



DEXTER A. HOLADAY II
Marine Surveyor

P.O. BOX 856
N. KINGSTOWN, RI 02852
(401) 474-3752

MARINE SURVEY REPORT

CONDITION AND VALUE SURVEY



“EDDIE MAXWELL”

REPORT PREPARED EXCLUSIVELY FOR:

31 January 2024

DATE OF MARINE SURVEY INSPECTION:

Mystic River Mudhead Sailing Association

**MARINE SURVEY CONDUCTED BY:
Dexter A Holaday II- NAMS-CMS 139-1063
NAMS Certified Marine Surveyor**

TABLE OF CONTENTS:

INTRODUCTION:	3
SCOPE OF SURVEY:	3
INTENDED USERS:	4
STANDARDS:	4
PARTICULARS:	4
FINDINGS & RECOMMENDATIONS:	5
U.S. COAST GUARD EQUIPMENT:	5
SAFETY EQUIPMENT:	6
NAVIGATION EQUIPMENT:	6
HULL:	7-8
DECKS:	8-10
ENGINE INSTALLATION:	10-11
UNDERWATER GEAR:	12
STEERING & CONTROLS:	12
ELECTRICAL INSTALLATION:	13
PLUMBING:	13-14
TANKS:	14-15
GROUND TACKLE:	15
PAINT & FINISHES:	15-16
HARDWARE:	16
JOINERWORK & INTERIOR:	16-17
SUMMARY & VALUATION:	17-19

INTRODUCTION:

This is to certify that the undersigned Marine Surveyor did on 31 January 2024 at the request of Mr. Matthew Curtiss, and for the sole account and use of the Mystic River Mudhead Sailing Association, attend and inspect the single diesel engine powered, fiberglass, 1988 Nauset Marine 28' lobster style committee boat, "EDDIE MAXWELL" found hauled for survey at Mystic Shipyard East in Mystic, CT. The weather on the date of survey was cloudy with temperatures in the 30's. The hull identification number (HIN), ACJ28011C888 was visually sighted and photographed.

The reason for the survey was to ascertain the general condition of the vessel for various purposes.

DC power was not implemented to check the operation of the electrical systems.

Dimensions, weights, speeds, and capacities are reported, not measured.

No reference or information should be presumed to indicate an evaluation of the internal condition of the engine, transmission and running gear or the propulsion system's operating capacity.

SCOPE OF SURVEY:

The vessel was inspected while hauled for storage outside and uncovered.

The hull exterior, decks, underwater gear, hardware, systems, and onboard inventory were inspected.

A trial run was not conducted. The findings are enclosed in the body of this report. Machinery and equipment were inspected while winterized. Machinery, tanks, belts, wiring, and hoses were visually inspected where normally accessible. No disassembly, sampling, analysis, measurements, compression testing, or pressure testing was performed.

Locked compartments or otherwise inaccessible areas were not inspected. This vessel was surveyed without removal of any parts, including fittings, hull liners, paint, coatings, screwed boards or panels, anchors, chain and rodes, fixed partitions, instruments, personal items, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. The owner is advised to open up such areas for further inspection. Be aware that fuel tanks or any other tank may fail after this inspection.

No determination of stability characteristics or structural integrity has been made and no opinion expressed thereto. This survey report represents the condition of the vessel on the date specified above, and is the unbiased opinion of the undersigned, but is not to be considered an inventory or a warranty, either specified or implied. Furthermore, this report should be considered incomplete without its accompanying photo report.

INTENDED USERS:

This survey is prepared for the exclusive use of Mystic River Mudhead Sailing Association and this report is not transferable to any other person or entity. The intended users of this report and appraisal are the client and those lenders or underwriters considering financing or insuring the vessel for this client only. This report by itself does not contain all the components necessary for the pre-purchase decision and other potential buyers are specifically excluded as third-party users of this report.

STANDARDS:

The mandatory standards promulgated by the United States Coast Guard (USCG), under the authority of United States Code (USC) Title 33 & Title 46 Code of Federal Regulations (CFR) and the standards of the National Fire Protection Association (NFPA) and the voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC), have been used as guidelines in the conduct of this survey, but complete compliance with all such standards is not guaranteed.

<u>PARTICULARS</u>	
DATE & PLACE OF SURVEY	31 January 2024 at Mystic Shipyard East in Mystic, CT
NAME OF VESSEL	EDDIE MAXWELL
REQUESTED BY	Mr. Matthew Curtiss
HULL NO.	ACJ28011C888
OFFICIAL NO.	CT 8798 AX
VESSEL TYPE	Converted lobster boat
BUILDER	Nauset Marine
MODEL	Nauset 28'
DATE BUILT	1988
LOA	28'
BEAM	10'-8"
DRAFT	2'-9"

FINDINGS & RECOMMENDATIONS:

Red recommendations are either a US Coast Guard requirement or in my opinion a safety concern that should be addressed as soon as possible.

Blue recommendations are items found on the vessel that in my opinion should be corrected in the near future.

Black recommendations are items that in my opinion should be corrected over the course of ownership as ongoing maintenance or are for informational purposes.

U. S. COAST GUARD EQUIPMENT	
FIRE EXTINGUISHER	1-10BC dry chemical at the helm
LIFE JACKETS	7-USCG type II
TYPE IV THROWABLE PFD	Yes
FLARES	Yes
SIGNAL MIRROR	Yes
WHISTLES	Yes
HORN	Yes
RUNNING LIGHTS	Yes
OIL DISCHARGE PLACARD	No
MARPOL ANNEX V GARBAGE DISCHARGE PLACARD	No

Recommendations & Notations:

1. Recommend the addition of the following equipment: updated flares and signals.
2. Also recommend that an oil discharge placard be mounted aboard for vessels over 26’ per 33CFR155.450.
3. In addition, recommend that a MARPOL ANNEX V garbage placard be mounted aboard for vessels over 26’ per 33CFR151.59.
4. Furthermore, recommend that one additional minimum size 5B fire extinguisher be mounted in the cabin.

SAFETY EQUIPMENT	
CARBON MONOXIDE DETECTOR	No
SMOKE DETECTOR	No
BOW RAIL	Yes
HANDRAILS	Yes
RADIO	1-Standard Horizon Eclipse+ VHF-FM 1-Standard Horizon Explorer VHF-FM
BOARDING LADDER	Yes
THROUGH HULL PLUGS	Yes
FIRST AID KIT	Yes
TOOLS AND SPARE PARTS	Yes

Recommendations & Notations:

1. Recommend that a CO, carbon monoxide, detector be mounted aboard that complies with ANSI/UL-2034 per ABYC standard A-24.
2. Also recommend that a smoke detector be mounted aboard that complies with ANSI/UL217 per NFPA standard 302.13.3 and ABYC A-4.6.
3. In addition, noted that the starboard VHF-FM cable for the Standard Horizon Eclipse+ radio is deteriorated. Recommend that this VHF-FM cable and its integral antenna be replaced.

NAVIGATION EQUIPMENT	
COMPASS	Ritchie
GPS/CHARTPLOTTER	Raymarine
KNOTMETER	Via GPS/chartplotter
DEPTHSOUNDER	Raymarine
WIND SPEED/DIRECTION	Raymarine

Recommendations & Notations:

None.

HULL	
HULL MATERIAL	Glass reinforced plastic
STEM & KEEL	G.R.P.
FRAMING	Bonded bulkheads & glassed stringers
FASTENINGS	Various, S.S.
SPRAY RAILS	Vinyl
RUBRAIL	Vinyl
HULL TO DECK JOINT	Shoe box type
RUDDER	Bronze

Interior hull liners, ceilings and methods of construction prevented all areas of the hull from being visually inspected. Otherwise the hull appears to be constructed to good stock boat standards using good materials and workmanship.

No signs of shifting bulkheads, voiding, delamination, or damage were found during sounding and visual inspection, except as noted. Core samples were not taken of the hull.

No damage from grounding was evident to the bottom of the keel, however paint and coatings were not removed.

Hull delamination or gelcoat blisters were not visually apparent or evident at time of inspection, but bottom paint or any underlying coatings were not removed. It cannot be determined by visual inspection, sounding or moisture meter testing whether or not gelcoat blisters or delamination will occur at any time, in the future, after this inspection. No guarantee or warranty, implied or expressed, is intended concerning the condition of the fiberglass laminate.

The hull bottom was randomly sounded about every 12 inches with a phenolic hammer in an attempt to locate areas of delamination or voiding. No areas of concern were evident or noted on the date of the survey.

Additionally, moisture meter readings were also taken randomly of the hull bottom with a Protimeter moisture meter. Readings over 200 with this moisture meter indicate the possible presence of elevated moisture in the laminate. Be aware that moisture meter testing conducted in below freezing temperatures may result in false negative readings. Moisture meters are not an absolute science. Metals, carbon fiber, graphite, adhesives and/or glues and some paint coating additives may give false positive readings.

HULL (continued):

Further investigation, both non-destructive (thermal imaging) and destructive (cutting or drilling holes) may be needed to determine the extent of internal laminate damage, if any. No areas of concern were evident or noted on the date of the survey.

Recommendations & Notations:

1. Noted an approximately 1’ high by 9’ long area of gelcoat stress cracks amidships on the port keel side. Recommend that these stress cracks be ground out and repaired.
2. Also noted two areas of gelcoat stress cracks on the starboard amidships keel side. 10” x 10” and 11” x 20”. Recommend that these areas of cracking be ground out and repaired.
3. In addition, noted that the main bulkhead below and outboard of the helm, but above the cockpit sole is delaminated and shows signs of elevated moisture with a moisture meter reading of 393. Recommend that the bulkhead be repaired as needed.
4. Furthermore, noted that the aft end of the starboard spray rail is damaged. This spray rail could be replaced at some point.

DECKS	
DECK	G.R.P. w/integral core
DECK BEAMS	Bonded bulkheads
TOE RAILS	Vinyl
SUPERSTRUCTURE	G.R.P. w/integral core

In areas that were accessible, the decks overall appeared in fair to poor condition from interior and exterior inspection. The decks appear to be equipped with adequate handholds and walkways. No areas of voiding, delamination or damage were evident by sounding and visual inspection, except as noted. Core samples were not taken.

The decks and cabin top were randomly sounded about every 12 inches with a phenolic hammer in an attempt to locate areas of delamination or voiding. Findings are noted below.

Additionally, moisture meter readings were also taken randomly of the decks with a Protimeter moisture meter. Readings over 200 with this moisture meter indicate the possible presence of elevated moisture in the laminate. Be aware that moisture meter testing conducted in below freezing temperatures may result in false negative readings.

DECKS (continued):

Moisture meters are not an absolute science. Metals, carbon fiber, graphite, adhesives and/or glues and some paint coating additives may give false positive readings. Further investigation, both non-destructive (thermal imaging) and destructive (cutting or drilling holes) may be needed to determine the extent of internal laminate damage, if any. Findings are noted below.

Recommendations & Notations:

1. Noted that the port side rubrail and toerail are damaged and shifted amidships. Recommend that the rubrail and toerail be repaired/replaced as needed.
2. Also noted the maximum elevated moisture in the anchor pulpit plywood of 999. The plywood did not appear deteriorated. Suspect that the plywood glue is giving false positive readings as maximum moisture readings are very rare.
3. In addition, noted signs of elevated moisture in the foredeck with moisture meter readings between 207 and 298. There are also poorly bedded pieces of deck hardware, unfilled fastener holes, deteriorated core at the anchor chain hawse pipe, areas of delamination to port and starboard of the anchor pulpit and extensive gelcoat stress cracking from freezing and thawing of the foredeck laminate. Recommend that the foredeck be repaired as needed.
4. Furthermore, noted signs of elevated moisture in the foredeck cabin trunk deck with moisture meter readings between 202 and 229. Recommend that the cabin trunk deck be repaired as needed.
5. Noted signs of elevated moisture and areas of delamination in the port and starboard side decks with moisture meter readings between 207 and 287. Recommend that the side decks be repaired as needed.
6. Also noted moss and improperly filled fastener holes on the hardtop along with signs of elevated moisture with moisture meter readings between 207 and 258, delamination and areas of extensive gelcoat stress cracking from freezing and thawing of the hardtop laminate. Recommend that the hardtop be repaired as needed.

DECKS (continued):

7. In addition, noted signs of elevated moisture in the cockpit sole with moisture meter readings between 200 to 287. There are also several areas of waterlogged deck plywood and deteriorated deck beam structure as seen below deck aft. Recommend that the cockpit sole, structure and removable cockpit sole panels be repaired as needed.

ENGINE INSTALLATION	
PROPULSION MACHINERY	Ford 6 cylinder
ENGINE QUANTITY	1
RATED HORSEPOWER	185 H.P.?
FUEL TYPE	Diesel
MODEL NO.	ESD-660MT-6005-A
SERIAL NO.	20098 R-20-TT
ENGINE COOLING SYSTEM	Fresh water
HEAT EXCHANGER	Yes
TURBO CHARGER	Yes
EXHAUST SYSTEM	Wet exhaust
REDUCTION GEAR	Borg Warner Velvet Drive 1.88:1
MODEL NO.	10-18-106
SERIAL NO.	4571
DRIP PAN	No

The engine beds were visually inspected and appear to be of proper size, scantlings, and fastenings to support the engine, except as noted.

The engine was visually inspected externally and no water, oil, fuel leaks or discrepancies were evident, except as noted. The engine was not run.

Recommendations & Notations:

1. Noted that the repaired stainless-steel exhaust mixing elbow leaks externally. This elbow has been rewelded. At this point, the internal water jacket must be considered suspect. Recommend that the stainless-steel mixing elbow be replaced.
2. Also noted that the exhaust hose aft of the exhaust mixing elbow is partially collapsed. Recommend that this section of hose be replaced.

ENGINE INSTALLATION Recommendations & Notations (continued):

3. In addition, noted that the port forward engine mount and starboard aft engine mount are deteriorated. Engine mounts should only be replaced as a matching set of four.
Recommend that the engine mounts be replaced.
4. Furthermore, noted signs of an oil leak in the area of the forward crank shaft seal.
Recommend that this leak be pinpointed and repaired.
5. Noted corrosion and signs of antifreeze leaking to port of the circulating pump, below the alternator. Recommend that this coolant extension pipe be replaced.
6. Also noted rusted hydraulic line fittings and corrosion of the oil cooler ends to starboard.
Recommend that the oil cooler and hydraulic lines be replaced.
7. In addition, noted corrosion at the engine heat exchanger ends. This will be an ongoing maintenance item due to the internal temperature differentials of the heat exchanger.
Recommend that the heat exchanger be cleaned and painted.
8. Furthermore noted a rusted fuel fitting aft of the two secondary fuel filters. Recommend that this fitting be replaced.
9. Recommend that the fuel and steering lines be chafe protected on the starboard aft engine mount bracket.
10. Also recommend that the rusted engine air intake screen be replaced.
11. In addition, noted antifreeze dripping off the port aft engine mount from a turbo leak.
Recommend that the source of antifreeze be pinpointed and repaired.
12. Furthermore, noted that the oil line connection is rusted on the starboard side of the transmission. Recommend that this fitting be replaced as needed.
13. Noted that a protective boot is not installed on the engine starter positive cable connection. Recommend that a boot be installed.
14. Also noted that the engine raw water strainer is missing its lower strap and bracket.
Recommend that the strap be installed.
15. In addition, noted elevated moisture in the engine beds with moisture meter readings between 202 and 354. Recommend that the engine beds be repaired.

UNDERWATER GEAR	
PROPELLERS	4 blade right hand bronze
SHAFT	1-3/8" stainless-steel
STUFFING BOX TYPE	Bronze, self-aligning packing box w/water injection
CUTLESS BEARINGS	Brass w/internal rubber sleeve
STERN BEARING	G.R.P.
SKEG	Bronze

The shaft, propeller and cutless bearing all visually appeared to be in good condition, except as noted.

The through hulls appear from surface inspection to be properly installed and backed.

No evidence of electrolytic damage or dezincification was visually evident to any underwater fitting, at the time of the inspection. However bottom paint or any underlying coatings on these fittings was not removed.

The portions of the propeller shaft covered by the propeller hub, shaft log, coupling flange, stuffing box, and cutless bearing are not visible without disassembly and were not inspected.

Be aware that stuffing box or any of their components i.e., seals, rotors, flanges, hoses, bellows, clamps, or water feed fittings may fail after this inspection.

Recommendations & Notations:

1. Noted that the stuffing box water injection hose clamp is broken. Recommend that this hose clamp be replaced.

STEERING & CONTROLS	
STEERING SYSTEM TYPE	Wheel, hydraulic to steering ram and arm
RUDDER MATERIAL	Bronze
RUDDER SEAL TYPE	Bronze packing box
ENGINE CONTROLS	Jacketed push-pull cables

The wheel turned easily, and the rudder moved to full left and right positions.

The engine controls, shift, and throttle, operated correctly and smoothly without binding.

Recommendations & Notations:

1. Noted that the steering hose ends are rusted at the steering ram in the aft lazaret and to starboard of the engine. Recommend that the steering hoses be replaced.

ELECTRICAL INSTALLATION	DC POWER SYSTEM DETAILS
SYSTEM VOLTAGE	12-volt
BATTERY QUANTITY	3
BATTERY TYPE/SIZE	Group-27 lead acid
BATTERY ENCLOSURE	Yes
BATTERY CUT-OUT SWITCH	Inboard side of the companionway steps
WIRING	12-volt thermoplastic stranded boat cable

Wiring, in the areas where accessible to inspection, appeared to be of proper size and gauge for installation. The electrical system also appeared visually to be properly fused, protected, and run, but amp meter or voltage checks were not performed during the inspection.

Recommendations & Notations:

1. Recommend that the starting battery positive cables be tightened.
2. Also noted that the wiring terminal strip outboard of the horn compressor is rusted and corroded. Recommend that the terminal strip be replaced, and the corroded wiring terminal ends replaced.
3. In addition, noted that the positive wire for the fuel tank sender is not properly secured aft and to starboard of the engine. Recommend that this wire be secured at a minimum of every 18”.
4. Furthermore, recommend that the anchor windlass battery cables be secured at a minimum of every 18”.
5. Noted and abandoned 12-volt DC ground wire in the port aft engine room bilge. Recommend that this wire be removed.

PLUMBING	
BILGE PUMPS QUANTITY	2
ELECTRIC BILGE PUMPS	1-Rule 12-volt 2000 gph w/auto float switch 1-Rule 800 gph manual
HEAD	Portable
MSD TYPE	III
THROUGH HULL VALVE MATERIAL	Bronze
THROUGH HULL VALVE TYPE	Bronze seacock
THROUGH HULLS BONDED	Yes
THROUGH HULLS DOUBLE CLAMPED	Yes

PLUMBING (continued):

All hoses, valves and fixtures were inspected visually and appeared in good condition externally and operated correctly at the time of the inspection, except as noted. Pressure testing was not performed on any system.

The head system as installed appears to meet current discharge regulations.

Recommendations & Notations:

1. Recommend that the engine intake through hull valve be disassembled, serviced, and has its rusted hose clamps replaced.
2. Also recommend that the old head intake raw water intake through hull be removed and the hole in the hull glassed up.

TANKS	
FUEL TANK QUANTITY	1
FUEL TYPE	Diesel
FUEL TANK TOTAL CAPACITY	35 gallons
FUEL TANK SHAPE	Rectangle
FUEL TANK MATERIAL	Polyethylene
FUEL SUPPLY LINE TYPE	USCG Type A1 SAE J-1527
HOW SECURED	Strapped and foamed in place
FUEL FILL	On deck to starboard
FUEL VENT	Outboard
FUEL SUPPLY LOCATION	Top of tank
BLACK WATER HOLDING TANK QUANTITY	1
BLACK WATER HOLDING TANK MATERIAL	Polyethylene
BLACK WATER HOLDING TANK CAPACITY	Unseen
HOW DISCHARGED	Manual dump

The fuel tank appeared to be fitted with a proper fill, vent and supply and was secured from movement, where visible.

No leaks were evident, by surface inspection, to any tank, but they were not topped at inspection, nor will the fuel system and its hoses and piping pressure tested during the inspection.

Be aware that fuel tanks or any other tanks may fail at any time after this inspection.

TANKS Recommendations & Notations:

1. Noted that the fuel fill hose is not double hose clamped and is also loose on the deck fill spud. Recommend that the hose be fully installed, and double hose clamped.
2. Also noted that the fuel tank vent fitting is loose in the hull. Recommend that the fuel tank vent fitting be tightened as needed.
3. In addition, noted that the fuel fill hose is not double hose clamped at the tank connection. Recommend that this connection be double hose clamped.
4. Furthermore, noted that the fuel fill hose and the vent hose fitting for the removed port side fuel tank are deteriorated. Recommend that if a new ort side fuel tank is ever installed that thee hoses and overboard vent fitting be replaced.

GROUND TACKLE	
ANCHOR TYPE AND SIZE	Maxset 10
ANCHOR WINDLASS	Lewmar
ANCHOR CHAIN	Galvanized steel

The anchor and chain appear of adequate size and scope for this vessel.

Recommendations & Notations:

1. Noted that the anchor roller fasteners are not long enough to properly engage their nylon lock nuts. Recommend that longer fasteners be employed,
2. Also noted that the anchor chain shackle wire tie is partially cut. Recommend that the anchor chain shackle be secured with stainless-steel seizing wire.

PAINT & FINISHES:

The interior surfaces were painted. They appeared in fair overall condition, where they could be inspected.

The decks, cabinhouse and superstructure were gelcoated and appeared in fair overall condition.

The topsides were gelcoated or painted and appeared in fair overall condition.

The bottom paint appeared in poor overall condition.

PAINT & FINISHES Recommendations & Notations:

1. Noted numerous areas of gouged, abraded, and scratched gelcoat on the topsides. At some point these areas could be repaired.
2. Also recommend that the bottom paint be stripped back to gelcoat.

HARDWARE	
DECK FITTINGS	Stainless-steel & aluminum
WINCHES	None.
DAVIT SYSTEM/CRANES	None.

Deck hardware was not tested under load. It was visually inspected for any obvious discrepancies or damage. Deck hardware appears in good condition, properly fastened, and backed where necessary.

Recommendations & Notations:

1. Noted that the lazaret hatch cover is missing its O-ring. Recommend that the O-ring be replaced.
2. Also recommend that the center windshield window be replaced.

JOINERWORK & INTERIOR	
NO. OF BERTHS	2
BERTH LOCATION	2 vee forward
CONDITION OF BILGES	A small amount of water and an excessive amount of oil oily debris.

The joinerwork and interior woodwork, overall appeared to be in good condition and also appeared to be constructed using good materials and workmanship.

Recommendations & Notations:

1. Noted that the plywood cabinsole is deteriorated. Recommend that the cabinsole be replaced.
2. Also noted that the anchor locker bulkhead is deteriorated. Recommend that this bulkhead be replaced.
3. In addition, noted deteriorated plywood behind the dehumidifier location. Recommend that this plywood be replaced.

JOINERWORK & INTERIOR Recommendations & Notations (continued):

4. Furthermore, noted standing water outboard of both the port and starboard bilge stringers located outboard of the engine beds. Recommend that limber hole tubes be bonded into these stringers to drain the water.
5. Noted standing water in several of the forward cabin stowages. Recommend that the boat be covered for the winter to try and preserve any remaining undamaged joinerwork or structure.

SUMMARY & VALUATION:

Otherwise "EDDIE MAXWELL" appears in sound structural condition throughout except as noted above. With all recommendations accomplished, discrepancies rectified and with the addition of recommended gear and equipment, she will be outfitted and equipped for coastal cruising under normal conditions. If she is operated in a prudent, seamanlike manner under average wind and sea states, she should prove adequate for her intended, designed use as a pleasure yacht.

Vessel condition was determined after compiling and reviewing the above reported survey information that includes the recommendations along with comparisons of similar aged vessel models. The following is the accepted marine grading system of condition:

Excellent: As new or Bristol in appearance.

Above Average: Has had above average care and maintenance with no obvious defects or discrepancies.

Average: Ready to be sold, needing some minor service, maintenance, upgrades and repairs or cleaning.

Below Average: Needing appreciable maintenance and repairs.

Rating of vessel condition: BELOW AVERAGE

SUMMARY & VALUATION (continued):

FAIR MARKET VALUE: The estimated price at which a vessel will change hands between a willing buyer and a willing seller, neither being under any compulsion to buy or sell, and both having reasonable knowledge and relevant facts.

REPLACEMENT COST: The estimated cost to replace the vessel with a new similarly sized and equipped vessel offered by the same manufacturer if available.

In my opinion "EDDIE MAXWELL" has a current fair market value of \$20,000.00, and a current replacement cost, new today, of \$200,000.00. This is based on current market trends of vessels of this type and size, similarly, equipped and in like condition and with information from recent advertisement, BUC Research of Fort Lauderdale, Florida, Soldboats.com, Yachtworld.com, Boatrader.com Boats.com, Abos.com, Powerboat Guide and NADA as applicable.

SUMMARY & VALUATION (continued):

This report is based on the observable condition of the above vessel: latent defects and defects not to be found without opening or removing planking, structure, wood or metal sheathing, deck coverings, paint, coatings, fittings, bulkheads, joinerwork, and/or measurements, diagnostics, removing, tearing down machinery, wiring, plumbing, tanks, etc., are not covered in this report. It is agreed by and between the parties hereto that the inspection of the above vessel is made for the sole benefit of the Mystic River Mudhead Sailing Association, and that this report does not warrant, expressly or impliedly the condition of the above vessel or the quality of any of its parts: and it is agreed neither Dexter A. Holaday II or anyone working on his behalf shall be liable on any cause whatsoever and absolved of negligence beyond the timely rendition of this report as agreed.

Also, you should be aware that the safety of this vessel and its occupants is dependent upon the state of preparation, experience, and capability of those aboard, as well as the condition of the vessel. The recommendations in this report are based on required Federal-U. S. Coast Guard regulations; CFR 33 & 46, Voluntary industry standards; ABYC Standards and Technical Information Reports for Small Craft & NFPA 302 Fire Protection Standard for Pleasure and Commercial Motor Craft, personal experience, and common sense.

These factors and the safe navigation of the vessel are the responsibility of the owner/operator and not this surveyor.

Respectfully submitted without prejudice,



Dexter A. Holaday II
Marine Surveyor
NAMS-CMS 139-1063
19 February 2024



No guarantee is intended of the inherent strength of the fiberglass laminates-without taking samples of materials for testing. Unless authority is given to undertake sampling the qualities of the fiberglass structure is determined by surface

inspection only.