

CAPTAIN MOE'S MARINE CONSULTING
MARINE SURVEYOR AND CONSULTANT

34 Cobia

Splash of Wrong

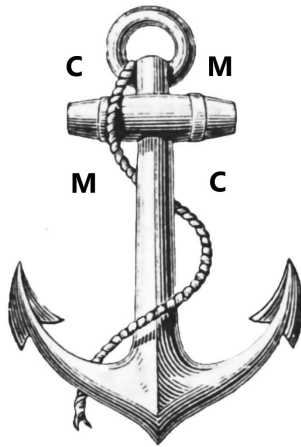


INDEPENDENT MARINE SURVEY SERVICE

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Report of Marine Survey

Of The Vessel

Splash of Wrong

34 Cobia

Conducted by
Paul "Moe" Mottice
ABYC Certified Advisor
100 Ton Masters Licence
SA SAMS

PREPARED EXCLUSIVELY FOR:
Mark Starnes

December 14, 2022

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I. INTRODUCTION

I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Mark Starnes, the attending surveyor did attend onboard the *Splash of Wrong*, beginning on , 14 December, 2022 where an "in-the-water-survey" WAS conducted at Stock Island Yacht Club & Marina. The ship's papers were not on board but a copy of the Registration was sent to my phone for verification.. The Hull Identification Number (**HIN-CBACV003G718**) WAS verified from the transom. 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 on 14 December, 2022 at Stock Island Yacht Club & Marina. 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 Protimeter BLD 5365 Surveymaster moisture meter. Meter readings are between 001-999, 001-169=Dry, 170-197=Wet 198-999=Saturated. AC and DC power WAS used to check operation of the electrical systems specified in this report only.

No engine survey is to be performed oil samples if requested for each engine and generator, will be taken and submitted for laboratory analysis. 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. 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.

Where stated, the Hull and Deck's surface was percussion sounded with a eight (8oz) ounce phenolic hammer approximately every 6" to 8".

Where referenced, the installation of double hose clamps is recommended throughout this report. It is understood that double clamps should only be installed where there is a sufficient length of tailpiece/pipe and hose length overlap to allow the correct installation. No clamp shall be installed closer than 1/4" to the end of the hose and must fully engage the tailpiece/pipe or fitting. Any clamp extending over the end of the hose may cause it to be cut internally or may force it off of the fitting

Vessel tankage was visually inspected where accessible. It is always best if the tanks are inspected when full, as per my pre-inspection requests. If a more thorough assessment is desired, they should be filled and checked under full tank status or pressure tested to attest to their condition.

Locked compartments or otherwise inaccessible areas were not inspected. The Owner/Buyer/Survey requester is advised to ensure that all such areas are accessible for further inspection. A visual inspection was conducted only on readily available structures, and no destructive testing was performed.

The systems on the subject vessel were untested unless stated otherwise in this report.

The specifications listed within the report are believed to be correct; however, accuracy is not guaranteed. It is recommended to obtain accurate measurements and perform calculations as desired or to verify all vessel specifications and capacities with the vessel's builder.

Naval architecture and engineering analysis were not a part of this Survey. The survey was conducted following generally accepted marine standards and criteria utilized in the maritime surveying industry. Persons or entities entitled to rely upon this report are advised that this surveyor is not an engineer, nor does he possess any specialized knowledge beyond the degree of skill commonly possessed by others in the same employment. Furthermore, no determination of stability characteristics or inherent structural integrity was made, and no opinion is expressed with respect therein. Complete compliance with, identification of, and reporting on all standards, codes, and regulations is not guaranteed.

The surveyor shall have no liability for consequential damages, personal injury damages, property loss damages, or punitive damages, all of which shall be deemed to have been knowingly and voluntarily waived upon the use of this survey report.

I. INTRODUCTION

In no event shall the legal liability of Boardwalk Charters LLC exceed the fee paid for this survey report, regardless of claims or suits and whether under the theory of tort, contract, product liability, admiralty, or otherwise.

This signed report represents the Survey's findings and supersedes all conversations, statements, and representations, whether verbal or in writing.

This Survey Report represents the vessel's condition on 14 December, 2022 and is the unbiased opinion of the undersigned surveyor, but it is not to be considered an inventory, warranty, or guarantee, either specified or implied.

The Survey Report is for the exclusive use of Mark Starnes and those lenders and underwriters that will finance and insure the vessel for the client and is not assignable to any other parties for any purpose

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.

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 on board during the hull survey and performed a separate survey on the vessel's propulsion system. Questions about the condition of this system should be addressed to that survey.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER: 34 Cobia
SURVEY PREPARED FOR: Mark Starnes

NAME OF VESSEL: Splash of Wrong
TYPE OF SURVEY: Pre-Purchase for Buyer
OVERALL VESSEL RATING: **** ABOVE AVERAGE
ESTIMATED MARKET VALUE: \$260,500
ESTIMATED REPLACEMENT COST: \$300,000 ****
YEAR/MAKE/MODEL OF VESSEL: 2018 344 Cobia Center Console
BUILDER: Maverick Boat Group *
YEAR BUILT: 2017
MODEL YEAR: 2018 (HIN)
MAKE OF VESSEL: 344 Center Console *
HULL IDENTIFICATION NUMBER (HIN): HIN- CBACV003G718
HOME PORT: Key West
STATE REGISTRATION NUMBER: FL 4294 RL
OWNER'S NAME: Sea Bandit Charters LLC
OWNER'S ADDRESS: 5031 5th Ave #36 Key West Florida 33040
PLACE OF SURVEY: Stock Island Marina Yacht Club.
DATE/TIME OF SURVEY: December 14, 2022 11:10 AM
HULL MATERIAL: Reported to be FRP (Fiber Reinforced Plastic).
HULL TYPE: Planing, Deep-V with flat bottom, hard chines, and flared bow.
LENGTH OVER ALL (L.O.A.): Thirty Four (34') Feet Four (4") inches *
BEAM: Eleven (11') Feet Two (2") inches *
DRAFT: Two (2') Feet *
DISPLACEMENT: 8600 LBs *
PROPULSION SYSTEM: Triple 300 Horse Yamaha Outboards
FUEL TYPE: Gasoline.
FUEL CAPACITY: 320 Gallons *
AC POWER: Yes 120 volt.
DC POWER: Yes, 12 volt.
FRESH WATER CAPACITY: Two 25 Gallon tanks *
HOLDING TANK: One 12 Gallon Tank *

II. GENERAL INFORMATION

GENERAL INFORMATION(*continued*)

INTENDED USE/BUYER: Recreational near coastal cruising.

DEFINITION OF TERMS

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

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.

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: Deep-V, planing type, with flared bow, hard chine's, and flat bottom.



HIN



Port Bow



Starboard Bow



Port Stern



Starboard Stern

MATERIAL: FRP (fiber reinforced plastic) with zero wood anywhere in the construction process , so there is no chance of rotting in the cores. Their stringer system is a FRP (Fiber Reinforced Plastic) encapsulated polymer. The Decks have carbon-reinforced beam support, and the hardware is 316 Stainless Steel.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION *(continued)*

EXTERIOR HULL: Powder Blue Gel coat topside's with a white gel-coat bottom, the exterior hull's surface was in good condition took percussion readings every eight (8") inches along the topsides. Below the waterline, no significant voids or delaminations were found. A Protimeter Moisture Meter was also used to perform readings around the thru-hulls, running gear, and adjacent wetted surfaces; no significant conductivity (moisture) was cited. On the bow under the anchor and the Starboard side in the aft area just forward of the transom, there are gel-coat chips down to the fiberglass. On the Starboard side about amidships, there is a significant Six (6') foot scrape in the Gel-coat That cant be buffed out. A swim door located on the Starboard side was serviceable sealed as designed and worked when opened and closed.



Starboard side scrapes 1



Scrapes 2



Scrapes 3



Gel Coat chip

PORTLIGHTS: Two (2) portlights located on the Head Door and Starboard cabin bulkhead are serviceable and work as designed when opened and closed.

BULKHEADS: All visible bulkheads are FRP (fiber Reinforced Plastic) with foam core bonded to the hull with epoxy resin looked serviceable with no stress cracks visible.

STRINGERS: The stringers visible from under the aft hatch to the transom when stuck with a phenolic hammer were cited no significant voids or de laminations were found. Using a Protimeter Moisture meter were cited no significant amount of conductivity was found in the aft part of the stringers near the transom.

STEM: The stem had a protective poly reinforced strip glued to the hull to protect when beaching the boat showed little wear and was serviceable as cited.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION (*continued*)

TRANSOM: The transom was percussion tested using a phenolic hammer every eight (8") inches, and no significant voids or delaminations were present. In addition, I tested the transom for conductivity (moisture) using a Protimeter moisture meter; no significant conductivity was noted. A Stainless Steel bracket that holds the outboards to the transom was serviceable, no cracks or rusting was visible when tested buy shaking the outboards no flexing was noted.



Transom

BILGE: Deep (below decks) bilge area provides the area for most boat systems and tankage. Generally clean.

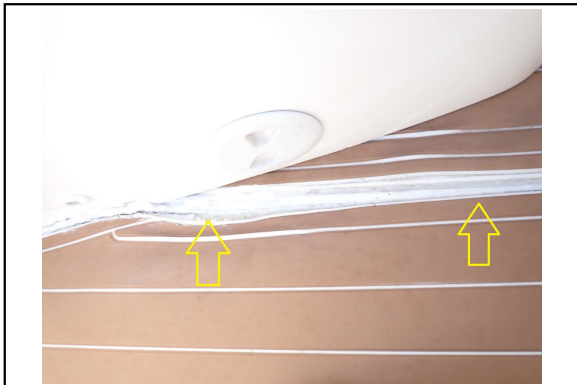
CHAIN LOCKER (DRAINAGE): Drainage overboard, location forward bow.

DECK CONSTRUCTION

TYPE: FRP composite construction reportedly cored with Divnicel, with white non-skid surface.

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

- * **COCKPIT: [C1]** The cockpit or deck layout had a synthetic resin-based teak-looking laminate glued to the FRP (Fiber Reinforced Plastic) deck is serviceable except for a tiny area next to the forwardmost cooler where the water drain has some lifting effect. Four large storage compartments along the sides and a large compartment in the aft area are serviceable and were tested by opening and closing. The caulking that makes the deck watertight is past its serviceable life and should be redone.



bad caulking

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL-TO-DECK JOINT

TYPE: Shoe Box style hull to deck joint with a 5200 type sealant, fasteners could not be observed due to the rubrail which was in serviceable condition.

FASTENERS: Stainless steel screw type, size undetermined.

BEDDING COMPOUND: Reportedly 3M 5200 elastomeric compound.

DECK FITTINGS

STANCHIONS: Custom Stainless Steel handrails recessed into the gunnel and attached every two (2') feet are serviceable, rust-free, and did not flex when pushed against during testing.

VENTILATION: Provided by portlights located on the starboard bulkhead and door leading to the head are serviceable and worked when tested by opening and closing.

SCUPPERS: Stainless Steel scuppers located in every corner of the boat were clear of debris drained overboard and are serviceable as sighted.

CHOCKS AND CLEATS: All Chocks and Cleats showed little use and were in serviceable condition.

WINDLASS/GIPSY: As reported by the owner, the LEWMAR anchor windless located in the anchor locker was recently introduced onto the boat and is serviceable and worked when tested on or off.

DECKBOX: Two (2) large FRP (Fiber Reinforced Plastic) Deck coolers located forward of the Center Console are serviceable, clean, and ready for their intended use.

ANCHOR PLATFORM: Stainless steel anchor platform with bow roller is serviceable, rust free and works as designed recessed into the bow for easy deployment.

CENTER CONSOLE

MATERIAL: FRP (Fiber Reinforced Plastic)

TYPE: Center Console provides helm station crew seating with a hard top and glass windshield with a working wiper and an electric hydraulic window opener that all worked when tested for power up. plenty of cabinets for storage both in the hard top and under the helm station all compartments were clean and worked when opened and closed. recessed lighting and speakers in the hard top all worked when tested for power up. The seats are white pleather marine material showed little use are serviceable and worked when tested for fold up abilities.



CC storage



windshield

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

ADDITIONAL EQUIPMENT AND ACCESSORIES

GENERAL EQUIPMENT: Forward Table and seating area is serviceable with little use and worked when tested by lifting and lowering table and back rests.



Forward seating and table

FISHING EQUIPMENT

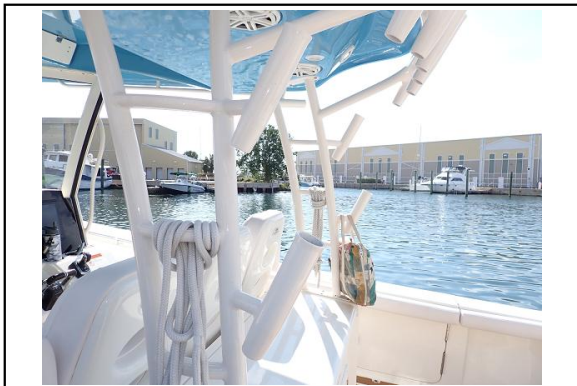
LIVE BAIT WELLS: Two (2) 42 US Gallon livewells located in the aft raised compartment forward of the outboards. The Jabsco Macerator pump connected to the sump box that controls the livewell water flow worked when powered up. All the connecting valves are marked and turned when tested open/close. The live well compartment has a recessed seat that pops closed to open the compartment for easy access worked when opened and closed hydraulically.

* **WASH DOWN SYSTEM: [C2]** Two (2) Raw water wash down hoses one (1) located under the port gunnel and up in the anchor locker worked when powered up. connected to Pentair SHURFLOW BlasterII manufacturer date 07/05/17 work when tested for power up but are heavily corroded and should be cleaned up and any leaks fixed to control corrosion.

ROD HOLDERS: Stainless Steel Gunwale mounted custom Cobia rod holders through out the boat are serviceable with light use and are ready for their intended use.

OUTRIGGERS: Revolution Rupp top gun retractable outriggers mounted on top of the hard top are serviceable with light use and worked when pulled out and returned.

TACKLE STATION: The Tackle station directly behind the helm station and crew seats has a small working sink with plenty of storage drawers and a cutting board with light use is clean and serviceable as sighted. One (1") inch piping uprights with rod holders are supports for the hard top are powder coated white are serviceable clean and show little corrosion.



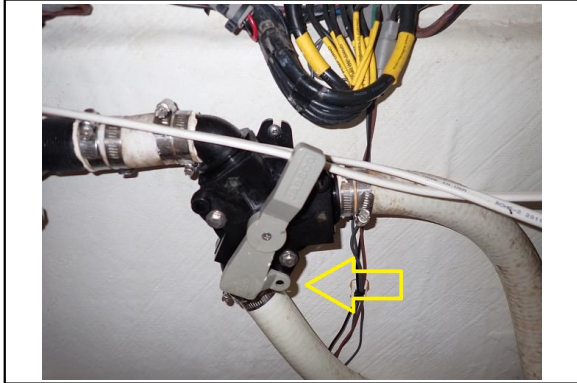
Supports for hard top

III. SYSTEMS

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

* **ACCOMMODATIONS: [A1]** As you climb down into the cabin from a door on the port side, there is a double berth with a cushion that is serviceable, as sighted on your left. Looking forward, there are drawers for storage that are clean and open and close when tested. Above the drawers are the DC battery panel and switches. Just to the right of the drawers is a RARITAN electric head that worked when tested for power-up. The freshwater sink was just to the right as you head down into the cabin, was serviceable, and worked when powered up. On the aft bulkhead is the access hatch for the helm and electronic equipment worked when opened up. Inside that hatch was very tidy and professionally put together from an ABYC standpoint. Just below that hatch is a compartment that holds the Y-Valve for the overboard discharge, amidship bilge pumps, the AIRMAR transducer, and the macerator for the head tank.



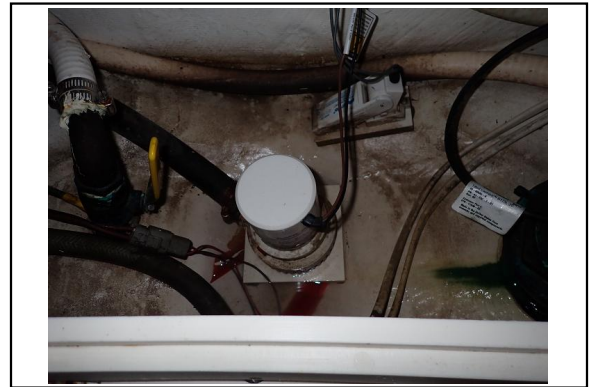
Y-Valve



PC130961



PC130958



PC130965

CABIN SOLE: Synthetic teak flooring glued to the cabin sole.

PROPULSION

MAIN ENGINES

TYPE: Three (3) F300NCA Manufactured 05/ 2017 Yamaha Gas Outboards with Powertech Stainless Steel 9550519-3-2 33R 23PCL 200 3 bladed props.

III. SYSTEMS

PROPULSION

MAIN ENGINES *(continued)*

* TYPE: *(continued)*



Transom

LABELS AND NOTICES: All Labels and notices are present on the transom and helm station that meet ABYC STANDARDS S-7, S-30, and T-8.

INDICATED HOURS: Port engine has 795 hours
Center engine has 798 hours
Starboard engine has 796 hours found on the onboard computer.

THROTTLE CONTROLS: Yamaha ECU (Electronic Control Unit) with joystick control for docking.



Throttle control



Joystick

EMERGENCY SHUT DOWN: At the key assembly did not test while underway.

ENGINE ALARMS: Low oil pressure alarm and coolant over heat warning audible at helm station. Appears serviceable.

III. SYSTEMS

PROPULSION

MAIN ENGINES *(continued)*

ON THE WATER TESTING: Captain Paul Mottice and Captain J.C. Canterbury were present during the at sea performance and steering testing, we departed the marina at 11:10 AM on the 14th of December 2022 conditions where windy offshore so we stayed in a back channel that had protection with a slight bucking current.

RPM's	GPH	MPH
1000	4.2	4.2
2000	14.2	8.7
3000	26.5	20.9
4000	41	45.6
5000	69.8	58.6
WOT	77	60

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE: Gasoline, not able to inspect due to access noted from manufactures info there is one (1) 320 US Gallon tank

FILL PIPE LOCATIONS: Gas fill located on the Starboard side amidships was serviceable as sighted and vented properly overboard and meets recommendations found in ABYCH-24. Fill hoses and clamps were not inspected due to access.

FUEL LINES AND FITTINGS: All fuel lines that were visible for inspection are A1-15 USCG approved hose and squeeze balls meet requirements found in CFR-33 Subpart J 183.540 and recommendations found in ABYCH-24.



Fuel lines

FUEL FILTERS: Three (3) Quicksilver 35-8M0154752 water separating Fuel filters are located in the starboard side of the aft live well compartment for easy access are serviceable.



Fuel Filters

III. SYSTEMS

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (DC SYSTEM)

VOLTAGE: Five Interstate 12 volt battery's recently introduced in October 2022 located under the helm bolster seat meet all recommendations found in ABYCE-10.



Battery's

BANKS: Total of Four (4) Banks

MAIN BATTERY SWITCHES: Located in the head are serviceable and meet recommendations found in ABYCE-11



Main Battery switches

PANEL: Overcurrent Protection: Circuit breakers. Location: Head compartment on aft bulkhead. Access: Serviceable.

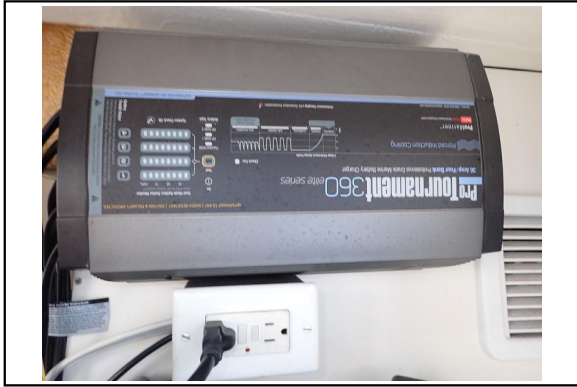
CHARGING SYSTEM: Stators on Outboards and a Pro TOURNAMENT 360 elite Series 30 Amp Four Bank Marine Battery Charger located above the battery's under the helm seats was not tested during the survey no place to plug in.

III. SYSTEMS

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (DC SYSTEM)(continued)

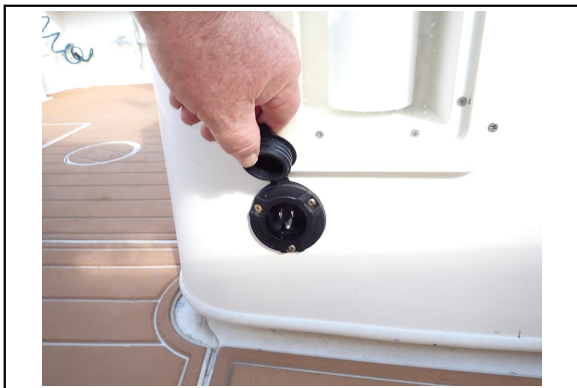
* CHARGINGSYSTEM: (continued)



Battery charger

ELECTRICAL SYSTEM (AC SYSTEM)

SHORE POWER INLET: 110 Shore power connection is located on the Starboard side base of the helm seat was serviceable but was not tested during survey.



Shore plug

OUTLETS: One located below the battery charger/inverter did not test for polarity.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

* **STORAGE TANKS:** [A2] Two (2) poly 25 US Gallon water tanks per manufacture info located in the aft live well compartment are serviceable but smelly dirty water came out of the faucets when tested, no labels were visible due to access.

FILL PIPE LOCATION: Fill locations are on top of live well compartment and are properly vented.

III. SYSTEMS

STEERING SYSTEM

STEERING SYSTEM

- * **TYPE: [B1]** One (1) Sea Star Classic tilt Helm station connected to Two (2) OPTIMUS Sea star assist pumps Serial numbers 12-106835 and 12-106830 connected to a Pump Control Module using factory supplied hoses connected to two (2) hydraulic Sea Star rams on the Starboard and center outboards worked as designed when tested during in water testing.



Sea Star helm system

GROUND TACKLE

GROUND TACKLE

- * **ANCHORS: [C3]** One (1) Stainless Steel LEWMAR plow anchor with approximately 20 feet of galvanized chain and 150 feet of 5/8 nylon 3 strand road attached in the bow is serviceable and capable of holding the boat during a day trip.



Plow Anchor

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF: One Garmin VHF Radio located on the port side of the helm station worked when tested for power up.

RADAR: One (1) Garmin xHD2 424 Radar unit with 4KW of power with 72 mile range is serviceable and worked when powered up.

GPS: Two 16 inch Garmin 8616 GPS/ chartplotter/bottom finder serial numbers 7C5001445 and 7C7001445 touch screen units were recently introduced onto the boat December 2022 are serviceable and worked when powered up.

COMPASSES: One (1) 6" Ritchie compass located at the helm station on top of the electronics box. Was not tested for accuracy.

III. SYSTEMS

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT(continued)

ANTENNAS: One (1) shakespear VHF Antenna is serviceable and worked while in the water testing.

ELECTRONICS (ENTERTAINMENT)

STEREO SYSTEM:One Fusion MS-UD755 connected to a Garmin sirius XM antenna and numerous 10 inch marine JL/AUDIO speakers and sub woofers to create a jukebox sound is serviceable and worked when powered up.

THRU-HULLS

THRU-HULLS:

* **NOTE: [A3]** All seacocks were tried successfully for normal operation. It is the surveyors recommendation that all seacocks be further serviced and marked as to its location and function. I would also like to add that wooden plugs of the appropriate size be readily accessible for emergency use at each seacock location.

DRAIN PLUGS: Stainless Steel drain plug was opened and re closed and tighten during out of the water inspection is serviceable and worked as designed.

BONDING SYSTEM

BONDING SYSTEM

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

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

* **NUMBER AND TYPE OF PFD'S:[A4]** Six (6) Type II PFD's and One (1) model 5000 Type IV Throw able located in the top part of the hard top are serviceable and assessable.

FIRE EXTINGUISHERS:Two (2) B1 (2lb) dry chemical fire extinguishers are mounted one in a recessed compartment by the helm station and one down in the head are serviceable as sighted.

* **VISUAL DISTRESS SIGNALS:[A5]** Flares were 12 gauge Day/night visual distress signals and hand held flares. Out of date.

SOUND DEVICES: 12 volt mechanical horn worked when powered up

NAVIGATION LIGHTS: All Navigational lights worked when powered up and comply with 33 CFR 83

"NO OIL DISCHARGE" PLAQUE: Yes, found properly displayed in the head compartment door.



Play cards

III. SYSTEMS

SAFETY EQUIPMENT

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

TRASH DISPOSAL PLACARD: Yes, found properly displayed on the head door

AUXILIARY SAFETY EQUIPMENT

BILGE WATER ALARM AND SAFETY SWITCHES: Yes, tested bilge high water alarm in the center bilge compartment worked as designed.

FIRST AID KIT: Two (2) first aid kits one in the head and one in the over head hard top compartment.

BILGE PUMPS

LIST: Three (3) 2000 GPH Rule Bilge pumps Two (2) located in the aft bilge and one located in the center bilge are serviceable and all worked when tested manually and float switch.



Aft Bilge Pumps

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

TRIM TABS: One (1) set of double pump Lenco electric Stainless Steel Trim Tabs are serviceable and worked when tested for up and down capability.

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 its value.

Deficiencies will be listed under the appropriate heading:

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

A. SAFETY DEFICIENCIES:

FINDINGS	RECOMMENDATIONS
A.1 (PAGE 11) ACCOMMODATIONS: Y-Valve was not locked into the closed overboard position	<i>Under 46 CFR 159.7 using a non-releasable wire-tie to hold the y-valve in the closed position.</i>
A.2 (PAGE 15) STORAGE TANKS: Water tanks contain dirty water that smells bad.	<i>Recommend following suggested method of disinfection in ABYC H-23 Fill entire system with a chlorine solution having a strength of at least 100 parts per million and allow to stand for one hour then drain and flush with good potable water.</i>
A.3 (PAGE 17) NOTE: Although the valves on the thru-hulls worked when tested some were hard to open.	<i>Recommend all valves connected to the thru-hulls be inspected and serviced to insure continued service.</i>
A.4 (PAGE 17) NUMBER AND TYPE OF PFD'S: Boat is registered as a charter company and does not comply with 33 CFR Part 25	<i>If new owner plans to charter, the vessels Life saving equipment must meet all of the requirements found in 33 CFR part 25.</i>
A.5 (PAGE 17) VISUAL DISTRESS SIGNALS: Flares out of date	<i>Recommend new flares be introduced to comply with 46 CFR 25</i>

B. OTHER DEFICIENCIES NEEDING ATTENTION:

FINDINGS	RECOMMENDATIONS
B.1 (PAGE 16) TYPE: Salt spray accumulation was visible on electronic units	<i>Recommend desalting and clean very gently around the electronic pump control unit.</i>

IV. FINDINGS AND RECOMMENDATIONS

C. SURVEYOR'S NOTES AND OBSERVATIONS:

FINDINGS

RECOMMENDATIONS

C.1 (PAGE 8) COCKPIT:

Calking is past its serviceable life and a small area of synthetic flooring is peeling up.

Recommend striping old calking out around the center console and replacing with good silicon and then gluing the flooring back down to keep it from peeling up.

C.2 (PAGE 10) WASH DOWN SYSTEM:

Pentair Sureflow Blaster II are heavily corroded

Recommend clean and paint or replace as necessary.

C.3 (PAGE 16) ANCHORS:

A spare lunch anchor was not present on boat.

Recommend a spare danforth and chain with road be introduced onboard to handle the different conditions that might arise in the Keys.

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**

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.

BUC Value Pro provides a retail number between \$226,500 and \$248,500 for same year, make and model Adjusted for better condition.

Listings found online for same year, make and model 2018 344 Cobia CC in Fort Lauderdale listed for \$269,000

2017 344 Cobia CC in Branford Connecticut is listed for \$275,000

Soldboats has reported Two 2018 344 Cobia CC sold in the last year one in October 2021 Tierra Verde, Florida for \$270,000 and

V. SUMMARY AND VALUATION

one in Sept 2022 in Selbyville, Delaware for \$275,000.

Creating a average book price of \$237,500 and an average listing price of \$271,500 with an average sale price of \$272,500

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:

\$260,500

Two Hundred Sixty Thousand Five Hundred Dollars

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

\$300,000

Three Hundred Thousand Dollars

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the *Splash of Wrong*, 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 14 December, 2022 and was found to be a well constructed, appointed and comfortable vessel. The vessel is very capably captained and well-kept. 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:

