

Timothy Simms A.M.S

SAMS Marine Surveyor

Martin County, FL
561-676-6990

21-12345678

Report of Survey
2005 Rodman 105
March 2021



Rodman 105

21-12345678

SURVEY INFORMATION:

Name of Vessel:xxxx Date of Survey Inspection: 5 & 6 March 2021
Vessel: 2005 Rodman 105 Owner/Seller: Richard Goldenberg
Buyer: xxxxx Address: XXXXX
Purpose of survey: pre-purchase By Request of: buyer, via xxxxx, broker

In Attendance: surveyor, buyer's agent xxxx, Seller, xxxxxxxx, sellers captain xxxx, buyers captain xxxx, engine surveyor and hull surveyor.

Scope of Survey Inspection:

- This survey was conducted by means of visual and aural inspection and non-destructive testing, such as "tapping" a laminate and listening for acoustic anomalies. (a.k.a. "percussion testing.") (It should be noted that given the nature of materials, the vessel may have undergone minor or significant fiberglass repair which is hidden at time of survey.)
 - Electronic, electrical, mechanical and other equipment was energized or activated if possible, and tested for power up only.
 - Through-hull valves were exercised and through-hulls were "scratch-tested." Were appropriate (Note that scratch-testing does not *always* reveal deteriorated bronze.)
 - Several through-hull valves were not sighted or tested due to inaccessibility.
 - Any damage, malfunctions or deficiencies are described in "RECOMMENDATIONS" and "NOTES" sections of this report.
 - All areas accessible without the opening or removal of locked compartments and breaker panels, paneling, screwed or nailed boards and panels, bulkheads, tacked carpet, clothing, spare parts, miscellaneous materials in the bilges, lazarette and lockers or other portions of her structure, anchors and anchor chain and without the testing of or opening up of propulsion or auxiliary machinery, or disassembly of valves, were tested and/or inspected.
 - The undersigned does not attest to the absolute condition of wood concealed by paint fiberglass or other materials.
 - Wiring is not fully accessible for inspection over its entire length; surveyor cannot speak as to its condition in inaccessible areas.
 - Longitudinal and transverse stringers could not be inspected in their entirety due to access. - Tanks are not fully accessible for inspection, and surveyor cannot speak as to the condition of hidden surfaces. Liquid leakage above the tank level cannot be detected in slack tanks.
 - Propeller shafts and rudder stocks were not sighted where they pass through the glands, Pedro hoses, logs, rudder ports and cutlass bearings; surveyor cannot speak as to their condition.
- This report is not an engine survey; a brief cursory inspection of the machinery was conducted and no opinion of its overall condition has been formed. The engines and generators were operated during survey. Engine zincs were not removed, fluid samples were taken, and compression testing was not conducted.

Survey condition definitions:

Excellent (Bristol) – As new or new condition. Repairs not required. Additional and/or custom equipment. Minimal or no wear.

Very Good –Exceeds average condition, with extra equipment and/or well maintained. Slight repairs may be required.

Good (average) – . Average condition and/or equipment. No major repairs are required. May require normal scheduled maintenance.

Serviceable: Noticeably used but still fit for its intended purpose

Fair–One step below good or average and requires additional maintenance and repairs to bring into average condition.

Poor–System requires maintenance and significant repair in all areas in order to be put back into usable or serviceable condition

SURVEY CONDITIONS:

Weather: sunny 75°F- (March 5) Cloudy/Rainy (March 6)

Afloat: on: 5&6 March 2021 at xxxxxx Marina, xxxxxx, FL

Hauled: 06 March 2021 at xxxxxx Boatyard, xxxxxx, FL

The vessel was seatrialed on Florida ICW and Atlantic ocean for a period of approximately 30 minutes. At that time a maximum of 2100 RPM was maintained for approximately four minutes, after which the vessel was operated at various rpms and performed as general usage would demand.

***See notes regarding sea trial in notes section.**

VESSEL INFORMATION:

This vessel is a 2005, twin screw diesel inboard motor yacht, of vee bottom, full keel, transom-ended design and fiberglass reinforced plastic construction, with pilothouse and flybridge helm steering and engine controls.

This vessel is considered of suitable type for coastal and offshore waters with respect to seasonal weather, conditions and fuel range.

Builder: Rodman Polyships, SA At: Spain Year: 2005

Type/Model: 101 Motor Yacht

Hull No: xxxxxxxxxxxx (not sighted)

Off No.: xxxxxxxx Hailing Port: xxxxxxxx

Color: blue Trim: white

The hull was not properly labeled with the state registration numbers on the port and stbd bow.

Rodman 105

21-12345678

DIMENSIONS:

LOA: 105'0" Beam: 19'0" Depth: 11'3" Draft 6'4" Displacement: 84 tons
(owner reported all specs)

CONSTRUCTION:

Fiberglass reinforced plastic Fastenings: fiberglass & resin
Structure: the vessel has FRP longitudinal and transverse stringers,
wooden bulkheads located throughout, bonded to the hull with FRP tabbing. These were found to
be sound where sighted.
Topsides: molded fiberglass Condition: (see notes)
Hull-to-deck joint: flanged hull-to-deck joint bonded with mechanical fasteners and adhesive.
Condition: serviceable where minimally sighted
Decking: Fiberglass covered with teak overlay on primary and flybridge decks
Condition of teak: good Condition of Fiberglass: not determined, teak overlay not removed
Transom: molded FRP with port & stbd stairs to aft deck Condition: good
Swim step: retractable, hydraulic Condition: inoperative (see recs)

INTERIOR:

Decking: Laminate in common and crew areas. Condition: good
-Owners and guest quarters, decking is plywood only, lower quarters reported under restoration
due to mold concerns (carpet removed)
Bulkheads: hard wood veneer thru-out, generally in good condition with some minor water
staining near stbd pilothouse door leading to salon.
Overhead: textile headliner thru-out (several areas slightly sagging)
Condition: serviceable to fair depending on location
Windows/Ports: good condition, with no apparent leakage where sighted

THROUGH HULL FITTINGS:

Valve type: metallic ¼ -turn ball type, and several gate valves
Condition: Operated and found most in working order. Some are corroded, frozen and/or have
broken handles (see recs)

NAVIGATION EQUIPMENT:

All navigation electronics are either inoperative, screen damaged and/or aged & in need of replacement

Pilothouse:

***Navigation electronics screen damaged**

-Navigation electronics are aged and in need of replacement

Compass: (1) spherical 5" Plastimo
- Radar inoperative (**see recs**)
-*Furuno FCV 58 2L depth
-*Furuno GPS Navigator GP-90
-*Simrad AP50 auto pilot (operational)
-*Simrad HS50 alarm panel
-Furuno FM 80VHF radio
-Raymarine 430 Loud hailer
-Raymarine FM 8500 radio telephone
-Furuno DFax 207
-Furuno NavNet 3D (2 chips)
-Furuno NavNet Furuno Navionics (no chips)
-Furuno NX-500 NavTec receiver
ICOM VHF
HYSY Bow thruster control (operational)
Kobelt rudder angle indicator (operational)
Nav. Lights panel (some LED lights are out)
AIS- none sighted

Flybridge:

-*Simrad AP 50 autopilot
-*(2) Furuno NavNet displays
-Furuno RD-30 depth
-Furuno radio telephone
Kobelt rudder angle indicator (operational)
- HYSY Bow thruster control (operational, panel sun damaged)

MACHINERY:

The engines were operated during survey. From external examination, the engines and various equipment in the engine room appear to be in need of service.

Analog engine room hour meters show 555.1 hours port, and 532.6 hours stbd.

Digital CAT engine status meters in pilothouse show 555 hours port & 537 hours stbd.

*Accessible pumps, ventilation, and other auxiliary machinery were in operable condition where sighted, unless otherwise reported in the **recommendations** or **notes** towards the end of this report.*

Engines: (2), Caterpillar, C-32 model fresh water cooled Displacement: 1959 CID 32 liter
Type: diesel, V-12-cylinder, 4-cycle Rated HP: 1675 @ 2300 rpm (rptd.)
Serial Numbers: Port: RXB02540 (engine tag) Stbd: RXB02542 (reported- tag missing)
Foundation & mounts: apparently satisfactory
Hoses/clamps: several need to be replaced on both engines (**see recs**)
Exhaust: wet riser Condition: (**see recs**)

Rodman 105

21-12345678

Drive: (2) Zahnradfabrik Friedrichshafen (ZF Marine), direct drive marine gear Ratio: 2.02:1

Serial Numbers: Port: 50016671 Stbd: 50016670

Engine Controls: single-lever electronic,

Locations: Flybridge and pilothouse Engine alarm: operational (see recs)

Panel Instrumentation: Caterpillar electronic engine monitors (2) pilothouse, (2) flybridge

Condition: seller reported newly installed

Pumps: Electric: (4) bilge, (2) fresh water, (3) shower sump, (1) holding tank discharge

Engine Room Ventilation: natural & (4) blower (operational)

Bilge cleanliness: needs improvement (see recs)

Sea strainers: hard piped with gate valves (see recs)

Fuel filters: single remote Racor, spin-on canisters, Condition: serviceable (see notes)

Propeller shaft glands: Tides dripless Condition: apparently serviceable

Rudder glands: serviceable

Steering: 2 pump hydraulic (see recs)

Oil Change System: Reverso (not tested, appears serviceable)

Sea Recovery RO watermaker (not tested)(needs service)

Bondioli Pavesi hydraulic bow thruster (operational)

HULL BOTTOM:

Trim tabs: (2) stainless steel, hydraulic system (see recs)

Hull zincs: replaced at haul out

Propellers: (2) bronze, 5-blade,

Tailshafts: stainless steel (see recs)

Rudders: (2) bronze, spade

Rudder ports: serviceable

Struts: bronze, Condition: good

Cutlass bearings: appear serviceable

Bottom paint condition: new paint reportedly being applied at haulout

ELECTRICAL SYSTEM:

-The electric system configuration is European and not common for North America, Some items are not labeled in English. (see notes) In addition, the vessels AC outlets are 220 Volts and each outlet must have a voltage converter in order to power common electrical items used in N. America. Because of foreign electrical system configuration, identification of or written details concerning electrical system not guaranteed to be correct.

-A significant amount of wiring could not be observed due to wiring looms and/or conduits that transit areas, which would require dismantling and removals for their inspection. If detailed report is desired, it is recommended that a qualified marine electrical engineer be engaged to ascertain an in-depth condition of the vessels wiring and to repair the deficiencies uncovered.

Vessels AC & DC System specifics:

- 100 amp, 208 volts-3phase AC service

- 50 Hz frequency converted to 60Hz via engine room transformer by A Sea Power System AC36V11-3 model Condition: appears good
- 220V/AC main selector panel port side engine room Condition: good
- 220V/AC secondary panel in pilothouse Condition: good
- AC outlets do not appear to be GFCI protected in areas that are required by N. American standards. (European electrical configuration may not be possible to install GFCI)

- 24V/DC panel in pilot house with digital status meters Condition: good
- (3) Mastervolt 24/100-3 battery chargers, engine room Condition: good
- Mastervolt 24V- 75 amp battery charger under pilothouse helm Condition: good
- Phase 3 Model PT-24-95U three phase battery charger- engine room Condition: appears good
- (14) 8D batteries in engine room (reported new 2020)
- (2) 12V- 8D under pilothouse helm console (reported new 2020)
- Battery control panel located on port side of engine room Condition: good
- Batteries are secured, ventilated, contained, and terminals are covered with box lids.
- At the time of the survey DC systems were operational as general usage would demand, unless noted in the recommendations.

- AC & DC circuits appear to have proper circuit protection and are properly labeled
- The AC panel has an operational digital status meter on pilothouse panel.
- The DC panel has an operational digital status meters on pilothouse panels.
- Lightning arrestor not sighted
- wiring is non-metallic sheathed copper generally in good condition where sighted unless otherwise stated in report

Generators: (see recs)

- (2) Caterpillar 3054 engine model (reported by owner), 45 KW, 380 volt 3 phase 50Hz, 4 cylinder, freshwater cooled, 4 cycle, turbo injected, diesel powered
Serial numbers: port: xxxxxxxx starboard: xxxxxxxx
Engine hours: port: 00697 starboard: 00811
The starboard generator was not load tested. Generator started and died several times after approx. 1 minute (see recs)
The Port Generator was successfully load tested while on sea trial.
Bonding wires and connections not sighted (see recs).
Shore power connection: port swim step , 100 amp 3-phase **(see notes)**
Auxiliary power generation: (2) engine mounted alternators

TANKS AND HEADS:

Tanks are not fully accessible for inspection, and surveyor cannot speak as to the condition of hidden surfaces.

Liquid leakage above the tank level cannot be detected in slack tanks.

Tank deck fill fittings are labeled.

Tanks do not appear to leak at this time.

Fuel tanks: (1) aluminum Capacity: 12,500 liters, 3302 gallons total (site glass #)

Located: forward engine room centerline

Vented: to atmosphere

Fill pipe: to deck

Fuel fill: tank fill pipe not sighted

Fuel lines: Aeroquip hose and pipe

Water tanks: (2) aluminum

Capacity: 660 gallons total (owner reported)

Located: under aft companionway and fwd. stateroom sole

Holding tanks: (1) polyethelene

Capacity: 211 gallons total (owner reported)

Located: crew companionway sole

Heads: (4) Tecma marine sanitation devices

Other Tanks: (2) grey water, (2) water heaters (hot water present on vessel)

GROUND TACKLE:

2- 90 kg anchors stowed port & stbd., with 110 meters of chain Condition: serviceable
(owner reported chain length)

(2) Maxwell electric anchor winches with wild cat break – needs service (see recs)

- pendant winch remotes (reported not sighted)

Arch:

Molded fiberglass radar arch Condition: good

- navigation lights, stern & anchor light, 2- NUC lights (red)

- radar antenna – inoperative (**see recs**)

- Weather fax antenna, GPS antenna, TV antenna

- overhead lights and speakers

GALLEY EQUIPMENT:

Cooktop: Teka 3-burner electric, Condition: good, operable, area protected

Oven: Miele Condition: good, operable

Dishwasher: Miele Condition: good, operable

Refrigeration: built-in Miele refrigerator / freezer Condition: good, operable

Rodman 105

21-12345678

Icemaker: Indel (salon) (not tested)
Double sink with single faucet Condition: good

Flybridge wet bar: Condition: good
-Corian countertop
- Isotherm refrigerator
- icemaker (not tested)
- electric BBQ grill (not tested, full of water)
- sink and single faucet

SAFETY & POLLUTION:

Portable Fire Extinguishers: (9 sighted) rechargeable Next service date: July 2020 (**see recs**)
Mounted conspicuously: yes, engine room, galley, pilothouse, crews quarters, lower deck companionway, forward stateroom
Fixed System: yes, agent: FM200 Test Date: expired (**see notes**)
Covering: engine space Release: automatic and manual
Fire fighting system: pressurized water with engine room pumps and engine room, aft, forward, and flybridge deck fire fighting stations (**see recs**)
Type 4 Throwable PFD: 2 life rings
Wearable PFD's: 20 type 2
Bell: yes, 12"
Flare kit: not sighted (**see recs**)
Oil Placard: not sighted (**see recs**)
Marpol placard: not sighted (**see recs**)
Navigation rule book: not sighted (**see recs**)
Safety railing: stainless steel deck railings surrounding bow and deck grabrails
Smoke/CO detectors: yes, mounted thru-out (not tested)

ENTERTAINMENT ELECTRONICS:

Stereo receiver: none sighted
Speakers: Kipsch speakers (salon) Condition: good
TVs: 3 flatscreen sighted condition: reported new

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

Aft deck overhead Lights -operational
Courtesy lights - operational
Swimstep shower – cover broker, serviceable
Acrylic venturi on flybridge- serviceable
2 Cruise Air cond. compressors w/ pumps and multiple air handlers- operational (see recs)

Sun lounge aft of helm (bridge) - serviceable
U-shaped seating with cushions and table (bridge) - serviceable
Hand held shower area on bridge - fair
Stainless steel bollards w/ recessed chocks on foredeck - good
Built-in sun lounge on fore deck -serviceable
Chainlocker with 3-step ladder to fore deck- good
High water alarm - operational
Enclosed bulwarks with teak cap rail p&s main deck- serviceable
Water fills p&s main deck- properly marked and legible
Retractable spring bollards p&s main deck - serviceable
Black water pump out aft deck - properly marked
Water tight engine room and pilot house & galley doors- good
Jet ski chock on swim platform- serviceable
U-shaped seating with cushions -aft deck- serviceable
Teak table- aft deck- serviceable
Capstans w/ foot controls p&s aft deck (port side not powered up)
Curved stairwell to bridge- good
CCTV Cameras (inoperative)
Engine room hatch- aft deck - serviceable
Sliding stainless and tinted glass companionway door to salon- serviceable
Emergency steering and normal steering power pack- engine room- operational
Caterpillar analog gauge clusters on engines- very good
Caterpillar Marine control processors and junction boxes- engine room- serviceable
Salon bar w sink and ice maker- good
Composite galley counters- good
Servoteknikk fire panel- not tested
Fresh water tank gauges – 2 grey, 1 black, (reported in-op, need service)
Bilge pump monitor and alarm panel in pilothouse – not tested
L-shaped sofa and table in pilothouse-
Besenzoni helmsman chair- good
Francis search light
AIRIS cctv screen and panel- pilothouse, inoperative
Miele washing machine- crews quarters - serviceable
Bench seating with table in crews quarters- serviceable
2- bunk crew quarters fwd.- serviceable
Tecma bidets- serviceable- not tested

OPERATIONAL TESTS:

No indicates that the item was not tested. Yes indicates the item was tested and operational, unless there is an associated recommendation or note. “Yes” items listed in this report were tested for proper operation at time of survey ONLY. 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, adjustment or repair of equipment. Only the items listed in this section of the report were tested for operation.

VHF – yes	Bow thruster – yes
Bilge pumps – yes	Check for window leaks? – yes
Horn – yes	Check for hatch leaks? – yes
Machinery space blowers – yes	Stereo Entertainment electronics– no
Anchor winch – yes	Oven/Cooktop – yes
Navigation lights – yes	Refrigerator – yes
Cabin lights – yes	Icemaker – no
Arch lights – no	Water heater – yes
Courtesy lights- yes	Watermaker – no
Air conditioning – yes	Washer/dryer – no
Nav. Electronics- yes	Head flush – yes
Autopilot – yes	Accessible through-hull valves – most
Trim tabs – yes	Electric fresh water pump – yes

CONCLUSIONS, NOTES, SUGGESTIONS AND RECOMMENDATIONS:

The vessel's overall condition as vessel was found on day of survey is **Fair**, as described below:

Fair–One step below good or average and requires additional maintenance and repairs to bring into average condition.

With survey recommendations complied with the vessel condition would be considered **Good**.

Housekeeping and general appearances are **good**.

The vessel is normally equipped for her size and type.

The vessel's exterior is suffering from deferred maintenance

The hull, topsides weather deck has large areas of scratching scuffing and gelcoat nicks and chipping.

The hull and deck are oxidized and need buffing and polishing.

The hull bottom was tested by percussion testing only, as appropriate; no notable anomalies were detected at that time (*Note that the hull bottom cannot be tested in the way of the lifting slings.*)

From examination afloat and hauled of accessible areas, this survey has found the vessel to be in sound structural condition insofar as sufficient structural strength remains. However, it should be appreciated that given the nature of materials, dismantling may reveal deterioration.

With recommendations complied with this vessel is suitable for its' intended purpose.

VALUES: (with recommendations complied with)

MARKET: \$1,100,000.00 to \$1,250,000.00
REPLACEMENT: \$3,500,000.00

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. 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.

NOTES and DEFICIENCIES:

1. This is a foreign built vessel and when built was not required to be compliant with USCG and AYBC regulations. Therefore, this vessel is not compliant with these standards in several areas. This vessel is reported to be permanently leaving the United States and operated in foreign waters, where safety equipment requirements and other standards may differ. The vessel should comply with the standards and regulations in the jurisdiction in which it is operated.
2. Refer to the engine surveyors report for more precise engine, drive and generator findings.
3. Sea trial was of inadequate duration due to rough sea conditions. Some items were not tested while under way including- air conditioning and proper generator load testing. Starboard generator would not stay running while underway.
4. Several damaged hydraulic lines and fittings for the swim platform and trim tabs were replaced at haul out.
5. The lower owners and VIP quarters are reportedly going to be restored by new owners.

Timothy Simms A.M.S. SAMS Marine Surveyor Martin Co. Florida 561-676-6990

6. The condition of the dockside water pressure internal regulator/housing is not known; it could not be tested. In the event that shore water pressure is utilized on the vessel, it is suggested that the fresh water at the dock be turned off and the hose removed from the vessel when the vessel is not attended.
7. The holding tank discharge pump and through-hull valve were not tested, due to the vessel's position in MARPOL-restricted waters.
8. The shore power connection housing is broken and leaking water into the engine room.
- Reported to have been repaired.
9. The bitter end of the anchor chains should be verified as being connected to the vessel.

SUGGESTED UPGRADES:

1. The electrical system appears to be well installed and operates as intended. However, the surveyor is not well versed in European marine electrical configuration and standards. Therefore, an electrical survey by a qualified marine electrician should be considered.
2. The main engines have only a single Racor fuel filter. Consider installing one more for each engine. Dual Racor filters would be a nice upgrade.
3. A set of soft wood plugs should be maintained on board to plug any damaged through hull fittings in an emergency.
4. Batteries should have circuit protection within a distance of seven inches of the battery per ABYC 11.10.1.1.1.

RECOMMENDATIONS:

All recommendations are important and should be addressed- items not necessarily listed in order of importance.

- 1. Exhaust risers on both engine appear to be in need of replacement.**
- 2. Both generators have heavily rusted exhaust risers and turbo chargers. Exhaust riser lagging (blankets) are also wasted. Replace all items with new, port and starboard.**
- 3. Both generator sea water pumps are in need of service/ replacement.**
- 4. Both generators heat exchangers need servicing.**
- 5. The starboard generator fuel lines appear to be weeping at filter. Tighten**
- 6. The starboard generator would start and die after 1 minute. Diagnose and repair.**

- 7. The starboard transmission U-joints on the ½ shaft are dry and appear to need grease.**
- 8. Both port and starboard transmission output shafts are rusted. Clean and maintain.**
- 9. Port engine heat exchanger appears to be weeping and is in need of service.**
- 10. Port engine sea water pump appears to be leaking from seal. Repair or replace.**
- 11. Main engine aftercoolers are in need of service.**
- 12. Some of the analog engine status gauges on both engines are inoperative. Repair**
- 13. All fluids and filters on engines, drives and generators should be changed with new.**
- 14. Multiple hoses and clamps on engines and generators are in need of replacement. Replace where recommended by marine engine technician.**
- 15. Generator(s) muffler clamps are in need of replacement.**
- 16. There are several original gate valves thru-out the engine room that are corroded/frozen or difficult to operate and should be repaired. (including but not limited to the main engine water raw water supply and several fire system valves) Check all gate valves for integrity and operation. Exercise and maintain in working order.**
- 17. The anodes on all engines are in need of replacement.**
- 18. Both transmissions have rusted motor mounts and will soon at the end of their service life.**
- 19. The passerelle motor is reported to be in operative and in need of replacement.**
- 20. The starboard rub rail rubber strip is not attached to rail. Reinstall rubber strip.**
- 21. Port engine exhaust shield is broken and in need of repair.**
- 22. Port generator fuel/water separator is wet/leaking. Repair.**
- 23. Port and starboard exhaust risers are in poor condition and in need of replacement.**
- 24. Several clamps on the fire suppression system are rusted and in need of replacement. (under floor between generators)**
- 25. All raw water sea strainers need maintenance servicing.**

- 26. A hydraulic steering hose is rubbing on the rudder connecting pole. Reposition hose to avoid contact with pole.**
- 27. Hydraulic steering ram seal is in poor condition and is in need of replacement.**
- 28. The engine room air conditioning piping system and valves appears corroded and/or leaking in places. The pipes are covered in insulation making complete inspection. Consider removing insulation and closely inspecting pipes and valves. Repair where deemed necessary.**
- 29. The air conditioning circulating and raw water pumps appear to be corroded and in need of closer inspection. Repair or replace as deemed necessary.**
- 30. Captain reported that the freshwater tank overflow in the owners berth is reported to have the potential of flooding to the interior of the boat instead of overboard. Investigate and repair.**
- 31. Captain reports that both port and starboard windlass' do not retrieve and are in need of service.**
- 32. The retractable swim step was inoperative at time of survey. It was later reported to be operable. The electric motor unit is reported to be in need of oil. Fill control unit with oil and verify proper operation.**
- 33. Trim tab lines are leaking hydraulic fluid in to bilge (stbd. aft engine room near AC pumps) at time of survey. It was reported to have been repaired. Fill trim tab reservoir with fluid and operate trim tabs to verify leak has stopped.**
- 34. Most navigation electronics on the bridge and in the pilothouse are aged, screen damaged and or inoperative. Navigation electronics should be replaced with new modern units.**
- 35. Several engine room thru-hull valves have varying degrees of corrosion. Inspect all valves, clean, exercise and maintain in corrosion free state.**
- 36. The water maker raw thru hull valve is missing its handle. Install handle.**
- 37. A main raw water feed coming off the sea chest (in between generators) has a broken handle. Replace handle with new.**
- 38. The electric fire suppression pumps are corroded and some of the piping has evidence of weeping. Inspect and remedy as deemed necessary.**
- 39. A bonding system was not sighted on vessel. Install if deemed necessary.**
- 40. The bridge wet bar grill is rusted and full of water. Renew or replace as deemed necessary.**

- 41. There is some oil in the bilges (under port generator and trim tab reservoir lines stbd. aft bilge engine room) (Note: The Federal Water Pollution Act provides for stiff fines and/or imprisonment for ANY discharge of oil that causes a sheen, emulsion or sludge on or below the surface of the water, and the USCG is VERY actively enforcing these regulations.) The source of any leakage should be determined and repaired. The bilge must be cleaned of any oil before operating the bilge pumps.**
- 42. The water maker is in need of service.**
- 43. A bonding system was not sighted on vessel. Install if deemed necessary.**
- 44. Clean the engine room forward and aft bilges.**
- 45. The fuel fill pipes are presently not labeled for FUEL or DIESEL. Label both port and starboard full fills.**
- 46. The vessels radar system was inoperative at time of survey. Repair or replace and test.**
- 47. Flares are good for 42 months. The distress signal kit (flare kit) aboard is outdated, and must be replaced to comply with 33 CFR 175.130.**
- 48. Handheld fire extinguishers currently aboard (plus the fixed engine room system) appear to exceed service interval regulations and must be serviced or replaced in accordance with NFPA 10, section 4-4.**
- 49. The horn / sound signaling device was inoperative. Repair to comply with COLREGS Annex III.**
- 50. The hull was not properly labeled with the the state registration numbers on the port and stbd bow. Upon ownership transfer, federally document vessel or apply state registration numbers on port and starboard bow as required by law.**
- 51. The black water overboard discharge valve needs a locking mechanism installed to prevent accidental waste discharge in restricted waters. Comply with 33 CFR 159.7.**
- 52. The forward automatic bilge pump and float switch is adrift and needs to be securely mounted.**
- 53. A copy of the Navigation rules (COLREGS) is required on vessels 12 meters (40 feet) and over.**
- 54. 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.

55. The Federal Water Pollution Control Act requires that a “Discharge of Oil Placard” be posted “in a conspicuous place in the machinery space” per 33 CFR 154.450

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.

tws
xx/xx/xx

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

Capt. Timothy W. Simms
USCG 100 Ton Master
SAMS Accredited Marine Surveyor #1288

THE FOLLOWING PAGES ARE PHOTOGRAPHS ONLY

Rodman 105

21-12345678



Rodman 105

21-12345678



Rodman 105

21-12345678



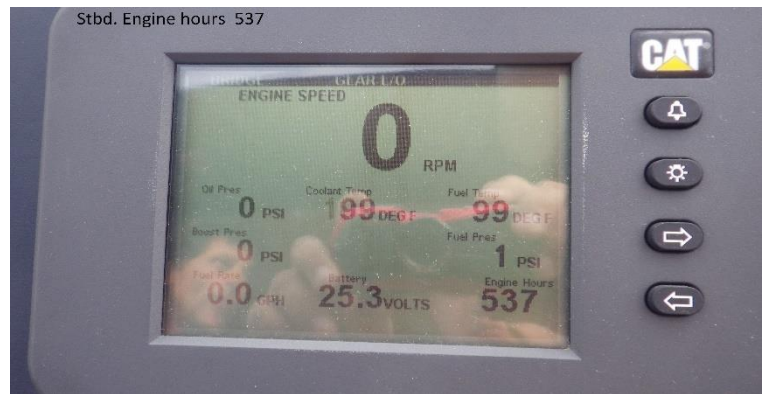
Rodman 105

21-12345678



Rodman 105

21-12345678



Rodman 105

21-12345678



Rodman 105

21-12345678

PORT Generator Hours- 00697



Starboard Generator Hours 00811



Rodman 105

21-12345678

