

REPORT OF MARINE SURVEY

**Valuation appraisal inspection
of the vessel**

**" MAI SUE II"
1981 Uniflite 41' Yacht Fisherman**



PREPARED EXCLUSIVELY FOR:

**Stephen Jones
P.O. Box 671467 21918 Grasser Rd.
Chugiak AK 99567**

CONDUCTED BY:

Richard C. Long

on

May 19, 2010

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SURVEY SCOPE & GENERAL INFORMATION

SCOPE OF SURVEY

Report file no: Mai Sue II.
Inspection date(s): May 19, 2010.
Date of written report: 05/19/2010.
Conducted by: Richard C. Long.
Requested by: This survey was performed at the request of the owner, Stephen Jones, who was not present at the time of the survey.
Purpose of survey: Assess the overall condition and value of vessel.
Intended use: Pleasure, Coastal recreational cruising and fishing.
Vessel surveyed at: Valdez Small Boat Harbor I-1, Valdez, AK.
Weather conditions: Clear & dry.
How survey conducted: The vessel was surveyed in the water only and no bottom inspection was performed.
Sea trail: A sea trial was not conducted as a part of this survey.
Moisture checks: The Electrophysics moisture meter, Model GRP33 was used for moisture readings referenced in this report.

VESSEL CONDITION & VALUE

Condition rating: **AVERAGE CONDITION.**
Estimated fair market value: \$129,000.
Estimated replacement cost: \$575,000.
NOTE: *The overall vessel condition and value was established after a complete inspection of stated vessel, the results of which are included in this report of survey. The estimated fair market value and replacement cost includes all listed auxiliary equipment. See "Condition & Value Summary" section for additional details.*

SURVEY REQUESTED BY

Client name: Stephen Jones.
Street address: P.O. Box 671467 21918 Grasser Rd.
City/State/Zip: Chugiak AK 99567.
Business phone:

VESSEL INFORMATION

Vessel Yr/Make/Model: 1981 Uniflite 41' Yacht Fisherman.
Vessel name: MAI SUE II.
Hailing port: Valdez, AK.
Hull ID number verification: UNF02986M82A.
Manufacturer/Builder: Uniflite Inc.
Bellingham WA.
Vessel description: A modified v, planing, aft cabin style cruiser/sportfisherman with a fully enclosed flybridge. Entering the main cabin from the aft cabin deck the main salon features a couch/sleeper to starboard and two easy chairs and lower helm station to port. A full galley on the lower starboard side with a head to port and V-berth forward. All interior is in mahogany wood. Aft of main salon is entry to aft cabin featuring a full size bed and second head to port. Ample windows and skylights in all areas.
U.S.C.G. Official Documentation No: 643632.
Documented use: Recreational.
Documented home port: Valdez AK.
Documented length: 41.2.
Documented breadth: 12.3.
Documented depth: 6.3.
Documented gross tons: 21 GRT.
Documented net tons: 17 NRT.

VESSEL SPECIFICATIONS

Type: Fiberglass, Planing, Modified Vee hull, Conventional sheer, Sport Fisherman.
Length overall (L.O.A.): 41.2 per manufacturer spec's.
Beam: 12.3 per manufacturer spec's.
Draft: 6.3 per manufacturer spec's.

SURVEY STANDARDS

Standards followed: *This survey was completed using as reference the federal regulations and amendments issued and enforced by the United States Coast Guard under the authority of Title 33 and Title 46 of the United States Code of Federal Regulations (CFR's). In addition the American Boat and Yacht Council (ABYC) and National Fire Protection Association (NFPA-302) voluntary standards were used as reference during the survey. These ABYC and NFPA voluntary standard practices are generally followed by most vessel manufacturers today.*

SURVEY INSPECTION COMMENTS

Comments:

- *All systems and components inspected and described herein are considered serviceable and/or functional except as indicated in the survey report and recommendations section. Electronic devices and instruments were checked for power up only - not for functionality. If a component is not identified in this report, it was not inspected.*
- *"Priority I Recommendations" are related to Safety & Regulatory findings and are listed in RED in the report.*
- *"Priority II Recommendations" are related to Maintenance & Standards findings and are listed in BLUE in the report.*
- *"Other Recommendations" are findings that are relatively minor in nature and are listed in GREEN in the report.*
- *It is the nature of marine vessels that deterioration, wear and accidents do occur and as such, this report therefore represents the condition of the vessel only at the time the survey was conducted.*

EXTERIOR HULL & BOTTOM INSPECTION

HULL EXTERIOR

<i>Construction material:</i>	Fiberglass, with white gel coat surface.
<i>Stem:</i>	Solid, no cracks on external inspection. Moisture readings relatively Dry.
<i>Stem thru hull fittings:</i>	Chain locker drains thru stem. Currently unused as vessel now has a drum style anchor winch on deck.
<i>Side thru hull fittings:</i>	Plastic mushroom head fittings: Bronze mushroom head fittings: used for Bilge/Sump drains, Sink drains,
<i>Rub rail:</i>	Rub rail is stainless steel on Well secured in good condition with only minor scrapes. backing.
<i>Port Lights:</i>	Port and starboard sides.
<i>Engine vents:</i>	Vents are attached and in good condition- no cracks sighted.



<i>Transom:</i>	Conventional transom with door, Swim grid w/ custom fish boxes with drains.
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<i>Transom thru hull fittings:</i>	Stainless steel tubes used for; Engine exhaust,
<i>Swim Platform</i>	Fiberglass attached and well secured.
<i>Hull cosmetics:</i>	Hull cosmetics are in good condition-minor nicks and scratches..
<i>Moisture/Delamination:</i>	All moisture meter readings on side hull near the water line and surrounding thru hull fittings were relatively dry with normal comparative moisture meter readings.

HULL BOTTOM

<i>Construction material:</i>	Fiberglass, Vessel was not pulled for bottom inspection. No bottom inspection performed.----- Owner is advised to fully inspect bottom and all underwater machinery at next haul out.
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TRIM TABS, STABILIZERS AND THRUSTER SYSTEMS

<i>Trim tabs:</i>	Bennett single ram hydraulic trim tabs.
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INTERIOR HULL & STRUCTURAL INSPECTION

HULL INTERIOR & STRUCTURAL COMPONENTS

<i>Hull to deck joint:</i>	Overlap (Shoe box type) Elastomeric compound sighted in hull to deck joint. No leaks sighted thru any part of hull to deck joint area
<i>Stringers:</i>	Hull stiffness provided by FRP covered wooden longitudinal stringers that run the length of the vessel. Complete inspection not possible due to limited access. Stringers were sighted in the engine compartment and under cabin sole and are well glassed into hull where sighted. Stringers sounded with hammer where accessible and appeared very sound. No soft spots, separation, cracks rotting or splitting sighted. Limber holes appear to be adequately sealed where sighted. Stringers checked with Moisture meter where accessible and all readings were relatively Dry.
<i>Bulkheads:</i>	Athwartships reinforcement enhanced by structural bulkheads bonded to the hull with FRP (fiber reinforced plastic). All tabbing appears serviceable and sound with no cracks or separation of tabbing sighted in any compartments. No visual evidence of movement sighted in any bulkhead.
<i>Stem:</i>	Solid stem, no cracks or separation sighted inside.
<i>Inside of transom:</i>	Reinforced. Secure-no cracks or separation sighted.

TRANSOM THRU HULL FITTINGS

<i>Transom mounted:</i>	Engine exhaust Corner mounted.
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ENGINE BILGE THRU HULL FITTINGS

<i>Sea valves:</i>	Bronze seacock ball valve(s) installed.
<i>Sea valves used for:</i>	Deck wash down inlet, Engine(s) raw water intake(s), Generator raw water intake.
<i>Sea strainers:</i>	Internal strainer(s) installed for engine raw water, generator raw water, Sea strainer is clear of debris.

TOP DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

<i>Deck Surface:</i>	Molded, cored fiberglass deck construction (core not sampled). White gel coat with molded in non skid fiberglass surface. Good condition. Deck is solid under foot, no soft spots discovered.
<i>Moisture/Delamination:</i>	Moisture meter readings were all relatively Dry. No delamination or soft spots discovered.
<i>Toe rail(s):</i>	Molded in, no cracks or separation sighted.
<i>Anchor platform:</i>	Stainless steel with anchor roller. Well secured.
<i>Windlass:</i>	EZ Anchor drum type.

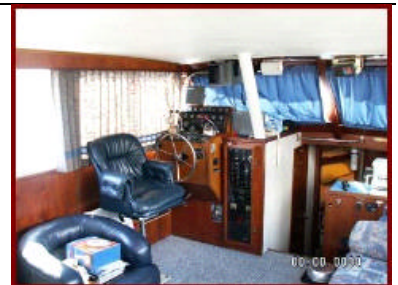


<i>Stanchions/side rail(s):</i>	Stainless steel, well secured.
<i>Cleats & fairleads:</i>	Horn cleats are all well secured to deck and functional.
<i>Cabin (house) to deck joint:</i>	Molded in -- some minor stress cracks.
<i>Deck hatches:</i>	Yes, well secured, seals in good condition, support arm(s) in place.
<i>Escape hatch(es):</i>	Forward cabin top.
<i>Cabin house window(s):</i>	Fixed, Sliding side windows.
<i>Port(s)/port light(s):</i>	Opening, all well secured and sealed to cabin top.



BRIDGE DECK / COCKPIT

<i>Cockpit & Helm seating</i>	Single adjustable helm seat.
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<i>Engine access hatch(es):</i>	In main salon sole.
<i>Top/superstructure:</i>	FRP hard top that is well secured.

FLYBRIDGE

Construction material: Fiberglass. With Lexan windshields.



Helm station: Set up as main station in addition to lower main cabin station.



Seating: Two adjustable swivel seats at helm. Adjustable captains chair at helm.



Canvas: Canvas and clear plastic all around Good condition.

FISHING EQUIPMENT

FISHING GEAR

Downriggers:

Penn 600 Fathommasters.

Fish box(s)

Two(2) custom built on swim deck.



Wash down system:

Yes, Raw water.

Other:

Vessel has large crab boat style lights mounted on mast rigging for night fishing operations.

HELM & NAVIGATION ELECTRONICS

NAVIGATION ELECTRONICS

Helm station:

Electronics mounted on cockpit bulkhead.

Compass(es):

4" Danforth. upper station.



4" Danforth lower station.



VHF radio(s):

ICOM IC 502.



Icom M59 Lower station.



Depth sounder(s):

Raytheon V-8010.



lower station.



Multi-function instrument(s):



GPS:

Raytheon.



Loran "C":

Furuno. LC 90.



Radar:

Raytheon. R40 X.



Lower helm station.



Forward scanning sonar.

Chart plotter(s): Raytheon.



Other electronics: Icom M-59 VHF.



ENGINE INSTRUMENTS AND CONTROLS

Throttle and shift controls: Morse, Separate levers for each engine throttle and shift control.



Engine status: All engine instruments are OEM. upper station.



Lower helm station.



Volt:

Yes.



Hour meter(s):

Port: Starboard:



OTHER ELECTRONICS AND CONTROLS

12 volt outlet:

Yes-Not tested.

Antenna(s):

VHF, Radar, GPS, FM Stereo, TV, all mounted on FRP hard top. on mast head.

Spotlight controls:

ITT Jabsco.



Windlass control:

Helm controlled switch is functional.



CABIN INTERIOR APPOINTMENTS

MAIN SALON

Style:

Traditional.



Sole:

Carpeting installed throughout. Carpet is clean.

Headliner:

White padded vinyl.

Bulkheads:

Teak bulkheads.

Salon furnishings:

Couch and 2 easy chairs.



ENTERTAINMENT ELECTRONICS

Stereo(s):

Main salon: Pioneer model.



Television & DVD player(s):

Main salon: Toshiba+



GALLEY

Location:

Starboard side.

Stove:

Princess, three burner, electric, with oven.



Refrigeration:

Upright, Norcold, model DE-351D. With freezer.



Water system:

Pressurized hot and cold.

Sink(s):

Twin stainless steel.



Microwave:

Sharp Carousel.



Toaster/oven:

Black & Decker Spacemaker.



BERTHS / STATEROOMS

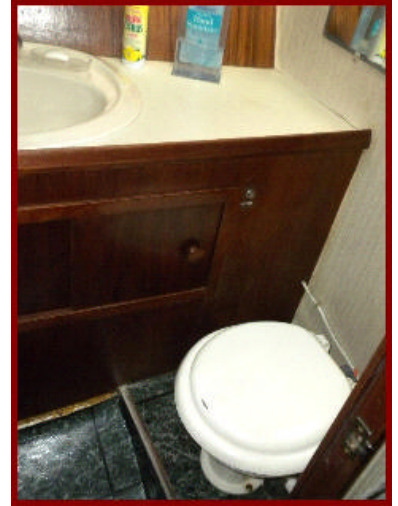
Berths:

Six, V-berth sleeps two, aft cabin sleeps two Sleeper couch sleeps 2.

HEAD(S)

Number/Location:

Two heads on Port side, off galley area. in aft cabin.



Toilet(s):

Jabsco, Electric flush pump. Forward current disconnected from use.

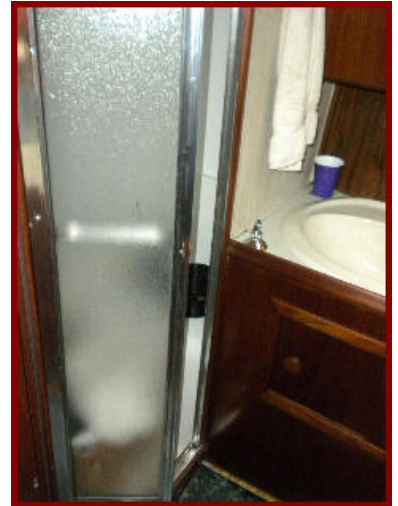


Raw water supply:

Raw water intake thru bronze seacock. Hose secure.

Shower(s):

Stand up stall. with bi-fold plastic shower door.



ELECTRICAL SYSTEMS

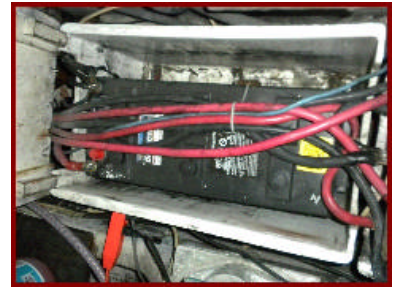
D.C. ELECTRICAL SYSTEMS

D.C. Voltage system:

12 Volt system.

Primary batteries:

There are three batteries located in the engine compartment that are 4D Lead acid batteries which provide service to the main engine(s) plus house electrical and are wired in parallel producing 12 volts.



Battery selector switch:

Yes Rotary switch is functional. NOTE: Recommend alternating use of battery one and two when using vessel. Only use the battery switch All position if both batteries are low or when charging with battery charger/alternator.



Charging system:

Both engine alternators, plus the battery charger is a??????

Distribution panel:

Yes located in main salon.



Breaker(s)/fuse(s):

All D.C. circuits are adequately protected by branch breakers.

Connectors:

Wire nuts were sighted for some DC connections. RECOMMENDATION: ABYC E-11 recommends that wire nuts not be used for any electrical wire connections. Replace with crimp on butt connectors or use of terminal strips.

D.C. wiring:

Not all well secured. Some loose wiring runs sighted. RECOMMENDATION: ABYC E-11 currently recommends that all electrical wiring runs be secured no further apart than every 18 inches. Recommend compliance.

DC Electrical ground:

DC electrical system is properly tied into vessels electrical ground system using the engine as a common ground.

A.C. ELECTRICAL SYSTEMS

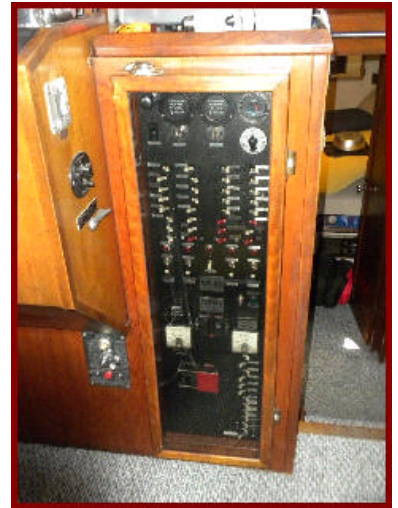
A.C. Voltage system:

30 Amp - 120 Volt system. Shore Power: provided by Marincos 30 Amp capacity.

Shore power breaker: Dual pole breaker for shore power at main power distribution panel per ABYC recommendations.



Distribution panel(s): Yes combined with DC power panel.



Branch breakers: All A.C. circuits are adequately protected by branch breakers.

Wire type: Stranded copper boat cable- size and rating, where sighted, appears correct and serviceable for intended use.

Wire terminations: A.C. wiring is properly terminated. No wire nuts or loose connections sighted.

A.C. Electrical ground: A.C. electrical system is properly tied into vessels electrical ground system using the engines as a common ground.

GENERATOR

Location/Manufacturer: Steering compartment lazarette. Northern Lights. Diesel, 3 cylinder.



Kilowatt/Voltage rating: 8 KW. 120 / 240 Volts AC.

Exhaust piping: Transom exhaust.

Muffler(s): Water lift double clamped at both ends.

Accessibility: Good via two large hatch covers on back deck.

INBOARD PROPULSION SYSTEM

MAIN ENGINE(S)

No./Type/Cylinders

Two, Volvo Penta, TMAD 73P Inboard Shaft driven, Diesel, In Line 6 cylinder, Turbo After cooled, 375 HP.



Serial no(s):

Not sighted.

Engine(s) hours:

hrs on meter. 1364 Port and 1358 Starboard.



Hoses and clamps:

Good condition-No cracks, soft spots or leakage sighted.

Belts and pulleys:

Belts condition are serviceable. No cracks or splits sighted. Pulleys/belts appear to be in line.

TRANSMISSION(S)

Manufacturer/Model:

Twin Disc, Model MG506.

Serial no(s):

Not sighted.

Gear ratio:

Unknown.

Propeller shaft(s):

1-3/4"

STEERING SYSTEM

STEERING SYSTEM

Type:

Main deck and fly bridge, Wheel steering, Hydraulic lines and ram cylinder with attached rudder tiller on rudder stock.

TANKAGE

FUEL TANK(S)

No & Location: Four located on the port and starboard sides.
Tank type & capacity: 5052 Aluminum -105 each total 420gls capacity is as reported.
Tank(s) condition: Visually good (where accessible)

FRESH WATER TANK(S)

No & locations of tanks: One tank, under cabin sole.
Tank(s) type & capacity: Aluminum with a capacity of reportedly 110 gallons.
Tank(s) secured: Yes.

WATER HEATER

Tank location: Under cabin sole.
Manufacturer/capacity: Raritan 11 US gallons capacity.
How powered: 110V with heat exchanger coil.
Pressure relief valve(s): Yes- Drains into bilge area.
Drain fixture(s)/plug(s): Yes.

WATER MAKING SYSTEM

Type: Reverse Osmosis.

Manufacturer: Sea Recovery.
Rating and capacity: These are typically very sensitive units. Owners manual must be read and fully understood before testing/using the unit.

Secured: Yes.
Location: Under cabin sole via galley.
Inspection/cleaning access: Good.



SAFETY EQUIPMENT

U.S.C.G. REQUIRED

Navigation lights:

Navigation lights were not tested. **RECOMMENDATION:** Owner is advised to ensure all Navigation lights are operational before using vessel at night or in limited light conditions.

Throwable type PFD's:

The type of USCG approved throwable PFD devices sighted were: USCG approved Ring buoy(s), All appear to be in good condition.



Visual Distress Signals:

12 Ga Aerial, Red hand held, Hand held smoke signals, **NOTE: All visual distress signals have a printed expiration date- 3 years from date of manufacture. It is recommended that expired signals be retained for backup. You must have at least three aerial or three red hand held signals that are current.**



FIRE FIGHTING EQUIPMENT

Dry Chemical Size I:

Three USCG approved USCG approved extinguisher(s) sighted at the following locations: Aft cabin Engine space Main salon V-berth.



Dry Chemical Size II:



Fixed Halon/Clean Agent:

Located: in the engine compartment, in the Generator area.

BILGE PUMPS

ELECTRIC PUMPS:

Three electric pumps. Located at: Aft bilge Engine compartment bilge Midship / Central bilge, Pumps power up when switched on manually.

Bilge Pump Comments:

CAUTION---- Bilge pumps are high maintenance items. Bilge pumps are only the initial part of a de-watering system, which may include a strum-box, check-valves or occasionally anti-siphon loops and valves, piping, a seacock if the exit is below waterline and a thru-hull tailpiece. This entire system must be understood and maintained. Bilge pumps may fail at any time. No warranty as to longevity can be expressed or implied at survey. Tapered wooden plugs tied to seacocks are an inexpensive safety item and highly recommended under current ABYC standards. Keeping bilges clean and free of debris is a vital part of insuring proper operation. It is also recommended that each bilge pump be periodically tested by filling the immediate bilge area with water, to ensure the pump(s) and float switch(s) are operating as designed.

GROUND TACKLE

Primary anchor:

Plow type, with undetermined length of raw chain with undetermined length of what appears to be 7/16" anchor line.

AUXILIARY EQUIPMENT

MISCELLANEOUS EQUIPMENT & ACCESSORIES

Dinghy Davits:

Vessel has Hydraulic crane mounted on F/B Hardtop.



Spare props:

Yes- Owner reports 2 extra sets to be correct size and in good condition.

Other:

Owner reports 2 spare shafts and spare engine starter.

CONDITION & VALUE REPORT SUMMARY

DECLARATION:

Rating of vessel condition was determined upon completion and review of all reported survey information including recommendations and comparing vessel to the same or similar age models. Possible vessel condition ratings are as follows:

- **EXCELLENT** - Essentially as new or bristol in appearance.
- **ABOVE AVERAGE** - Has had above average care with no obvious defects or limitations.
- **AVERAGE** - Ready for sale but needs some maintenance or repairs, updates or cleaning.
- **BELOW AVERAGE** - Needs significant maintenance, repair or service.

Estimated fair market value was determined by cross referencing data from Soldboats.com, BUC, ABOS, NADA, Powerboat Guide and other brokerage listings or local dealers. Adjustments are then made for condition or equipment as necessary. The fair market value is for the vessel in it's current condition prior to any repairs or maintenance.

Estimated replacement cost was determined using information obtained from BUC, ABOS or local dealer prices using the same or similar make and model with similar equipment options.

- **RATING OF VESSEL CONDITION.....AVERAGE CONDITION**
- **ESTIMATED FAIR MARKET VALUE.....\$129,000**
- **ESTIMATED REPLACEMENT COST.....\$575,000**
- **INTENDED USE OF VESSEL.....Pleasure, Coastal recreational cruising and fishing**
- **SUITABILITY FOR INTENDED SERVICE: Vessel IS considered fit for it's intended use
and upon correction of all listed Priority I recommendations.**

NOTE: All "Priority II" and "Other Recommendations" should be thoroughly reviewed to bring vessel up to current standards and or improve the value of the vessel.

CONDITION & VALUE REPORT SUMMARY

This vessel appears to have been well maintained (except as noted). The condition of the hull and all parts thereof except where concealed by interference, (i.e; inner fascia, dock slings, submersion, paint, equipment or tankage) was not absolutely determinable, but from alternate area inspections appeared sound. Navigation lights were checked and all through hull fittings, where accessible, were tested for corrosion, which was noted if found.

CLOSING STATEMENT & SIGNATURE:

This report is submitted in confidence for the exclusive use of Stephen Jones without prejudice to the rights and/or interests of other concerned parties and may not be used for any other purpose or relied upon by any other person.

ATTENDING SURVEYOR:



Richard C. Long

Attention (The electronic signature is only as good as the original hard copy in comparison)

This report constitutes only a statement of our opinions at the time of survey, and as such, is issued subject to the conditions that this office and the individual surveyor are under no circumstances, to be held responsible in any way, for the error, omission, default, negligence, inaccuracy, misrepresentation, or misstatement in it. The use of this report for any purpose whatsoever shall constitute an acceptance of the forgoing, conditions, and in no way shall it serve as a warranty of the condition, of the vessel, its hull or machinery. By accepting this survey, any dispute can only be resolved by arbitration.

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