

18-632607

REPORT OF SURVEY

SCOPE OF SURVEY

This survey report is issued without prejudice subject to the conditions that I, the individual surveyor, am under no circumstances to be held responsible for error, omission, negligence or misstatement. It constitutes a statement of my opinion based upon the conditions as I found them. It is not a warranty of the condition of the vessel or its hull or machinery.

Acting at the request of XXXXXXXXXXXX the attending surveyor did attend onboard the *1974 Uniflite 42 Aft Cabin, "Jo Mama"*, beginning on XXXXXX, at 9 am, where she lay afloat at XXX XXXXXX Marina, San Diego, CA. The Hull Identification Number (XXXXXXXXXXXXXXXX) was sighted on vessel. A sea trial was not performed. An out of the water inspection of underwater machinery and the exterior of the hull's wetted surface area was not performed. The reason for the survey was to ascertain the physical condition and value of the vessel. AC and DC power were used to check operation of the systems specified in this report 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.

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 date, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

It is recommended that before purchase, the engine should be surveyed by a qualified Engine Surveyor to determine the condition of the engine, gears, pumps, heat exchangers, coolers, etc.

Condition Definitions

- 1 – Excellent As new or new condition. Repair not required. Additional and/or custom equipment. Minimal or no wear.
- 2 – Very Good Exceeds average condition, and very well maintained. Slight repairs may be required.
- 3 – Good/serviceable Average in condition and value. Fit for intended use. May require normal scheduled maintenance. No major repairs are required.
- 4 – Fair One step below good or average. Nearing end of serviceable life. May require additional maintenance and repairs to bring item into average condition.
- 5 – Poor Item or equipment broken, beyond repair or not fully operational. Appears maintenance deferred, and/or significant repair is necessary to put the item back into usable or serviceable condition.

NAME: “JO MAMA”



Date of Survey: XX XXXX XXXX
 Buyer:XXXXXXXXXXXXXXXXXXXX
 Address:XXXXXXXXXXXX San Diego, CA 91367
 Builder: United Boat Builders At: Bradenton, FL Year: 1974
 Type/Model: Uniflite 42 Aft Cabin Accommodations: sleeps 6
 Color: white Trim: copper (canvas)
 Hull No: XXXXXXXXXXXXXXX(sighted)
 Off. No.: XXXXXXXXXXX (sighted) Hailing Port: San Diego, CA

DIMENSIONS:

Doc. Length: 42.0 Breadth: 14.7 Depth: 7.0 Draft 3.9 Tonnage: 28 gross, 23 net
 Displacement: 37,000lbs. (owner's man.)
 Speed of boat: est. 15 knots cruise Cruising Range: local coastal

CONSTRUCTION:

Fiberglass reinforced plastic, vee bottom, full keel, transom-ended
 Fastenings: fiberglass & resin Planking: fiberglass reinforced plastic
 Frames: bulkheads & built-ins Decking: fiberglass reinforced plastic

NAVIGATION EQUIPMENT:

Compass: (1) spherical 5" Ritchie
 Colregs Nav. Lights: yes (see recommendation #36)
 VHF radios: Uniden Oceanis (see recommendation #28)
 Signet knot and log meters
 Simpson Echo 1 depth sounder
 Encron autopilot
 Kelvin Hughes mono chrome radar

MACHINERY:

Engines: (2) Cummins V555M model, fresh water cooled HP: 230 (rptd.)
 Type: diesel, 8-cylinder, 4-cycle Displacement: 555 CID
 Serial Numbers: Port: XXXXXXXX Stbd: XXXXXXXX

CONDITION: **FAIR** (see recommendation #3)

Drive: inboard, (2) Borg-Warner Velvet Drive AS5-7.3C model
 direct drive marine gear Ratio: 3.0:1
 Serial Numbers: Port: illegible unable to observe Stbd: illegible unable to observe
 CONDITION: **FAIR** (see recommendation #4)

Engine Controls: dual-lever cable

Panel Instrumentation: (2) each: tachometer, water temp, oil pressure, volts, fuel
(1) rudder angle indicator, (1) analog engine synchronizer

Auxiliaries: (2) engine mounted alternators

Pumps: Electric: (3) bilge, (1) fresh water, (1) waste discharge, (1) shower sump,
Manual: (1) mounted diaphragm bilge (see recs)

Engine Room Ventilation: natural & blower

Exhaust: wet riser (see recommendations 7,8,9)

Woodwork Protected: yes

Propellers: not observed, in-water survey

Tailshaft: not observed, in-water survey

Rudders: 2 (see recommendation #14)

Steering: hydraulic

ELECTRICAL SYSTEM:

Voltage: 12, 120V shore, 120V generator GFCI: no (see recommendation #15)

Batteries: (3) 12V house/starting, 12V gen. starting (internal condition unknown)

Condition: (see recommendations 22,23,24)

Master Battery Switch: yes

80 amp battery charger: Professional Mariner

Wiring: non metallic sheathed

Condition: fair

GENERATOR: (1) Onan 7.55KW/120V

Engine: diesel, 2-cylinder, 4-stroke

Analog hour meter shows 03654.9hours

CONDITION: POOR (see recommendation #6)

TANKS AND HEADS:

Fuel Tanks: (2) aluminum

Capacity: 400 gallons total (rptd.)

Located: engine room port / starboard

Vented: to atmosphere

Filling Lines: to deck

Condition: not determined due to access (see recommendations 1 & 2)

Water Tanks: (4) plastic

Capacity: 160 gallons total (rptd.)

Condition: not determined due to access

Holding tanks: (1) fiberglass

Capacity: unknown

Located: under hallway sole, aft of vee-berth
CONDITION: **POOR (see recommendation #16)**

Heads: (2) Vacuflush marine sanitation devices (**see recommendations 17&18**)

Other Tanks: (1) 12-gallon Raritan electric/engine heated water heater
Condition: serviceable

GROUND TACKLE:

Danforth anchor stowed on bow, with 5/16" chain, adequate
Danforth, (spare), with 5/8" nylon rode, adequate
Ideal electric windlass capstan winch with gypsy Condition: (**see recommendation #29**)

RIGGING AND SPARS

Spar: molded fiberglass radar arch Condition: (**see note #8**)

GALLEY EQUIPMENT:

Range: Princess 3-burner electric Area Protected: adequate clearance
Refrigeration: freestanding Magic Chef AC/110V refrigerator / freezer
Condition: (**see recommendation #39**)
Stainless steel double basin sink

SAFETY EQUIPMENT:

Portable Fire Extinguishers: (2) BI Test Date: expired (**see recommendations 33,34**)

Personal Flotation Devices: Wearable: (5) adult II, (3) adult III (**see recs**)
Throwable: none sighted (**see recommendation #38**)

Distress Signal Kit: yes Expiration: expired (**see recommendation # 32**)
Horn / Sound Signal: yes

ENTERTAINMENT ELECTRONICS:

36" Samsung flat screen tv

In addition to the above listed equipment, the vessel is also fitted with:

Stainless steel single anchor chock
Stainless steel bow pulpit and handrails and deck grabrails
Escape hatch fwd and aft
Arch Lights

Fiberglass swimstep with stainless steel swim ladder
 Canvas and eisenglass aft deck & flybridge enclosures
 Canvas cover on flybridge helm station
 Bronze sea strainers
 U-Line ice maker
 Foredeck sun pad
 Magma stainless steel BBQ grill
 Danby mini-refrigerator (aft deck)
 Dinghy Davit
 Window tinting

OPERATIONAL TESTS

VHF – yes	Autopilot – not tested
Bilge pumps – yes	Davit – not tested
Horn – yes	Range– yes
Anchor winch – yes	Refrigerator – yes
Navigation lights – yes	Icemaker – not tested
Cabin lights – yes	Water heater – yes
Arch lights – yes	Head flush – yes
Radar – tested at dock only	Shower sump pumps – yes
Depth sounder – not tested	Electric fresh water pump- yes

SURVEYED:

Afloat: on XX XXXX XXXX at Marina, XXX XXXXXX Marina, San Diego, CA

By Request of: Buyer

In Attendance: Buyer and surveyor only

<u>VALUES:</u>	MARKET:	\$25,000.00 - \$27,000.00
	REPLACEMENT:	\$400,000.00

NOTES:

This vessel is a 1974, twin screw diesel inboard flybridge aft cabin motor yacht, of vee bottom, full keel, transom-ended design and fiberglass reinforced plastic construction, with flybridge helm steering and engine controls.

Housekeeping and general appearance are: **FAIR.**

From examination afloat of accessible areas, the vessel appears to be sound, with no evidence of structural damage. **Surveyor has not observed this vessel hauled**, and cannot speak as to the condition of the submerged hull, propeller, shaft, struts, or other underwater appurtenances, machinery and equipment.

The engines were not operated during survey, and but from external examination they appear to be in serviceable condition. The generator was load tested for approx. 5 minutes. This report is not an engine survey.

Analog engine hour meters show* 0475.0 hours port, and 0022.6 hours stbd.

ADDITIONAL NOTES and DEFICIENCIES:

1. Fuel tanks are not fully accessible for inspection and surveyor cannot speak as to their condition, but they do not appear to leak at this time.
2. ***Actual engine hours are unknown. The main engine hour meters are not accurate and should not be considered so.**
3. The vessels batteries were weak and unable to start engines.
4. Several through-hull valves were not tested due to inaccessibility.
5. The hull topsides and weather deck have areas of scratching, scuffing, and small gelcoat nicks and chipping.
6. The hull and deck are oxidized and need buffing and polishing.
7. The fiberglass radar arch has some cracking and evidence of a prior repairs.
8. The radar arch lights are inoperative.
9. With recommendations complied with, this vessel is **suitable** for its' intended purpose of local coastal pleasure.

RECOMMENDATIONS:

1. **The starboard fuel return line has evidence of a fuel leak. Repair or replace at once.**
2. **The vessels aft fuel tank has been removed. The fuel fill cap for this missing tank remains and is marked "Diesel". This cap should be permanently closed or removed and glassed over to prevent the possibility of a large accidental fuel spill.**
3. **Several components on main engines and generator appear aged/and or corroded. A complete engine survey is recommended. This survey should be performed by an experienced marine diesel technician.**

- 4. The starboard interior shaft log plate has fasteners that are extremely corroded and brittle. Investigate further and repair or replace plate and fasteners as necessary. The port shaft log plate was not inspected due to restricted access. It also should be inspected for damaged and repaired or replaced as necessary.**
- 5. A screw located at the bottom of the port engine oil cooler is leaking oil. Diagnose and repair.**
- 6. The generator is in need of inspection and service. The exhaust elbow and heat exchanger both appear to be in poor condition and in need of replacement.**
- 7. Exhaust systems on both engines appear aged and are rusted/pitted in several areas. An inspection by a qualified marine repair technician is recommended. Renew components in accordance with technician's recommendations.**
- 8. The port engine exhaust system clamps are corroded and in need of replacement. Inspect all hoses clamps and renew where necessary.**
- 9. The starboard engine has an exhaust hose that is secured with only one clamp. Two clamps are required on all exhaust hoses at both ends. Add an additional stainless-steel clamp to this hose.**
- 10. Several thru-hull valves throughout the vessel are frozen (immobile) and must be repaired. All of these thru-hull valves should be inspected by a qualified marine technician for integrity and proper operation. Repair or replace as expert deems necessary.**
- 11. Several exterior plastic thru-hulls are oxidized and/or cracking. Inspect all and replace as necessary.**
- 12. The starboard engine has a heavily corroded gate valve that is in need of replacement. Gate valves are not recommended for marine use. Replace with a new marine grade ball valve.**
- 13. There is a moderately corroded thru-hull under the galley sink that should be cleaned and checked for integrity. Also, the green bonding wire should be re-attached.**
- 14. Both port and starboard rudder glands are extremely corroded and show evidence of raw water leakage. Diagnose and repair.**
- 15. 110V receptacles must be upgraded to GFCI outlets in the head, galley, machinery spaces and on weather deck (exterior outlets) per NFPA 302 section 8-11.1 recommendations.**
- 16. The holding tank appears to be leaking fluids and collecting in several areas of the vessels bilge. Diagnose tank leakage. Repair or replace tank as necessary.**

***This liquid may be a bio-hazard and the entire bilge should be cleaned and disinfected.**

- 17. The vessel's forward Vacuflush system is not operating properly. The pump runs continuously. Diagnose and repair or replace as necessary**
- 18. The Vacuflush pump in the forward bilge (near holding tank) is adrift/loose and needs to be securely mounted.**
- 19. The forward toilet is not operative and is not securely mounted. Repair or replace toilet.**
- 20. The overboard discharge hose has visible cracks and should be replaced.**
- 21. This vessel is not in compliance with 33CFR 159.7. The vessels overboard waste discharge configuration does not have a locking mechanism installed to prevent accidental waste tank discharge.**
- 22. The vessels batteries were weak and unable to start the main engines. The batteries are aged (8 years old) and in need of replacement. In addition, the battery charger was tested inoperative and is not re-charging the batteries. Replace all batteries and battery charger with new.**
- 23. The batteries have too many connections on some of the terminals. ABYC rule 10.8.4.1 clearly states- "A maximum of four (4) conductor terminals shall be permitted to be installed on a single battery stud". Install terminal block and/or re- arrange connections to comply with rule.**
- 24. The battery charger is wired with solid core copper wire. This wiring is not recommended. Change wiring to the appropriate gauge of stranded marine wiring.**
- 25. There is a loose (not mounted) engine room light sitting on top of fuel tank. Remove from this location and securely mount in proper location.**
- 26. The interior transom hull anode bonding system connections are extremely corroded and in need of cleaning and reconnection. Bonding system effectiveness should be verified by an experienced marine electrician.**
- 27. There is a broken bonding wire which is not connected to the generator. Renew connection.**
- 28. VHF radio is inoperative. Install a VHF radio and antenna on vessel.**
- 29. The anchor windlass has a wooden mounting/ backing support block (interior underside) that is rotted and in need of replacement.**
- 30. The forward and aft head sink faucets are leaking. Diagnose and repair.**

31. **The bulkhead near the portlight in the forward head has a section of water damaged/rotten wood. Inspect and renew if deemed necessary.**
32. **Flares are good for 42 months. The distress signal kit (flare kit) aboard is outdated, and must be replaced to comply with 33 CFR 175.110.**
33. **(1) more fire extinguisher must be onboard (total of at least (3) minimum are required) to comply with NFPA 302 section 10-2 recommendations.**
34. **Fire extinguishers currently aboard appear to exceed service interval regulations and must be serviced or replaced in accordance with NFPA 10, section 4-4.**
35. **No carbon monoxide detectors or smoke detectors were sighted on board. Carbon monoxide /Smoke detectors are required in enclosed spaces per NFPA 302 section 12 recommendations.**
36. **The sidelight (red/green) lenses are faded and frosted. Replace.**
37. **PFD's on board must be stowed ready for immediate use and/or unwrapped in accordance with 33CFR175.15.**
38. **A throwable floatation device (type IV PFD) must be onboard to comply with 33CFR175.15.**
39. **The freestanding galley refrigerator is not securely mounted. Secure refrigerator for sea conditions.**
40. **Several interior cabin overhead lights are missing protective lens covers. Install covers where missing.**
41. **A copy of the Navigation rules (COLREGS) is required on vessels 12 meters (40 feet) and over.**
42. **Title 33 CFR 151.57 requires all oceangoing vessels 40 feet or more in length equipped with a galley and berthing to have a written waste management plan. In addition, 33 CFR 151.59 requires that all vessels 26 feet or greater in length have a MARPOL Annex V placard prominently displayed for the crew and passengers.**

The mandatory standards promulgated by the United States Coast Guard (USCG), under the authority of title 46 United States Code, Title 33 and Title 46 Code of Federal Regulations (CFR), 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 conducting this survey. Valuation is primarily determined by comparison to comparable vessels listed in the SoldBoats.com database, but may also be derived from consultation with manufacturers or knowledgeable boat brokers, personal experience, current listings of boats available for sale, and commercial boat value guides such as the BUC ValuPro and NADA online price guides. Current local market values may vary widely from such valuation resources due to current local market

conditions. The term “Market Value” is defined by Uniform Standards for Professional Appraisal Practice (USPAP) standards. Valuations are the opinion of the surveyor, and are intended to be used for insurance or financing purposes ONLY; they are not intended to influence the purchase or purchase price of the subject vessel. The surveyor has no interest in the vessel, financial or otherwise.

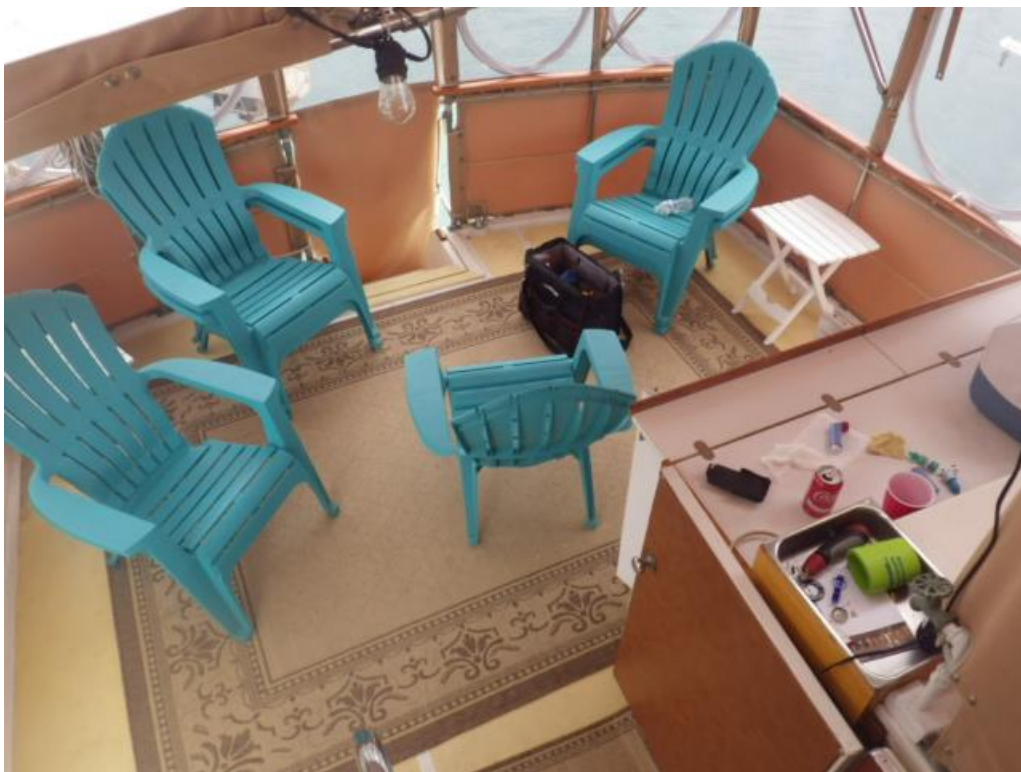
This survey sets forth the condition of the vessel at the time of the survey to the best of the surveyor's ability and without the removal of bulkheads, paneling, ceiling or other portions of her structure and without the testing of or opening up of propulsion machinery or auxiliaries, tanks or fittings for internal examination or drawing of shafting, or disassembly of valves. It represents the honest, unbiased opinion of the surveyor, based on conditions found, and is not a warranty of the condition of the vessel or its hull, machinery or equipment. The undersigned does not attest to the absolute condition of wood concealed by paint, fiberglass or other materials.

“Operational test” items listed in this report were tested for proper operation at time of survey ONLY. Only the items listed in this section of the report were tested for operation. Surveyor’s report of the operability of machinery, auxiliaries and subsystems is not a warranty of the continued operation or durability of the equipment tested. Operability testing does NOT include calibration or adjustment of equipment.

A handwritten signature in black ink is written over a circular seal. The seal contains the text "SAMS MARINE SURVEYOR" around the perimeter and "S.A.M.S." in the center. The signature is stylized and overlaps the seal.

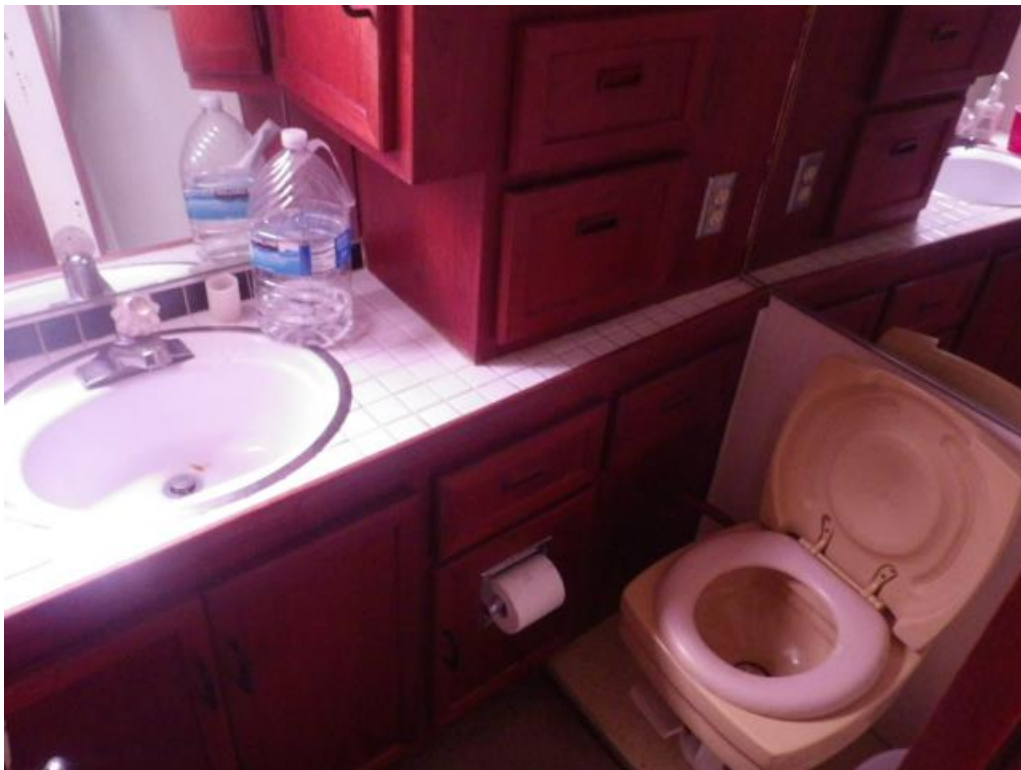
Timothy W. Simms
SAMS Accredited Marine Surveyor #1288

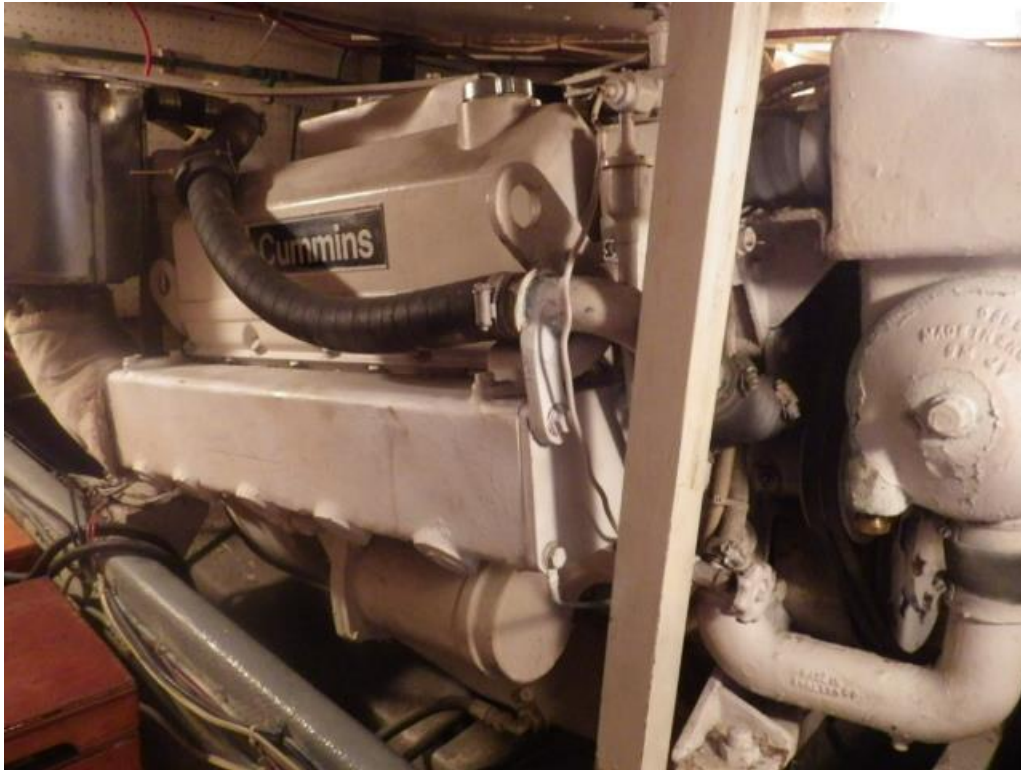




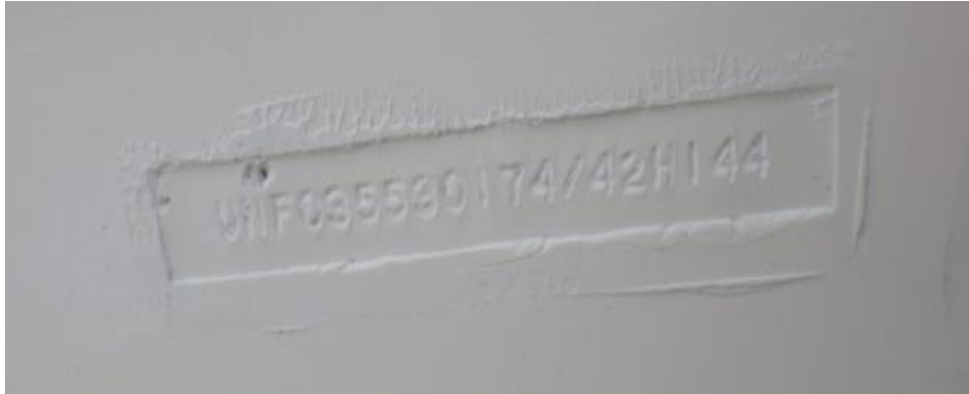






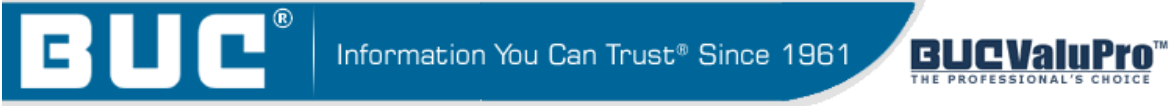






**Data found in United States Coast Guard historical database-
Vessel no longer in Documentation.**

Vessel Name:		USCG Doc. No.:	
Vessel Service:	RECREATIONAL	IMO Number: *	
Trade Indicator:	Recreational	Call Sign: *	
Hull Material:	FRP (FIBERGLASS)	Hull Number:	
Ship Builder: *		Year Built: *	
		Length (ft.):	42
Hailing Port:	San Diego, CA	Hull Depth (ft.):	7
		Hull Breadth (ft.):	14.7
Owner:		Gross Tonnage:	28
		Net Tonnage:	23
Documentation Issuance Date:		Documentation Expiration Date:	
Previous Vessel Names:	No Vessel Name Changes	Previous Vessel Owners:	



Boat Detail Sheet

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UNIFLITE INC, BRADENTON, FL (MIC: UNF)			
Model Year	1974	Hull Material	Fiberglass
Model	DOUBLE CABIN	Hull Configuration	
Length Overall	42'	Draft	3' 9"
Length On Deck		Beam	14' 9"
Boat Type	Sedan Cruiser Flybridge	Weight	37000 lbs.
Engine Type	Inboard Twin 240D Cummins 096	Ballast	

The information presented here is believed to be reliable but not guaranteed. For various reasons, including the subjective nature of vessel evaluations and the possibility of incomplete or inaccurate information regarding comparable vessels and sales thereof, we do not make any warranties whatsoever regarding this report, and WE EXPRESSLY DISCLAIM ALL WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. BUC does not provide expert witness testimony.

Current Retail Value Range	\$36,200-\$40,300 113th edition.
Fair Market Value Adjusted for <u>Fair Condition</u> in the Southern Pacific Coast	\$32,700-\$36,300
Replacement Value	\$1,225,000



Length	Boats	Year	Listed US\$	Sold US\$	Location	YachtWorld Member
42'	<input type="checkbox"/>	1974	Uniflite 42 ...	55,428 (08/15)	32,132 (08/16)	BC, Can Calibre Yach...
42'	<input type="checkbox"/>	1974	Uniflite 42 ...	60,000 (05/16)	50,000 (06/16)	WA, USA San Juan Sai...
42'	<input type="checkbox"/>	1974	Uniflite 42 ...	54,900 (10/15)	52,000 (03/16)	CA, USA California Y...
42'	<input type="checkbox"/>	1974	Uniflite 42'	11,734 (11/16)	11,734 (01/17)	France Yachting Con...
42'	<input type="checkbox"/>	1973	Uniflite Aft...	39,999 (11/16)	31,000 (12/16)	CA, USA Cays Yacht S...
42'	<input type="checkbox"/>	1976	Uniflite Dou...	54,223 (10/13)	48,198 (10/16)	BC, Can Bayview Yach...
42'	<input type="checkbox"/>	1976	Uniflite Spo...	79,000 (12/15)	61,000 (08/16)	USA Alaska Boat ...

"Jo Mama" 1974 UNIFLITE 42' AFT CABIN
 Surveyed- XXXXXXXX Sun Harbor Marina, San Diego CA
 Survey prepared exclusively for: XXXXXXXX
 Surveyor: Timothy W. Simms A,M.S. SAMS Marine Surveyor
 Survey Fee- Paid in full- \$XXX Check #XXXX