section. Underway observations were limited to the vessel maneuvers, loading conditions, propulsion response, steering response, instrumentation, machinery observations, and environmental conditions specifically recorded in that section. Backdown testing was not performed. The operational trial was not intended to constitute a comprehensive mechanical, engineering, or performance evaluation of the vessel or its propulsion systems.

Inspection methods were selected to evaluate the condition and operation of accessible components without dismantling. The above-water deck, topsides, superstructure, and accessible structural areas were visually examined and, where applicable, percussion sounded using a phenolic hammer at approximately 8- to 12-inch intervals. Representative areas were checked for comparative moisture content using a Tramex Skipper moisture meter. Moisture readings were evaluated in conjunction with visual inspection, percussion response, surrounding readings, construction type, and surface condition and were not relied upon as a stand-alone determination of structural condition.

During the October 6 dry-dock inspection, the accessible wetted hull was examined while the vessel was supported in the travel lift and subsequently on blocks. Phenolic-hammer percussion sounding was performed at approximately 8- to 12-inch intervals, and comparative moisture readings were taken at approximately 12- to 18-inch intervals. Accessible external running gear was visually inspected and push-pull tested. These external checks did not include precision shaft-runout, alignment, bearing-clearance, or propeller-pitch measurements.

Electrical measurements were taken with a Fluke 115 True RMS multimeter. Representative AC receptacle and GFCI testing was conducted with an IDEAL SureTest 61-164. Surface temperatures were measured where applicable with a Fluke 62 MAX infrared thermometer. Accessible batteries, electrical connections, panels, conductors, and associated components were visually inspected and tested as specifically stated within the report. Wiring concealed within looms, conduits, cabinetry, liners, bulkheads, or other inaccessible locations was not dismantled for inspection. Electronic equipment was tested for basic operation only unless additional testing is specifically documented.

Accessible rails, deck hardware, cleats, chocks, mounts, steering components, rudder linkage, and similar fittings were hand-loaded, manipulated, or push-pull tested where appropriate to evaluate attachment and observable movement. Fuel, potable water, waste, and other installed tanks were visually inspected where accessible. Tank interiors were not inspected, and tank integrity cannot be fully established through an external visual inspection alone.

The mandatory requirements of the United States Coast Guard and applicable federal regulations, together with the voluntary standards and recommended practices of the American Boat and Yacht Council and National Fire Protection Association, were used as guidelines where applicable to the vessel and inspection. References are included where the cited requirement or recommended practice is directly relevant to an observation, deficiency, or recommendation. This survey is not an exhaustive compliance audit of every law, regulation, standard, manufacturer requirement, or recommended practice applicable to the vessel.

Naval architecture, engineering analysis, destructive structural testing, metallurgical analysis, laboratory testing, stability calculations, and engineering certification were not included within the scope of this survey. The inspection was conducted using generally accepted marine surveying practices. No determination of concealed structural integrity, vessel stability, or engineering adequacy was made beyond the conditions directly observed, tested, and documented within this report.

This report documents the condition of the vessel as observed at the time of inspection. Conditions may change following the survey as a result of operation, maintenance, deterioration, repair, modification, damage, weather exposure, or other circumstances. The report represents the professional opinion of the undersigned surveyor based upon the conditions observed, testing performed, information available, and limitations stated herein and is not an inventory, warranty, guarantee, or representation of future condition.

Definition of Terms

Readily Accessible: Visible and capable of being inspected without disassembly, removal of fixed structures, or destructive testing.

Functional: Capable of performing the purpose for which the system or component was designed during the test performed.

Operational: The system or component responded normally when operated from its installed controls during the survey.

Serviceable: Usable in its present condition for its intended function, subject to the specific observations and maintenance items stated in the report.

Powered Up: Electrical power was applied and the unit energized. Where a function was tested beyond power-up, that operation is stated specifically.

Percussion Sounding: A non-destructive comparative inspection method using a phenolic hammer to identify abnormal differences in laminate response.

Moisture Readings: Comparative meter readings used together with visual examination and percussion sounding. A relative reading is not, by itself, proof of core deterioration.

FRP (Fiber-Reinforced Plastic): Fiberglass-reinforced resin composite used in the vessel's hull, deck, and structural components.

Value: A monetary opinion developed for the stated purpose and effective date using the market evidence, assumptions, and limitations identified in the valuation section.

Fair Market Value: The most probable price at which the vessel should change hands in a competitive and open market between knowledgeable and typically motivated parties, neither acting under compulsion.

Replacement Cost: The estimated current retail cost of a new vessel of comparable type, size, quality, and equipment based on the identified valuation source.

BUC Value: The estimated market worth of a used boat, yacht, or watercraft published by BUC International in its pricing guides and online platform.

CFR: The Code of Federal Regulations is a codification of the general and permanent regulations published in the Federal Register by the executive departments and agencies of the Federal Government. It is divided into 50 Titles that represent broad areas subject to federal regulation.

ABYC: The American Boat and Yacht Council is a non-profit, member organization that develops voluntary global safety standards for the design, construction, maintenance, and repair of recreational boats.

A - First Priority / Safety and Compliance Finding: A condition involving safety, regulatory compliance, watertight integrity, fire protection, essential dewatering, structural integrity, or another deficiency that should be corrected before normal service where the condition could create an unsafe situation. Color: red.

B - Second Priority / Finding Requiring Timely Attention: A deficiency that does not, by itself, require removal from service but should be corrected in a timely manner to prevent deterioration, loss of reliability, or progression into a safety-related condition. Color: blue.

C - Surveyor's Note / Observation: A non-safety maintenance, cosmetic, monitoring, or ownership-planning item that does not presently prevent normal operation. Color: green.

General Vessel Information

TYPE OF SURVEY REQUESTED:	Pre-purchase condition and valuation survey
FILE NUMBER:	SV-92326
VESSEL NAME:	INCENTIVE
VESSEL BUILDER:	CABO
VESSEL TYPE:	Convertible Sport Fisherman - Flybridge Convertible
HULL IDENTIFICATION NUMBER:	CHXA0200J203
MODEL YEAR:	2003
YEAR BUILT:	October 2002 (HIN coding)
USCG OFFICIAL NUMBER:	1254594
USCG DOCUMENTED HAILING PORT:	Stuart, Florida (Certificate of Documentation)
DOCUMENTED LENGTH:	34.0 ft. (USCG Documentation)
BREADTH:	13.4 ft. (USCG Documentation)
DEPTH:	4.0 ft (Certificate of Documentation)
GROSS TONNAGE:	12 GRT (USCG Documentation)
NET TONNAGE:	9 NRT (USCG Documentation)
LENGTH OVERALL (LOA):	37 ft 6 in (BUC Value reference)
BEAM:	13 ft (Owner's manual)
DRAFT:	3 ft (Owner's manual)
DISPLACEMENT:	20,000 lb. (BUC Value reference)
INTENDED USE:	Recreational sportfishing and cruising
IN-WATER INSPECTION:	October 5, 2026, 08:00-16:00, Mariner Cay Marina
OUT-OF-WATER INSPECTION:	October 6, 2026, AJ Boat Works
REPORT DELIVERY:	October 7, 2026
PERSONS IN ATTENDANCE:	William Poston; D. A. Hughes III

Rating and Valuation:

VESSEL OVERALL RATING: Average Condition (Per Buc Value condition reference)

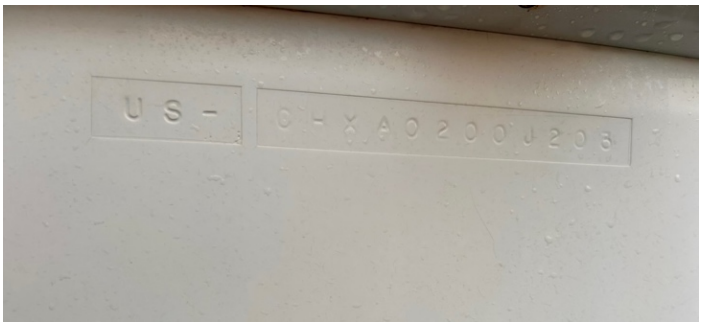
ESTIMATED MARKET VALUE: $189,000

ESTIMATED REPLACEMENT COST: $833,500 (Per Buc Value)

Vessel Documentation

HULL IDENTIFICATION NUMBER (33 CFR 181.25, 181.27, 181.29)

HIN CHXA0200J203, preceded by the country-of-origin prefix US-, was located below the rub rail on the starboard transom and was legible. The HIN coding identifies October 2002 as the manufacture/certification month and year and 2003 as the model year. The displayed HIN matched the vessel documentation reviewed during the inspection.



Hull identification number at the starboard transom.

DOCUMENTATION / VESSEL MARKINGS (46 CFR 67.121, 67.123)

The U.S. Coast Guard Certificate of Documentation was reviewed aboard. The certificate identifies the vessel as INCENTIVE, Official Number 1254594, with hailing port Stuart, Florida.





Certificate of Documentation and interior Official Number marking.

State Registration

A Florida vessel registration record was reviewed aboard. The record identified the vessel, HIN CHXA0200J203 and federal documentation number DO1254594.



Florida vessel registration record reviewed aboard.

Safety Equipment

USCG REQUIRED EQUIPMENT

WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175.15, 175.19)

Fourteen wearable PFDs were inspected in the forward flybridge storage locker, consisting of eight Type I and six Type II devices. The units were readily accessible, straps and closures were intact, and no material tears, deterioration, or deformation were observed. Overall condition: Serviceable.

THROWABLE PERSONAL FLOTATION DEVICE (33 CFR 175.15(b), 175.19(b))

One Type IV throwable flotation cushion and a West Marine 50-foot throw rope were carried with the flybridge safety equipment. Both were readily accessible and in serviceable condition.

PORTABLE FIRE EXTINGUISHERS (33 CFR 175.310, 175.320, 175.380)

Three Kidde dry-chemical portable fire extinguishers were inspected: two in the flybridge storage areas and one within the accommodations. All three were dated 2024, pressure gauges indicated within the operable range, pins and seals were intact, and the cylinders showed no material corrosion or damage. Overall condition: Serviceable. USCG approval markings and numerical B ratings were not transcribed. Verify required approved portable-extinguisher capacity before operation without relying on the unverified fixed system for a reduced allowance.

FIXED FIRE-SUPPRESSION SYSTEM

A fixed FE-241 clean-agent fire-suppression cylinder is mounted overhead in the engine room between the main engines. The cylinder, bracket, discharge head, wiring, label, and service tag were inspected. The latest visible service indication was May 2025, and the historical service weight recorded on the tag was below the cylinder's marked gross weight. The installation remained securely mounted. Current agent charge and discharge readiness were not established by this visual inspection. Professional inspection, weighing, and service are required; see Finding **A-1**.

VISUAL DISTRESS SIGNALS (33 CFR 175.110, 175.125)

Two Orion visual-distress-signal kits were inspected in fitted orange protective cases. The launchers and visible signals were intact and organized; multiple aerial cartridges were marked with an October 2028 expiration date. The inventory presented aboard was serviceable and in date. Approval markings and separate usable day/night counts were not recorded; verify the required approved, in-date inventory before operation.

SOUND-PRODUCING DEVICE (33 CFR 83.33(b))

A 12 VDC electric horn is controlled from the flybridge helm. The horn was operated from the helm and sounded normally. Overall condition: Operational and Serviceable.

NAVIGATION LIGHTS (33 CFR 83.23)

The red and green sidelights and the white hardtop navigation light were energized from the helm and illuminated. The fixtures and lenses were secure and unobstructed in the observed installation. Overall condition: Operational and Serviceable. Light sectors, visibility ranges, and the full underway/anchor switching arrangement were not independently verified.



Navigation-light installations: sidelights and hardtop white-light fixtures.

NO OIL DISCHARGE PLACARD (33 CFR 155.450)

A permanently mounted “Discharge of Oil Prohibited” placard was present in the machinery space. It was secured and legible. Overall condition: Serviceable.

GARBAGE DISPOSAL PLACARD (33 CFR 151.59)

A “Discharge of all garbage into the sea is prohibited” placard was installed below the galley sink. It was visually inspected, securely displayed, and legible. Overall condition: Serviceable.

INLAND NAVIGATION RULES / WASTE MANAGEMENT PLAN

An Inland Navigation Rules copy was sighted in the salon. The vessel is under 12 meters in length; carriage of an onboard copy of the Inland Navigation Rules is not required. At 37 ft 6 in LOA, the vessel is also below the 40-foot threshold for a written garbage-management plan. No deficiency was assigned. References: 33 CFR 83.01(g); 33 CFR 151.51(d)(1), 151.57

ADDITIONAL SAFETY EQUIPMENT

BILGE HIGH-WATER ALARMS

High-water alarms serving the forward, midship engine-room, and lazarette bilge areas were function-tested. All three alarms activated properly and were audible at the helm. Overall condition: Operational and Serviceable.

SEARCHLIGHT

The helm-controlled exterior spotlight/searchlight was operated from the flybridge helm and illuminated normally. Overall condition: Operational and Serviceable.

EPIRB

An ACR GlobalFix V4 406-MHz GPS EPIRB was secured in its retaining bracket and was physically intact. The NOAA registration label showed an expiration date of January 7, 2026. Registration was expired at the survey date; a functional self-test result was not documented. See Finding **B-1**.

INFLATABLE LIFE RAFT

A Revere Coastal Compact six-person inflatable life raft was carried in a sealed valise in flybridge storage. The visible service label identified April 2026 as the next inspection date. The raft remained sealed and physically intact; its service interval was overdue at the survey date. See **B-2** Second Priority finding.

FIRST-AID SUPPLIES AND EMERGENCY PLUGS

First-aid supplies and emergency softwood plugs were carried aboard with the vessel's safety equipment under the salon couch and were readily accessible. Overall condition: Serviceable.

CARBON-MONOXIDE / SMOKE ALARM

A Kidde 10-year combination smoke and carbon-monoxide alarm is installed on the port-side salon liner by the companionway. The built-in test control was operated and the audible alarm sounded. The housing and mounting were intact. Overall condition: Operational and Serviceable.

BILGE AND EMERGENCY DEWATERING

FORWARD BILGE PUMP

A Rule 2000 12 VDC bilge pump is installed in the forward bilge with a Sure Bail automatic switch. During testing, the pump operated from the float switch and vessel helm control. The forward high-water alarm activated properly. The pump, hose, wiring, and mounting were intact. Overall condition: Operational and Serviceable; localized dirt and staining were noted in the bilge.

MIDSHIP ENGINE-ROOM BILGE PUMP

A Rule 2000 12 VDC bilge pump is installed in the engine-room midship bilge with an automatic switch. The pump operated during testing from the float switch and helm positions. The associated high-water alarm activated properly. Limited standing water, dark staining, and contamination were present around the pump area. Pump and alarm condition: Operational and Serviceable; bilge cleanliness is a **C-1** Surveyor Observation / Note maintenance finding.

AFT / LAZARETTE BILGE PUMP

The aft/lazarette bilge-pump installation and discharge routing were inspected, and the pump was operated from the float switch and helm positions during the survey. The lazarette high-water alarm activated properly. Overall condition: Operational and Serviceable.

PORTABLE EMERGENCY DEWATERING PUMP

A portable Rule 3700 emergency bilge/crash pump, with power cable, connector, discharge fittings, and hose, was carried in its orange storage case in the engine compartment. The kit was inspected as an auxiliary emergency dewatering system and was serviceable on visual inspection. Pump operation was not tested.

GROUND TACKLE / MOORING GEAR

ANCHOR

A galvanized plow-type anchor is carried on the bow roller/pulpit. The anchor, roller, pinning arrangement, and foredeck hardware were visually inspected and remained securely installed. Overall condition: Serviceable.

ANCHOR RODE

The anchor rode consists of galvanized chain connected to nylon rope and stowed in the bow chain locker. The chain showed surface oxidation, and the rope was soiled from normal use. The rode remained intact, and the bitter end was secured within the locker. Overall condition: Serviceable with routine maintenance.

ANCHOR WINDLASS

Lewmar 12 VDC anchor windlass mounted on the foredeck with helm and foredeck controls. The windlass was energized from the flybridge helm control and independently from the foredeck push-button controls. No motor or gypsy operation was produced from either station. **B-3** INOPERATIVE / SECOND PRIORITY. The windlass failed both control-station tests. The motor/gear housing also exhibits substantial coating loss, oxidation and corrosion. Reliable powered anchor deployment/retrieval was not demonstrated. See Finding **B-3**.

Through-Hulls

THROUGH-HULLS / SEACOCKS / VENTS / DISCHARGES

STARBOARD HULL SIDE

Starboard above-waterline penetrations consist of the starboard deck-box macerator discharge; aft and forward fuel vents; potable-water-tank and black-water-holding-tank vents located behind the machinery-space ventilation cover; the air-conditioning discharge; and the sump-pump discharge located at midship waterline. External fittings and bedding areas were visually inspected. Accessible interior hoses and clamps were traced where practical. Active discharge functions were verified while the associated pumps/systems were operated; passive tank vents were visually inspected and traced where accessible. SERVICEABLE. Fittings were secure, hose connections remained attached, and no active leakage or abnormal hull-side staining was observed during the tests performed. See Figure 1 for the indexed arrangement.

PORT HULL SIDE

Port above-waterline penetrations consist of the forward bilge-pump discharge and engine-room bilge-pump discharge located midship, transom fish-box discharge and port deck-box discharge 6 in. forward of transom. The external fittings and accessible hose connections were visually inspected and traced. Bilge and utility/fish-box pumps were operated and discharge was confirmed at the corresponding outlets where accessible. SERVICEABLE. Fittings and accessible hose connections remained secure with no active leakage observed. See Figure 1 for the indexed arrangement.

TRANSOM OUTLETS

Transom penetrations include the port and starboard cockpit/deck scupper drains, a shared port-engine/generator wet-exhaust through-hull on the port side, and the starboard-engine wet-exhaust through-hull starboard side. Scupper outlets were visually inspected and checked for free drainage. Exhaust outlets and accessible hose connections were inspected; wet-exhaust discharge was observed during engine/generator operation. SERVICEABLE. The outlets were secure and no active leakage at accessible connections was observed. See Figure 1 for the indexed arrangement.

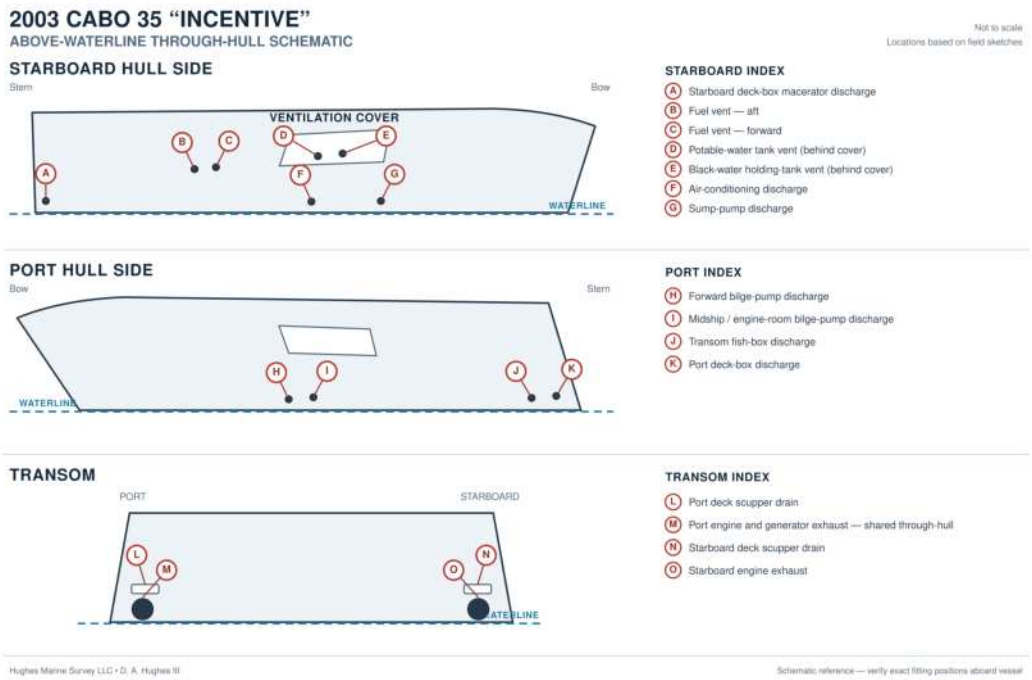


Figure 1 — Above-waterline through-hull, vent, discharge, scupper and exhaust schematic (not to scale).

BELOW-WATERLINE THROUGH-HULLS / SEACOCKS

Accessible below-waterline penetrations include the generator seawater intake, seawater-washdown intake, head overboard-discharge seacock, air-conditioning seawater intake, port and starboard main-engine seawater intakes, emergency crash-pump intake, and bait-tank seawater intake. Each accessible seacock was cycled by hand through its full open-to-closed travel. Accessible valve bodies, strainers, elbows, hose connections, clamps and bonding conductors were visually inspected while connected systems were operated where applicable. OPERATIONAL with **B-4** Second Priority maintenance finding. All accessible seacocks completed full travel without excessive force, and no active leakage was observed; however, heavy green oxidation/verdigris is present on multiple bronze bodies, strainers and threaded fittings. See Finding **B-4**.

The exterior below-waterline through-hull fittings and intake screens were inspected in dry dock on October 6. The accessible fittings were secure, and no visible cracking or impact damage was identified. Exterior condition was serviceable. The separate inboard corrosion-maintenance observation remains applicable; see Finding **B-4**.

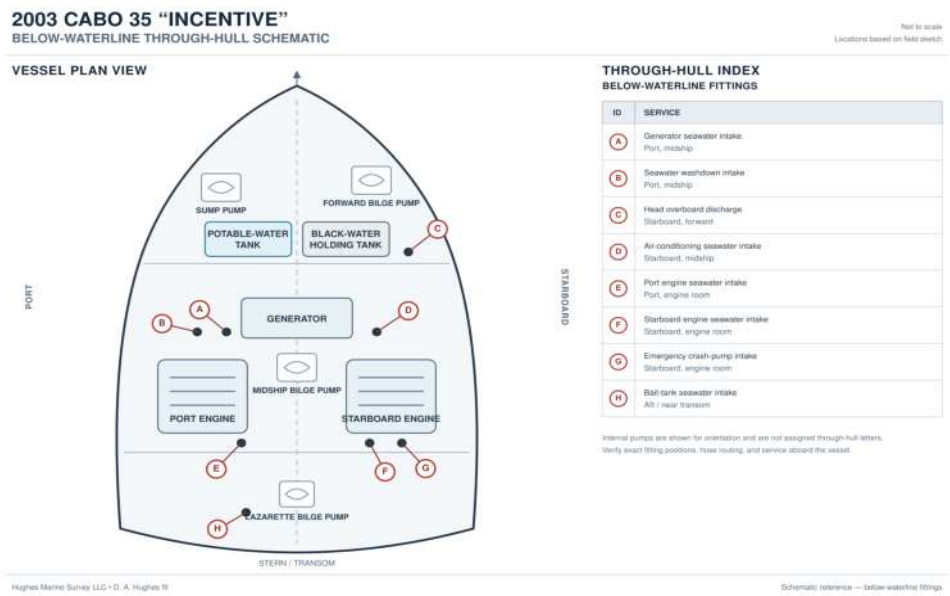


Figure 2 — Below-waterline through-hull/seacock schematic with internal system orientation (not to scale).

RAW-WATER STRAINERS

Bronze raw-water strainers serve the generator, transom live well, and air-conditioning system. The strainer bodies, baskets/lids, gaskets, fittings, hose connections, and accessible bonding conductors were inspected. The systems supplied their connected equipment during testing and no leakage was observed. Green oxidation and verdigris were present on multiple components. Overall function: Serviceable; corrosion requires timely service. See Finding **B-4**.

Hull Structure

HULL DESCRIPTION / CONSTRUCTION

Production-built Cabo 35 flybridge convertible sportfisherman with modified deep-V planing hull, flared bow, rising sheer, hard chines and lifting strakes. Solid FRP below the waterline, sandwich-cored FRP above the waterline, bonded fiberglass/foam longitudinal stringers, transverse structural members, tabbed bulkheads, and an end-grain-balsa-cored transom per manufacturer. Accessible above-water hull, deck, and superstructure surfaces were visually examined, percussion sounded, and moisture checked. Visually inspected and sounded structural tabbing and accessible interior members where accessible. SERVICEABLE above-water structure except for the localized starboard flybridge-sidewall cored-laminate moisture anomaly documented below. No structural separation or movement was identified in accessible areas.

TOPSIDES

White gelcoat topsides with a black boot stripe, composite/stainless-steel rub rail, cabin sides, and molded exterior surfaces were inspected in dry dock at AJ Boat Works on October 6. Accessible areas were visually examined, percussion sounded, and checked with a comparative moisture meter. No

abnormal dull response or elevated comparative moisture reading was identified in the dry-dock areas checked. The localized starboard flybridge-sidewall anomaly documented separately remains an exception. Minor weathering, gelcoat crazing on multiple surfaces, a starboard midship gouge, and a small port bow chip were observed. Overall condition: Serviceable with the maintenance observations below. General gelcoat crazing, including both machinery-space ventilation covers, is addressed in Finding **C-2**.

STARBOARD TOPSIDE GOUGE

A gouge approximately 5 inches long was observed on the starboard topside at midship, approximately 4 feet forward of the dual waterline through-hull outlets and 11 inches above the waterline. The affected finish and adjacent accessible surface were visually inspected. The localized gouge requires finish repair; see Finding **C-3**.



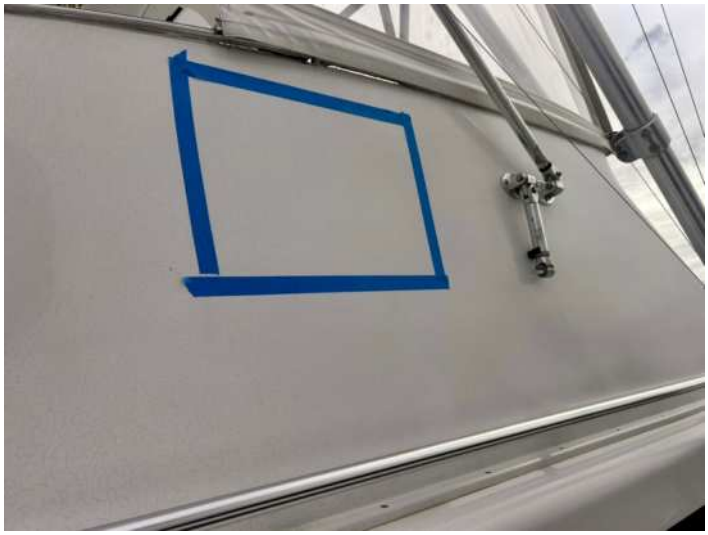
Cropped detail of the starboard topside gouge, approximately 5 inches long; blue tape records the measured length (**C-3**).

PORT BOW GELCOAT CHIP

A gelcoat chip approximately 1/2 inch long was observed on the port topside, approximately 4 feet aft of the bow and 2-1/2 feet above the waterline. Fiberglass laminate was exposed at the chip. The localized finish damage requires sealing and repair to protect the exposed laminate; see Finding **C-4**.

EXTERIOR STARBOARD FLYBRIDGE SIDEWALL LAMINATE

Cored FRP exterior sidewall on the starboard side of the flybridge, identified during the inspection with blue tape. The area was compared directly with surrounding laminate using the Tramex moisture meter and phenolic-hammer percussion sounding. **B-5** DEFICIENT / SECOND PRIORITY. The area produced elevated comparative moisture readings and a distinct dull/thudding percussion response relative to adjacent laminate. The combined test response establishes an abnormal localized cored-laminate condition consistent with moisture intrusion; the extent of core damage, if any, requires opening or other invasive examination by a qualified fiberglass technician to determine. See photo below. See Finding **B-5**.



Blue-taped starboard flybridge-sidewall area with elevated comparative moisture and abnormal percussion response (**B-5**).

HULL BOTTOM / KEEL / CHINES / PROPELLER POCKETS

The wetted hull is solid FRP with black antifouling coating, a centerline keel, hard chines, and molded propeller pockets. The accessible bottom was visually inspected in the travel lift and on blocks during the October 6 dry-dock inspection. Phenolic hammer sounding was performed at approximately 8- to 12-inch intervals and comparative moisture checks at approximately 12- to 18-inch intervals. No visible underwater hull cracks, gouges, blistering, lightning-related tracking, or abnormal distortion was identified. No abnormal dull percussion response or localized elevated comparative moisture reading was identified in the areas checked. Overall condition: Serviceable within the visual and non-destructive inspection.

ANTIFOULING COATING

Black antifouling coating covered the accessible wetted hull. The coating was visually examined for loss, wear, growth, and exposed substrate. Localized surface wear, discoloration, and residual fouling were present, particularly near the waterline and appendages. The coating remained generally serviceable; clean and prepare worn areas and touch up with a compatible antifouling system as routine maintenance. Coating age, product compatibility, and remaining antifouling life were not established. The owner stated that the antifouling coating would be renewed during the current dry dock; completion was not verified.





Dry-dock views of the hull bottom, coating, chines, and aft appendages.

TRANSDUCER / UNDERWATER LIGHTS

An external Furuno transducer and associated through-hull installation were visually inspected in dry dock. No visible impact damage or looseness was identified. Transom-mounted Lumitec SeaBlazeX underwater lights were inspected; the lenses remained intact, with localized coating wear at the exterior housings. The underwater lights illuminated during the recorded functional check. Overall condition: Serviceable. Depth/sonar display operation is described in Electronics / Navigation Equipment.

TRIM TABS

Port and starboard Lenco electrically actuated trim tabs are fitted in recesses at the transom. The tab planes, hinges, actuator attachments, mounting hardware, and anodes were visually inspected and hand-checked in dry dock. No visible bending, cracking, or excessive movement was identified. Overall observed condition: Serviceable. The trim-tab anodes retained substantial material and were serviceable; the owner stated they were replaced approximately one month before the survey.



Recessed trim-tab installations and serviceable circular anodes.

INTERIOR STRUCTURAL MEMBERS

Accessible bulkheads, stringers, frames, structural tabbing, and molded interior supports were visually inspected, percussion sounded, and checked with a comparative moisture meter where accessible. No visual signs of movement, open structural separation, failed tabbing, or abnormal percussion response were observed in the accessible areas. Overall condition: Serviceable.

BILGES

Forward, engine-room/midship, and lazarette bilge areas were inspected for structure, drainage, leaks, pump installation, and cleanliness. Pump and high-water-alarm operation is described in the Safety Equipment section. The forward bilge showed dirt and staining; the midship engine-room bilge contained limited amounts of water and contamination; the lazarette showed moisture staining and dirt. Structural surfaces remained intact. Overall condition: Serviceable with cleaning and moisture-source correction required. See C-1 and C-5 Surveyor's Notes / Observations.

TRANSOM

The cored FRP transom and starboard transom door were visually inspected above the waterline. The door opened and closed smoothly, and the latch/hinges functioned. Extensive gelcoat crazing was

present on the molded door, with rust staining at multiple fasteners and along the lower stainless-steel threshold. The accessible transom surfaces were otherwise firm with no movement observed. Overall condition: Serviceable with a **B-6** Second Priority transom-door/hardware finding. See Finding **B-6**.

BOARDING / REBOARDING ARRANGEMENT

No boarding or water-reboarding ladder was installed or located aboard when visually inspected. Overall condition: Deficient; **A-2** First Priority finding. See Finding **A-2**.

SACRIFICIAL ANODES

One sacrificial anode serving the transom/underwater installation showed substantial depletion during the October 6 dry-dock inspection. The owner stated that this anode would be replaced; replacement had not been verified at the time of inspection. Renew the depleted anode before relaunch and confirm clean metal-to-metal contact and secure attachment. The trim-tab anodes were separately inspected and were serviceable. See Finding **C-6**.



Transom underwater-light and sacrificial-anode arrangement; renew the depleted anode (**C-6**).

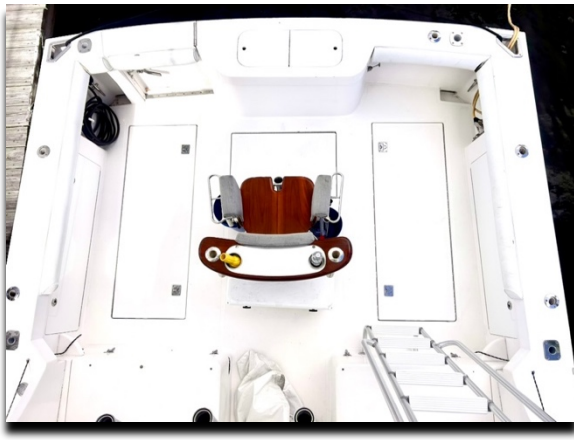
Deck Structure

DECK / SUPERSTRUCTURE / FLYBRIDGE

Molded/cored FRP cockpit sole, side decks, foredeck, cabin house, and flybridge finished in white gelcoat with molded diamond-pattern non-skid walking surfaces. Deck and superstructure surfaces were walked, visually inspected, percussion sounded and moisture checked. Rails and selected deck hardware were hand-loaded/push-pull tested. SERVICEABLE overall. Walking surfaces were firm, and comparative test responses were serviceable except for the localized starboard flybridge-sidewall laminate condition and the specifically listed hardware/gelcoat findings.



Foredeck overview with bow rail, hatch and ground-tackle arrangement.



Cockpit overview with sole, hatches, coaming and flybridge ladder.

FOREDECK

Molded non-skid foredeck with stainless bow rail, bow pulpit/roller, Lewmar windlass, plow anchor and rode, opening deck hatch, mooring hardware and deck fills. The deck laminate was percussion-sounded and moisture-checked; rails and deck hardware were push-pull tested; the deck hatch was opened/closed; and the windlass was not operational from both the flybridge and foredeck controls. SERVICEABLE deck structure and hardware. The windlass is INOPERATIVE from both control stations and is carried as Second Priority Finding **B-3**.

HULL-TO-DECK JOINT / RUB RAIL

The hull-to-deck connection is an overlapping “shoebox” style joint, mechanically fastened and bonded, with interior fiberglass tabbing at accessible locations (Anchor locker and cockpit bulwark). Visually inspected accessible portions without dismantling. The joint and adjacent tabbing were checked for cracking, separation, movement, moisture staining, and deteriorated or missing fasteners. The accessible portions were serviceable. The fiberglass tabbing remained intact, with no visible separation, structural cracking, moisture intrusion, or movement noted. Concealed sections of the joint and fastening system were not accessible for inspection.

SIDE DECKS / RAILS / HANDHOLDS

Port and starboard walkaround side decks are fitted with stainless-steel guardrails, stanchions, and handholds. Walking surfaces were loaded underfoot; rails, stanchions and handholds were push-pull tested through accessible sections. SERVICEABLE. Decks remained firm and unobstructed; rail assemblies remained secure under hand loading with only minor weathering and surface dirt.

CLEATS / CHOCKS / MOORING EQUIPMENT

Six stainless-steel mooring cleats (cockpit (11 in), midship (7 in), and bow (7 in)) and two bow chocks/fairleads were inspected. The accessible hardware remained secure during push-pull testing and no material deformation was observed. Cleats had appropriate backing plates; through-bolts and washers were observed from the anchor locker. Appropriately sized mooring lines (6) and fenders (4) were carried aboard and at the vessel's mooring. Overall condition: Serviceable.

DECK FILLS / SEALANTS

Stainless-steel deck fills labeled DIESEL, WATER, WASTE were located midship on the starboard side and inspected with the surrounding deck surfaces. The caps and fittings were secure and the labels were legible. Minor oxidation, aging O-rings, and localized gelcoat crazing were present around the fittings. Overall condition: Serviceable; routine sealant maintenance is noted under **C-7** Surveyor's Observation/note. See Finding **C-7**.

HARDTOP / EXTERIOR LIGHTING / ANTENNAS

The molded fiberglass hardtop is supported by welded aluminum structure and carries the Simrad HALO open-array radar, Starlink flat-panel antenna, navigation lights, VHF antennas, and exterior flood/courtesy lights. Mounting bases, visible cabling, and penetrations were inspected. The navigation and exterior lights illuminated, the radar operated, and the installed equipment remained securely mounted. Overall condition: Serviceable.



Hardtop-mounted radar, communications antennas, and navigation lighting.

HATCHES / PORTLIGHTS

Opening bow deck hatch operated normally and remained secure. Inspected fixed cabin-side portlights and their frames; linear gelcoat stress cracks extended from the corners of the portlight frames, no active interior leakage was observed. Overall serviceable condition. Gelcoat cracking/crazing is carried as **C-2** Surveyor's Observation / Note. See Finding **C-2**.

ISINGLASS

The flybridge clear Isinglass enclosure remained intact and serviceable. Two isinglass vents were observed; all zippers functioned properly; flaking paint was observed on zippers; and caulking has begun to deteriorate at the base mounting. Overall condition is serviceable with routine maintenance.

FLYBRIDGE

Flybridge with starboard peninsula helm console, two pedestal helm chairs, molded forward helm seating/storage, eight aluminum rod holders, electronics console, 2 JL Audio speakers, hardtop and isinglass enclosure. Accessible deck and exterior housing were visually inspected, percussion sounded and moisture checked. Helm chair/pedestal hardware was push-pull tested. Steering, engine controls and electronics were separately function-tested from the helm. SERVICEABLE WITH

SECOND PRIORITY FIBERGLASS FINDINGS. Stress cracking is present around starboard helm-chair pedestal base, and the exterior starboard sidewall produced the abnormal moisture/percussion response documented under Hull. See **B-7** Second Priority finding for the helm-chair pedestal-base stress cracking and **B-5** for the starboard sidewall laminate condition.



Flybridge helm and helm-chair pedestal-base cracking (**B-7**).

COCKPIT / FISHING EQUIPMENT

COCKPIT ARRANGEMENT

Open molded-FRP fishing cockpit with molded diamond-pattern non-skid sole, padded coaming bolsters, flush deck/access hatches, under-gunwale storage, insulated fish/storage boxes, rod holders, fighting-chair/rocket-launcher arrangement, dual tackle center, transom door, starboard washdowns, and flybridge access ladder. The cockpit sole was walked and loaded, percussion sounded, and checked with a comparative moisture meter; hatches, latches and transom door were opened/closed; accessible hardware was hand-loaded; fishing and washdown systems were operated as described in their individual sections. SERVICEABLE. Structure and hardware were secure. A coaming-bolster seam was open, a separate puncture was present at the port/transom intersection, and scuff marks were present throughout the coaming. Gelcoat chips were observed on the port gunwale, with crazing across multiple flat cockpit finish surfaces; these are maintenance observations. Coaming damage is addressed in Finding **C-8**; gelcoat crazing is addressed in Finding **C-2**.



Cockpit coaming damage and localized finish deterioration.

FIGHTING CHAIR / ROCKET LAUNCHER / TACKLE CENTER

The pedestal-mounted fighting chair/rocket-launcher assembly, varnished wood surfaces, stainless hardware, rod/cup holders, footrest, and molded tackle center were inspected. The pedestal and hardware remained secure under hand loading, the tackle-center door and trays operated normally, and no structural damage was observed. Overall condition: Serviceable.

OUTRIGGERS

Rupp Marine double-spreader anodized-aluminum outriggers are mounted to the vessel with associated bases, rigging, pins, and lanyards. The visible hardware, spreader bars, and cables were inspected and remained securely mounted, with no material damage; slight oxidation was observed. Overall condition: Serviceable with routine maintenance.

LIVE BAIT-WELL (TRANSOM)

An integral molded-fiberglass baitwell/livewell is installed at the cockpit with a gasketed lid, water inlet, screened drain, intake seacock, and Bait Sentry pump. The pump was energized and circulated water. The lid, fittings, and drain were intact. Dirt, rust-colored staining, and green biological growth were present around the gasket opening and pump area. Overall condition: Operational and Serviceable; cleaning is a **C-9** Surveyor's Observation / Note. See Finding **C-9**.

PORT DECK FISH BOXES / DISCHARGE PUMPS

Port cockpit fish/storage boxes are fitted with electric discharge pumps. The port deck hatch had a Jabsco Model 18590-2092 12 VDC macerator pump, operated from its controls, that discharged as intended. Pump had substantial exterior corrosion and coating deterioration despite normal operation. Overall function: Operational; corroded pump condition is a **C-10** Surveyor’s Observation / Note. See Finding **C-10**.

STARBOARD SIDE-DECK BOX REFRIGERATION

A Glacier Marine Refrigeration system in the port-side machinery area serves a cooling plate in the starboard side-deck box. The system was operated and a Fluke 62 MAX recorded approximately 14.0°F at the cooling-plate surface. The condensing equipment, insulated refrigerant piping, control enclosure, and accessible fittings were intact with no visible refrigerant/oil leakage. Overall condition: Operational and Serviceable.

FRESHWATER / SALTWATER WASHDOWNS

Separate freshwater and saltwater washdown connections and hoses are installed in the starboard aft cockpit. Both systems were energized and produced flow during testing. Hoses, connectors, pumps, and accessible plumbing were secure with no active leakage observed. Overall condition: Operational and Serviceable.

Vessel Interior

INTERIOR / ACCOMMODATION ARRANGEMENT

Factory arrangement with salon with port dinette and starboard seating aft, port galley forward, stacked-berth guest stateroom to port, enclosed head with separate shower to starboard, and forward master stateroom with centerline berth. Interior finish includes wood cabinetry/trim, upholstered seating, carpet/teak-and-holly surfaces, vinyl headliners/wall liners, recessed AC and DC lighting, blinds and storage. Accessible spaces were visually inspected. Doors, latches, seating, berths, hatches, portlights, lighting, plumbing fixtures and installed appliances were operated or hand-checked where applicable. SERVICEABLE overall, clean and dry with age-related wear. Localized mildew/debris staining at the forward master-stateroom liner is addressed as a **C-11** Surveyor's Note. See Finding **C-11**.





Salon views showing the port dinette, starboard seating, and galley arrangement.

SALON / DINETTE

The salon contains a port-side dinette with pedestal table and a starboard L-shaped couch, fitted blinds, cabinetry, recessed lighting, JL Audio stereo speakers, air-conditioning outlets, and the aft companionway door. Seating, table, doors, latches, blinds, lights, and cabinetry were operated or hand checked. All functioned normally. Overall condition: Serviceable.

PORT GUEST STATEROOM

The port guest stateroom is fitted with stacked upper and lower berths, mattresses and bedding, finished wood berth rails/trim, storage lockers, lighting, and two opening portlights with screens. Portlights and locker hardware operated, lighting illuminated, and the berth structure remained secure. No active leakage or structural damage was observed. Overall condition: Serviceable.



Port guest stateroom with stacked berths.

FORWARD MASTER STATEROOM

The forward master stateroom contains a raised centerline berth, finished wood lockers and trim, recessed reading/cabin lights, a screened overhead deck hatch with shade, and a wall-mounted Hisense Roku television. The hatch, shade, locker hardware, lighting, and television were operated and functioned. Localized mildew/debris staining was present on the lower forward berth liner/wall covering. Overall condition: Serviceable with a Surveyor's Note for cleaning and moisture/ventilation control.



Forward master stateroom and localized liner staining.

HEAD / SHOWER

The enclosed head contains a molded fiberglass liner, SeaLand VacuFlush toilet, vanity with integral sink and faucet, mirror, storage cabinet, GFCI receptacle, lighting, opening portlight, and a separate molded shower enclosure with sliding door and handheld fixture. The toilet flushed, vacuum pump cycled, sink and shower supplied water, hot water was delivered, the shower drained, and the shower-sump pump operated. Lights and GFCI-protected power were functional. No active plumbing leakage was observed. Overall condition: Operational and Serviceable.

HEADLINERS / CABINETRY / SOFTGOODS / CABIN SOLE

Interior headliners, wall liners, cabinetry, doors, latches, berth structures, cushions, mattresses, carpets, and teak-and-holly sole areas were inspected. Components were intact and securely fitted with minimal wear. No broad areas of softness, rot, or structural sole failure were identified. Overall condition: Serviceable.

INTERIOR LIGHTING

Accessible 12 VDC and 120 VAC interior light fixtures were operated from their installed switches. The selected salon, stateroom, companionway, head, and galley lights illuminated as intended. Overall condition: Operational and Serviceable.

AIR CONDITIONING

Cruisair/Taylor Made Environmental self-contained marine air-conditioning unit, Model EX16-R/115, 115 VAC, 14.0 amps, 16,000 BTU/hour, using R-22 refrigerant. The unit was operated from its normal control with the seawater circulation pump running. A Fluke 62 MAX recorded approximately 77°F at the return and 63°F at the supply, an observed surface-temperature differential of approximately 14°F. The grounding conductor was visually inspected and observed connected and in place. OPERATIONAL AND SERVICEABLE for cooling performance during the survey. Exterior corrosion on the seawater circulation pump and associated bronze intake components, with insecure pump mounting, requires **B-8** SECOND PRIORITY maintenance repair. See Finding **B-8**.



Air-conditioning seawater pump and intake installation (**B-8**).

GALLEY AND GALLEY EQUIPMENT

SINK / FAUCET

The Corian-type galley sink and faucet were operated. Hot and cold water were delivered and the drain accepted water without visible leakage. Overall condition: Operational and Serviceable.

REFRIGERATOR / FREEZER

The Norcold refrigerator/freezer was energized and cooled normally. A Fluke 62 MAX recorded approximately 31.6°F at an interior surface during operation. Overall condition: Operational and Serviceable.

COOKTOP

The Kenyon two-burner glass-top electric cooktop was energized and both elements heated from their controls. Infrared surface readings of approximately 222.6°F and 250.8°F were recorded with a Fluke 62 MAX. No heat damage was observed around the installation. Overall condition: Operational and Serviceable.

MICROWAVE / CONVECTION OVEN

The Panasonic Dimension 4 microwave/convection oven was powered and operated from its normal controls. The unit and surrounding cabinetry were intact, with no visible heat damage and slight oxidation on the microwave/convection surface. Overall condition: Operational and Serviceable.



Galley microwave / convection oven.

Propulsion

MACHINERY COMPARTMENT

Machinery space beneath the salon/cockpit containing the twin Caterpillar main engines and ZF gears, Westerbeke generator, fuel filtration, batteries/DC distribution, raw-water systems, HVAC/refrigeration equipment, freshwater/sanitation equipment, fixed fire suppression, shaft seals, Reverso oil-change system, steering reservoir, pumps, wiring and plumbing. The compartment was visually inspected throughout readily accessible areas from the salon sole and cockpit/seat access points. Engine mounts, hoses, wiring, filters, pumps, bilges and accessible connections were examined; active leaks were checked during dockside operation of installed systems. SERVICEABLE machinery installation with specific deficiencies. No active fuel, engine-oil, transmission-oil, coolant or exhaust-water leakage was observed. Standing water/contamination in the midship bilge and localized corrosion on mounts, pumps and raw-water components require the corrective work listed in Findings.

ENGINE-ROOM VENTILATION

Powered machinery-space ventilation and the associated ducting/openings were inspected. The blower operated from its installed control, and airflow was present at the ventilation opening. Unable to identify the specific blower and rating due to mounting brackets hindering the make/model information. Ducting remained connected and unobstructed. Overall condition: Operational and Serviceable.

MAIN ENGINES

Twin Caterpillar 3126-series 7.2 L turbocharged/aftercooled marine diesels rated 450 BHP (335.5 kW) at 2,800 RPM, coupled to ZF Marine hydraulic reduction gears and conventional shaft drive. Port serial 3GS01058; starboard serial 3GS01028; arrangement number 164-7858. Inspected engine exteriors, mounts, intake/aftercooler components, fuel filtration, cooling, exhaust, wiring, controls, and accessible service components. Port engine hours: 1539; starboard engine hours: 1535. OPERATIONAL, with **B-9** / **B-10** SECOND PRIORITY propulsion and installation findings. No active fluid leakage was observed at the accessible engine installations; mount/bracket corrosion and a disconnected port-side multipin connector require correction. See Findings **B-9** and **B-10**.



Port and starboard main-engine identification plates.

ENGINE CONTROLS / INSTRUMENTATION / ALARMS

Dual-lever engine controls, analog instrumentation, ignition/start circuitry, Simrad engine-data pages, and the audible engine-alarm circuit are installed at the flybridge helm. The controls moved

freely through their travel, and the engine alarm sounded during the operational check. Switches and displays responded normally. Overall condition: Operational and Serviceable.

ENGINE EXHAUST / COOLING SYSTEMS

Closed-circuit freshwater engine cooling with raw-water heat exchangers/aftercoolers and wet exhaust on both Caterpillar engines. Accessible engine seacocks were cycled, strainers and raw-water plumbing were inspected, and hoses/clamps/exhaust couplings were hand-checked. Observed cooling-water and exhaust discharge during operation. SERVICEABLE operation with **B-4** SECOND PRIORITY corrosion maintenance. Hoses remained pliable and secure, and no active coolant or exhaust-water leakage was observed; heavy oxidation/verdigris is present on raw-water intake components. See Finding **B-4**.



Accessible main-engine wet-exhaust connections.

ENGINE MOUNTS / BEDS

Adjustable resilient engine mounts secured to structural engine beds/stringers with steel support brackets. Accessible mounts, brackets, fasteners and adjacent wiring were visually inspected and hand-loaded where accessible for movement. **B-9** / **B-10** DEFICIENT / SECOND PRIORITY. Two port-side support brackets and the starboard bracket exhibit extensive coating loss, rust and scaling. A multipin connector adjacent to a port mount is disconnected with contacts exposed. No engine displacement was observed, but the affected steelwork requires service and engine alignment should be verified after correction. See Findings **B-9** and **B-10**.



Engine support-bracket corrosion and disconnected multipin connector (**B-9** / **B-10**).

LUBRICATION / SERVICE EQUIPMENT

Engine and transmission oil levels were visually checked and at their serviceable levels. Filters, hoses, and surrounding surfaces were checked visually. A Reverso oil-change system with electric pump,

drain/fill control, three service valves, and connected hoses is installed in the machinery space. The Reverso system was not powered up during the dockside survey. The oil-discharge placard was present and legible on the aft bulkhead engine room compartment. Overall condition: Serviceable.

TRANSMISSIONS / SHAFT DRIVE

TRANSMISSIONS

Twin ZF Marine hydraulic reduction gears are coupled to the Caterpillar engines. The port and starboard gears are Type ZF280-1 A, with a 1.483:1 ratio. Port serial 20031202, Starboard serial 20031220. Housings, mounts, couplings, cooling lines, controls, and accessible fittings were inspected; no active transmission-fluid leakage was observed. Overall condition: Serviceable.





Port and starboard transmission identification plates.

PROPELLER SHAFTS / SHAFT SEALS

Conventional stainless-steel propeller shafts pass through water-fed, dripless shaft-seal bellows. The port and starboard seal assemblies, flexible stern-tube couplings, cooling-water hoses, clamps, and accessible inboard shaft surfaces were inspected. Both seal areas were dry at dockside with hoses securely connected. Overall inboard condition: Serviceable.





Port and starboard inboard shaft-seal installations.

UNDERWATER RUNNING GEAR

PROPELLERS

Twin four-blade bronze propellers are fitted to conventional inboard shafts within the molded propeller pockets. Both propellers were visually inspected and hand-checked during the dry-dock inspection. No visible blade cracks, bent blades, or material impact damage were identified. Surface

discoloration and residual fouling were present. Overall condition: Serviceable on the inspection performed. Hub markings were only partly legible; diameter, pitch, and shop-measured balance were not independently verified.



Dry-dock running-gear views: four-blade propeller, shaft, strut/bearing support, and rudder.

PROPELLER SHAFTS

The exposed stainless-steel propeller shafts were visually inspected between the hull exits, struts, and propeller hubs. Accessible sections were push-pull tested. No visible bending, impact damage, or excessive movement was identified. Overall observed condition: Serviceable. This hand inspection did not establish precision shaft straightness, coupling alignment, or rotational runout.

STRUTS / CUTLESS BEARINGS

The external struts support the propeller shafts in water-lubricated cutless bearings. Strut bodies, accessible attachment areas, and bearings were visually inspected, and the shafts and struts were push-pull tested. No visible strut cracks, bending, attachment movement, or excessive shaft-to-bearing movement was identified. Overall condition: Serviceable.

RUDDERS

Twin rudders are positioned abaft the propellers and connected to the hydraulic steering linkage. Rudder blades, stocks where exposed, and hull-entry areas were visually inspected in dry dock and push-pull tested. No visible cracks, bends, impact damage, excessive flex, or looseness was identified. Overall condition: Serviceable. Inboard mounts, tiller arms, tie bar, and steering operation are described in Steering System.

Limited Trial Run

LIMITED OPERATIONAL TRIAL

A limited trial run was conducted aboard the 2003 Cabo 35 “INCENTIVE”. Weather conditions were partly cloudy, with a temperature of approximately 82°F, winds of 0-5 knots, and a moderate chop on the waterway. William Poston operated the vessel. The trial began at 09:15 AM and concluded at 10:05 AM, for a total operating time of approximately 50 minutes.

The vessel responded to throttle, trim-tab, and helm inputs during serpentine and figure-eight maneuvers in a responsive, acceptable manner. Visibility from the helm was adequate for the vessel type. Fuel was approximately three-quarters full; the captain reported the water and waste tanks were empty. Seven persons were aboard. The installed GPS/navigation system monitored vessel speed. A backdown test was conducted and was sufficient, with no movement in the motor mounts. Single-engine operation was demonstrated. No warning alarms sounded during the limited trial. Recorded GPS speed increased from 3.2 knots at idle to 30.4 knots at maximum WOT of 2,800 RPM. Supplied engine-temperature and oil-pressure readings are recorded in the tables below. Both engines started promptly from cold. Brief white exhaust vapor dissipated after startup.

Engine Speed, Vessel Speed and Temperature

Test Point	Port RPM	Starboard RPM	Speed Over Ground	Port Temp.	Starboard Temp.
Idle	650 RPM	650 RPM	3.2 knots GPS	160°F	160°F
1,000 RPM	1,000 RPM	1,000 RPM	11.1 knots GPS	175°F	175°F
2,250 RPM	2,250 RPM	2,250 RPM	23.3 knots GPS	188°F	188°F
2,400 RPM	2,400 RPM	2,400 RPM	25.3 knots GPS	185°F	185°F
Maximum WOT	2,800 RPM	2,800 RPM	30.4 knots GPS	185°F	185°F

Fuel Systems

FUEL SYSTEM DESCRIPTION

The vessel is fitted with a 420-gallon (400 usable gallons per owner) molded fiberglass diesel fuel tank located below the cockpit/lazarette area and supplying both Caterpillar engines and the Westerbeke generator. The accessible tank surface, structural securing, supply/return plumbing, shutoff valves, fill and vent arrangements, and filter installations were inspected. No active diesel leakage, fuel odor, bulging, or visible tank damage was observed. Overall condition: Serviceable.



Fuel-tank plumbing, shutoff valves, and tank sensor; cap removed for photograph.

FUEL FILL / FILL HOSE / GROUNDING

The DIESEL deck fill is located on the starboard side midship. The accessible large-diameter fill hose was marked for marine fuel service, remained pliable, and was secured with two stainless-steel clamps at the fill connection. A green grounding conductor was connected to the metallic fill neck. Overall condition: Serviceable.

FUEL TANK VENT

The fuel-tank vent termination was identified on the starboard hull side (1 ft below rub rail midship). The exterior vent and accessible interior hose routing were secure and unobstructed, with no staining indicating leakage. Overall condition: Serviceable.

FUEL LINES / SHUTOFF VALVES

Accessible engine and generator fuel supply/return hoses were marine Type A1 hose where markings were visible. Ball-valve fuel shutoffs were accessible and operated. Hoses were supported, free of visible cracking/chafe, and connections remained dry. Overall condition: Serviceable.

PRIMARY FUEL FILTERS

Duplex Racor diesel fuel-filter/water-separator assemblies serve the main engines. The assemblies are rated 180 GPH and use 2040-series elements with clear collection bowls, selector handle, and Parker restriction gauge. The assemblies and fittings were intact with light age-related oxidation and no active fuel leakage. Overall condition: Serviceable.

Steering System

HYDRAULIC STEERING SYSTEM

Hydraulic flybridge steering with Hynautic pressurized reservoir, hydraulic lines, Simrad RPU80 reversible autopilot pump, SeaStar BA150-9TM steering cylinder (Part No. HC5369; 1,000 PSI maximum), rudder-feedback unit, tiller arms, tie bar and rudder stocks. The helm was moved through full steering travel. Steering-cylinder extension/retraction and corresponding rudder linkage movement were observed. Rudder mounts, stocks, tiller arms and tie bar were push-pull tested, and accessible hydraulic hoses/fittings were checked for leakage. OPERATIONAL AND SERVICEABLE.

Steering travel was smooth without binding; the tie bar and rudder mounts remained secure under hand loading, and no active hydraulic-fluid leakage was observed.



Hydraulic steering cylinder, tie bar, and rudder-stock installation.

AUTOPILOT STEERING ACTUATION

The Simrad autopilot control was powered up during the dockside check. The RPU80 pump was not operated and automatic steering actuation was not demonstrated. Overall condition: Powered up; autopilot steering function not verified.

Electrical System

DC ELECTRICAL SYSTEM

SYSTEM / DISTRIBUTION

The vessel uses a 12 VDC negative-ground electrical system. The machinery-space DC distribution panel contains fused circuits for electronics, windlass, engine/house charging, house loads, and forward, midship, and aft bilge pumps, together with rotary disconnect switches for the port engine, starboard engine, generator, and house banks and a labeled backup-power selector. A DC negative bus bar was located under the helm, and a DC breaker panel was located in the port-side companionway. Switches and accessible DC circuits were operated during the survey and supplied their intended loads. Panel labeling, fuse holders, and switch handles were intact. Overall condition: Operational and Serviceable.

BATTERY BANKS

Five Deka Marine Master Intimidator AGM 12-volt batteries, Model 8A31DTM, are installed aboard the vessel. Two batteries are connected in parallel to form the house battery bank. The remaining three batteries provide dedicated starting power for the port main engine, starboard main engine, and generator. Battery cases, terminals, heavy-gauge cables, interconnecting jumpers, terminal protection, and retention arrangements were visually inspected. Bank voltage was measured with a Fluke 115 True RMS multimeter with the Newmar battery charger energized and again after charging power was removed. With the charger energized, recorded voltages were 13.10 VDC at the house bank, 12.61 VDC at the engine starting batteries, and 12.77 VDC at the generator battery. After removing charging power, the two house batteries measured 13.00 and 12.99 VDC, while the engine and generator starting batteries measured 12.47 VDC. Representative vessel DC loads were operated

from the battery banks during testing. SERVICEABLE. The batteries supplied the representative DC loads tested. The recorded voltage readings alone do not establish full charge, available capacity, or remaining service life. Battery cases and terminals showed no material bulging, electrolyte leakage, or heavy corrosion. The enclosed box acts as a battery restraint; purpose-built battery retention hardware is recommended to provide more positive restraint against horizontal and vertical movement.



Battery installation and accessible connections.

DC WIRING

Accessible DC wiring was inspected at the machinery-space panel, battery banks, pumps, equipment, and flybridge helm. Conductors were marine-type and routed in looms. The under-helm area contained heavily congested and loosely routed electrical/data conductors with localized oxidation at the DC-negative bus and fasteners. No evidence of active overheating or melted insulation was observed. Overall system function: Serviceable; under-helm support/organization is a **B-11** SECOND PRIORITY FINDING, under-helm congested routing and oxidation at DC-negative bus. See Finding **B-11**.

BATTERY CHARGER / CHARGING SYSTEM

A Newmar Phase Three PT-70a three-stage battery charger is installed in the machinery space and serves the vessel battery banks. The charger was energized and produced the recorded bank voltages during testing. The enclosure, ammeter, label, and accessible wiring were intact with no visible heat damage. The grounding conductor was visually inspected and observed connected and in place. Overall condition: Operational and Serviceable.

AC ELECTRICAL SYSTEM

SHORE POWER / AC DISTRIBUTION

The vessel is equipped with a 120 VAC, 60 Hz AC system supplied through two Marinco 30-amp/125-volt shore-power inlets and the onboard Westerbeke generator. Both inlet assemblies, shore-cord connections, caps, mounting plates, and accessible fastening areas were inspected; no burning, melting, charring, or heat distortion was observed. The main AC distribution panel in the galley/companionway area was operated and supplied installed loads. Overall condition: Operational and Serviceable. Accessible equipment grounding conductors at the shore-power and AC distribution system were visually inspected and observed connected and in place.

GALVANIC ISOLATION

Two Newmar GI-30 galvanic isolators are installed in the shore-power safety-grounding circuits, one for each 30-amp service. Each is labeled for 115-230 VAC, 50/60 Hz service and a 30-amp shore-power circuit. The housings, labels, mounting, and accessible wiring were intact with no heat damage or material corrosion. Overall visible condition: Serviceable. Electrical isolation performance was not tested.

AC RECEPTACLE / GFCI TEST

Representative 120 VAC receptacle/GFCI branch circuit. Tested with an IDEAL SureTest 61-164. The analyzer indicated correct hot/neutral/equipment-ground orientation, approximately 117.0-117.1 VAC, 0.22-ohm circuit impedance and approximately 5.0% displayed voltage drop at a simulated 15-amp load. The GFCI tripped in approximately 26 milliseconds while the analyzer applied a displayed test current of approximately 8.1 mA; the device reset normally. The displayed current is the analyzer's applied test current, not a measured ramp-test trip threshold. OPERATIONAL AND SERVICEABLE for the representative circuit tested.

BONDING / CATHODIC PROTECTION

Visually inspected accessible green bonding conductors at seacocks, strainers, engine fittings, shaft-seals, and other metallic components. Conductors and terminals remained attached and no severed bonding conductors were observed. Surface oxidation was present at several bronze fittings. External anodes were inspected during the October 6 dry-dock inspection; the depleted transom anode is addressed in Finding **C-6**. Electrical continuity and hull-to-water protection potentials were not measured. Overall accessible condition: Serviceable.

Generator Systems

WESTERBEKE AUXILIARY GENERATOR

Westerbeke Model 7.6 BTD diesel generator in a sound enclosure. Rating: 7.6 kW at 1,800 RPM, 120/240 VAC, approximately 63/31.6 amps, single phase. Engine serial 108587-E211; generator serial 18540; remote meter approximately 2,502.5 hours. Started from the installed control and operated under dockside AC load. Cooling-water and exhaust discharge were observed; the enclosure, mount, raw-water pump, clamps/fittings and accessible fuel/oil/coolant connections were inspected during operation. The grounding conductor was visually inspected and found connected and in place. OPERATIONAL, with **B-12** SECOND PRIORITY corrosion defects. The generator ran and supplied the AC system without abnormal warning indications or active fuel/oil/coolant/raw-water leakage. One vibration-isolation mount/hardware has substantial rust/coating loss, and the raw-water pump and adjacent cooling fittings show corrosion/oxidation. See Finding **B-12**.



Westerbeke 7.6 BTD generator installation and raw-water pump with heavy oxidation/corrosion (**B-12**).

GENERATOR FUEL / COOLING / EXHAUST

The generator is supplied from the vessel diesel fuel system through marine fuel hose and dedicated filtration. Raw-water cooling includes a bronze intake seacock/strainer, engine-driven raw-water pump, cooling hoses, and a marked siphon-break arrangement. Wet exhaust is routed through marine exhaust hose and muffler components. The generator operated with cooling-water and exhaust discharge present; accessible hoses and clamps remained secure. Overall function: Serviceable; corrosion at the mount, raw-water pump, and cooling clamps is addressed in the findings.

Water Systems

FRESHWATER SYSTEM

POTABLE-WATER TANK

One 150-gallon potable water tank is installed beneath the blackwater holding tank. The tank forms part of the vessel's domestic freshwater storage system and supplies potable water to the onboard plumbing fixtures and associated freshwater equipment. The tank itself was not directly accessible for visual inspection due to its installed location beneath the blackwater tank. ACCESS UNAVAILABLE. The potable water tank could not be directly inspected or assessed for exterior condition, mounting, leakage, corrosion, deformation, fittings, or hose connections because the tank was concealed beneath the blackwater tank. No condition determination is made for the tank itself beyond the operation of the accessible freshwater system components.

POTABLE-WATER PRESSURE SYSTEM

Freshwater pressure system with Jabsco Par-Max HD4 12 VDC pump, suction strainer, Jabsco Ultra-Max pressure assembly, Model 30573-0000 accumulator tank, potable-water tubing/hoses and inline water-treatment component. The system was energized and faucets/fixtures were opened at the galley, head, shower and freshwater washdown. Pump cycling and pressure recovery were observed and accessible plumbing was checked for leakage. OPERATIONAL AND SERVICEABLE. The pump cycled normally, supplied the tested fixtures, and no active leakage was observed at accessible plumbing.

HOT-WATER SYSTEM

A Seaward Model S-1200-E stainless storage water heater, serial 895647, date code J-02, is installed in the port-side machinery area. The unit is rated 11 gallons with a 120 VAC/1,500-watt heating element and engine-coolant heat exchanger. The heater was energized and delivered heated water to the galley sink, head sink, and shower. The tank, thermostat enclosure, relief-valve arrangement, hoses, PEX tubing, and accessible fittings remained dry and securely installed. The grounding conductor was visually inspected and observed connected and in place. Overall condition: Operational and Serviceable.

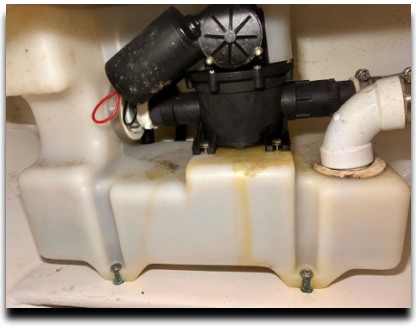


Seaward hot-water heater installation.

BLACK-WATER / SANITATION SYSTEM

MSD / VACUFLUSH

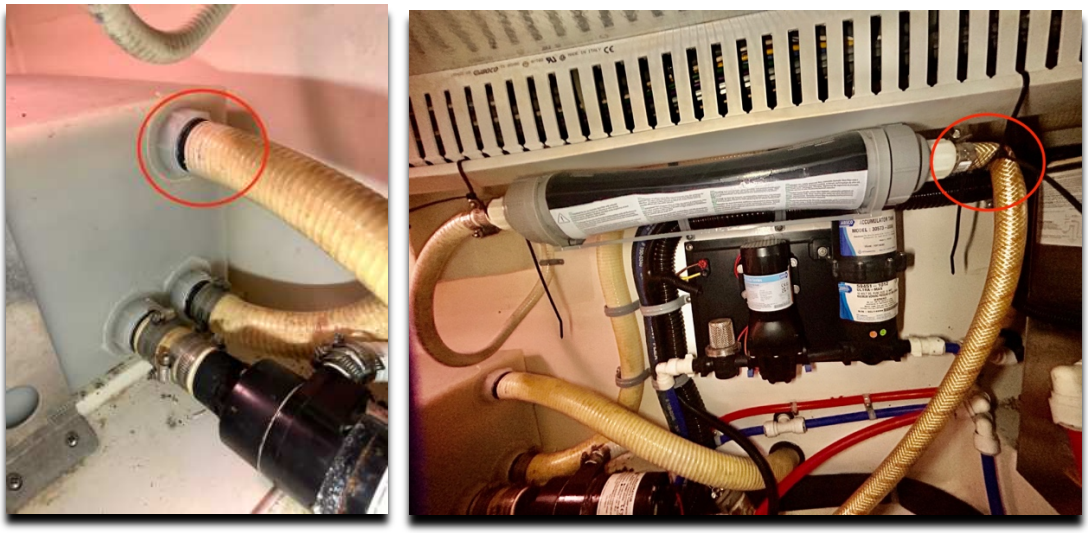
A SeaLand VacuFlush 12 VDC toilet serves the Type III holding-tank system. The toilet flushed as intended, and the vacuum-generator pump energized and cycled. Yellow-brown staining extended down the molded vacuum reservoir beneath the pump, and localized corrosion/residue was present at the motor/pump housing. Overall function: Operational; pump/reservoir condition is a Second Priority finding. See **B-13** Second Priority finding.



VacuFlush vacuum-pump motor/housing and reservoir staining (**B-13**).

HOLDING TANK / PUMP-OUT / VENT

A non-metallic black-water holding tank is installed in the forward machinery/bilge area with deck pump-out plumbing and a starboard-side vent termination. Inspected accessible tank surfaces, hoses, fittings, and mounting; no active sewage leakage observed. The inlet hose at the tank fitting lacked a hose clamp, and the tank vent hose was kinked. Overall condition: **B-14** SECOND PRIORITY: missing hose clamps and kinked vent line. See Finding **B-14**.



Holding-tank inlet without a hose clamp and kinked vent hose (**B-14**).

OVERBOARD MACERATOR / DISCHARGE

A Jabsco Model 18590-2092 ignition-protected 12 VDC macerator pump serves the overboard-discharge arrangement through a labeled bronze head-discharge seacock. The pump was energized and operated. The seacock cycled fully and remained serviceable; heavy green oxidation/verdigris was present on the bronze seacock, elbow, and associated fittings. Overall function: Operational; corrosion is addressed as **C-12** Surveyor's Note / Observation. See Finding **C-12**. Securing of the overboard-discharge valve in the closed position was not verified. Before operating where untreated sewage discharge is prohibited, secure the valve closed with a padlock or non-releasable wire tie, or close the valve and remove its handle. Reference: 33 CFR 159.7(c).

GREY-WATER SYSTEM

The shower drains to a covered sump box with multiple drain connections, internal electric pump, automatic switch, and overboard discharge. Water was run through the shower, entered the box, and the sump pump evacuated the water. The box, cover, hoses, wiring, and mounting were intact; dirt/residue and surface scratching/fine cracking were present on the clear cover. Overall condition: Operational and Serviceable with routine cleaning.

RAW-WATER SYSTEM

Raw-water systems serving both main engines, generator, air conditioning, transom bait/livewell, and saltwater washdown. All accessible seacocks were cycled fully. Pumps serving the air-conditioning, baitwell and saltwater washdown were operated; accessible hoses, clamps, strainers and bronze fittings were visually inspected under operating conditions where practical. **B-4** / **B-8** SECOND PRIORITY: corrosion maintenance. Seacocks completed full travel and no active leakage was observed; green oxidation/verdigris is present on multiple bronze components and the air-conditioning circulation-pump motor has extensive exterior rust/coating loss. See Findings **B-4** and **B-8**.

AIR-CONDITIONING SEAWATER PUMP

The air-conditioning seawater circuit includes a bronze seacock/strainer and Smith Model JB1S105N 115-volt, 1/15-horsepower circulation pump. The pump ran while the Cruisair system operated and seawater flow supported the cooling test. The pump motor exhibited exterior rust/coating loss, and

oxidation was present on the associated bronze components. Overall function: Operational; condition requires timely service.

AIR-CONDITIONING CONDENSATE PUMP

A Marco Model 1377-0001-0100 condensate pump is installed in the air-conditioning drainage system. The pump operated during testing, and no active leakage was observed. Overall condition: Operational and Serviceable.

Electronics / Navigation Equipment

MULTIFUNCTION DISPLAYS / GPS / DEPTH

Three Simrad NSS4 12-inch multifunction displays at the flybridge helm, integrated with GPS/chart, depth/sonar, radar, engine data, AIS and camera functions. All three displays were powered and navigated through representative pages. GPS position, depth/sonar, engine data, and camera information were displayed at dockside. OPERATIONAL AND SERVICEABLE. Displays energized, interfaces responded to control inputs, and the integrated data pages presented information as expected during the test. Installation of displays was 2025 per owner.



Flybridge navigation electronics and engine-data displays.

VHF RADIOS / ANTENNAS

Two Simrad VHF radios with hand microphones are installed at the flybridge helm. A radio-check transmission was made and a response was received, confirming basic transmit/receive operation through the installed antenna system. Antenna bases and visible coaxial routing were secure. Overall condition: Operational and Serviceable.

COMPASS

A magnetic compass is mounted at the flybridge helm. The indicated heading was compared with the iPhone compass application during the dockside inspection and the readings were consistent. The compass card moved freely and the unit remained secure. Overall condition: Serviceable.

AIS (AUTOMATIC IDENTIFICATION SYSTEM)

AIS information is integrated into the Simrad navigation network. The AIS page and target information displayed on the multifunction system during the electronics check. Overall condition: Operational and Serviceable.

RADAR

Simrad HALO open-array radar mounted on the hardtop and integrated with the NSS4 multifunction displays. The radar was energized from the helm and operated on a 600-foot range scale; live returns were displayed while the scanner, mount, and visible cabling were visually inspected. OPERATIONAL AND SERVICEABLE. Radar returns were displayed, and the scanner/mounting installation remained secure. Installation of radar was in 2025 per owner.

CCTV CAMERA SYSTEM

Salon and engine-room cameras are integrated with the Simrad multifunction displays. Both cameras are powered and produce live images at the helm. Overall condition: Operational and Serviceable. Installation of the camera was in 2025, per owner.

AUTOPILOT

A Simrad autopilot control is installed at the flybridge helm and interfaces with the Simrad RPU80 reversible steering pump and rudder-feedback system. The unit was powered up during the dockside check but was not engaged. Overall condition: Powered up. Installation was in 2025 per owner.

STARLINK / COMMUNICATIONS ANTENNAS

A flat-panel Starlink antenna and multiple communications antennas are mounted on the hardtop. The units, bases, visible cable penetrations, and support hardware were inspected and remained securely installed. The Starlink terminal was powered and connected during the survey. Overall condition: Operational and Serviceable. Installation was in 2025 per owner.

FUSION AUDIO SYSTEM

A Fusion stereo head unit and JL Audio marine speakers are installed at the flybridge. The system powered, source controls responded, and audio output was produced through the installed speakers. Overall condition: Operational and Serviceable. Installation was in 2025 per owner.

TELEVISION

Hisense Roku televisions are installed in the forward master stateroom and in the salon port-side forward cabinetry. The televisions were powered and displayed their operating interface. Mounting and surrounding cabinetry were secure. Overall condition: Operational and Serviceable.

Findings & Recommendations

This section summarizes deficiencies and observations documented in the body of this report. Each finding should be read with the applicable system description, test method, and condition statement. Within each priority category, findings are numbered in the same sequence in which the corresponding conditions are encountered in the body of this report.

Reference basis: CFR citations identify federal requirements. ABYC references identify relevant voluntary installation or repair guidance, not a determination that this vessel violates a specific ABYC clause. Unverified subsection numbers and unrelated citations are omitted.

A. FIRST PRIORITY / SAFETY AND COMPLIANCE FINDINGS

A-1 FIXED FIRE-SUPPRESSION SYSTEM

The FE-241 fixed engine-room fire-suppression installation is physically secure, but current service and charge status were not established. The latest visible service indication was May 2025, and the historical service weight on the tag was below the marked gross weight. The cylinder was not weighed during this survey.

RECOMMENDATION: Have a qualified marine fire-protection service facility inspect, weigh, service, and certify the system; confirm the agent charge, release functions, alarms, discharge arrangement, and machinery/ventilation shutdown interfaces.

REFERENCE: ABYC A-4 — Fire Fighting Equipment

A-2 BOARDING / REBOARDING LADDER

No dedicated boarding/reboarding ladder was installed or located aboard. The flybridge access ladder does not provide a means for a person in the water to reboard the vessel.

RECOMMENDATION: Install or carry a marine reboarding ladder that can be reached and deployed by a person in the water and provides safe access to the cockpit or deck.

REFERENCE: ABYC H-41 — Reboarding Means, Ladders, Handholds, Rails, and Lifelines

B. SECOND PRIORITY / FINDINGS REQUIRING TIMELY ATTENTION

B-1 EPIRB REGISTRATION

The ACR GlobalFix V4 EPIRB is physically intact; however, its NOAA registration was EXPIRED at the survey date. The label showed January 7, 2026.

RECOMMENDATION: Renew the NOAA registration and keep the vessel, owner, and emergency-contact information current.

REFERENCE: 47 CFR 80.1061

B-2 INFLATABLE LIFE RAFT

The Revere Coastal Compact six-person life raft is OUTSIDE its visible service interval. The raft remained sealed in its valise, but the service label identified April 2026 as the required inspection date.

RECOMMENDATION: Have an authorized life-raft service facility inspect, service, repack, and recertify the raft before relying on it as emergency equipment.

B-3 ANCHOR WINDLASS

The Lewmar windlass is INOPERATIVE. It was energized independently from the flybridge and foredeck controls and failed to operate from either station. The motor/gear housing also has substantial coating loss, oxidation, and corrosion.

RECOMMENDATION: Repair the windlass electrical and mechanical system, including circuit protection, wiring, controls, solenoids, motor, gearbox, clutch/brake, gypsy engagement, and deck switches. Demonstrate reliable anchor deployment and retrieval before normal service.

REFERENCE: ABYC H-40 — Anchoring, Mooring, and Strong Points; ABYC E-11 — AC and DC Electrical Systems on Boats

B-4 RAW-WATER INTAKES / SEACOCKS / STRAINERS

Green oxidation and verdigris were present on multiple accessible bronze raw-water seacocks, strainers, lids, fasteners, elbows, and threaded fittings, including the main-engine and generator intake arrangements. The seacocks completed full travel and no active leakage was observed. Air-conditioning pump/mounting defects are addressed separately in **B-8**, and the overboard-discharge arrangement in **C-12**.

RECOMMENDATION: Clean and service the intake assemblies, renew deteriorated gaskets/fasteners/clamps as necessary, remove corrosion products, and protect the serviced bronze components.

REFERENCE: ABYC H-27 — Seacocks, Thru-Hull Fittings, and Drain Plugs

B-5 EXTERIOR STARBOARD FLYBRIDGE SIDEWALL LAMINATE

The exterior starboard flybridge sidewall has a localized abnormal cored-laminate condition. The blue-taped area produced elevated comparative Tramex readings and a distinct dull/thudding percussion response relative to surrounding laminate, consistent with moisture intrusion.

RECOMMENDATION: Open the affected area as necessary, remove wet or deteriorated core if present, correct the moisture-entry source, and restore the core, laminate, bedding, and finish using accepted composite repair methods.

B-6 TRANSOM DOOR / HARDWARE

The molded transom door exhibited extensive gelcoat crazing with rust staining at multiple fasteners and along the lower stainless-steel threshold.

RECOMMENDATION: Remove the rust-stained hardware, replace corroded fasteners with suitable marine-grade hardware, rebed the hardware, and repair the crazed gelcoat.

B-7 HELM-CHAIR PEDESTAL BASE

Circumferential and radial gelcoat stress cracking was present around the flybridge helm-chair pedestal base.

RECOMMENDATION: Remove and rebed the pedestal, inspect the fasteners/backing and adjacent laminate/core during the repair, correct any damaged supporting material, and restore the gelcoat.

REFERENCE: ABYC H-31 — Seat Structures (seat/pedestal attachment and supporting-structure guidance).

B-8 AIR-CONDITIONING SEAWATER PUMP / INTAKE

The air-conditioning circulation pump operated, but the pump motor was insecurely mounted to the bulkhead and showed exterior rust/coating loss and the associated bronze seacock/strainer/fittings showed heavy oxidation/verdigris.

RECOMMENDATION: Service the seacock and strainer, overhaul or replace the corroded pump as required, restore secure pump support and attachment, renew deteriorated clamps/hoses, and protect the bronze and steel components from continued corrosion.

REFERENCE: ABYC A-6 — Refrigeration & Air Conditioning Equipment; ABYC H-27 — Seacocks, Thru-Hull Fittings, and Drain Plugs

B-9 PORT ENGINE MOUNTS / ELECTRICAL CONNECTOR

Two port engine/transmission support brackets are materially deteriorated by extensive coating loss, rust and scaling. A multipin electrical connector adjacent to one mount was disconnected with the contacts exposed.

RECOMMENDATION: Repair or replace structurally deteriorated support hardware as required, clean and preserve affected metal, have a qualified technician identify the disconnected connector and restore its required connection or properly seal an unused connector, secure the mount fasteners, and check engine alignment.

REFERENCE: ABYC P-4 — Marine Inboard Engines and Transmissions; ABYC E-11 — AC and DC Electrical Systems on Boats

B-10 STARBOARD ENGINE MOUNT BRACKET

The steel bracket above the starboard resilient engine mount has extensive coating loss and surface rust and requires corrective service before corrosion progresses.

RECOMMENDATION: Clean and preserve the bracket, replace components showing material section loss, and secure the mount hardware and check engine alignment.

REFERENCE: ABYC P-4 — Marine Inboard Engines and Transmissions

B-11 UNDER-HELM DC WIRING

The area beneath the flybridge helm contained heavily congested and loosely routed electrical/data conductors. Localized oxidation was present on the DC-negative bus and fasteners.

RECOMMENDATION: Trace and label the wiring, install proper support and chafe protection, organize conductor routing, clean/renew corroded connections, and maintain clear service access.

REFERENCE: ABYC E-11 — AC and DC Electrical Systems on Boats

B-12 GENERATOR MOUNT / RAW-WATER COMPONENTS

One generator vibration-isolation mount and its hardware exhibited substantial rust/coating loss. The engine-driven raw-water pump and adjacent cooling-water clamps/fittings also showed corrosion/oxidation.

RECOMMENDATION: Replace deteriorated mount/hardware as required, service the raw-water pump and cooling connections, renew corroded clamps, and protect exposed metal surfaces.

REFERENCE: ABYC A-27

B-13 VACUFLUSH PUMP / RESERVOIR

The VacuFlush toilet and vacuum-generator pump operated, but yellow-brown staining extended down the reservoir and localized corrosion/residue was present around the pump and motor.

RECOMMENDATION: Clean the assembly, correct the source of staining, and renew leaking seals or deteriorated pump/reservoir components.

REFERENCE: ABYC TH-29 — Sewage Systems

B-14 BLACK-WATER HOLDING TANK / VENT

The blackwater holding-tank inlet sanitation hose was installed without a hose clamp at the tank fitting. The holding-tank vent hose was sharply kinked, restricting its effective opening and free airflow. No active sewage leakage was observed.

RECOMMENDATION: Install a correctly sized, corrosion-resistant marine hose clamp per the hose and fitting requirements. Re-route or replace the kinked vent hose to provide an unrestricted vent path. After repair, verify secure hose attachment, leak-free operation, and unrestricted ventilation during filling and pump-out.

REFERENCE: ABYC TH-29 — Sewage Systems

C. SURVEYOR'S NOTES AND OBSERVATIONS

C-1 MIDSHIP ENGINE-ROOM BILGE

The midship Rule 2000 pump and high-water alarm operated, but standing water, dark staining, and contamination were present in the engine-room bilge.

RECOMMENDATION: Clean and dry the bilge and correct the source of recurring water so leakage and machinery condition can be readily monitored.

C-2 CRAZING GELCOAT

Gelcoat crazing was observed on multiple exterior molded surfaces, including both machinery-space ventilation covers, cabin-side portlight surrounds, and cockpit finish areas. This cosmetic/maintenance observation is separate from the localized starboard flybridge-sidewall laminate anomaly (**B-5**), transom-door hardware condition (**B-6**), and helm-chair pedestal-base cracking (**B-7**).

RECOMMENDATION: Inspect affected fittings and their bedding, correct local movement or water-entry sources where found, and repair the crazed gelcoat with a compatible finish system. Investigate any crack that opens, leaks, or extends into structural laminate before treating it as a finish-only defect.

C-3 STARBOARD TOPSIDE GOUGE

A localized gouge approximately 5 inches long was observed on the starboard topside, about 4 feet forward of the dual waterline through-hull outlets and 11 inches above the waterline.

RECOMMENDATION: Clean and prepare the damaged area, assess the depth during preparation, repair any exposed laminate as necessary, and restore the gelcoat finish with a compatible marine repair system.

C-4 PORT BOW GELCOAT CHIP

A gelcoat chip approximately 1/2 inch long, 4 feet aft of the bow and 2-1/2 feet above the waterline on the port side, exposed fiberglass laminate.

RECOMMENDATION: Clean and dry the exposed area, repair and seal the laminate as needed, and restore the gelcoat finish to protect the substrate from water entry.

C-5 LAZARETTE CLEANLINESS / MOISTURE STAINING

Widespread mildew/biological staining, moisture staining, dirt, and rust streaking were present throughout the lazarette.

RECOMMENDATION: Clean and disinfect the compartment, correct the moisture source, and maintain the space clean and dry.

C-6 DEPLETED SACRIFICIAL ANODE

One sacrificial anode at the transom/underwater installation showed substantial depletion. The owner stated it would be replaced; replacement was not verified. The trim-tab anodes were serviceable.

RECOMMENDATION: Renew the depleted anode with a correctly selected replacement before relaunch. Clean contact surfaces, secure the replacement, and verify attachment and electrical contact. Confirm anode alloy and selection for the vessel's operating water and protection system.

REFERENCE: ABYC E-2 — Cathodic Protection (sacrificial-anode selection and installation guidance).

C-7 DECK FILLS / SEALANT

The diesel, water, and waste deck fills were secure and labeled; minor oxidation, aging O-rings, and localized gelcoat crazing were present around the fittings.

RECOMMENDATION: Service the caps/O-rings and renew aged bedding/sealant as part of routine maintenance.

C-8 COCKPIT COAMING BOLSTERS

Coaming-bolster seam was open and exposed backing material; a separate puncture and general scuffing/staining were also present.

RECOMMENDATION: Repair or replace the damaged upholstery and seal the exposed backing material.

C-9 LIVE BAIT-WELL / COCKPIT CLEANING

The baitwell/livewell operated, but dirt, rust-colored staining, and biological growth were present around the opening and adjacent channels.

RECOMMENDATION: Clean and disinfect the baitwell and surrounding drainage channels and maintain them free of biological growth.

C-10 PORT FISH-BOX DISCHARGE PUMP

The port fish-box discharge pump operated, but its exterior had corrosion and coating deterioration. The pump condition remains a maintenance item despite normal operation during the test.

RECOMMENDATION: Clean and service the corroded pump, renew deteriorated electrical/plumbing hardware as necessary, correct recurring wetting, and protect exposed metal surfaces. Verify normal discharge and leak-free connections after service.

C-11 FORWARD MASTER-STATEROOM LINER

Localized mildew/biological staining was present on the forward master-stateroom liner/wall covering near the lower trim.

RECOMMENDATION: Clean and treat the affected liner and correct the local moisture/condensation source.

C-12 OVERBOARD MACERATOR / DISCHARGE CORROSION

The overboard-discharge macerator operated, and its seacock cycled fully; however, heavy green oxidation/verdigris was present on the bronze seacock, elbow, and associated fittings.

RECOMMENDATION: Clean and service the seacock and associated bronze fittings, renew deteriorated seals or hardware as necessary, and verify leak-free operation after service.

REFERENCE: ABYC H-27 — Seacocks, Thru-Hull Fittings, and Drain Plugs

Rating & Valuation

VESSEL CONDITION

The overall vessel condition rating reflects the surveyor's opinion after considering the vessel's age, observed condition, equipment, maintenance, deficiencies, and required repairs.

BUC Research publishes a condition-rating scale used with its recreational-vessel valuation data. The scale helps compare a subject vessel with similar vessels and select appropriate adjustments within the published value range. The marine condition-rating categories used in this report are:

"EXCELLENT (BRISTOL) CONDITION" - Maintained to exceptional or near-new standards; a rarity.

"ABOVE AVERAGE CONDITION" - Better maintained and equipped than comparable vessels of similar age and type.

"AVERAGE CONDITION" - Ready for normal use or sale, requiring only routine maintenance and equipped appropriately for its size.

"FAIR CONDITION" - Requires normal maintenance and repairs to prepare for use or sale.

"POOR CONDITION" - Requires substantial repair or yard work before dependable use.

"RESTORABLE CONDITION" - Sufficient hull and machinery remain to support practical restoration to usable condition.

Based on the conditions observed and the limitations stated in this report, the vessel's condition at the time of survey was:

AVERAGE CONDITION

This is a comparative overall condition rating for valuation. It does not override the individual deficiencies, service limitations, or corrective actions identified in this report.

STATEMENT OF VALUATION

PROPERTY INTEREST APPRAISED

For this report, the vessel is assumed to be properly registered and to have a clear history of ownership and title. Any issues regarding the chain of ownership, clear title, or outstanding liens would significantly affect the opinion of the vessel’s fair market value.

APPRAISAL METHODOLOGY

The following methods to appraise the subject vessel were considered:

- o Cost Approach
- o Income Approach
- o Market Analysis

COST APPROACH

In this method, the cost of a new comparable vessel is depreciated based on the subject vessel’s age. The appraiser uses a depreciation rate determined by his experience. The replacement cost is defined as the retail cost of a new vessel of the same make/model with similar equipment offered by the same

manufacturer, or, if an exact replacement is not available, the cost of a new comparable vessel from another manufacturer. In view of the vessel's age, service, and customization, the cost approach method was not considered appropriate.

INCOME APPROACH

The Income Approach was not considered in this case as the subject vessel was used exclusively for pleasure and had no commercial use.

MARKET ANALYSIS

To provide a consistent comparison with the 2003 subject vessel, a straight-line 4% model-year adjustment was applied for each year of difference. Newer comparables were adjusted downward 4% per model year and older comparables upward 4% per model year. This adjustment is intended only to normalize model year; it does not independently adjust for condition, equipment, location, maintenance history, or repair cost. It is based on the surveyor's professional judgment and experience with vessel valuation. Unless otherwise noted, the comparable vessels were treated as representative of average market condition.

SUMMARY OF VALUATION

The definition of Fair Market Value, as used in this report, is the estimated amount, expressed in terms of money, that may be reasonably expected for a property in an exchange between a willing buyer and a willing seller, with equity to both, neither under any compulsion to buy or sell, and both fully aware of all relevant facts, as of the specific date stated above. Valuations are the surveyor's opinion and are prepared for the stated purpose of this pre-purchase condition and valuation survey; they are not intended to influence the purchase or purchase price of the subject vessel. The surveyor(s) have no interest in the vessel, financial or otherwise. Valuation is primarily determined by comparison to comparable vessels listed in the SoldBoats.com database but may also be derived from consultation with manufacturers or knowledgeable boat brokers, personal experience, current listings of boats available for sale, and commercial boat value guides such as the BUC Value online price guides. Current local market values may vary widely from such valuation resources due to current local market conditions. Implicit in this definition are 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 act in their own best interests.

c. The vessel receives reasonable exposure in the open market.

d. Payment is made in U.S. dollars or under comparable financial terms.

e. The price is unaffected by special financing, concessions, or other unusual sale conditions.

GUIDEBOOK REFERENCE / MARKET RECONCILIATION

BUC Value reports a current retail indication of $179,500 unadjusted and $168,500 after its South Atlantic/Florida and average-condition adjustment. These figures were used as guidebook reference points rather than stand-alone conclusions. The final value opinion was reconciled with actual sold comparables, current asking-price evidence, the subject vessel's observed condition, equipment, documented findings, and the limitations of this survey.

MARKET ANALYSIS

Four sold records were reviewed from **SoldBoats.com**. Three were retained as primary pricing comparables: two 2003 Cabo 35 Fly Bridges and one 2005 Cabo 35 Fly Bridge adjusted to the subject vessel's 2003 model

year. The November 2020 sale was reviewed but excluded from the pricing calculation as described below. No separate dollar-for-dollar repair-cost deduction was applied to the comparable prices.

- 2003 35’ Cabo Fly Bridge listed $189,000; sold for $150,000 (4/25 Florida, same engine model)
- 2003 35’ Cabo Fly Bridge listed $199,000; sold for $184,737 (7/25 Massachusetts, same engine model)
- 2003 35’ Cabo Fly Bridge listed $125,000; sold for $125,000 (11/20 USA, engine not identified)
- 2005 35’ Cabo Fly Bridge listed $289,000 (Adjusted for year $265,880); sold for $250,000 (Adjusted for year $230,000) (6/26 MD, same engine model).

The November 2020 sale at $125,000 was excluded from the pricing calculation because the transaction was materially older than the 2025-2026 market evidence and supporting information was limited, reducing its comparability to the current market.

For the three retained sold comparables, the adjusted/list-price average was $217,960 (rounded to $218,000) and the sold-price average was $188,246 (rounded to $188,000). The aggregate sold-price level was approximately 13.6% below the adjusted/list-price level, rounded to 14%.

Current listing boats reported from **Yachtworld.com**

- 2005 35’ Cabo Fly Bridge listed at $224,995; adjusted list price $206,995 (Rhode Island, same engine model)
- 2005 35’ Cabo Fly Bridge listed at $279,000; adjusted list price $256,680 (Texas, same engine model)
- 2001 35’ Cabo Fly Bridge listed at $214,900; adjusted list price $232,092 (New York, same engine model)

The three current listings produced an average model-year-adjusted asking price of $231,922, rounded to $231,900.

Applying the aggregate sale-to-list discount (approximately 13.6%, calculated using the unrounded retained-sale totals) observed in the retained sold comparables to the $231,922 current adjusted asking-price average produces an indicated sold-price level of approximately $200,300, rounded to $200,000.

The model-year adjustment normalizes age only and does not account for individual condition, equipment, cosmetic differences, or anticipated repair costs. The unadjusted BUC Value indication of $179,500 was retained as the guidebook reference because the subject vessel was rated at the higher end of Average

Condition, while not meeting Above Average Condition. The following three value indications were then reconciled on an equal-weight basis:

$179,500 - BUC Value unadjusted retail indication

$188,000 - Rounded average of the three retained sold comparables

$200,000 - Indicated sold-price level derived from current adjusted listings and the observed 13.6% sale-to-list discount

The arithmetic mean of these three indications is $189,167, which rounds to $189,000. This reconciled figure is adopted as the Fair Market Value of the subject vessel in its observed Average Condition as of the survey date.

CONCLUSION

After reconciliation of the BUC Value reference, retained SoldBoats.com transactions, current YachtWorld asking-price evidence, and the subject vessel's observed condition, the surveyor's opinion of FAIR MARKET VALUE is:

$189,000 USD

One Hundred Eighty-Nine Thousand Dollars

"REPLACEMENT COST" is the current retail cost of a new vessel of comparable type, size, quality, and equipment. The BUC estimated replacement-cost reference for the subject vessel is:

$833,500 USD

Eight Hundred Thirty-Three Thousand Five Hundred Dollars

Report Summary

BASED ON THE GENERAL EXAMINATION of the vessel afloat and while in dry dock, personally performed by this surveyor using non-invasive techniques, and without making destructive removals to expose concealed areas (except for standard access hatches), it is this surveyor’s opinion that no evidence of structural failure was identified within the readily accessible areas inspected, subject to the findings and limitations stated herein. The overall condition is average condition for a vessel of this type and age.

This document represents the condition of the vessel as found on the date of the survey, and is the unbiased opinion of this surveyor, with no warranty, either specified or implied. The reader of this report should remember that many areas of the vessel (i.e. core materials in hulls, rudders and decks) and its equipment (tanks and engine or machinery internals) are not accessible, or are only partially accessible for inspection, and thus, cannot be completely evaluated.

The mandatory Standards published by the United States Coast Guard (**USCG**), under the authority of the Federal Boat Safety Act, and the voluntary recommended standards and practices developed by the American Boat and Yacht Council (**ABYC**), and the National Fire Protection Association (**NFPA**); as well as the surveyor's knowledge of accepted industry standards, have been used as general guidelines in the conduct of this survey.

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 stated assumptions, scope, and limiting conditions and represent my impartial professional judgment.

I have no present or prospective ownership interest in the vessel and no personal interest or bias with respect to the parties involved. My compensation is not contingent upon reporting a predetermined condition, a predetermined value, a direction in value that favors any party, the attainment of a stipulated result, or the occurrence of a subsequent event.

I personally inspected the readily accessible portions of INCENTIVE described in this report. This survey states the condition observed on the stated inspection dates and is not a warranty or guarantee of future condition or performance.



Attending Surveyor
D. A. Hughes III
Hughes Marine Survey LLC

Photo Appendix





Transom and cockpit overview.





Cockpit under-gunwale storage and washdown arrangement.





Livewell and foredeck ground-tackle views.

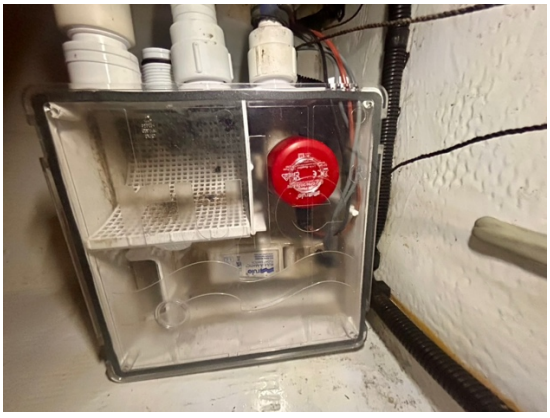


Flybridge helm overview.





Head and marine-toilet installation.









Shower-sump and bilge-pump installations.





Visual-distress-signal kits and fixed fire-suppression cylinder.





AC/DC distribution panels and instrumentation.