



Condition & Valuation Survey

Report No. IME/Job/18/04892

Date: April 24th, 2018



SURVEY CONDUCTED BY:

Eng. Roger Reyes

Page. 1

INTRODUCTION

Acting at the request of Mr. Diego Maio, the attending surveyor did attend onboard the 1990 Moody 425 "Mischief", on June 07th, 2017 at 10:00 am where an "out of water survey" was conducted, at Linton Marina, Cristobal, Panama Republic of Panama.

The ship's papers were on board and appeared to be in order. The Hull Identification Number **MPPGBI69G090** was verified. The reason for the survey, was to ascertain the physical condition and value of the vessel. AC and DC power WAS 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. 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.

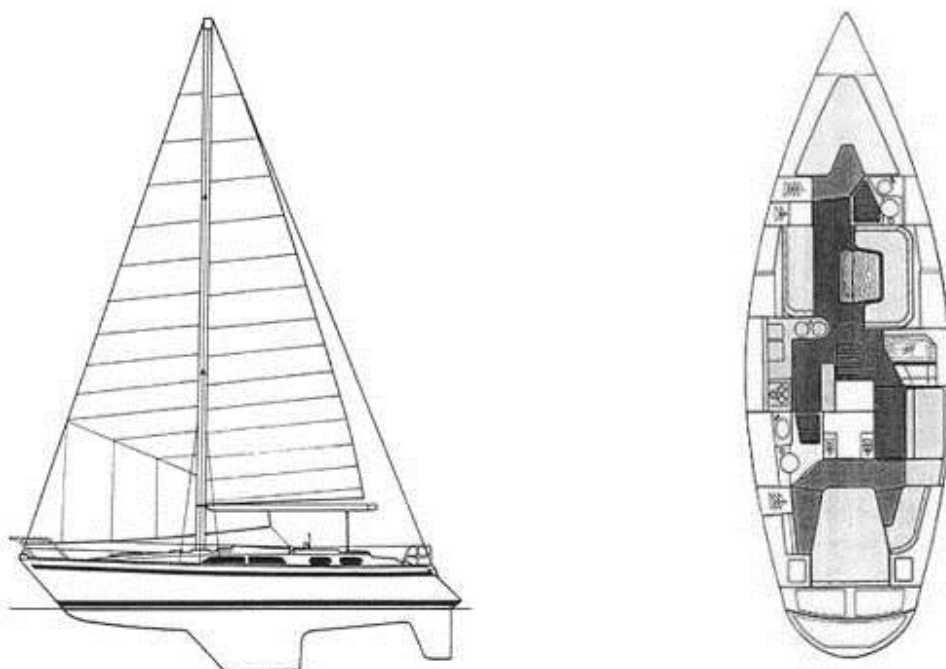
The purpose of this survey was to determine the physical condition and approximate market value of the vessel. This survey does not address the vessel's stability characteristics and inherent defects, internal condition of machinery, or items that cannot

be readily observed without intrusive removal of headliners, flooring, and panels, which would cause damage to the vessel.

VESSEL DESCRIPTION

The Moody 425 has become somewhat of a modern classic. A Bill Dixon design that evolved from the Moody 422, it was first introduced in 1988. Like other models in Moody's range of family cruisers, it offers spacious accommodation including a huge master bedroom in the aft of the yacht, a good size double berth in the bow and twin passage berths between the saloon and aft cabin which can be closed off to form an additional guest cabin if required.

Her hull layup is tough, durable solid laminate constructed to Lloyds specifications. The deck hull joint is through bolted and all the internal bulkheads are glassed in place. The rudder is semi balanced partial skeg.



Moody 425 Layout.

GENERAL INFORMATION

SURVEY FILE NUMBER:	IME/Job/18/04892
SURVEY PREPARED FOR:	Mr. Diego Maio
ADDRESS:	Brazil
PHONE:	- -
EMAIL:	ocdiegomaio@gmail.com
TYPE OF SURVEY:	Condition and Valuation
DATE OF SURVEY:	April 24th, 2018
MANUFACTURED BY:	Marine Projects Ltd.
DESIGNER	Bill Dixon
CITY:	Southampton, UK.
YEAR:	1990
MAKE/ MODEL:	Moody 425
LOCATION OF SURVEY:	Linton Bay Marina, Cristóbal, Panama.
VESSEL'S INTENDED SERVICE: **	Recreational Offshore and coastal cruising.
HULL MATERIAL:	FRP
HULL TYPE:	Fin with rudder on skeg / Masthead Sloop.
LENGTH (LOA):	41.67'
PROPULSION SYSTEM:	Sails and Diesel.

DEFINITION OF TERMS:

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

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

FIT FOR INTENDED USE: Use which is intended by Survey Purchaser (present or prospective owner).

SERVICEABLE: ADEQUATE: Sufficient for a specific requirement.

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

EXCELLENT CONDITION: New or like new.

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

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

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

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

- TYPE:
Fin with rudder on skeg.

- MATERIAL:
FRP (fiber reinforced plastic)

- EXTERIOR HULL:
white hull sides. black top stripes. Good conditions

- PORTLIGHTS:
The five (5) hatches, eight (6) portholes and four (4) small windows, appeared to be weatherproof. No leaks sighted. Appears serviceable.

- STRINGERS:
Hull stiffness provided by FRP longitudinal and athwartship stringers. Complete inspection not possible due to limited access. Serviceable where observed. No signs of cracking or damage sighted at time of survey. Appears serviceable where observed.

- TRANSOM:
Large transom with dinghy SS mounts, with three solar panels, wind generator, swimming ladder, lazarette, life raft, Magma grill, non-skid paint, Serviceable.

- BILGE:

Bilge area provides room for most boat systems and tankage. Generally clean.

- BULKHEADS:

Athwartships reinforcement enhanced by wood bulkheads bonded to the hull with FRP (fiber reinforced plastic). In good condition where sighted. No signs of tabbing failure or separation from the hull sides.

- KEEL:

Fin keel, 8,400 lbs.

- LIMBER HOLES:

Limber holes are of adequate size and clear where sighted.

DECK CONSTRUCTION

- TYPE:

Masthead sloop rigged sailboat.

- MATERIAL:

Cored FRP (fiber reinforced plastic) with white gelcoat, molded non-skid surface and paint. Good condition.

- COCKPIT:

Nicely arranged with teak helm seat, twin bench seats with lockers, with Bimini. Cockpit table, and steering pedestal, large compass, engine controls, throttle, Nav Pods, large wheel, teak folding table, deck lighting, line holders, FRP doors

with sliding hatch, white Bimini top. All in good condition. Fore deck has hatches, cars and tracks, pulleys, safety cable style bow rail with stanchions. All in good condition.

DECK FITTINGS

- **CHOCKS AND CLEATS:**
Secure and properly sized for application.
- **HATCHES:**
All hatches onboard are in good condition and operable.
- **GRAB RAIL:**
Enough for safe maneuvering around vessel.

HULL-TO-DECK JOINT

- **TYPE:**
Bolted.
- **FASTENERS:**
None sighted clearly, believed to be screwed on 4-inch centers.

HELM AREA

- **HELM WARD:**
Large helm with Nav Pods, electronics, sail window above and a good field of view.

- **WINDOWS / PORTS / DOORS:**
Operable and secure where inspected. No signs of leakage or abuse.
Serviceable.
- **FITTINGS AND HARDWARE:**
All stainless-steel fittings and associated hardware inspected on the vessel are in good condition.
- **JOINERY STRESS:** None Sighted. Vessels exterior gelcoat is in good condition.

ADDITIONAL EQUIPMENT AND ACCESSORIES

- **DINGHY / TENDERS:**
AB Ventus 9VL 9' inflatable with outboard, dingy mount and cover.
- **CANVAS AND COVERS:**
Helm / Cockpit cover, winch covers, hatch covers, cockpit awning. In good condition fitted and handcrafted by Owner.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

- LAYOUT:

The interior of the yacht was inspected wherever possible. The interior accommodations are comprised of polished teak and appear in excellent condition. There were no observed cracked or damaged sections of doors, bulkheads or other wood lined areas.

The yacht has two cabins, the owner's aft cabin has a centreline double berth, reasonable stowage and plenty of room to move around. There's a second, though somewhat smaller, double cabin forward. The spacious saloon has a table large enough to seat all the crew in comfort, while also providing two good sea berths, in addition to the twin bunks that could be fitted in the walk through to the aft cabin. There are two (2) heads aboard both with shower. The yacht appears to be very sturdily built. Access to the main cabin is via a ladder from the wheelhouse cockpit.

Those bilge areas inspected were found to be dry and clean. The condition of the accommodations throughout the entire yacht and all other internal spaces are well maintained. Visible portions of the flooring were unstained and in excellent condition. The visible portions of the interior cabin bulkheads were free of wood rot and signs of fatigue. Cabin doors swung freely from their hinges and fit securely in their doorframes. The main cabin areas have numerous storage spaces.

GALLEY

- DESCRIPTION:

Galley The galley is located in the port side aft of the main cabin. The galley is fitted with a two (2) burner stainless steel gimbaled ENO propane gas stove with oven. There is adequate storage space for food and utensils. The galley has two (2) Rich Beers refrigerator/freezer systems, single stainless-steel sink.

PROPULSION

MAIN ENGINE

- TYPE:

Single 4-cylinder diesel with closed fresh water/raw water cooling system.

- MANUFACTURER:

Yanmar 4JH5E.

- SERIAL NUMBER:

E10627.

- HORSE POWER:

140 hp

- INDICATED HOURS:

N/A according owners about 1900 – 2000 hrs.

- THROTTLE CONTROLS:

Morse mechanical lever/cable type.

- **EMERGENCY SHUT DOWN:**
Key switch and fuel shut offs.
- **ENGINE MOUNTS AND BED:**
The main engine bed has large longitudinal stringers. In conjunction, adjustable motor mounts are bolted to the stringers and are used to adjust the prop shaft alignment as well as secure the engines to the hull stringer structure.
- **BILGE BLOWERS:**
Operable at time of survey.
- **EXHAUST SYSTEM:**
All components of the exhaust system inspected by the surveyor at time of survey including manifolds, rubber hoses, exhaust dampers, mufflers, elbows, supports and FRP tubes were found to be in good condition and well mounted without signs of rust, water leakage or exhaust gas leakage. Serviceable.
- **PROP SHAFTS:**
Stainless steel composite 1 1/4" diameter.

COOLING SYSTEM

- **TYPE:**
Closed coolant recovery system with raw water cooled wet exhaust.
- **HOSES AND CLAMPS:**
Re-enforced rubber hose clamped, well routed and supported where sighted. All appeared in good condition. No rust or corrosion sighted on hose clamps.

- BELTS AND PULEYS:

Engine belt had 0 hours on it and the generator belt was just inspected and in good condition.

- SEACOCKS AND STRAIERS:

Raw water seacock is a ball valve type, well mounted to through hull and was operable. Strainer was clean, in good condition and well mounted.

TRANSMISSIONS

- MANUFACTURER:

Yanmar.

- MODEL

KM35P

- DRIVE TYPE:

Mechanical angle servo cone.

- CONTROLS:

Morse type mechanical cable and linkage.

- PROP SHAFT:

Size: 1 ¼ " Material: Stainless Steel composite.

- PACKING GLAND:

PSS shaft seal.

- COOLER:
External engine mounted raw water heat exchanger.
- SERIAL NUMBERS:
16573.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL SYSTEM

- FUEL TYPE:
Diesel. Tank was visually inspected only. It appears to be in serviceable condition with no signs of leaks and no fuel odors.
- TANK MATERIAL:
Black Iron.
- NUMBER OF TANKS:
1
- TANKS CAPACITY:
150 gallons
- LOCATION:
Under bed in master stateroom.

- FILL PIPE GROUNDED:
Appears to be properly grounded but not tested.
- FILL PIPE MATERIAL:
Type A2 USCG approved hose. Serviceable.
- FILL PIPE FITTINGS:
Fill deck Fitting clearly marked as to fuel type. Fittings well secured where sighted.
- HOSE CONNECTIONS, CLAMPS:
All tight and secured where inspected.
- FUEL LINES AND FITTINGS:
Serviceable where sighted.
- RETURN LINES:
Serviceable where sighted.
- SHUT-OFF VALVE:
At tank and at fillers.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

- BATTERIES:
For service four 12 Volt deep cycle batteries (Trojan T-105) well mounted and secure.
For Engine 1 Dekka.

- **MAIN BATTERIES SWITCHES:**
One (1) four position in main switchboard.
- **PANEL:**
Several well mounted panels at nav station. Meters for amps and volts.
- **BREAKERS / FUSES:**
Well labeled and marked. Serviceable. No signs of overheating.
- **CHARGING SYSTEM (BATTERY CHARGER):**
Phase three Battery charger.
- **CHARGING SYSTEM (ALTERNATOR):**
Alternator on main diesel engine. In good visual condition. Well mounted.

ELECTRICAL SYSTEM (A.C. SYSTEM)

- **SHORE POWER:**
One (1) 100' 10GA Power cord 30A to 50A pigtail.
- **MAIN BREAKER:**
In main electrical panel located in salon.
- **BRANCH BREAKERS:**
Branch breakers are well marked and show no signs of overheating. Meter for volts.
- **POLARITY:**
The polarity was checked by myself at all outlets that I could find and proved normal.

- INVERTERS

Charger / Inverter 12V - 220V

Schumacher 750 w 12V - 110V

GENERATORS

- TYPE:

Generator driven by Gasoline powered internal combustion engine.

- MANUFACTURER:

Honda – Model EU10i

- WATTS- VOLTS:

1000W

- INDICATED HOURS:

N/A

- LOCATION:

Portable.

- WIND GENARATOR:

Air X (2014). Serviceable.

- SOLAR PANELS:

Three (3) 160 watts. Serviceable.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE: WATER)

- DESCRIPTION:
Two (2) 70-gallon each plastic tanks. 12 vdc pump. Operable at time of survey. Hose and clamps in good visual condition wheat sighted.

FRESH WATER SYSTEM (WATER MAKING SYSTEM)

- DESCRIPTION:
ECO Systems water maker system noted on board. Not tested for operation at time of survey, mounted modules in good visual condition.

SANITATION

SANITATION (BLACK WATER)

- M.S.D TYPE USCG SYSTEM:
Certification Type: MSD U.S.C.G. Type III. (Holding tank) 20 Gallons with macerator and direct discharge capabilities. Y valve sighted.
- SYSTEM INSTALLATION:
Serviceable. Discharge seacock should be locked down in closed position while in inshore waters or in no discharge areas.
- HOLDING TANK:
Plastic.
- CAPACITY:
20 gallons.

SANITATION (GREY WATER)

- DISCHARGE:

All sinks on vessel discharge overboard near sinks location. All condensation tray and shower drains to sump pump.

GROUND TACKLE

- RODE CONSTRUCTION:

One of the bow anchors is a 110 lb Bruce with 350' 3/8" chain (2016). The other anchor appears to be a 66 Lb bruce attached to a 30' of chain and 300' of nylon rode.

- WINDLASS:

Lofrans Tigress 1200W 12V electric windlass. Windlass has and foot switches

STEERING SYSTEM

- TYPE:

Edson pedestal with a large SS wheel Cable system, quadrant type. Steering components are in good condition and serviceable where inspected. Nicely done.

ELECTRONICS AND NAVIGATION EQUIPMENT

- ELECTRONICS LIST:

One (1) Cobra Marine DSC VHF Radio New.

One (1) ICOM IC-706MKIIG Single Side band (SSB).

One (1) Garmin GPS 128.

One (1) GPS Chart plotter SIMRAD CP33.

One (1) Radar SIMRAD RA30.

Two (2) multi display SIMRAD IS15.

One (1) Analogic Wind indicator SIMRAD IS15

ELECTRONICS (ENTERTAINMENT)

- STEREO SYSTEM:
Sony auto radio CD Receiver.
- TV / VCR:
None

THRU-HULLS

- THRU-HULLS
All thru hulls inspected by Surveyor at Time of survey were made of bronze and had seacocks attached. They were all in good condition, operable and well mounted. Hoses leading to the seacocks were in good conditions, well mounted and double clamped for safety.

BONDING SYSTEM

- MAIN BONDING CONECTOR:
Copper strapping where sighted.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

- NUMBER AND TYPE OF PFD'S:
4 Adults. U.S.C.G. approved.
- EPIRB:
Expired.
- NUMBER OF THROWABLE PFD'S:
Two (2) Type IV-U.S.C.G. approved throwable device.
- FIRE EXTINGUISHER:
Two (2) 1 lb Kidde ABC / One (1) Flame Fighter 2 lb ABC, additional fire blanked.
- VISUAL DISTRESS SIGNALS:
None
- SOUND DEVICES:
Horn on board vessel. Operable.
- NAVIGATION LIGHTS:
All navigation lights were operable at time of survey.

AUXILIARY SAFETY EQUIPMENT

- LIFE RAFT:
6-person life raft well mounted and secure on bow of vessel. Overdue.
- SMOKE / CO DETECTORS:
Not fitted.
- FIRE ALARMS:
Not fitted.
- FITTED FIRE EXTINGUISHING SYSTEM:
Yes, MA20350227-BL in engine room with automatic and manual activation.
- BILGE PUMPS
LIST: The vessel is equipped with three bilge pumps; one (1) electric Rule 3000 pump, two (2) Whale Manual. All operable and secure.
- DINGHY
One (1) AB Ventus 9VL with One (1) Honda BF-230 2.3 HP outboard, One (1) Yamaha Enduro E15DMH 15HP outboard.

LIQUIFIED PETROLEUM GAS SYSTEM (LPG)

- **LPG**
Vessel has a propane locker with two tanks locate port aft. It is gasketed and vented to the outside. A leak down test was performed to satisfactory results. Galley has remote on/off switch for propane. Gimble stove is well mounted and no signs of abrasion or cracking of propane hoses was evident during visual inspection.

SEA TRIAL REPORT

No Sea trial was requested or performed.

ENGINE SURVEY

No engine survey was requested or performed.

RIGGING

STANDING RIGGING

- **MAST:**
Mast is a 55 feet aluminum extrusion. No apparent damages noted.
- **MAST STEP:**
Keel Mast step area where inspected showed no signs of compression or fatigue in surrounding areas.
- **SPREADERS:**
Double spreader rig. No spreader booms were disassembled inspection.
- **SHROUDS AND STAYS:**
All main rigging appears to be 1x19 SS, Norseman fittings. Serviceable.
- **BOOMS:**
Aluminum boom. Appeared Serviceable.
- **TURNBUCKLES:**
Chrome plated bronze turnbuckles of the open design appeared serviceable.

- **TOGGLES:**
Stainless toggle appeared serviceable.
- **CHAIN PLATES:**
Chain plates bolted to hull. Partial inspection was made to internal chain plate condition, no remarks to report.

RUNNING RIGGING

- **WINCHES:**

Two (2) Arco- Hutton 40.
Two (2) Lewmar 54 CST.
One (1) Lewmar 40 CST.
One (1) Lewmar 40 CST.
One (1) Lewmar 8 CST.
Two (2) Lewmar 16 CST.
- **TRACKS AND CARS:**
Sail tracks with cars both port and starboard. Serviceable.
 - Aluminum staysail tracks w/ cars were inspected and was in good visual condition.
 - Aluminum genoa tracks w/ cars were inspected and was in good visual condition.
- **MAIN SHEET TRAVELLER:**
Aluminum mainsheet traveler w/ roller car were inspected and was in good visual condition.

- REEFING SYSTEM:
Good condition.
- HALYARDS:
Halyards were braided color coded.
- ROLLER FURLING GEAR:
Furlex 300S furling gear, appeared serviceable.
- CAM CLEATS:
Locking cleats well labeled and operable.
- SWIVEL BLOCKS:
Appeared serviceable where sighted.
- SNAP SHACKLES:
Serviceable.

SAILS

SAILS

- MAINSAIL:
Vessel had a full complement of sails aboard at time of survey. Sails included:
One (1) Genoa
One (1) Foresail 110%.
One (1) mainsail
One (1) Quick-rig StormJib

OUT OF WATER SURVEY

- PROPELLER:
The bronze Burton folding propeller, it has three (3) blades for a variable pitch propeller. Good condition.
- PROPELLER SHAFT:
Prop shaft dimeters are 1 1/4 inch. Material: Stainless steel composite.
- PROPELLER SHAFT LOGS TUBES:
External visual examination proves to be in good condition.
- SHAFT BEARING (CUTLASS BEARING):
2 Cutlass bearing showed no signs of sloppiness or end play. Good visual condition.
- RUDDER MOUNTING:
Skeg hung mounted with stainless steel shaft. Well mounted and tightened.
- STRAINERS / SCOOPS / SCREENS:
All water pickup strainers are external bronze alloy slotted type. In good condition and well mounted
- GROUNDING PLATES:
One sighted in good condition.
- ZINCS:
All new and in good condition.

CONCLUSIONS

I have attempted to provide the facts as observed without prejudice and minimal subjectivity. however, it is difficult to provide a complete survey avoiding every subjective statement. Maximum detail and extensive photography was used to have the reader form his own opinion of this vessel.

The following statements are strictly the opinion of the surveyor to assist the lay reader in interpretation of the facts reported:

- This vessel was observed in above average condition cosmetically and above average conditions mechanically.
- This vessel appears to have received proper maintenance.
- This vessel does not appear to have previous major repairs that can be detected visually.
- During the survey, the vessel was hauled out.

RECOMMENDATIONS

Remarks and Recommendations pertaining to this report are as follows:

SAFETY

- Vessel it is not fitted with CO and Smoke detectors, we recommend being fit some of these devices.
- Epirb to be fitted.
- Distress signals to be fitted onboard.
- Extra anchor to be fitted on board.
- Life raft need to be serviced.

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 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: AVERAGE CONDITION

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:

- Buyer and seller are typically motivated.
- Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- A reasonable time is allowed for exposure in the open market.
- Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- 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, repairs and condition of the vessel, it is your surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel is:

\$105,000.00

One Hundred Five Thousand Dollars and Zero cents.

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:

\$200,000.00

Two Hundred Thousand Dollars and Zero cents.

PHOTOGRAPHS



Rudder.



Port side view.



Fwd view.



Port side hull view.



Prop.



Shaft, strut and prop.



Fwd hull view.



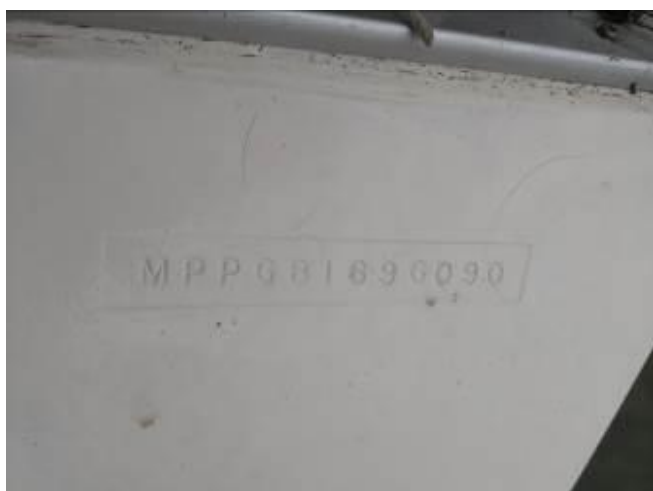
Sounder transducer and speed log.



Stbd boat view.



Fin Keel.



HIN.



Life raft.



Back Stay.



Dodge bimini.



Manual winch.



Portside chain plates.



Roller Furling



Anchor.



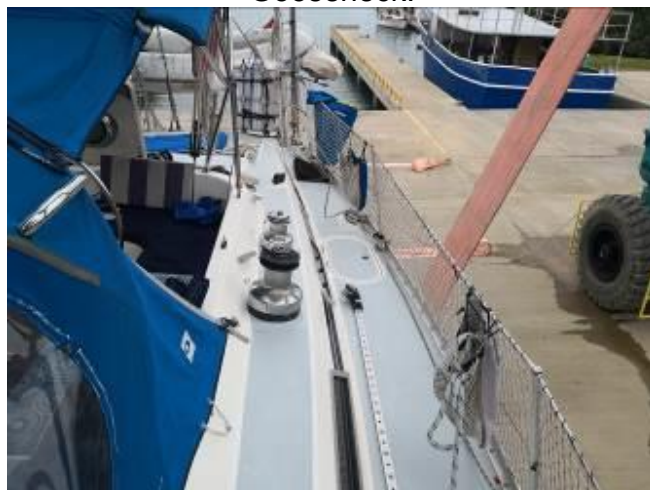
Lofrans Windlass.



Gooseneck.



Deck mast step.



Deck view from port side.



LPG locker.



Helm.



Accommodation entry hatch.



Autopilot display.



Accommodation access ladder.



Chart plotter / gps.



Portable petrol generator.



Salon stbd view.



Master stateroom.



Salon port view.



Galley.



Solar panel controller.



Engine seacock.



Shaft seal.



Battery charger.



Main Engine.



Main engine plate.



Main engine mounting.



Main engine bilge.



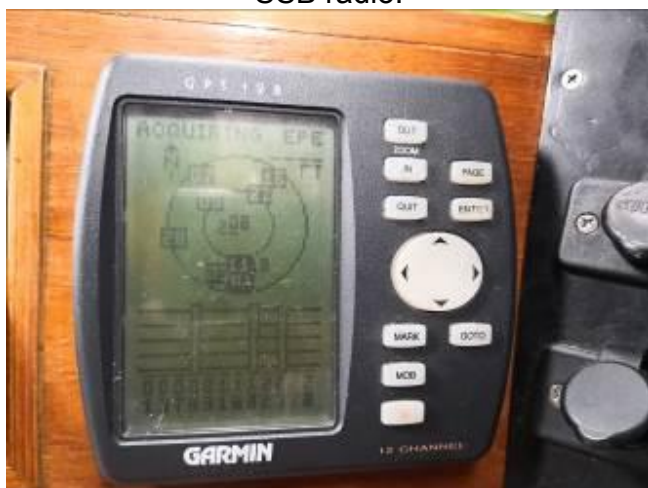
Main switch board.



SSB radio.



VHF Radio.



Garmin GPS.



Radar finder.



Fwd cabin.



Fwd cabin manual bilge pump.



Chain locker .



Plumbing.



Portable fire extinguisher.



Midships automatic bilge pump.



EPIRB.



Fuel tank.



Water heater.



Housing batteries.



Engine battery.



Autopilot module.



Water maker.



Portable fire extinguisher.



Fwd head.



Holding tank fill indicator.



Chain plate.



Compression post.

The services rendered herein and the report rendered herewith are done with the distinct understanding that the undersigned is not responsible or liable under any circumstances whatsoever for any error, omission, negligence, or failure to properly perform the requested services and that all matters and statements contained in this report are of opinion only. They are not to be construed as representations, warranties, or guarantees. No statement made herein, or with services performed hereunder, or work done in connection herewith shall be the basis for any claim, demand, or action against the undersigned. If the work performed is deficient in any material respect, the surveyor shall correct his report or refund the fee paid. In no event shall he be liable for incidental and consequential damages, or damages exceeding the fee actually received for the work.



Ing. Roger Reyes.
International Marine Experts (IME)