Survey Report for Aravinda de Silva
“Casablanca”
1990 Com-Pac Yachts 27ft
Andrews Marine Surveying
File # 03222
9/30/2020

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Marine Survey Report

File #: 03222 Date of Report: 9-30-2020 Date of Survey: 9-24-2020

Survey Requested By: Aravinda de Silva 919/259-5882

Survey Location: Capt. Sams' Boatyard in Washington, NC

Afloat or Ashore: Both Survey Purpose: Insurance Coverage

Owner of Vessel: reportedly Aravinda de Silva

Vessel Name: "Casablanca" Hailing Port: Washington, NC

HIN Number: ABV00122G990 Vessel Document Number: NC 6467-EA

Builder: Com-Pac Yachts

Place of Construction: Clearwater, FL Completion Year: 1990

Length: 29.5 ft Beam: 9.5 ft Depth: est. 5.0 ft Draft: 3.5 ft

Gross Tonnage: Not Known Net Tonnage: Not Known Weight: est. 6,000 lbs.

Sail Type: Sloop Hull Configuration: Fin w/ Rudder Vessel Use: Recreational

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Vessel Description: The vessel is fiberglass, sailing sloop type vessel. The vessel is constructed of fiberglass with a fiberglass cabin. The cabin contains a single stateroom, single head with shower, galley and salon. There is a single Universal diesel engine with attached Hurth transmission for propulsion. The vessel is equipped with navigation electronics, aluminum bimini top and complete set of sails.

Waters to be Navigated: The vessel has been operating in the rivers of eastern North Carolina since it was purchased. It is designed to operate in the inshore and nearshore waters by the builder. The future operational waters are to be the same. The vessel can operate year-round in the North Carolina area waters, if desired.

Vessel Docking Arraignments: The vessel was inspected while hauled at the Capt. Sam's Boatyard facility in Washington, NC. The future docking location is reported to be in a private marina in Washington, NC. The location will have ample water depth for this vessel to operate and be sheltered from open water. There will be pilings and docks ample to support this size vessel.

Vessel Operating Condition: The vessel can be operated at most times of the day. There are navigation lights and fair electronics for night operation if desired. The vessel can be operated by a single person, but should have several people onboard while operating. The vessel appears to have been operated in the past at all times of the year with no problems.

Vessel Condition: The vessel is constructed of fiberglass and has had good maintenance performed since constructed. The hull and structure of the vessel are in good condition with no major issues noted. The engine is in good condition on the exterior and appears to have had proper maintenance performed. There were some minor mechanical and systematical issues noted but all issues can be repaired with no lasting effects. The paint on the vessel was in fair overall condition but can be polished to improve its condition. The interior was clean and organized with all items neatly stowed. Overall, the vessel is in good condition for its age.

Experience of Operator: Mr. Aravinda de Silva is the reported owner and operator of the vessel. I am unaware of his prior experience or ability to operate the vessel. He should have a good knowledge of the vessel and its systems before operation.

Survey Outline:

The vessel was surveyed at the Capt. Sam's Boatyard in Washington, NC on September 24, 2020. I was asked to survey the vessel for the purpose of obtaining condition and value of the vessel for possible insurance coverage. The vessel was inspected while hauled at the facility. The reported owner and survey requestor, Aravinda de Silva, was present for this inspection. All systems were inspected and some tested for operation. The cabin, topsides, engine compartment, rigging, storage compartments, helm and accessible bilge were inspected. The vessel was not sea trialed for this inspection nor was the engine inspected by a qualified mechanic. All of the findings are listed in the survey. Photos of the vessel were taken of the vessel and are included in this report.

This vessel has been surveyed using the standards of the United States Coast Guard (USCG), American Boat & Yacht Council (ABYC), and the National Fire Protection Association (NFPA). These standards & practices have been used as guidelines for surveying vessels for some time and are respected by this surveyor. Additional information received by product manufactures has also been used in preparing this survey. All information used from these references is believed to be correct and Andrews Marine Surveying assumes no responsibility for any errors due to their use.

The valuation of the vessel in this survey has been prepared by using numerous references. Among them, but not limited to, are the guidelines listed by the Power Boat Guide, ABOS Marine Blue Book, NADA Guidelines, numerous brokerage listings and local knowledge. These references are considered to be a good practice in accurately determining the valuation of any vessel, but the final value is to be considered the opinion of this surveyor.

Definition of Terms & Conditions:

Excellent: This description is for new or like new vessels or systems in pristine condition.

Good: This description is for like new vessels or systems with only slight problems or cosmetic blemishes. Most problems can be easily repaired or resolved.

Fair: This description is for vessels or systems in average condition with normal maintenance. These vessels may be older with minor problems, outdated systems but operational and in need of cosmetic rejuvenation.

Poor: This description is for vessels or systems that have had little to no maintenance, damaged, systems not functioning, structural problems and major repairs necessary.

Hull & Structure Composition:

Hull Construction Method: Molded fiberglass with linier stringers and structural bulkheads

Hull Materials: The hull is constructed of solid fiberglass with coring material likely used in the hull sides, transom and stringers.

Cabin Materials: The cabin is constructed of fiberglass with coring materials used.

Frame Description: The vessel does not have true frames. There are fiberglass supports throughout the hull. They are not set on centers and are not consistent throughout the hull. Extra layers of fiberglass are placed throughout the hull for added strength.

Bulkhead Materials: Fiberglass w/ Coring Number of: 4

Bulkhead Securing Method: Fiberglass Tabbing

Hull/Deck Joint: This joint is secured with stainless-steel fasteners and adhesive.

Hull & Bottom Fasteners: Fiberglass Tabbing

Deck Materials: Exterior: Fiberglass w/ Coring Interior: Fiberglass w/ Coring

Bilge Condition: The bilges of the vessel are finished with gloss gray paint with limited flaking or peeling noted. Limber holes and adequate drainage are present. There was limited moisture related issues noted.

Hull Testing Methods: Normal hull testing involves rhythmically sounding (tapping), Tramex moisture meter and visual inspection are used to test vessels.

Moisture Meter Readings: The vessel was not tested with the meter for this inspection. No visible evidence of moisture related problems was noted.

Rhythmical Soundings: The hull exterior, topside decks and cabin were sounded. No major problems were found on any surfaces tested. All surfaces are solid and no voids were detected. No soft spots were noted in the decks. The deck supports were found to be adequate with ample support for all of the decks.

Hull & Structure Condition: The hull and its construction appear to be in good condition. The hull and cabin appeared to have no structural problems as viewed from all accessible locations. All tabbing and supports appear to be firmly in place with no cracking or other related issues. The vessel has had very good maintenance performed and it kept the vessel in good condition.

Paint & Finishes:

Hull Paint Type: Gel-Coat Paint Color: Cream Age: est. Original

Structure Paint Type: Gel-Coat Paint Color: White Age: est. Original

Deck Paint Type: Gel-Coat Paint Color: Cream Age: est. Original

Bottom Paint Type: Anti-Fouling Paint Color: Red Age: est. 2 years

Overall Paint Condition: The painted finish on the hull is in fair condition. The hull has a fair shine and luster with limited scratches and dings noted. The cabin and topside deck surfaces are in fair condition as well. These surfaces have a fair shine and luster with some cracking and dings noted. The anti-foulant paint on the hull bottom is in fair condition with some areas flaking. There were a couple small blisters noted.

Date of Last Haul Out: 9/24/2020 Location: Capt. Sam's Boatyard in Washington, NC

Purpose of Haul Out: Survey Inspection

Overall Appearance of Vessel: The vessel has a good overall appearance. The exterior of the vessel is clean and the paint is in fair condition. The interior of the vessel is clean and organized with all items neatly stowed. The furnishings on the vessel are in good condition and of good quality.

HIN Number Tracing:

The hull identification number (HIN) was engraved on the vessel. The location of this number is in the upper, starboard corner of the transom. This number is required by the USCG on all vessels under 65-foot. A photo of the HIN was taken and is included in this report.

Safety Equipment:

Life Jackets: # of Adult: est. 2 – Type III # of Child: None

Throwable Devices: Type IV Life Sling Sound Devices: Horn

EPIRB: None Found Expiration Date: N/A Type: N/A

Visual Distress Signals Type: Aerial # of: 5 Expiration Date: 6/2022

Navigation Lighting: Red/Green Bow Light & 360º/Stern White Light Status: Operational

Vapor / Smoke Detectors: Yes Type: CO & Smoke # of each: 1 Status: Good

Life Rafts: None Found Type: N/A Certification Date: N/A

Other Survival Equipment: First Aid Kit

Does Vessel Comply with USCG Minimum Requirements: Yes

Safety Features:

Bow Railing: Yes Exterior Cabin Railings: Yes Interior Cabin Railings: Yes

Cockpit Railings: Yes Helm Railings: Yes Pulpit: Yes

Windshield Wiper: None Reboarding Means: Yes Safety Plaques: Yes

Bow Deck Egress Hatch: Yes Swim Platform: None

Other Safety Features: Non-Skid texture on decks & Deck Lights

Fire Systems:

Number of Extinguishers: 2 Type: ABC / Size I Status: Gauges show full

Engine Room System: None Type: N/A Condition: N/A

Status of System: The vessel does not have a fire suppression system installed.

Does Vessel Comply with NFPA & USCG Standards for Fire Systems: Yes

Bilge Pumps & Systems:

Number of Pumps: 1 Manufacturer: Rule Pump Discharge: Hull Side

Automatic Switches: Yes Manual Switches: Yes High Water Alarms: None

System Condition: The bilge pump on the vessel is in good condition and of good quality. The pump operated properly when tested and is of adequate size for this vessel. There is a manual bilge pump located in the cockpit.

Number of Seacocks: 4 Seacock Material: Carbon Fiber

Valve Type: ¼-turn ball Valve Manufacturer: Not Known Operational: Yes

Strainer Type: Scoops Strainer Material: Bronze

ABYC Approved Hoses: Yes Hoses Double Clamped: Yes

Below Waterline Condition: All of the viewed thru hulls appeared to be securely mounted to the hull bottom. The viewed thru hull valves and attached hoses were in good condition. The tested valves operated properly and all viewed connections were retained by two hose clamps.

Sanitation System:

Number of Toilets: 1 Toilet Manufacture: est. Raritan Type: Manual

Number of Tanks: 1 Tank Material: Polyethylene Total Capacity: est. 10 gal.

System Macerator Pump: None Voltage: N/A "Y" Valve Operational: Yes

System Configuration: All waste from the toilet flows directed by a Y-valve into the holding tank or overboard. The holding tank can be emptied through a topside deck plate.

System Condition: The toilet nor the pump out system were tested for this inspection. All components appeared to be in good condition with no major issues noted.

Sump System: The vessel does not have a sump system installed. The gray water from the shower flows into the bilge and is pumped overboard by the bilge pump.

Propulsion System:

Engine Manufacture: Universal Number of Engines: 1

Engine Model #: M2-12 Engine Serial #: 120186

Year: est. 1990 Horsepower: est. 11 Engine Hours: 982

Engine Condition: The engine appears to have been installed in the vessel when it was constructed. The engine is in good condition on the exterior and appears to have had good maintenance performed. The unit was not operated for this inspection. The hours are reported from the hour meter at the helm.

Transmission Manufacture: Hurth Number of: 1

Transmission Model: Not Known Transmission Serial #: est. 800787B

Year: est. 1990 Ratio: est. 1.75 to 1 Transmission Hours: est. Same as Engine

Transmission Condition: The transmission appears to have been installed in the vessel along with the engine. The unit was in good condition on the exterior and is firmly attached to the engine.

Engine Bedding Construction: Aluminum cushion mounts are secured to the wooden stringers with stainless-steel bolts.

Engine Cooling System: Raw water-cooled heat exchanger

Engine Exhaust Configuration: The dry exhaust exits the exhaust manifold and mixes with water in the riser. All of the wet exhaust is combined in steel and fiberglass tubing, runs through a fiberglass muffler. The exhaust is discharged through the stern. High-heat hoses connect the tubing.

Engine Control Type: Cable Control Manufacture: Edson Number of Stations: 1

Engine Alarms: Yes Type: Audible & Visual Gauge Type: Electric

Flame Arrester: Not Required Compartment Ventilation: Topside Vents w/ Blowers

Oil Analysis: Oil samples were not requested for this survey.

Engine Reports: A detailed engine inspection was not performed for this survey.

Sea Trial Report: The vessel was not sea trialed for this inspection.

Running Gear:

Prop Size: est. 14 inch # of Blades: 2 Material: Bronze

Shaft Size: est. 1-inch Material: Stainless-Steel Length: est. 6-foot

Shaft Log: Dripless Packing Gland Shape of Strut: Stern Bearing Material: FRP

Shaft Tubes: None Tube Material: N/A Cutlass Bearing: Rubber in bronze

Rudder Ports: Bronze Packing Gland # of Rudders: 1 Material: Fiberglass

Steering Type: Rack & Pinion Manufacturer: Edson # of Stations: 1

Fuel System:

Fuel Type: Diesel Tank Material: Aluminum Total Gallons: 13 # of: 1

Location: Under Cockpit Deck Shape: Rectangular Vent Location: Overboard

Installation: Installed on stringers with wooden shelf Condition: Good

Fuel Line Type: A-1 Rubber Condition: Good Filter Type: Canister # of: 1

Filter Location: Engine Compart. Fuel Shut-off Valve: ¼-turn ball Location: Tank

Does Vessel Comply with NFPA & USCG Standards for Fuel Systems: Yes

Freshwater System:

Number of Tanks: 1 Water Tank Material: Polyethylene Total Capacity: est. 50

Water Tank Location: Under Fwd. Berth Shape: Rectangular Dockside Connection: Yes

Water Pump Manufacture: Flo Jet Size of Pump: 3.5 gpm Voltage: 120 VDC

Water Heater Manufacture: Whale Number of Gallons: 6 Voltage: 120 VAC

Water Filter Type: Cartridge

System Condition: The water system appears to be in good operable condition. It is more than adequate for this vessel.

Electrical Systems (VAC):

Type of Shore Power: 30A / 120 VAC Number of Connections: 1

Location: Hull Side Manufacture: Hubbell Phone &/or TV: None

Number of Cables: None Viewed Cable Condition: N/A

Type of 120/240 Volt Wiring: Various voltages and gauges of thermoplastic boat cable

Wiring Condition: Where visible, all wiring appears good. It is properly bundled and securely mounted to the vessel. Where possible, it is hidden behind walls and cabinets.

Vessel Fitted with GFIC Receptacles: Yes Number of: 1 Operational: Fully

VAC System Distribution: There is a breaker panel located in the salon of the vessel. All VAC systems are controlled through this panel and all breaker are labeled. The panel has an indicator light and reversed polarity indicator light.

Circuit Protection: There is a 30-amp main breaker present in the panel. This is compliant with ABYC standards as the panel is within ten feet of the panel.

Type of Breakers: Magnetic Number of: 4

Monitoring System: None

Does Vessel Comply with ABYC Standards for VAC Electrical Systems: Yes

Auxiliary Electrical Generator:

Number of Generators: None Manufacture: N/A Number of KW: N/A

Model #: N/A Serial #: N/A Hours: N/A

Year: N/A Sound Shield: N/A Remote Start & Stop: N/A

Mounting Description: N/A

Generator Condition: The vessel does not have an auxiliary generator.

Electrical Systems (VDC):

Battery Type: est. 27M Manufacturer: Not Known Number of: 2

Battery Age: est. 2018 Battery Location: Galley

Battery Stowage Method: Plastic Boxes Ventilation: Vented Lids

Battery Switch Manufacture: Not Known Number of Switches: 1

Circuit Protection: There are inline fuses for protection of the smaller systems. An overall interrupter was not found in the system. This interrupter is required by ABYC standards as the panel does not have a main breaker installed.

VDC System Distribution: There is a breaker panel located in the salon of the vessel. Most DC systems are controlled through this panel and all breakers are labeled.

Type of Breakers: Magnetic Number of: 8 total

Monitoring System: There is a volt meter located at the helm.

Battery Charging: Engine mounted alternator & Newmar Battery Charger

Vessel Grounding System:

Bonding Materials: Plastic Coated Copper Cable

Bonding Description: The vessel has connections on all thru hulls, engine and other related systems. These systems were connected to the running gear for grounding. The fuel tank nor the fuel fill deck plate were connected to the system.

Bonding Condition: The bonding system is in good condition. All viewed connections were made with terminal ends with limited corrosion noted. The system was not tested for continuity.

Cathodic Protection Description: The vessel has a zinc anode installed on the shaft.

Condition of Zincs: The zinc anode was in fair condition at the time of inspection.

Lightning Protection System: None

Electronics & Navigation Equipment:
1) GPS/Plotter/Sounder - Garmin - GPSmap 741xs
2) Depth - Raytheon - ST60
3) Speed - Raytheon - ST60
4) Wind - Tacktick - MN100
5) Compass - Ritchie - 6-inch

Interior Furnishings & Additional Systems:
1) Aluminum Bimini Frame
2) Canvas Shade Top w/ Curtains
3) Insulated Refrigerator Box
4) Kenyon Surface Range
5) Kenwood Stereo
6) Icom VHF Radio (IC-M56)
7) Fold-up Dinette Table
8) Cockpit Shower

Rigging:
1) est. 25-foot Aluminum Mast
2) est. 12foot Aluminum Boom
3) Stainless-Steel Chain Plates & Cable Stays
4) Complete Set of Sails
5) Sail Cover
6) Lewmar Winches (4)
7) Furler
8) Traveler
9) Steering Station w/ Stainless-Steel Hand Rails

Ground Tackle:
1) Delta Anchor
2) Anchor Chain
3) Anchor Rode
4) Anchor Rode Locker

Deck Hardware:
1) 4 – 10-inch Bronze Cleats
2) 2 – 10-inch Stainless Steel Cleats

Tenders:
None

Surveyor's Recommendations:

1) The VDC supply cable for the electrical panel will need to have an interrupter installed to comply with ABYC standards. The standard requires that an interrupter be installed since the panel does not have a main breaker. A fuse or breaker will need to be installed close to the battery source to comply.

2) The engine exhaust has a high-heat wrap installed from the manifold to an elbow. However, the wet exhaust does not enter the exhaust hose until after the elbow. The section between the existing wrap and the wet exhaust inlet will need to be wrapped.

3) The fuel fill hoses have only a single clamp to retain the hoses. ABYC standards require that all fuel fill hoses retained by clamps have two (2) clamps to retain them. An additional clamp will need to be installed on all hoses connections to comply.

4) The fuel tank nor the fuel fill deck plate are bonded as required by ABYC standards. The standard requires that all of the metal components of the fuel system be properly bonded to ensure proper grounding of the tank. These items will need to be connected to the system.

5) The wire for the water heat does not have any chaff protection where it goes into the heater housing. A chaff guard will need to be installed on the metal around the wire to prevent the wire from becoming chaffed.

6) The bottom paint on the hull bottom is starting to flake in some places. Recoating of the hull bottom is recommended in the near future.

7) There was some stress cracking noted on the topsides. It does not appear to be structural at this time. The cracks should be sealed to prevent moisture related issues from arising in the future.

8) The vessel has a carbon monoxide and smoke detectors present in the stateroom. However, they are not mounted. The smoke detector should be mounted as high as possible in the cabin and the carbon monoxide detector as low as possible.

9) The drain for the head sink is not connected. Repair is needed.

Appraisal & Valuation:

After surveying this vessel, I have come to these figures. I have compared like vessels, the current markets and the availability of these vessels and feel that they are accurate figures. I have taken into consideration that this vessel's fiberglass hull construction is in good condition with no major issues noted. The vessel has had good maintenance performed in the past. Due to the economic upturn, values for all vessels have increased or maintained which has created imbalances in some of the market and actual cash values. There are a few similar models of this vessel available for comparisons, which allows for more accurate valuations. At this time, I feel that the current condition makes the below listed figures in line with the boating markets in this area, for this type of vessel in its current condition. The values listed in this report are reflective of US currencies. Should there be any questions concerning this vessel or its subsequent survey, please feel free to contact me.

Original Cost: Not Known

Actual Cash Value: $23,500.00 to $25,000.00

Current Market Value: $27,000.00 to $29,000.00

New Replacement Value: est. $250,000.00 to $275,000.00

Surveyors for Andrews Marine

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