

# ANYTHING MARINE SURVEYORS

## MARINE SURVEYOR AND CONSULTANT

**2002 34 Sea Ray Sundancer**

***Angie II***



INDEPENDENT MARINE SURVEY SERVICE

52 Oaks Court Santa Rosa Beach, FL 32459  
(850) 585-6242  
captainbubbaharris@gmail.com

# **Report of Marine Survey**

**Of The Vessel**

***Angie II***

**2002 34 Sea Ray Sundancer**

Conducted by  
Anything Marine Surveyors

INDEPENDENT MARINE SURVEYOR

PREPARED FOR:

Matrix Recovery Service

February 27, 2023

INDEPENDENT MARINE SURVEY SERVICE

# TABLE OF CONTENTS

---

SECTION	PAGE NO.
I. INTRODUCTION .....	1
II. GENERAL INFORMATION .....	2
III. SYSTEMS .....	4
HULL, DECK AND SUPERSTRUCTURE .....	4
PROPULSION .....	5
FUEL SYSTEM .....	6
ELECTRICAL SYSTEM(S) .....	6
FRESH WATER SYSTEM .....	6
SANITATION .....	6
STEERING SYSTEM .....	7
GROUND TACKLE .....	7
ELECTRONICS AND NAVIGATION EQUIPMENT .....	7
THRU-HULLS .....	8
SAFETY EQUIPMENT .....	9
IV. FINDINGS AND RECOMMENDATIONS .....	11
V. SUMMARY AND VALUATION .....	14
VI. PHOTOGRAPHS .....	16

# I. INTRODUCTION

---

## SCOPE OF SURVEY

Now at the request of Matrix Recovery Service the attending surveyor did attend onboard the *Angie II* beginning on 02/20/2023 where an "in-the-water-survey" WAS conducted at Two George's Marina in Shalimar, Florida . The ship's papers were on board and appeared to be in order. The Hull Identification Number (**HIN**) WAS NOT verified from the transom due to access. A sea trial WAS NOT performed. An out-of-the water inspection of underwater machinery and the exterior of the hulls wetted surface area WAS NOT performed. The reason for the survey, was to ascertain the physical condition and value of the vessel. Moisture readings taken and referenced throughout the body of the report, were taken with the Sovereign Moisture Master meter. AC and DC power were used to check operation of the electrical systems 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 recommended and understood that all DIESEL/GAS 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.

## VESSEL DESCRIPTION

The 2002 34 Sea Ray Sundancer is an express type vessel with an open deck layout and helm. The main cabin is forward and below with forward and aft bedding, a galley, and a head. This vessel is powered by twin (2) Mercruiser 6.2 liter gas engines. AC power is delivered via 2-30 amp shore power cord inlets or a single Westerbeke gas generator.



## II. GENERAL INFORMATION

### GENERAL INFORMATION

FILE NUMBER: .....	2894
SURVEY PREPARED FOR: .....	Matrix Recovery Service
DATE: .....	February 27, 2023
NAME OF VESSEL: .....	Angie II
TYPE OF SURVEY: .....	Condition and Value
OVERALL VESSEL RATING: .....	**** FAIR
ESTIMATED MARKET VALUE: .....	\$78,210.00
ESTIMATED REPLACEMENT COST: .....	\$429,800.00
YEAR/MAKE/MODEL OF VESSEL: .....	2002 34 Sea Ray Sundancer
BUILDER: .....	Sea Ray Boats
HULL IDENTIFICATION NUMBER (HIN): .....	Not sighted due to access
PLACE OF SURVEY: .....	Two George's Marina in Shalimar, Florida
DATE/TIME OF SURVEY: .....	February 20, 2023
HULL MATERIAL: .....	Reported to be FRP (Fiber Reinforced Plastic).
HULL TYPE: .....	Modified deep-v planing type hull.
LENGTH OVER ALL (L.O.A.): .....	34' 1"
BEAM: .....	11' 5"
DRAFT: .....	3' 0"
PROPULSION SYSTEM: .....	Twin (2) Mercruiser 6.2 liter gas engines.
FUEL TYPE: .....	Gasoline.
FUEL CAPACITY: .....	225 gallons
AC POWER: .....	Yes 120 volt.
DC POWER: .....	Yes, 12 volt.
FRESH WATER CAPACITY: .....	40 gallons
HOLDING TANK: .....	20 gallons

### 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).

## II. GENERAL INFORMATION

---

### DEFINITION OF TERMS:(*continued*)

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.

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

**HULL:** Modified deep-v planing type hull.

- \* **TRANSOM: [C1]** Reinforced, FRP slightly rounded with fiberglass swim platform. The platform has some impact damage in center near flip out swim ladder.

**BULKHEADS/STRINGERS:** Athwartships reinforcement enhanced by wood bulkheads bonded to the hull with FRP (fiber reinforced plastic). Appears serviceable where sighted.

- \* **BILGE/LIMBER HOLES: [B1]** A smooth gelcoat surface was used in the shallow bilge area. Bilge has 4-5" of water in aft and cabin bilges due to the bilge pumps not being operable due to dead batteries.

**CHAIN LOCKER (DRAINAGE):** Overboard drainage.

### SUPERSTRUCTURE

**DESCRIPTION:** FRP (fiber reinforced plastic) superstructure.

**DECKS:** Fiberglass non skid decks.

**DECK HATCHES/VENTILATION:** Three (3) Bomar aluminum and Lexan hatches in forward cabin deck area. Appears serviceable.

**WINDOWS/PORTS/DOORS:** Sliding door from helm area into cabin area.

**CANVAS AND SUPPORT STRUCTURE:** Fiberglass arch aft of helm with zippers for canvas with no canvas sighted.

- \* **NOTE: [C2]** Deck area deficiencies and observations:
  1. Silicone on arch is moldy.
  2. Aluminum frame for windshield paint bubbling and chipping.
  3. White vinyl seating is moldy/dirty/ with some cracking in some areas of seats.
  4. Steering wheel missing cap.
  5. Helm electronics are not operable with screens on machines discolored.
  6. Helm gauges have condensation.
  7. Bow anchor locker hatch fiberglass is chipping off around latch.

### DECK FITTINGS

**BOW PULPIT (BOW RAIL):** Stainless steel stanchions and rail system. Appears serviceable.

**SCUPPERS:** Cockpit and decks drain overboard. No scuppers sighted.

**CHOCKS AND CLEATS:** 3 port side and 3 starboard side stainless steel cleats. Appears adequate.

### ADDITIONAL EQUIPMENT AND ACCESSORIES

**ACCESSORIES:** Norcold cockpit refrigerator. Not tested.

### INTERIOR

**DESCRIPTION:** Forward and aft bedding with couch midship of cabin, galley, and head with shower.

- \* **AIR CONDITIONING: [C3]** One (1) Cruisair self contained unit with digital control. Powers up but compressor for AC appears to not be operable.
- \* **NOTE: [C4]** The v-berth mattress has water stains from hatch overhead leaking on bedding. The tan carpet in the cabin is very dirty.

# III. SYSTEMS

---

## HULL, DECK AND SUPERSTRUCTURE

### GALLEY

**SINKS:** Single sink.

- \* **REFRIGERATION: [C5]** Norcold refrigerator. The frame was rusty and inside the refrigerator was moldy. Does not appear to be operable.

**STOVE/OVEN:** Kenyon 2 burner electric stovetop. Operable.

**MICROWAVE:** GE microwave. Operable.

### PROPULSION

#### MAIN ENGINES

**TYPE/MANUFACTURER/LOCATION:** Two (2) four cycle Mercruiser 6.2 liter V-8 gasoline engines.

**NUMBER OF CYLINDERS/HORSE POWER:** Eight (8) in a V configuration.

**SERIAL NUMBER(S):** None sighted.

**INDICATED HOURS:** Not known

**THROTTLE CONTROLS:** Morse mechanical lever/cable type, at helm station.

**EMERGENCY SHUT DOWN:** Halon Fireboy pull cable actuated mechanism, located at the helm station.

**ENGINE MOUNTS AND BED:** Engine bed stringers with thru-bolted steel motor mounts, and adjustable cushioned feet.  
Appears serviceable.

**DRIP PANS:** None Sighted. Engine fluid and loose debris falls into bilge area.

- \* **LUBRICATION: [B2]** The dipstick on the port engine is broken off and the dipstick for the starboard engine is about to break off.

**VENTILATION:** Power blowers with flex tubing appears adequate. Natural, flow ventilation provided by cowl vents.

**EXHAUST SYSTEM:** 6" raw water cooled exhaust. Double clamped.

**FLAME ARRESTOR:** Yes, USCG approved.

- \* **INSULATION: [C6]** Aluminized foam rubber sound deadening insulation was noted in engine room that is falling down off the underside of engine hatch.

- \* **OVERALL CONDITION: [C7]** Engines are in fair condition with some rust and corrosion on tops of engines, engine exhaust risers, and engine mounts.

#### GENERATORS AND INVERTERS

- \* **TYPE/MANUFACTURER: [B3]** Single Westerbeke gas generator. Part number 44356.  
The carburetor is very corroded and generator was not tested due to dead batteries.

**SERIAL NUMBER(S):** None sighted.

**KILOWATT/VOLTAGE RATING:** Not known. No tag on generator was sighted.

**LOCATION:** Aft starboard engine room.

**INDICATED HOURS:** Not known.

**FLAME ARRESTOR:** Yes, USCG approved.

# III. SYSTEMS

---

## FUEL SYSTEM

### MAIN ENGINE(S) FUEL SYSTEM

**FUEL TYPE:** Gasoline.

**TANKS/CAPACITY/MATERIAL:** One (1) tank 225 gallon captivity.

**FILL PIPE LOCATION(S):** Side deck marked for gas.

**FUEL LINES:** Grade USCG type A1. Appears serviceable where sighted.

## ELECTRICAL SYSTEM(S)

### ELECTRICAL SYSTEM (D.C. SYSTEM)

\* **VOLTAGE/BATTERIES: [B4]** Lead acid battery powered 12 volt system.

Two (2) Interstate 27M batteries

Two (2) Duralast 27M batteries

All batteries were dead at the time of sea trial.

**MAIN BATTERY SWITCHES/LOCATION:** Switch type at cabin electrical panel.

**TYPE CONNECTORS:** Round Lugs: Captive type, where sighted. Condition: Appears serviceable.

**CONNECTORS/ROUTING/SUPPORT:** Well supported and secured where sighted.

**CHARGING SYSTEM:** Alternators on main engines and gasoline powered generator.

Intelli battery charger. Model PD 2140

\* **NOTE: [B5]** Due to the batteries being dead the engine hatch was not operable. Hatch was finally opened manually by mechanics.

### ELECTRICAL SYSTEM (A.C. SYSTEM)

**SHORE POWER INLET/CORD:** 2-30 amp shore power cord inlets aft transom hatch area.

**AC SOURCE SELECTOR SWITCH:** Switch type: Manual plastic slide type. Located in main salon in main electric panel.

**CIRCUIT LOAD MONITORS:** Yes voltage and amperage analog gauges in the main electric panel. For both the AC and DC systems.

**CONNECTORS/ROUTING/SUPPORT:** Captive lug type. Appears serviceable where sighted.

## FRESH WATER SYSTEM

### FRESH WATER SYSTEM: (PORTABLE WATER)

**TANKS/MATERIAL /CAPACITY:** Yes, one (1) plastic tank. 40 gallon captivity.

**FILL/VENT PIPE LOCATION:** Side deck marked for water.

**PUMPS/ACCUMULATOR TANK:** Shurflo 12 volt on demand water pump. Not tested due to dead batteries.

**HOT WATER TANK:** Attwood 6 gallon water heater. Not tested.

## SANITATION

### SANITATION (BLACK/GREY WATER)

**M.S.D TYPE USCG SYSTEM:** Certification Type: MSD U.S.C.G. Type I. and holding tank.

**TYPE/MANUFACTURE:** Vacuflush head.

# III. SYSTEMS

---

## SANITATION

### SANITATION (BLACK/GREY WATER)(*continued*)

**NUMBER OF HEADS LOCATION:** One (1) head on vessel.

**RAW WATER SUPPLY AND CLAMPS:** Yes, appears serviceable where sighted.

**PUMP-OUT LOCATION:** Side deck marked for waste.

**MACERATOR:** Yes, and electrical treatment. Approved for overboard discharge in US Coast Guard approved waters.

## STEERING SYSTEM

### STEERING SYSTEM

**TYPE/MANUFACTURE:** Hydraulic steering.

**NUMBER OF STATIONS:** One (1) station.

**LINES AND FITTINGS:** Reinforced flexible hose, with metallic fittings. Appears serviceable.

**PACKING GLAND:** Appeared serviceable. Monitor frequently.

## GROUND TACKLE

### GROUND TACKLE

**ANCHORS:** Galvanized steel plow anchor with 20' of chain and 100' of 1/2" marine grade nylon rope.

**WINDLASS:** Lofrans windlass. Not tested due to dead batteries.

## ELECTRONICS AND NAVIGATION EQUIPMENT

### ELECTRONICS (NAVIGATION)

**VHF:** Raymarine VHF. Not tested due to dead batteries.

**CHART PLOTTER:** Raymarine chart plotters. Screens are very discolored. Not tested due to dead batteries.

**SPEEDLOG:** Raymarine tri data. Not tested due to dead batteries.

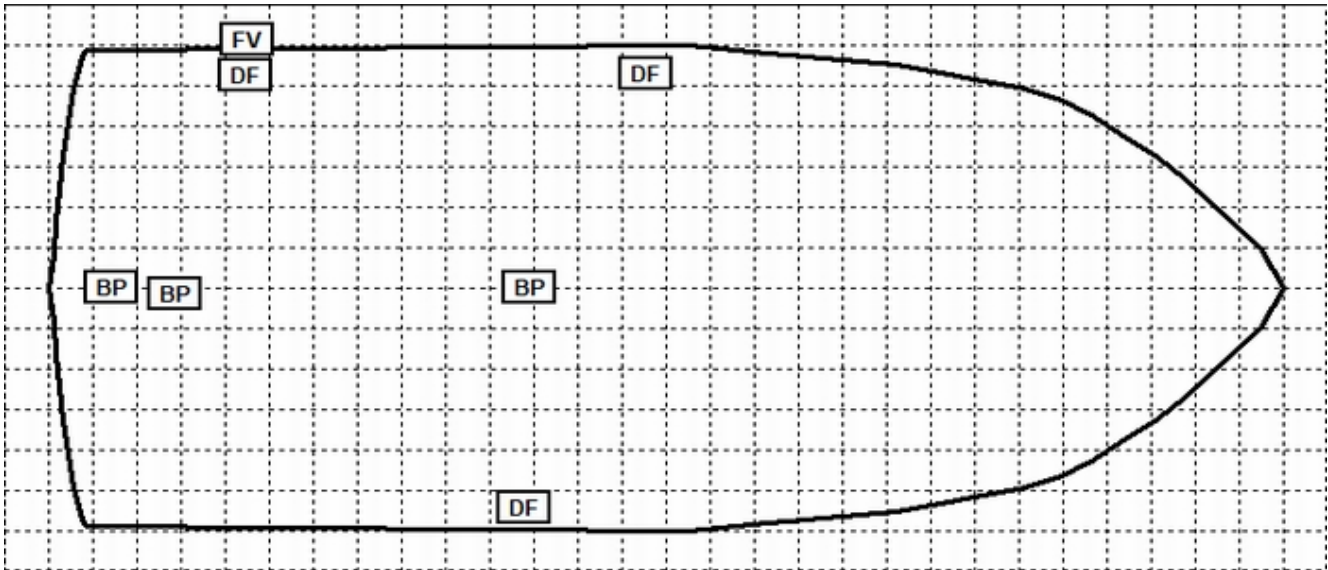
**COMPASSES:** 6" Ritchie compass.

### III. SYSTEMS

#### THRU-HULLS

##### THRU-HULLS

THRU-HULLS ABOVE WATER LINE:



Abbreviation	Description
BP	Bilge Pumps
DF	Deck Fill
FV	Fuel Vent

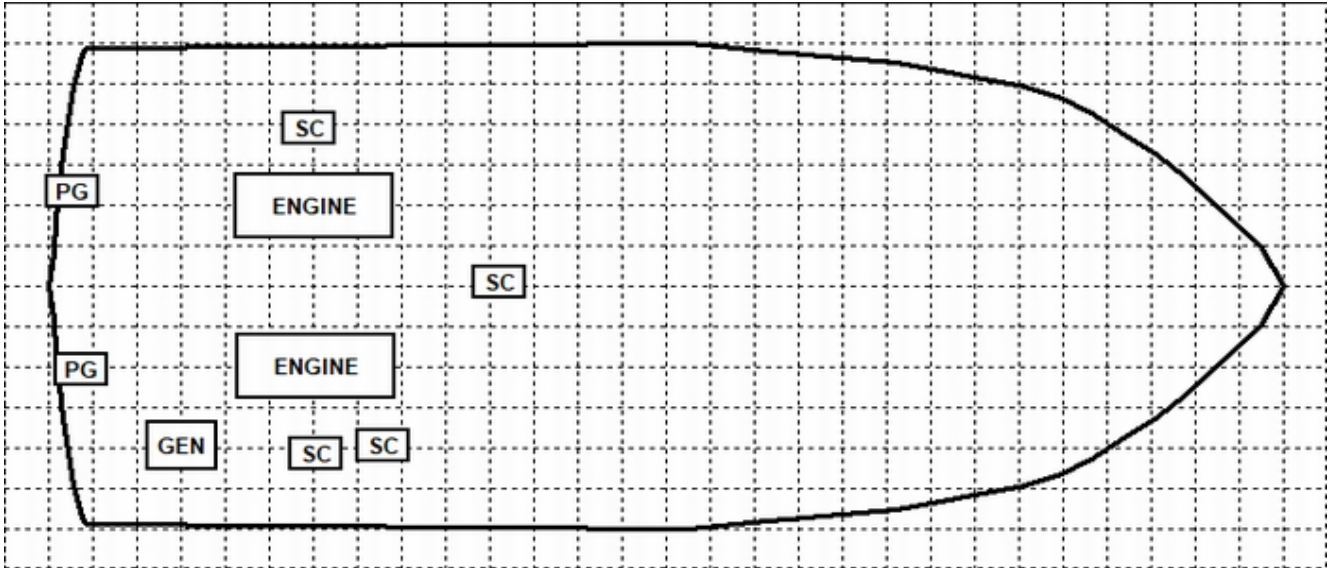
**\*\* Red Icon(s) with white text indicates inoperable item.**

### III. SYSTEMS

#### THRU-HULLS

##### THRU-HULLS(continued)

###### THRU-HULLS BELOW WATER LINE:



Abbreviation	Description
ENGINE	Engine
GEN	Generator
PG	Pkng Gland
SC	Seacock

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

#### SAFETY EQUIPMENT

##### SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

**NUMBER AND TYPE OF PFD'S:** Seven (7) Type I-U.S.C.G. approved.

**NUMBER OF THROWABLE PFD'S:** One (1) Type IV-U.S.C.G. approved throw device.

**FIRE EXTINGUISHERS:** Type BI (2lbs) dry chemical with gauges. Appear serviceable. Location: Forward cabin, engine room and helm station.

**\* VISUAL DISTRESS SIGNALS (FLARE KITS): [A1]** Flares were 12 gauge Day/night visual distress signals and hand held flares. Out of date.

**SOUND DEVICES:** Yes, handheld air horn. Operable.

**NAVIGATIONAL LIGHTS:** Navigation lights were not tested due to dead batteries.

**"NO OIL DISCHARGE" PLAQUE:** Yes, found properly displayed in engine space.

**TRASH DISPOSAL PLACARD:** Yes, found properly displayed in cockpit area.



# III. SYSTEMS

---

## SAFETY EQUIPMENT

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

**FLAME ARRESTORS (GAS ONLY):** Yes, USCG approved.

### AUXILIARY SAFETY EQUIPMENT

- \* **FIXED FIRE EXTINGUISHING SYSTEM: [A2]** Yes in engine compartment type 1301. Automatic thermal activation switch. No current inspection tag was sighted.

### BILGE PUMPS

- \* **LIST: [A3]** Two (2) Rule 2000 bilge pumps in aft bilge.  
One (1) Rule 1000 bilge pump in forward bilge.  
The bilge pumps were not operable due to dead batteries.

## 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

### A. SAFETY FINDINGS (United States Coast Guard):

FINDINGS	RECOMMENDATIONS
<b>A.1 (PAGE 9) VISUAL DISTRESS SIGNALS (FLARE KITS):</b> Flares were 12 gauge Day/night visual distress signals and hand held flares. Out of date.	<i>Comply with USCG Safety Regulations.</i>
<b>A.2 (PAGE 10) FIXED FIRE EXTINGUISHING SYSTEM:</b> Yes in engine compartment type 1301. Automatic thermal activation switch. No current inspection tag was sighted.	<i>Investigate further and renew tag by a licensed technician as necessary.</i>
<b>A.3 (PAGE 10) LIST:</b> Two (2) Rule 2000 bilge pumps in aft bilge. One (1) Rule 1000 bilge pump in forward bilge. The bilge pumps were not operable due to dead batteries.	<i>Investigate further and repair or renew as necessary.</i>

### B. FINDINGS NEEDING ATTENTION:

FINDINGS	RECOMMENDATIONS
<b>B.1 (PAGE 4) BILGE/LIMBER HOLES:</b> A smooth gelcoat surface was used in the shallow bilge area. Bilge has 4-5" of water in aft and cabin bilges due to the bilge pumps not being operable due to dead batteries.	<i>Investigate further and repair or renew as necessary.</i>
<b>B.2 (PAGE 5) LUBRICATION:</b> The dipstick on the port engine is broken off and the dipstick for the starboard engine is about to break off.	<i>Investigate further and repair or renew as necessary.</i>
<b>B.3 (PAGE 5) TYPE/MANUFACTURER:</b> Single Westerbeke gas generator. Part number 44356. The carburetor is very corroded and generator was not tested due to dead batteries.	<i>Investigate further and repair or renew as necessary.</i>
<b>B.4 (PAGE 6) VOLTAGE/BATTERIES:</b> Lead acid battery powered 12 volt system. Two (2) Interstate 27M batteries Two (2) Duralast 27M batteries All batteries were dead at the time of sea trial.	<i>Investigate further and repair or renew as necessary.</i>

## IV. FINDINGS AND RECOMMENDATIONS

---

### B. FINDINGS NEEDING ATTENTION:

#### FINDINGS

#### RECOMMENDATIONS

##### B.5 (PAGE 6) NOTE:

Due to the batteries being dead the engine hatch was not operable. Hatch was finally opened manually by mechanics.

*Investigate further and repair or renew as necessary.*

### C. SURVEYORS NOTES AND OBSERVATIONS :

#### FINDINGS

#### RECOMMENDATIONS

##### C.1 (PAGE 4) TRANSOM:

Reinforced, FRP slightly rounded with fiberglass swim platform. The platform has some impact damage in center near flip out swim ladder.

*Further investigate and repair as necessary.*

##### C.2 (PAGE 4) NOTE:

Deck area deficiencies and observations:

1. Silicone on arch is moldy.
2. Aluminum frame for windshield paint bubbling and chipping.
3. White vinyl seating is moldy/dirty/ with some cracking in some areas of seats.
4. Steering wheel missing cap.
5. Helm electronics are not operable with screens on machines discolored.
6. Helm gauges have condensation.
7. Bow anchor locker hatch fiberglass is chipping off around latch.

*Investigate further and repair or renew as necessary.*

##### C.3 (PAGE 4) AIR CONDITIONING:

One (1) Cruisair self contained unit with digital control. Powers up but compressor for AC appears to not be operable.

*Investigate further and repair or renew as necessary.*

##### C.4 (PAGE 4) NOTE:

The v-berth mattress has water stains from hatch overhead leaking on bedding. The tan carpet in the cabin is very dirty.

*Investigate further and repair or renew as necessary.*

##### C.5 (PAGE 5) REFRIGERATION:

Norcold refrigerator. The frame was rusty and inside the refrigerator was moldy. Does not appear to be operable.

*Investigate further and repair or renew as necessary.*

##### C.6 (PAGE 5) INSULATION:

Aluminized foam rubber sound deadening insulation was noted in engine room that is falling down off the underside of engine hatch.

*Investigate further and repair or renew as necessary.*

## IV. FINDINGS AND RECOMMENDATIONS

---

### C. SURVEYORS NOTES AND OBSERVATIONS :

#### FINDINGS

#### RECOMMENDATIONS

#### C.7 (PAGE 5) OVERALL CONDITION:

Engines are in fair condition with some rust and corrosion on tops of engines, engine exhaust risers, and engine mounts.

*Investigate further and repair or renew as necessary.*

## 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 minor 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:**                     **FAIR**                    

### STATEMENT OF VALUATION:

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:

## V. SUMMARY AND VALUATION

---

**\$78,210**

*Seventy Eight Thousand Two Hundred Ten Dollars*

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

**\$429,800**

*Four Hundred Twenty Nine Thousand Eight Hundred Dollars*

### **SUMMARY:**

In accordance with the request for a marine survey of the Angie II, for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on **February 20, 2023** and was found to be a vessel that has been sitting for a while with no attention given to vessel. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies list should be attended to in a timely fashion.

### **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.

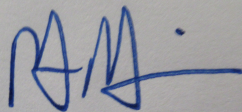
I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

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:

A photograph of a handwritten signature in blue ink on a light-colored surface. The signature is stylized, appearing to be 'AM' followed by a horizontal line.

## VI. PHOTOGRAPHS



Port side view



Aft view



Damaged aft swim platform



Cockpit seat cracking

## VI. PHOTOGRAPHS



Cockpit seating



Cockpit moldy seat



Radar arch silicone



Cockpit locker



## VI. PHOTOGRAPHS



Stereo speaker



Helm seat



Windshield frame

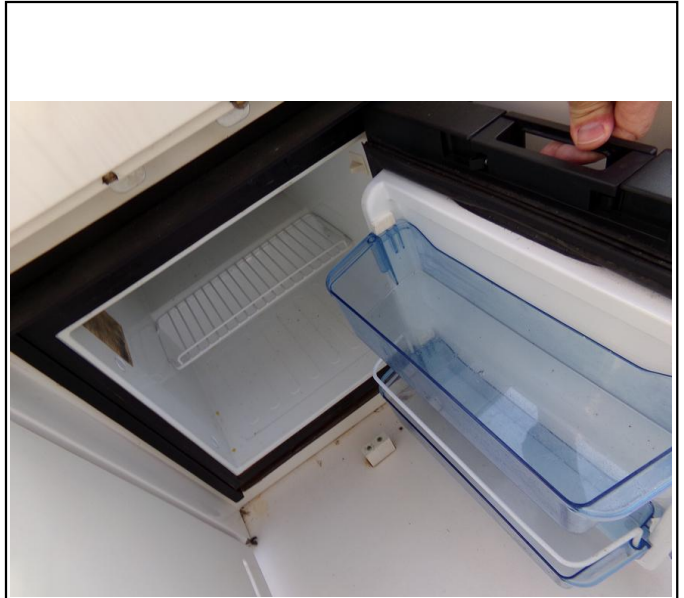


Cockpit area

## VI. PHOTOGRAPHS



Cockpit refrigerator



Cockpit refrigerator



Cockpit sink

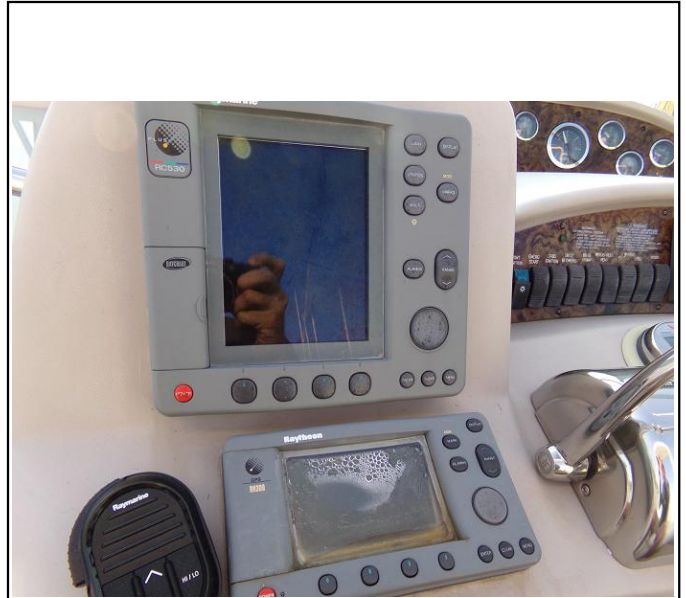


Helm seat

## VI. PHOTOGRAPHS



Helm



Helm electronics



VHF



Helm steering wheel



## VI. PHOTOGRAPHS



Fire pull pin



Helm



Helm gauges



Helm gauges

## VI. PHOTOGRAPHS



Helm broken chair



Storage



Aft cabin couch



Cabin bilge



## VI. PHOTOGRAPHS



Cabin carpet



Cabin couch



V-berth mattress



V-berth mattress

## VI. PHOTOGRAPHS



V-berth hatch



Galley



Stovetop



Microwave

## VI. PHOTOGRAPHS



Cabin refrigerator



Cabin refrigerator



Cabin refrigerator frame



Cabin electrical panel



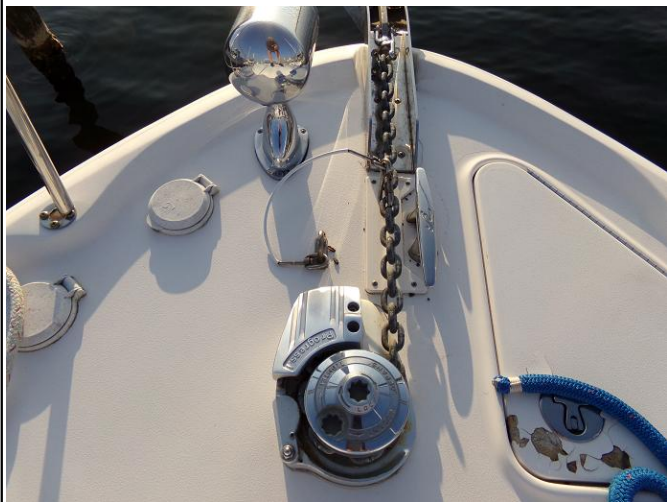
## VI. PHOTOGRAPHS



Helm switches



Speed and depth meter



Windlass



Anchor locker hatch

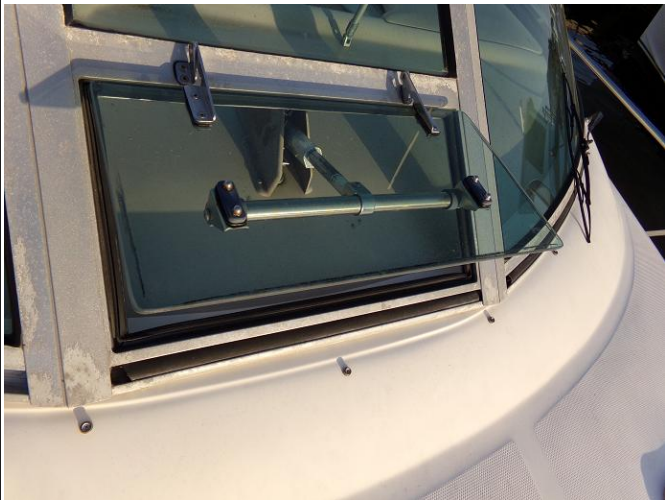
## VI. PHOTOGRAPHS



**Anchor locker**



**Bow deck**



**Windshield vent**



**Windshield frame**



## VI. PHOTOGRAPHS



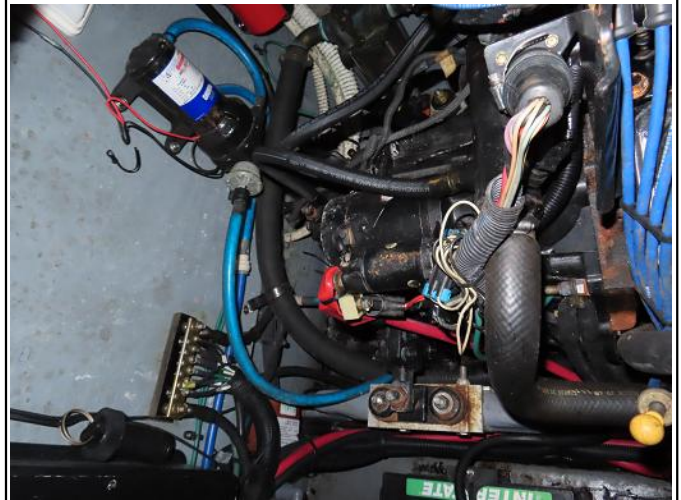
Aft view



Hull waterline



Port engine



Port engine

## VI. PHOTOGRAPHS



Engine room hatch pump



Main engine exhaust



Main engine exhaust



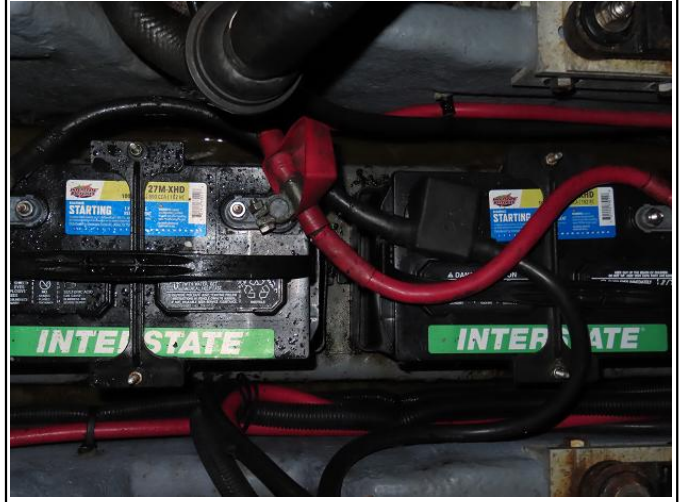
Freshwater pump



## VI. PHOTOGRAPHS



Engine room fire suppression



Batteries

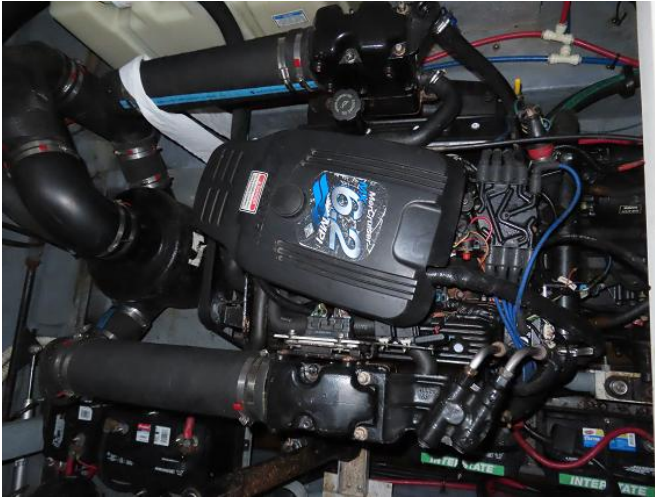


Batteries



Battery charger

## VI. PHOTOGRAPHS



Starboard engine



Starboard engine exhaust riser



Starboard engine



Water heater



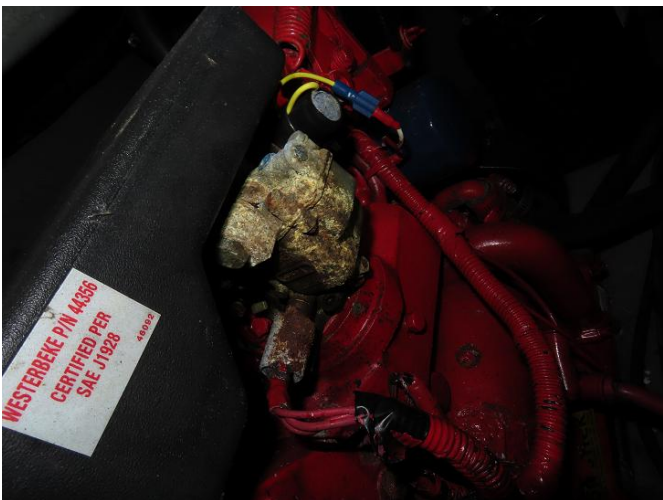
## VI. PHOTOGRAPHS



Waste tank



Generator

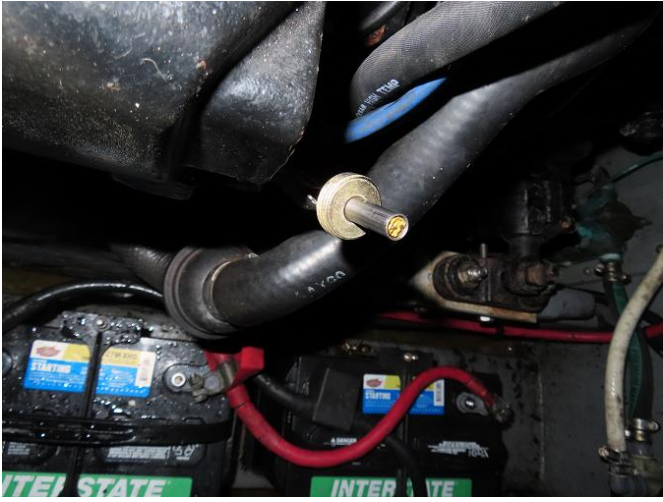


Generator corroded carburetor

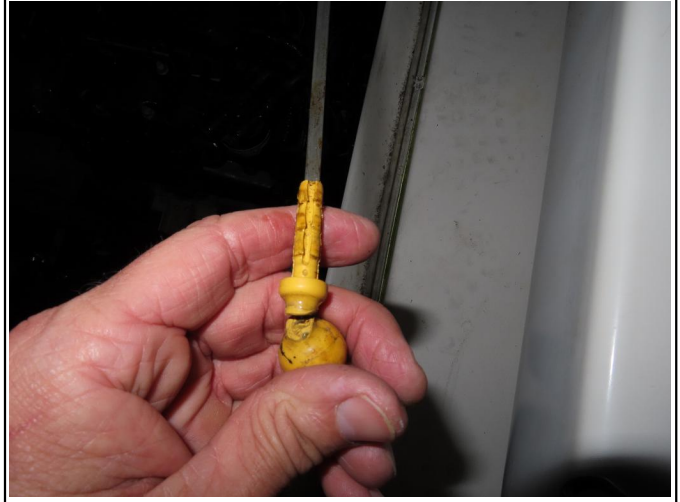


Waste sea cock

## VI. PHOTOGRAPHS



Port engine broken dipstick



Starboard engine almost broken dipstick