

BONES MARINE SURVEY, LLC
MARINE SURVEYOR AND CONSULTANT

1998 Cabo 45 Express

GHOST RIDER



MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

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Report of Marine Survey

Of The Vessel

GHOST RIDER

1998 Cabo 45 Express

Conducted by
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Member Of Society Of Accredited Marine Surveyors
ABYC Standards Certified Technician

PREPARED EXCLUSIVELY FOR:

BLACK BEARD

6/25/2019

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of BLACK BEARD, the attending surveyor did board the *1998 Cabo 45 Express, GHOST RIDER* beginning on, 06/25/2019 8:30 AM where the vessel was found a-float at The Wharf Marina 4851 Wharf Pkwy, Orange Beach, AL 36561. The ship's papers were not sighted on board. The Hull Identification Number (**HIN**) US-CHX48X22G798 was verified from the transom, (see attached photo). A sea trial was performed. An out-of the water inspection of underwater machinery and the exterior of the hulls wetted surface area was performed at Saunders Yachtworks 27075 Marina Road, Orange Beach, AL 36561.. The reason for the survey, was to ascertain the physical condition and value of the vessel for pre-purchase. Moisture readings taken and referenced throughout the body of the report, were taken with the Master Moisture Meter, the hull was sounded below the waterline with a Phenolic hammer approximately every 6 to 8 inches. AC/DC power was used to check operation of the electrical systems, as specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

NOTE: It is recommend and understood that all diesel engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

CONDUCT OF SURVEY:

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

The use of the word "appears" is intended to indicate that a close or complete inspection was not possible or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

Use of asterisks * in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

Note: An engine surveyor was not on board during the hull survey.

I. INTRODUCTION

VESSEL DESCRIPTION

From Cabo Marine a note worthy upscale limited production builder originally based in Adelanto, CA. Cabo the company established it's self as a builder of top of the market semi custom offshore sport fish boats from 30' to 72'. Cabo Yachts, a limited production manufacture, each vessel being hand crafted. One of the largest express fishermen available, the premium price of the Cabo 45 is enough to bring all but the most affluent anglers to their knees. She's constructed on a beamy modified-V hull with cored hullsides, a deep forefoot, and a well-flared bow. Aside from her rakish profile, perhaps the most distinctive feature of the Cabo 45 is her huge bridge deck with its centerline helm, integral electronics console, and expansive lounge seating. The fully equipped cockpit comes with a transom livewell, a beautifully designed tackle center, and two huge indeck fish boxes. The engine room, beneath the bridge deck, is massive. The standard single-stateroom interior of the Cabo 45 is meticulously finished, and the spacious salon provides seating for a small crowd. Additional features include storage for over 20 rods, and a transom door with gate and tower with upper controls. This particular 45 Express is powered with factory installed 3196 660hp Caterpillar diesel engines.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER: **BMS62519**

SURVEY PREPARED FOR: **BLack Beard, Address: 1 Captains Hideaway, Florida,
Zip Unknown. PH: (XXX) XXX-XXXX**

NAME OF VESSEL: **GHOST RIDER**

TYPE OF SURVEY: **Pre-Purchase for Buyer**

OVERALL VESSEL RATING: ****** ABOVE AVERAGE**

ESTIMATED MARKET VALUE: ****** \$299,500**

ESTIMATED REPLACEMENT COST: ****** \$1,740,000**

YEAR/MAKE/MODEL OF VESSEL: **1998/Cabo/45 Express**

BUILDER: **CABO YACHTS. NEW BERN, NC (MIC: CHX) DIV. OF
BRUNSWICK, CORP.**

YEAR BUILT: **1997**

MODEL YEAR: **1998**

HULL IDENTIFICATION NUMBER (HIN): **US-CHX48X22G798**

HAILING PORT: **Orange Beach, AL**

OFFICIAL NUMBER: **1054471**

OWNER'S NAME: **XXXX XXXX LLC, Address: 378 Old Mill Road, Shiloh, GA
31826**

PLACE OF SURVEY: **The Wharf Marina 4851 Wharf Pkwy, Orange Beach,
AL 36561**

DATE/TIME OF SURVEY: **6/25/2019/8:30AM**

HULL MATERIAL: *** FRP (Fiber Reinforced Plastic), solid FRP bottom,
Cord Topside's and topside. Condition: Good**

HULL TYPE: **Semi Vee (Modified Vee), lifting strake's, hard revers
chine's, 11.5 degree dead rise aft and bow flare**

LENGTH OVER ALL (L.O.A.): **48' 1"**

BEAM: **15' 8"**

REGISTERED BEAM: **15' 0"**

II. GENERAL INFORMATION

DRAFT: **4' 0"**

DEPTH: **7' 7"**

DISPLACEMENT: **34,800 LBS**

GROSS TONS: **34 GRT**

NET TONS: **27 NRT**

PROPULSION SYSTEM: **Twin 660 H.P. Caterpillar, Model: 3196 diesel engines.
Manufacture labels sighted, Port Serial #9810256,
Starboard Serial #9810258**

FUEL TYPE: **Diesel**

FUEL CAPACITY: ***800 Gallons**

AC POWER: **Two (2) 125 volt, 30 amp. Inlets. Hubbel type. One (1)
50 amp shore power inlet**

DC POWER: **12V/24V**

FRESH WATER CAPACITY: ***100 Gallons**

HOLDING TANK: ***40 Gallons**

INTENDED USE/BUYER: **Recreational near coastal fishing and cruising**

BUYER'S EXPERIENCE: **Reportedly from buyer many years experience in this
type of vessel**

INTENDED CRUISING AREA: **Florida Coastal**

II. GENERAL INFORMATION

DEFINITION OF TERMS:

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

APPEARS:

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor(e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests).

FIT FOR INTENDED USE:

Use which is intended by Survey Purchaser(present or prospective owner).

SERVICEABLE: ADEQUATE:

Sufficient for a specific requirement.

POWERS UP:

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

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

Nearly new, with only minor cosmetic or structural discrepancies noted.

FAIR CONDITION:

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

POOR CONDITION:

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

USE OF *:

Use of * in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" section pertaining to the * item.

II. GENERAL INFORMATION

DEFINITION OF TERMS:(*continued*)

Asterisks * in this General Information section refers to the source of such information as follows:

- * Per Manufacturer's Specifications
- **Refer to Summary and Valuation Section
- *** Per USCG Documentation
- **** Per Buc Book

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

TYPE:

Semi-V (Modified-V) planing type, with flared bow, hard reverse chine's, 11.5 degree dead rise.

MATERIAL:

FRP (fiber reinforced plastic) solid FRP bottom, Cored topside's and topside decks.

EXTERIOR HULL:

Grey painted with black boot top. Vessels wetted surface appears in good condition and recently serviced bottom paint, running gear and newer zincs, no visible defects were sighted. The the painted and gel coated area's are in very good condition showing a high luster at topside's. The hull at and below the waterline was sounded approximately every 6 - 8 inches without negative report. In general the hulls wetted surface, topside's and topside show care of a competent owner. Maintenance appears to be above average. *Note: Two area's to the stern at transom show minimal dock abrasion to the painted surface. *Note: The starboard spray rail is showing two signs of crazing with small cracks. *Note: The bow pulpit FRP shows a 12 inch horizontal crack to the filler.

***B.1**

*Note: The starboard spray rail is showing two signs of crazing with small cracks.

***B.2**

*Note: The bow pulpit FRP shows a 12 inch horizontal crack to the filler.

***C.1**

*Note: Two area's to the stern at transom show minimal dock abrasion to the painted surface.

PORTLIGHTS:

Two (2) portlights. Two (2) lights port salon aft. No evidence of leaks were sighted, dogs and seals work well. Condition good, fit for intended use.

BULKHEADS:

Athwartships reinforcement enhanced by wood bulkheads bonded to the hull with FRP (fiber reinforced plastic). Appears serviceable where sighted. Condition: Good.

STRINGERS:

The longitudinal strength is enhanced by full length stringers laminated to the bottom, topside's, as well as a heavy grid system in the area of the keel. Stingers were sounded where accessible without negative report. Where inspected appears serviceable and in good condition.

TRANSOM:

Wood laminate FRP (fiber reinforced plastic) transom, fitted with transom door to starboard. Appears serviceable where sighted and sounded.

BILGE:

A smooth white gelcoat surface was used in the deep and shallow bilge areas. Condition: Clean.

CHAIN LOCKER (DRAINAGE):

Drainage provided by a pee holes from anchor locker with clam shell over. Adequate.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION(*continued*)

LIMBER HOLES:

Limber holes are of adequate size and clear where sighted.

ABOVE WATERLINE THRU-HULLS:

Were sounded and meter tested without negative report. Condition: Appears serviceable where tested.

MOISTURE CONTENT:

The stringers and engine space bulkheads were meter tested where accessible and were free of excessive moisture where tested. In addition the areas were percussion tested where accessible without negative report.

DECK CONSTRUCTION

TYPE:

Deck and Cockpit: Molded FRP (fiber reinforced plastic) with core materials and stiffeners, white gelcoat and moulded non-skid surface. *Note: At the decks some small visible areas of gel coat crazing were sounded in the hard bend areas of the cockpit. Area's where sounded tested without negative report. Condition: Decks appear to be well supported and solid.

***C.2**

*Note: At the decks some small visible areas of gel coat crazing were sounded in the hard bend areas of the cockpit. Area's where sounded tested without negative report. Condition: Decks appear to be well supported and solid.

MATERIAL:

Cored FRP (fiber reinforced plastic) with white gelcoat, molded non-skid surface. Condition: Generally good.

HULL-TO-DECK JOINT

TYPE:

Visible from the forepeak in the chain locker the hull to deck joint was of the deck overlap type with screw stainless fasteners on estimated 10" centers. Mold over seem FRP. Appeared tight and serviceable where sighted.

DECK FITTINGS

STANCHIONS AND BOW RAIL:

Welded aluminum stanchions and bow rail system, approximately 24 inches high, runs from the bow to approximately amidships. Soundly fastened to the deck. Welds good all but where noted. Condition: Free from oxidation clean and serviceable. *Note: Bow rail stanchion, the third starboard stanchion aft of the bow pulpit, the weld is broken free from its base.

***B.3**

*Note: Bow rail stanchion, the third starboard stanchion aft of the bow pulpit, the weld is broken free from its base.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

DECK FITTINGS(*continued*)

VENTILATION:

Provided by one (1) forward deck hatch over the forward berth 24"X 24" meets egress. One (1) hatch over the head and one hatch over the salon. No leaks were sighted. Condition: Fit for intended use.

SCUPPERS:

Cockpit scuppers at port and starboard. Serviceable.

CHOCKS AND CLEATS:

Cleats are stainless steel, all sighted were thru-bolted to the deck where sighted soundly fastened and serviceable.

WINDLASS/GIPSY:

Lewmar windlass with helm wired remote and two deck controls. Pay out and retrieve were tested. Fit for intended use.

GRAB RAIL:

Aluminum grab rails on tower. Serviceable.

ANCHOR PLATFORM:

Yes FRP platform with removable anchor bow roller assembly. Serviceable.

BRIDGE DECK

MATERIAL:

FRP (fiber reinforced plastic) over Core materials and other stiffeners, molded express bridge.

TYPE:

Raised express bridge provides a captains chair to center with companion seating positioned to starboard with jump seat behind, and an L-Shaped bench seat located to port. High glass windshield with venturi, Isinglass four sided enclosure. Gelcoat condition: Well serviced. Captain position provides good 360 degree line of sight and the helm console is available at a glance allowing for easy observation engine monitoring information and navigational equipment. The helm is clean and fit for it's intended use.

COCKPIT:

Unobstructed open cockpit work area. Transom door to starboard, transom live bait well, two insole insulated fish boxes with macerators, gunwale mounted rod holders and below gunwale rod stowage to port and starboard. Fresh and raw water was downs, forward port bait prep station and forward port freezer box.

SEATS:

Stidd helm seat on the centerline, companion seat starboard with jump seat behind, and port L-Shaped bench seat. All upholstery is white vinyl over cushions. Condition: Good.

WINDSHIELD:

A high glass 8 panel windshield with a white canvas and clear plastic curtain package surround the bridge area.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

FISHING EQUIPMENT

FIGHTING CHAIRS:

Fighting chair is pedestal mounted center cockpit. Soundly fastened. Condition: Excellent.

LIVE BAIT WELLS:

A live bait well is located center transom. It is FRP (fiber reinforced plastic) cylindrical in shape capacity of approximately 50 gallons and has an electric raw water re-circulation pump and lighting. *Note: The transom live bait well is in operable.

***B.4**

*Note: The transom live bait well is in operable.

WASH DOWN SYSTEM:

Fresh water hose bib located at transom starboard and raw water hose bib located at transom port. Condition: Fit for intended use.

ROD HOLDERS:

Five (5) gunwale mounted rod holders in cockpit coaming. 12 Tower mounted rod holders on the aft rail of tower. Fit for intended use.

KITE REELS:

Appear in good condition, not tested.

FISH BOX(S):

Two insulated insole cockpit fish boxes with macerators. Serviceable.

OUTRIGGERS:

Rupp double spreader outriggers, port and starboard. Appears serviceable.

TUNA TOWER:

The vessel is fitted with a Pipe Welders Aluminum Tower, well serviced and in good condition. Welds are good, mounting points are soundly fastened. All fit for intended use.

FREEZERS:

*Note: The port Mezzanine freezer tested in operable.

***B.5**

*Note: The port Mezzanine freezer tested in operable.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

JOINERY AND FINISH:

The interior joinery is of Teak and shows in above average condition. Finely fit and finished.

CABIN BRIGHT WORK:

High gloss varnish finish. Excellent condition.

INTERIOR BULKHEADS:

The interior teak bulkheads were finely fit where sighted.

III. SYSTEMS

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:(*continued*)

WATER INTRUSION SIGNS:

None Sighted. All ports, hatch and entry are correct with no sign of water intrusion.

STORAGE AREAS:

Clean and serviceable. Showing pride of ownership and attention to detail. Excellent condition.

HEADLINERS:

Headliner material in the cabin areas is a Ivory colored vinyl. Excellent condition.

DOORWAYS:

Solid wood cabin and head doors throughout vessel, fit to jambs is correct and doors latch well.

Condition good all fit for intended use.

FABRIC AND CUSHIONS:

There is an tan ultra leather convertible settee and sofa. Condition: Excellent, very clean and fit for intended use.

FLOOR AND WINDOW COVERINGS:

Teak and holly cabin sole. Excellent condition.

ACCOMMODATIONS:

Single cabin layout with overnight accommodations for 4. Settee to port converts to double berth and a forepeak island berth sleeps 2. Upscale accommodations. Clean and fit for intended use.

HEADS:

Single nice sized head to starboard forward with a vanity and pressure hot and cold water sink and Corian counter, enclosed shower and Vacuflush marine toilet. All clean and serviceable.

FAUCET FIXTURES:

The faucet fixtures and sinks were operable in the head and in the galley. No plumbing leaks were sighted where visible. Condition: Serviceable.

LIGHT FIXTURES:

12 volt cabin lights throughout the vessel provide flexible lighting. Operable all but where noted.

*Note: Four overhead cabin lights are out in the salon and one overhead light is out in the owners cabin. One overhead light in the salon has lost fitment over the main electric panel.

***B.6**

*Note: Four overhead cabin lights are out in the salon and one overhead light is out in the owners cabin. One overhead light in the salon has lost fitment over the main electric panel.

CABIN SOLE:

Teak and holly very well fitted and finished where observed.

III. SYSTEMS

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:(*continued*)

AIR CONDITIONING UNITS:

Three Cruise Air Marine units. Location: (1) One port outboard engine space. (2) Two on the express bridge, location: One under the port guest seat and (1) One to starboard under the companion seat. Provides AC /Reverse cycle heat to the areas. Serviceable all but where noted. *Note: The express bridge deck AC unit located to port is displaying the HPF code after a minutes of operation.

***B.7**

*Note: The express bridge deck AC unit located to port is displaying the HPF code after a minutes of operation.

TELEVISIONS:

Salon: Panasonic 30". Owner cabin: Toshiba 16" with TV/VCR Combo. All power up.

STEREO, ETC.:

Cabin stereo, Bose Acoustimass CD system. Express bridge stereo, Marine MRD 85I, with bridge, cockpit and upper helm speakers. Condition: All power up.

CENTRAL VACUUM SYSTEM:

*Note: The central vacuum system tested in operable.

***B.8**

*Note: The central vacuum system tested in operable.

CONDITION AND DEFICIENCIES:

The overall house keeping for this vessel is above average. It reflects the care of a conscientious owner, with good sea keeping skills. Overall excellent condition.

GALLEY

LOCATION:

The galley is located in the main cabin to starboard and is outfitted with fiberglass sink 12 volt on demand pressure hot and cold water system. There is a hard surface Corian counter top and teak cabinets with stowage above and below. A Nova Cool side by side 110/12VDC AC/DC refrigerator. Sharp, microwave/convection oven. Cook top: Kenyon, Two burner. All fit for intended use. Keurig coffee maker (not tested). The galley appears in excellent condition, all test operable.

PROPULSION

MAIN ENGINES

TYPE:

Diesel Two (2) Inline-6 cylinder diesel four cycle, turbo charged, after-cooled engines.

MANUFACTURER:

Caterpillar Model: 3196D. Engine serial numbers sighted. Port Serial #9810256, Starboard Serial #9810258.

HORSE POWER:

*Approximately 660 H.P.

III. SYSTEMS

PROPULSION

MAIN ENGINES *(continued)*

INDICATED HOURS:

Port hours 3178. Starboard hours 3177. From Caterpillar helm gauges.

THROTTLE CONTROLS:

Electronic/hydraulic single lever, at helm lower and upper, helm stations. Test serviceable.

FLAME ARRESTOR:

Yes, USCG approved.

EMERGENCY SHUT DOWN:

Sea Fire FM-200 auto fire suppression system located in the engine space on bulkhead centerline forward engine space. Helm controls. *Note: The auto fire extinguisher system appears serviceable. The system is not tagged current.

***A.1**

*Note: The auto fire extinguisher system appears serviceable. The system is not tagged current.

ENGINE MOUNTS AND BED:

Main engine beds appear to be heavy wood FRP encapsulated longitudinal stringers inboard and outboard. In conjunction, adjustable motor mounts are bolted to the stringers and are used to adjust the propshaft alignment as well as secure the engines to the hull stringer structure. Sounded and meter tested without negative report. Appear serviceable where tested.

LUBRICATION:

Level and Condition: Fluids are topped up. Filters: Engine mounted spin on/off canister type filters. No leaks were sighted.

EXHAUST SYSTEM:

Raw water cooled pipes to outboard frame supports. Flexible hose aft to FRP (fiber reinforced plastic) silencers located under the cockpit sole. Then exiting through stainless fittings at transom. Hose to pipe connections are double clamped where sighted. Serviceable.

LUBE TRANSFER:

Lubrication transfer system by Groco U-Lube system. No leaks sighted. Not tested. Appears serviceable.

ENGINE ALARMS:

Low oil pressure alarm and coolant over heat warning audible at helm station.

STUFFING BOX:

Dripless shaft seals. No leaks sighted.

CONDITION AND DEFICIENCIES:

Propulsion and machinery appear in proper working order, upon visual inspection maintenance in this engine space for this year model appears above average, everything is neat, clean and orderly. Condition: Appears serviceable. See trial run report.

IGNITION PROTECTION:

Yes.

III. SYSTEMS

PROPULSION

MAIN ENGINES *(continued)*

NOTE:

*It is good practice to change all filters and fluids upon making a vessel purchase to establish a benchmark for future manufacture recommended service intervals. I recommend this service be performed and logged. At this time the engine fluids and condition look ok.

COOLING SYSTEM

TYPE:

Freshwater reservoir type cooling with raw water cooled wet exhaust.

RAW WATER STRAINERS:

Groco type alloy type with sight glass. Serviceable.

COOLANT LEVEL:

Normal level observed. Condition good.

HOSES AND CLAMPS:

Re-inforced rubber hose double clamped and well routed and supported, where sighted.

BELTS AND PULLEYS:

Observed. Condition: Good.

SEACOCKS AND STRAINERS:

Raw water intakes as well as all thru-hulls connected to shut on/off valves are bronze alloy seacocks. Systems that use raw water for cooling machinery use bronze sea strainers with sight glass. Where sighted, appear clear and serviceable.

TRANSMISSIONS

TYPE:

Twin conventional straight drives.

MANUFACTURER:

Padova, Italy Model # 1RM320-A1. Serial # 0736991, Gear ratio, 2.083, from manufactures port transmission.

PROP SHAFT:

Size 2.5" Material: Stainless Steel. Shaft logs: Dripless type. No leaks. Serviceable.

NOTE:

*It is good practice to change all filters and fluids upon making a vessel purchase to establish a benchmark for future manufacture recommended service intervals. I recommend this service be performed and logged. At this time the transmission fluid and condition look ok.

III. SYSTEMS

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

Diesel.

MATERIAL:

*Aluminum. Complete inspection not possible due to limited access. Appears serviceable where sighted. Location: Lazarette center forward.

TANKS CAPACITY:

Diesel fuel 800 Gallons.

SECURED:

Yes.

LOCATION:

Forward Lazaretto forward on the centerline.

MANUFACTURING LABEL:

Not visible due to access.

FILL PIPE LOCATIONS:

Two at starboard aft side decks marked for diesel.

FILL PIPE GROUNDED:

Yes.

FILL PIPE MATERIAL:

Type B1 USCG approved hose. Appears serviceable.

VENT LOCATION:

Starboard topside's.

FUEL FILTERS:

Yes. Both remote mounted with sight glass fuel/water separator Racor type and engine mount spin on/off type. No leaks observed. Appears serviceable where sighted.

IGNITION PROTECTION:

Yes.

NOTE:

Complete visual inspection of the Aluminum fuel cell not possible due to limited accesses, manufactures labels not sighted.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:

12/24 Volt system.

III. SYSTEMS

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)(*continued*)

BATTERIES:

Five batteries total, (4) Four Interstate 8DXHD 115CCA Marine batteries. (1) One generator battery Interstate 24-M-XHD. Secured and installed to ABYC standards. Location: Aft engine space center, in dedicated plastic/marine approve plastic boxes. Serviceable.

MAIN BATTERY SWITCHES:

Four (4) Rotary type. Location: Engine space aft port. Serviceable.

PANEL:

Overcurrent Protection: Circuit breakers. Location: Main cabin center aft bulkhead cabinet. Access: Good.

ROUTING/SUPPORT:

Well supported and secured at 18 inch intervals, Appears to be installed to ABYC Standards where visible.

CHARGING SYSTEM:

Alternators on main diesel engines, and diesel generator. Appears serviceable.

CHARGING SYSTEM (BATTERY CHARGER):

Phase Tree DC Charger. Appears serviceable.

TERMINAL BLOCKS:

Plastic double sided and single side terminal block with captive lugs, well mounted and supported where sighted. Where sighted corrosion free.

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET:

Number: One (1) 50 AMP, 50' shore power cord to starboard. Condition: Good. In addition: Set of two (2) Location: Starboard cockpit aft under gunwale. Weather Protected, standard Hubble stainless steel with cap. Rating: (2) 125 volt. AC inlets. Tested serviceable. Polarity checked normal.

AC SOURCE SELECTOR SWITCH:

Switch type: Manual plastic slide type. Located in main distribution electric panel center aft bulkhead cabinet in the salon. Appears serviceable.

CIRCUIT LOAD MONITORS:

Yes voltage and amperage analog gauges in the main electric panel. For AC systems.

CONNECTIONS (TYPE):

Captive lug type. Corrosion free. Appears serviceable.

ROUTING:

Well routed and supported where sighted.

GENERATORS AND INVERTERS

TYPE:

Generator driven by diesel powered internal combustion engine.

III. SYSTEMS

ELECTRICAL SYSTEMS

GENERATORS AND INVERTERS(*continued*)

MANUFACTURER:

Westerbeke diesel, 10 KW. Hours: 3,007.3. from engine gauge. *Note: The generator started easily and ran well without hesitation. Upon testing there was insufficient voltage to power up components.

***B.9**

*Note: The generator started easily and ran well without hesitation. Upon testing there was insufficient voltage to power up components.

FUEL TYPE:

Diesel.

LOCATION:

Engine space aft port.

COOLING SYSTEM:

Closed coolant and raw water exhaust type.

FUEL SUPPLY:

Fuel System: Engine mounted mechanical pump.

LUBRICATION SYSTEM:

Engine mounted mechanical oil pump with spin on/off type filter.

EXHAUST SYSTEM:

Up-lift lift type FRP (fiber reinforced plastic). Raw water cooled with canister, flexible coupling sections double clamped where sighted. Serviceable.

ACCESSIBILITY:

Good.

WARNING LABELS:

Not sighted due to engine room high temperatures.

IGNITION PROTECTION:

Yes.

NOTE:

The generator was operated at normal range prior to survey inspection, the unit was too hot for inspection.

NOTE:

*It is good practice to change all filters and fluids upon making a vessel purchase to establish a benchmark for future manufacture recommended service intervals. I recommend this service be performed and logged. At this time the generator engine fluids and condition look ok all but where noted.

III. SYSTEMS

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS:

Fresh water tank * 100 gallons.

FILL PIPE LOCATION:

Starboard side deck forward marked for water.

VENT PIPE LOCATION:

Starboard topside's.

PUMPS:

A ShurFlo 12 volt demand diaphragm pump. Serviceable.

HOSES AND CLAMPS:

Hoses are in good condition as are clamps where visible, no leaks sighted. Appears serviceable.

FRESH WATER SYSTEM (HOT WATER SYSTEM)

PRESSURE RELIEF VALVE:

Yes. Drains to bilge.

HEAT EXCHANGER AND PLUMBING:

Engine mounted heat exchanger. Condition: Tested serviceable.

SANITATION

SANITATION (BLACK WATER)

MANUFACTURER:

VacuFlush.

MANUAL OR ELECTRIC TYPE:

One (1) Vacuflush head, Located: Starboard forward. M.S.D. type III USCG system. Approved type hoses and clamps. (Secure installation in compliance with USCG regulations). Per 33 CFR 159.7. All but where noted: *Note: The Vacuflush head vacuum pump was in operable. Overboard discharge not tested. Appears serviceable.

***B.10**

*Note: The Vacuflush head vacuum pump was in operable.

M.S.D TYPE USCG SYSTEM:

Certification Type: MSD U.S.C.G. Type III.

RAW WATER SUPPLY AND CLAMPS:

Yes, appears serviceable where sighted.

DISCHARGE HOSES AND CLAMPS:

Thru-hull for individual head; double clamped where sighted. Serviceable.

PUMP-OUT LOCATION:

Starboard side deck forward. Clearly marked.

III. SYSTEMS

SANITATION

SANITATION (BLACK WATER)(*continued*)

MACERATOR:

Yes, electrical treatment. *Note: The head macerator located on the centerline in the forward shallow bilge area, the macerator housing is leaking into the bilge. *Note: The head seacock valve operates freely, but is unsecured in the open position.

***B.11**

*Note: The head seacock valve operates freely, but is unsecured in the open position.

***B.12**

*Note: The head macerator located on the centerline in the forward shallow bilge area, the macerator housing is leaking into the bilge.

CAPACITIES:

40 Gallon.

SANITATION (GREY WATER)

BASINS, SHOWERS, HOSES AND CLAMPS:

The basins on the vessel drain to topside's thru-hulls in immediate area of basin. The shower drains to a sump and is pumped overboard through topside's.

SUMP TANK LOCATION:

Forward center below deck.

PUMPS:

Electric diaphragm type.

STEERING SYSTEM

STEERING SYSTEM

TYPE:

Electric Hydraulic, where sighted appeared serviceable. Smooth operation.

NUMBER OF STATIONS:

One express deck helm station located center and one tower station. Steering operated normally from the lower and upper stations. Serviceable.

LINES AND FITTINGS:

Reinforced flexible hose, with metallic fittings. No leaks where sighted. Appears serviceable.

PRESSURE/RESERVOIR TANK READING:

Engine room starboard outboard aft. 28 Lbs read on gauge.

ACTUATOR CYLINDER:

Located in Lazarette space center. Appears serviceable, no leaks sighted.

RUDDER STOCK:

Stainless steel. Fit for intended use.

III. SYSTEMS

STEERING SYSTEM

STEERING SYSTEM(*continued*)

UPPER RUDDER BEARING SUPPORT:

Harken bearing in the cockpit lazarette area. Soundly mounted, exhibit no excessive play.

PACKING GLAND:

Bronze hex nut type packing gland. Appeared serviceable with no excessive leaking. Monitor frequently for proper adjustment.

GROUND TACKLE

GROUND TACKLE

ANCHORS:

Fortress: FX - 37.

RODE CONSTRUCTION:

Windlass type, 7/16" chain and 5/8" nylon line.

LINE:

Length unknown.

WINDLASS:

Lewmar windlass, Serviceable. Payout and retrieve switches on deck. Helm wired remote. Mounting appears adequate for service required. Operable.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF:

(1) One ICOM Model: IC-M604 Location: Lower helm. (1) One ICOM Model: Model: IC-M502. Location: Upper helm tower. Radio check. Serviceable.

RADAR:

Northstar radar, Model: 6000I. Head units at lower and upper helm. Powers up.

GPS:

Lowrance HDS7. Powers up.

AUTOHELM:

Simrad A-P24 x (2) Two lower and upper helm. Condition: Powers up.

SPEED LOG:

Yes.

DEPTH SOUNDER:

Furuno. Model: Color CD sounder FCV-1100L. Powers up.

FISH FINDER:

Yes.

III. SYSTEMS

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT(*continued*)

COMPASSES:

Danforth. Upper helm. Adequate.

ANTENNAS:

All antennas sighted appear to be well mounted and serviceable.

ELECTRONICS (ENTERTAINMENT)

STEREO SYSTEM:

Express helm and cockpit. Head unit: MRD85i Marine, bridge and deck speakers. Powers up. Salon. Bose system, CD player and cabin speakers, powers up.

TV/VCR:

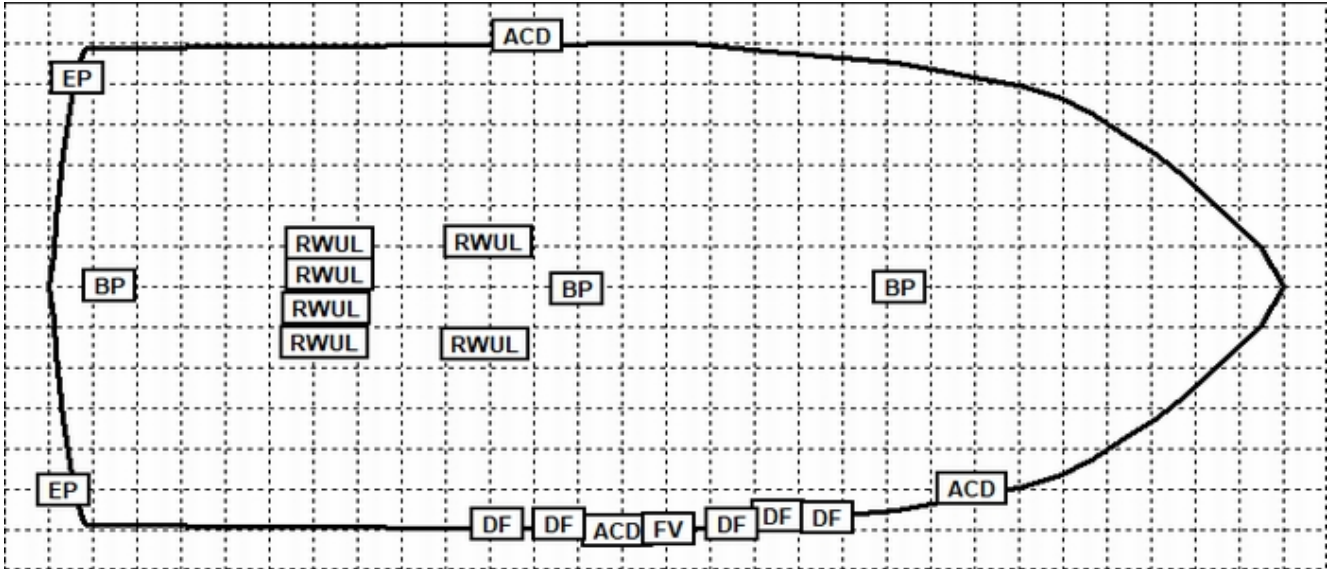
Salon, TV Panasonic sonic 30", powers up. Owners cabin forward, Toshiba 16", powers up.

III. SYSTEMS

THRU-HULLS

THRU-HULLS:

THRU-HULLS ABOVE WATER LINE (DIAGRAM):



Abbreviation	Description
ACD	AC Dischg
BP	Bilge Pumps
DF	Deck Fill
EP	Exhst Ports
FV	Fuel Vent
RWUL	Raw Water Up-Lift

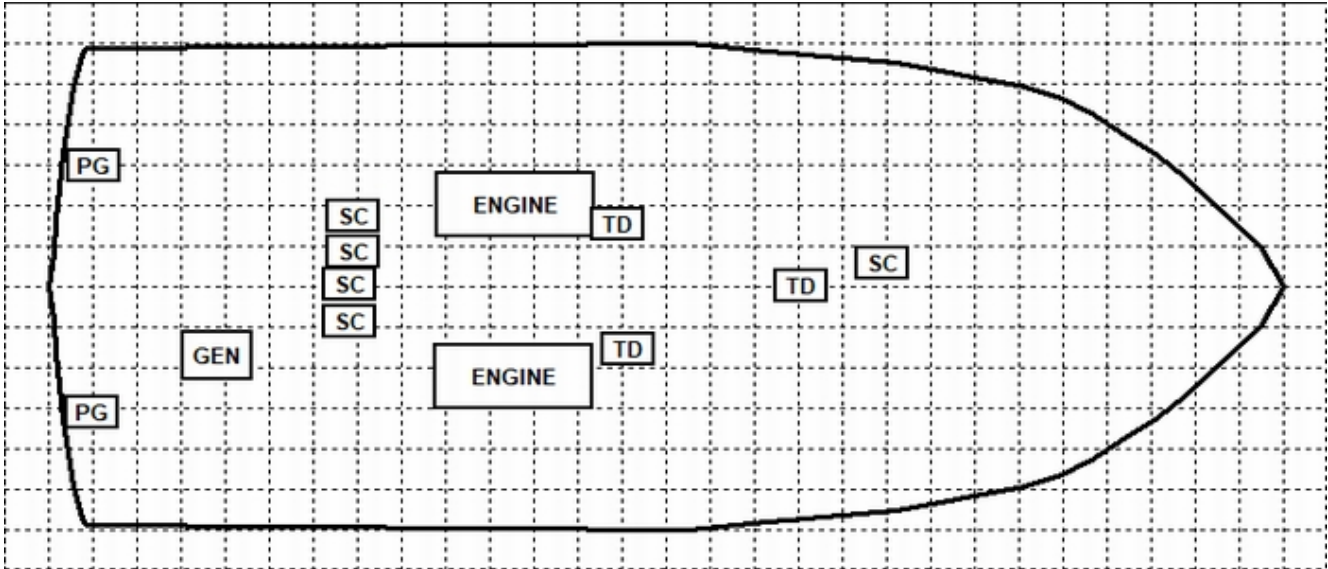
** Red Icon(s) with white text indicates inoperable item.

III. SYSTEMS

THRU-HULLS

THRU-HULLS:(continued)

THRU-HULLS BELOW WATER LINE (DIAGRAM):



Abbreviation	Description
ENGINE	Engine
GEN	Generator
PG	Pkng Gland
SC	Seacock
TD	Transducer

**** Red Icon(s) with white text indicates inoperable item.**

MATERIAL:

Bronze type, inlet hoses double stainless steel clamps. Condition: All are serviceable.

BONDED:

They were bonded where sighted, Appears serviceable where sighted.

III. SYSTEMS

BONDING SYSTEM

BONDING SYSTEM

MAIN BONDING CONDUCTOR:

The bonding system is well established where sighted. A separate bonding system was not performed and I did not use a corrosion meter to establish the level of protection. However the bonding system is using individual #8 green insulated wire and appeared to be serviceable and without corrosion were sighted. Monitor them frequently for condition and adequate protection. I recommend applying a corrosion inhibitor at all connections for preventative maintenance.

THRU-HULL FITTINGS:

The thru-hull fittings as well as all sighted underwater fittings are bonded where sighted and show no excessive corrosion.

SHAFTS AND SHAFT LOGS:

The propeller shafts appear to be bonded.

RUDDER SHAFTS AND SHAFT LOGS:

Rudder shafts and rudder shaft logs appear to be bonded.

SEA STRAINERS:

All sea strainers appeared to be bonded where sighted.

PUMPS AND MOTOR HOUSINGS:

All pumps and housings appeared to be bonded, where sighted.

GROUNDING PLATES:

One bonding plate at transom. Fit for intended use.

ENGINES AND GENERATORS:

Appears to be bonded and grounded.

ZINC (HULL ZINC):

Zinc tied into bonding system mounted at stern. Condition: 90% protection.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S:

(4) Four Type I-U.S.C.G. approved. Located under owners berth. (16) Sixteen Type III-U.S.C.G. located under owners berth. Fit for intended use.

NUMBER OF THROWABLE PFD'S:

*Note: Type IV-U.S.C.G. approved throwable device not sighted..

***A.2**

*Note: Type IV-U.S.C.G. approved throwable device not sighted..

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)(*continued*)

FIRE EXTINGUISHERS:

Two (2) BI dry chemical with gauges. (1) One located in the owners cabin beneath the berth. (1) One BI dry chemical with gauge under the salon entry stairs. Appear serviceable. *Note: The BI dry chemical extinguishers are not tagged current.

***A.3**

*Note: The BI dry chemical extinguishers are not tagged current. There are insufficient extinguisher on board for this size vessel.

VISUAL DISTRESS SIGNALS:

*Note: Flares were Orion 12 gauge, 5 Day/night visual distress signals, expiration date April. 2008. 4 hand held flares, expiration date November 2018. Location: Under guest seating port. All in need of replacement/updating. Vessel is in U.S.C.G. non compliance.

***A.4**

*Note: Flares were Orion 12 gauge, 5 Day/night visual distress signals, expiration date April. 2008. 4 hand held flares, expiration date November 2018. Location: Under guest seating port. All in need of replacement/updating. Vessel is in U.S.C.G. non compliance.

SOUND DEVICES:

*Note: Horn helm wired. Tested in operable.

***A.5**

*Note: Horn helm wired. Tested in operable.

POWER EXHAUST BLOWERS:

Yes, operable.

"NO OIL DISCHARGE" PLAQUE:

Yes, found properly displayed in engine space.

TRASH DISPOSAL PLACARD:

Yes, found properly displayed in main salon area galley.

VENTILATION:

Yes provided by power blowers in the engine compartment. And natural ventilation at port and starboard hull sides. Serviceable.

AUXILIARY SAFETY EQUIPMENT

LIFE RAFT:

*Note: Viking auto inflate raft. In need of re inspection.

***B.13**

*Note: Viking auto inflate raft. In need of re inspection. Late service inspection in service date 04/2015 to 04/2018.

III. SYSTEMS

SAFETY EQUIPMENT

AUXILIARY SAFETY EQUIPMENT (*continued*)

E.P.I.R.B.:

*Note: ACR E.P.I.R.B. with GPS. Installed at bridge in bracket, appears serviceable.

***B.14**

*Note: ACR E.P.I.R.B. with GPS. Installed at bridge in bracket, appears serviceable.

BILGE WATER ALARM AND SAFETY SWITCHES:

Yes, tested serviceable.

FIXED FIRE EXTINGUISHING SYSTEM (HALON TYPE):

*Note: Sea Fire FM-200 auto suppression system in the engine space is not tagged current.

***A.6**

*Note: Sea Fire FM-200 auto suppression system in the engine space is not tagged current.

SEARCH LIGHT:

Yes, mounted at hard top with helm wired remote. Serviceable.

FIRST AID KIT:

Yes, Located: Under owners berth in drawer. Good condition.

BILGE PUMPS

LIST:

Yes three (3), (1) Rule 2000 GPH, Lazarette, (1) Rule forward engine space GPH not legible, and (1) Rule, forward bilge GPH not legible. Diaphragm type with remote float switches, Fit for intended use.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S):

Two (2) bronze alloy, four bladed propellers, size not legible. Both props appear serviceable with no visible damage. Both have locking nut and cotter pins. Spares: None sighted.

PROPELLER SHAFT(S):

Prop shaft diameter is 2.5 " . Material: Stainless steel. Fit for intended use.

PROPELLER SHAFT (LOGS) TUBE(S):

Shaft logs are dripless type. No leaks sighted. Shaft Cutlass bearings show no signs of sloppiness or end play. Struts are Bronze Alloy single I-Beam type. Appear fit for intended use.

RUDDER(S) MOUNTING:

Both rudders are mounted to the hull (typical stem mounting). Size 15" X 20". Soundly fastened, no sloop or play. Monitor frequently for proper adjustment. Appear fit for intended use.

TRIM TABS:

Bennett hydraulic tabs 12" x 36". Operated normally. Fit for intended use.

III. SYSTEMS

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY(*continued*)

STRAINERS/SCOOPS/SCREENS:

Main engine pickups, Generator pickup, Air Conditioning pickup are external bronze alloy screen and slotted type. Clear and serviceable.

ZINCS:

One shaft zinc each shaft 45% wasted. Two trim tab zincs, condition 100% protection. One house zinc 35 % wasted. monitor frequently and replace when necessary. Serviceable.

CONDITION OF HULL (WETTED SURFACE)

BLISTERS:

None Sighted.

CONDITION OF BOTTOM PAINT:

Bottom well painted. Condition good.

SEATRIAL REPORT

INTRODUCTION

INTRODUCTION:

The GHOST RIDER was operated from The Wharf Marina 4851 Wharf Pkwy, Orange Beach, AL 36561 from 9:30AM on 6/25/2019. The vessel was operated by Captain Matt the selling broker. Attending the sea trial were Cass, the buyer Black Beard, and myself Tony Lengyel SAMS-SA, marine surveyor. The vessel was operated at various throttle settings to ascertain the performance, she responded well to throttle without hesitation and performed well throughout the RPM ranges. The sea trial was without incident. Sea Trial condition were smooth under cloudy sky's.

III. SYSTEMS

SEATRIAL REPORT

OBSERVATIONS

OBSERVATIONS:

1. The engines started without excessive cranking.
2. The engine exhaust appeared normal.
3. The cooling water exhaust appeared adequate and normal.
4. The engine instruments operate within normal operating limits at idle, cruising speed, and maximum throttle.
5. Manufacturer's recommended max RPM is 2300.

Engines reached 2350 RPM at full throttle.
6. The steering system operated normally.
7. The throttles operated normally.
8. The transmissions operated normally/smoothly.
9. The back down test was satisfactory.
10. There were no excessive vibrations noted.
11. The engine synchronizer worked properly, autopilot was tested, the trim tabs operated normally.
12. There were no oil or coolant leaks observed. (On main engines or in exhaust water)

The water temperature is in Fahrenheit. The oil pressure is in pounds per square inch. Revs refers to revolutions per minute. Batts are in volts of charge from the alternator. These figures are comprised of data read from the vessels gauges while underway on the above stated date and time of the sea trial.

TRIAL RUN DATA

PORT ENGINE:

SPEED	RPM	VOLTS	OIL PSI	TRANS	TEMP
22K	2000	12.5	80	NA	185
27.5K	2350	12	80	NA	190

III. SYSTEMS

SEATRIAL REPORT

TRIAL RUN DATA(*continued*)

STARBOARD ENGINE:

SPEED	RPM	VOLTS	OIL PSI	TRANS	TEMP
22K	2000	12	80	NA	185
27.5K	2350	12	85	NA	195

ENGINE SURVEY SUMMARY

ENGINE SURVEY

ENGINE SURVEY PERFORMED BY:

Post survey independent survey reported by the buyer and the sellers agent to be Charlie's Marine, AL. Address: 13066, Alabama Street, Elberta, AL 36530. PH: (251) 987-5258. See independent engine and generator inspection by Charlie's Marine for further main engine engine and generator information.

IV. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under "**SAFETY**" should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition. ***Findings may also be in violation of U.S.C.G. regulations.***

Deficiencies noted under "**OTHER DEFICIENCIES**" should be corrected in the near future so as to maintain standards and to help the vessel to retain it's value.

Deficiencies will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES
- B. OTHER DEFICIENCIES NEEDING ATTENTION
- C. SURVEYORS NOTES AND OBSERVATIONS

IV. FINDINGS AND RECOMMENDATIONS

A. SAFETY DEFICIENCIES:

A.1 (PAGE 13) EMERGENCY SHUT DOWN:

Sea Fire FM-200 auto fire suppression system located in the engine space on bulkhead centerline forward engine space. Helm controls. *Note: The auto fire extinguisher system appears serviceable. The system is not tagged current.

FINDINGS	RECOMMENDATIONS
<p>*Note: The auto fire extinguisher system appears serviceable. The system is not tagged current.</p>	<p><i>Have the Sea Fire system inspected and serviced and re-tag in accordance with ABYC A-4 Fire Fighting Equipment Ap.6.2.2 - Ap.6.3</i></p> <p><i>Fixed fire extinguishing systems should be examined at least monthly:</i></p> <ul style="list-style-type: none"> <i>a. for corrosion,</i> <i>b. to ensure that access to controls has not been obstructed,</i> <i>c. to ensure that the pull cable has not broken loose or suffered damage or kinking,</i> <i>d. to ensure that cylinders are securely in place,</i> <i>e. to ensure that all connections of the cable are secure,</i> <i>f. to ensure that connections of the distribution piping are secure and the discharge nozzle(s) is(are) unobstructed, and</i> <i>g. to ensure that the system has not been discharged.</i> <p><i>*Ap.6.3</i></p> <p><i>At one-year intervals, a full maintenance check should be made by a qualified fire extinguishing system service facility in accordance with the manufacturer's maintenance instructions. A tag should be attached showing the date of such maintenance check.</i></p> <p><i>NOTE: Additional information concerning maintenance is contained in:</i></p> <ul style="list-style-type: none"> <i>a. NFPA 12, "Standard on Carbon Dioxide Extinguishing Systems"</i> <i>b. NFPA 2001, "Standard on Clean Agent Fire Extinguishing Systems"</i> <i>c. NFPA 12B, "Standard on Halon 1211 Fire Extinguishing Systems"</i> <i>d. NFPA 12A, "Standard on Halon 1301 Fire Extinguishing Systems"</i>

IV. FINDINGS AND RECOMMENDATIONS

A. SAFETY DEFICIENCIES:

A.2 (PAGE 24) NUMBER OF THROWABLE PFD'S:

*Note: Type IV-U.S.C.G. approved throwable device not sighted..

FINDINGS	RECOMMENDATIONS
<p>*Note: Type IV-U.S.C.G. approved throwable device not sighted..</p>	<p><i>Comply with USCG Safety Regulations. All recreational vessels must carry one wearable PFD (Type I, II, III or Type V PFD) for each person aboard. A Type V PDF provides performance of either Type I, II, III PDF (as marked on its label) and must be used according to the label requirements. Any boats 16 ft and longer must also carry one throwable PDF (Type IV PFD).</i></p>

A.3 (PAGE 25) FIRE EXTINGUISHERS:

Two (2) BI dry chemical with gauges. (1) One located in the owners cabin beneath the berth. (1) One BI dry chemical with gauge under the salon entry stairs. Appear serviceable. *Note: The BI dry chemical extinguishers are not tagged current.

FINDINGS	RECOMMENDATIONS
<p>*Note: The BI dry chemical extinguishers are not tagged current. There are insufficient extinguisher on board for this size vessel.</p>	<p><i>At one year intervals, a full maintenance check should be made by a qualified fire extinguishing system service facility in accordance with the manufacturers maintenance instructions. A tag should be attached showing the date of such maintenance check. Per NFPA 302. B-4.1 & ABYC A-4.Ap.6.3. 40' - 65' vessels require a minimum of (4) Four BI dry chemical fire extinguishers with current certification, fixed in appropriate mounts.</i></p>

IV. FINDINGS AND RECOMMENDATIONS

A. SAFETY DEFICIENCIES:

A.4 (PAGE 25) VISUAL DISTRESS SIGNALS:

*Note: Flares were Orion 12 gauge, 5 Day/night visual distress signals, expiration date April. 2008. 4 hand held flares, expiration date November 2018. Location: Under guest seating port. All in need of replacement/updating. Vessel is in U.S.C.G. non compliance.

FINDINGS	RECOMMENDATIONS
*Note: Flares were Orion 12 gauge, 5 Day/night visual distress signals, expiration date April. 2008. 4 hand held flares, expiration date November 2018. Location: Under guest seating port. All in need of replacement/updating. Vessel is in U.S.C.G. non compliance.	<i>Comply with USCG regulations for un-expired Visual Distress Signals. Per CFR 175.110. Recommended all pyrotechnic visual distress signals are renewed with at least three (3) alert and three (3) locator flares for day and night time use (as a minimum requirement) with current expiration dates.</i>

A.5 (PAGE 25) SOUND DEVICES:

*Note: Horn helm wired. Tested in operable.

FINDINGS	RECOMMENDATIONS
*Note: Horn helm wired. Tested in operable.	<i>Renew, Comply with USCG regulations audible signaling device.</i>

A.6 (PAGE 26) FIXED FIRE EXTINGUISHING SYSTEM (HALON TYPE):

*Note: Sea Fire FM-200 auto suppression system in the engine space is not tagged current.

FINDINGS	RECOMMENDATIONS
*Note: Sea Fire FM-200 auto suppression system in the engine space is not tagged current.	<i>Comply with NFPA and ABYC recommendations for fire suppression systems. The automatic Halon system in the engine room, at one year intervals, a full maintenance check should be made by a qualified fire extinguishing system service facility in accordance with the manufacturers maintenance instructions. A tag should be attached showing the date of such maintenance check. Per NFPA 302. B-4.1 & ABYC A-4.Ap.6.3.</i>

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.1 (PAGE 7) EXTERIOR HULL:

<p>Grey painted with black boot top. Vessels wetted surface appears in good condition and recently serviced bottom paint, running gear and newer zincs, no visible defects were sighted. The the painted and gel coated area's are in very good condition showing a high luster at topside's. The hull at and below the waterline was sounded approximately every 6 - 8 inches without negative report. In general the hulls wetted surface, topside's and topside show care of a competent owner. Maintenance appears to be above average. *Note: Two area's to the stern at transom show minimal dock abrasion to the painted surface. *Note: The starboard spray rail is showing two signs of crazing with small cracks. *Note: The bow pulpit FRP shows a 12 inch horizontal crack to the filler.</p>	
FINDINGS	RECOMMENDATIONS
<p>*Note: The starboard spray rail is showing two signs of crazing with small cracks.</p>	<p><i>At next scheduled haul out have a fiberglass technician inspect and advise for repairs and repair as necessary.</i></p>

B.2 (PAGE 7) EXTERIOR HULL:

FINDINGS	RECOMMENDATIONS
<p>*Note: The bow pulpit FRP shows a 12 inch horizontal crack to the filler.</p>	<p><i>The area was inspected, sounded and meter tested and found to be mostly sound in the visible crack area. The crack appears to be in the filler at the gelcoat, de lamination does not appear existent at this time. At next scheduled haul out have inspected by a fiberglass technician and repair as necessary.</i></p>

B.3 (PAGE 8) STANCHIONS AND BOW RAIL:

<p>Welded aluminum stanchions and bow rail system, approximately 24 inches high, runs from the bow to approximately amidships. Soundly fastened to the deck. Welds good all but where noted. Condition: Free from oxidation clean and serviceable. *Note: Bow rail stanchion, the third starboard stanchion aft of the bow pulpit, the weld is broken free from its base.</p>	
FINDINGS	RECOMMENDATIONS
<p>*Note: Bow rail stanchion, the third starboard stanchion aft of the bow pulpit, the weld is broken free from its base.</p>	<p><i>Re weld stanchion to its base.</i></p>

B.4 (PAGE 10) LIVE BAIT WELLS:

<p>A live bait well is located center transom. It is FRP (fiber reinforced plastic) cylindrical in shape capacity of approximately 50 gallons and has an electric raw water re-circulation pump and lighting. *Note: The transom live bait well is in operable.</p>	
FINDINGS	RECOMMENDATIONS
<p>*Note: The transom live bait well is in operable.</p>	<p><i>Further investigate pump and switch, repair and prove operation.</i></p>

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.5 (PAGE 10) FREEZERS:

*Note: The port Mezzanine freezer tested in operable.	
FINDINGS	RECOMMENDATIONS
*Note: The port Mezzanine freezer tested in operable.	Further investigate and repair as necessary.

B.6 (PAGE 11) LIGHT FIXTURES:

12 volt cabin lights throughout the vessel provide flexible lighting. Operable all but where noted. *Note: Four overhead cabin lights are out in the salon and one overhead light is out in the owners cabin. One overhead light in the salon has lost fitment over the main electric panel.	
FINDINGS	RECOMMENDATIONS
*Note: Four overhead cabin lights are out in the salon and one overhead light is out in the owners cabin. One overhead light in the salon has lost fitment over the main electric panel.	Replace bulbs or repair as necessary.

B.7 (PAGE 12) AIR CONDITIONING UNITS:

Three Cruise Air Marine units. Location: (1) One port outboard engine space. (2) Two on the express bridge, location: One under the port guest seat and (1) One to starboard under the companion seat. Provides AC /Reverse cycle heat to the areas. Serviceable all but where noted. *Note: The express bridge deck AC unit located to port is displaying the HPF code after a minutes of operation.	
FINDINGS	RECOMMENDATIONS
*Note: The express bridge deck AC unit located to port is displaying the HPF code after a minutes of operation.	Have a marine AC technician investigate further and repair as necessary.

B.8 (PAGE 12) CENTRAL VACUUM SYSTEM:

*Note: The central vacuum system tested in operable.	
FINDINGS	RECOMMENDATIONS
*Note: The central vacuum system tested in operable.	Repair as necessary.

B.9 (PAGE 17) MANUFACTURER:

Westerbeke diesel, 10 KW. Hours: 3,007.3. from engine gauge. *Note: The generator started easily and ran well without hesitation. Upon testing there was insufficient voltage to power up componants.	
FINDINGS	RECOMMENDATIONS
*Note: The generator started easily and ran well without hesitation. Upon testing there was insufficient voltage to power up componants.	Further investigate the generator by qualified Westerbeke technician, repair as necessary, load test and prove operation.

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.10 (PAGE 18) MANUAL OR ELECTRIC TYPE:

One (1) Vacuflush head, Located: Starboard forward. M.S.D. type III USCG system. Approved type hoses and clamps. (Secure installation in compliance with USCG regulations). Per 33 CFR 159.7. All but where noted:
 *Note: The Vacuflush head vacuum pump was in operable. Overboard discharge not tested. Appears serviceable.

FINDINGS	RECOMMENDATIONS
*Note: The Vacuflush head vacuum pump was in operable.	<i>Renew pump as necessary and prove operation.</i>

B.11 (PAGE 19) MACERATOR:

Yes, electrical treatment. *Note: The head macerator located on the centerline in the forward shallow bilge area, the macerator housing is leaking into the bilge. *Note: The head seacock valve operates freely, but is unsecured in the open position.

FINDINGS	RECOMMENDATIONS
*Note: The head seacock valve operates freely, but is unsecured in the open position.	<i>Secure the seacock valve in the closed position. Comply with USCG Safety Regulations.</i>

B.12 (PAGE 19) MACERATOR:

FINDINGS	RECOMMENDATIONS
*Note: The head macerator located on the centerline in the forward shallow bilge area, the macerator housing is leaking into the bilge.	<i>Renew macerator.</i>

B.13 (PAGE 25) LIFE RAFT:

*Note: Viking auto inflate raft. In need of re inspection.

FINDINGS	RECOMMENDATIONS
*Note: Viking auto inflate raft. In need of re inspection. Late service inspection in service date 04/2015 to 04/2018.	<i>Have the life raft inspected and repacked by authorized personnel, mark and prepare stowage area for ready deployment.</i>

B.14 (PAGE 26) E.P.I.R.B.:

*Note: ACR E.P.I.R.B. with GPS. Installed at bridge in bracket, appears serviceable.

FINDINGS	RECOMMENDATIONS
*Note: ACR E.P.I.R.B. with GPS. Installed at bridge in bracket, appears serviceable.	<i>Upon purchase re register the E.P.I.R.B.</i>

IV. FINDINGS AND RECOMMENDATIONS

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.1 (PAGE 7) EXTERIOR HULL:

Grey painted with black boot top. Vessels wetted surface appears in good condition and recently serviced bottom paint, running gear and newer zincs, no visible defects were sighted. The the painted and gel coated area's are in very good condition showing a high luster at topside's. The hull at and below the waterline was sounded approximately every 6 - 8 inches without negative report. In general the hulls wetted surface, topside's and topside show care of a competent owner. Maintenance appears to be above average. *Note: Two area's to the stern at transom show minimal dock abrasion to the painted surface. *Note: The starboard spray rail is showing two signs of crazing with small cracks. *Note: The bow pulpit FRP shows a 12 inch horizontal crack to the filler.

FINDINGS	RECOMMENDATIONS
*Note: Two area's to the stern at transom show minimal dock abrasion to the painted surface.	<i>Observation.</i>

C.2 (PAGE 8) TYPE:

Deck and Cockpit: Molded FRP (fiber reinforced plastic) with core materials and stiffeners, white gelcoat and moulded non-skid surface. *Note: At the decks some small visible areas of gel coat crazing were sounded in the hard bend areas of the cockpit. Area's where sounded tested without negative report. Condition: Decks appear to be well supported and solid.

FINDINGS	RECOMMENDATIONS
*Note: At the decks some small visible areas of gel coat crazing were sounded in the hard bend areas of the cockpit. Area's where sounded tested without negative report. Condition: Decks appear to be well supported and solid.	<i>Observation.</i>

NOTE: If cruising more than 25 nautical miles offshore it is also recommended that a USCG approved self-inflating life raft be fitted to the vessel. And a first aid kit and small manual watermaker be added to the ships safety gear.

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION** After a the survey has been completed and the findings have been organized in a logical manner.

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

The following is the accepted marine grading system of condition:

"EXCELLENT (BRISTOL) CONDITION", is a vessel that is maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

"ABOVE AVERAGE CONDITION", has had above average care and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION", ready for sale requiring no additional work and normally equipped for her size.

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

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

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

As a result of my investigation, as shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** section of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is

OVERALL VESSEL RATING:

ABOVE AVERAGE

V. SUMMARY AND VALUATION

STATEMENT OF VALUATION:

VESSEL VALUATION SUMMARY APPRAISAL METHODOLOGY:

The following method of valuation was used to obtain the fair market value of the vessel: One similarly equipped, same year model vessels shown as sold on soldboats.com over the past two months.

A) MARKET ANALYSIS:

One comparable vessel sold on soldboats.com 2019 MLS.

45' Length Boats	Year Listed	US \$	Sold US \$	Location	YachtWorld Member
45' Cabo Express ...	Year Listed (03/19)	\$389,000	Sold \$320,000 (05/19)	USA	

BucValu Systems sold boats indicated a current fair market value mid range of \$299,500

1. The "**FAIR MARKET VALUE**" is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the "**FAIR MARKET VALUE**" of the subject vessel is:

\$299,500

Two Hundred Ninety Nine Thousand Five Hundred Dollars

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

V. SUMMARY AND VALUATION

subject vessel is:

\$1,740,000

One Million Seven Hundred Forty Thousand Dollars

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the GHOST RIDER, for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost for the purpose of purchase, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on **06,25,2019** and was found to be a well constructed, well appointed, limited production vessel with many factory installed options and high quality fit and finish. Secondary market demand is high. The vessel showing at date of survey in above average condition and appears very capably captained and well-kept. Subject to correction of deficiencies listed in section IV A. (Safety), and IV B. the vessel is considered to be suitable for its intended use. Other deficiencies list should be attended to in a timely fashion for the vessel to maintain it's highest possible value. With a good continued maintenance plan, the vessel could provide many more years service.

V. SUMMARY AND VALUATION

SURVEYOR'S CERTIFICATION:

I certify that, to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct.

The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.


I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.

I have made a personal inspection of the vessel that is the subject of this report.

This report is submitted without prejudice and for the benefit of whom it may concern.

ATTENDING SURVEYOR:



Tony Lengyel, SAMS-SA

VI. PHOTOGRAPHS



US-CHX46X07G798



Engine Room



Fighting Chair



Fire Suppression System

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Galley



Helm



Main AC DC Distribution Panel



Mezzanine

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MSD Macerator



Owners Cabin



Pulpit



Running Gear

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Salon



Stern



Tower