

VESSEL: 2005 35' gasoline engine Motor Yacht

* The following is the list of Deficiencies, (not listed in priority order), that require correction.

1-- weak air flow from the fwd cabin's air conditioner; control panel set @ any & max fan speed. (strong air flow at the head's AC vent).

2-- the 4 DC switches, at helm panel, labeled "ACCY" need to be labeled as per the circuit / equipment item that each serves. (ABYC std. 11.5.1.3.3 Marking of Electrical Controls - All manually activated or resettable switches and controls shall be marked to indicate their function.)

3-- navigation lights: A) aft facing white bulb (stern running & anchor lights) did not power on. B) red running light had to be mallet tapped to illuminate and bulb flickered off- on - off.

4-- "T" fitting w/ 2- hose connections (one serves raw water flow for prop shaft log's raw water injection) on stbd. engine's inboard riser shows white / green corrosion / sea water leak(?) stains. Remove & inspect fitting & hose for leaks / deterioration.



7-- steering system rudders steel tie-bar shows excessive rust. Remove rust; inspect bar for deterioration; apply protective coating &/or repair / replace bar as needed.

9-- portable fire extinguishers not sighted (at time of survey) onboard.

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5-- stbd. propeller dripless stuffing box (by PSS) ss. rotor shows salt deposits & pitting (from previous sea water leak?). Inspect and verify assemblies condition; service as needed.



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6-- macerator outlet: A) seacock (bronze ball; fwd. of port engine) is stiff / could not be closed.
B) outflow hose is kinked & soft @ seacock connection.

8-- gen-set (Kohler 7.3 w/ 371 hours): A) engine drip pan shows significant rust (cause undetermined).
B) engine overheating situation: eng. tem gauge (on salon control panel) @ 200 - 225f after 10 minutes of operation.

C) the engine's rpm, when the AC electric load was reduced, significantly increased (as indicated by speed-up engine sound).

D) on gen-set 120v main breaker tripped off once (at which time unit was at apx 70% of max load; (i.e. not all 120v systems on). Needs to be tested by qualified mechanic; service / repaired as needed.)

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Additional Remarks:

Batteries & Battery Charge:

A) the battery installed fwd. of stbd. engine is an Odyssey brand AGM type.

B) the 6 other batteries installed in this boat are "lead-acid / wet cell type.

C) a review of various guides regarding marine battery types and installations indicates that it is not recommend to mix battery types as the have different discharge rates and re-charging requirements and that AGM batteries are heat sensitive and should not be installed in the engine space. (see Note I & ii)

D) Only one battery charger (Xntrex True Charge 40+) was sighted installed in this vessel and its on unit LED status indicator showed charger out-put is set for AGM batteries (yet the vessel is rigged with 6 lead-acid batteries. (see photo p 3)

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(Note i) West Marine battery Guide

“No matter what kind of battery chemistry you choose, follow these recommendations to get the best performance:

- *Stay with one battery chemistry (flooded, gel or AGM) Each battery type requires specific charging voltages.
- *Mixing battery types can result in under- or over-charging. This may mean replacing all batteries on board at the same time.
- *Never mix old batteries with new ones in the same bank. While it seems like this would increase your overall capacity, old batteries tend to pull down the new ones to their deteriorated level.
- *Regulate charge voltages based on battery temperature and acceptance (manually or with sensing) to maximize battery life and reduce charge time. Ensure that your charging system is capable of delivering sufficient amperage to charge battery banks efficiently. This generally means an alternator with 25% to 40% as many amperes as the capacity of your entire battery bank.
- *Keep batteries clean, cool and dry.”

(Note ii) On Line Marine Battery Supplier advisor.

“AGM and other sealed batteries do not like heat and should be installed away from the engine compartment. Manufacturers recommend halting charge if the battery core reaches 49°C (120°F).”

-End of Notes-

Submitted in good faith and without prejudice,

Frank Abbey (x-xx-2016)

**FRANK T. ABBEY // Member A.C.M.S // Certified Marine Surveyor; ACMS Certificate# 0181
Conditions of Report Acceptance**

This survey was prepared for the benefit of the named client; to determine the vessel’s condition and approximate market value. The survey was conducted utilizing methods of non-destructive testing; and is based upon a visual inspection of the vessel; i.e. without removing panels, joinery etc., or disassembling / removing any machinery, to expose parts normally concealed. The survey is not rendered as a warranty, but an opinion of the above signed surveyor as to the condition of the vessel and equipment ONLY on the survey date. The Surveyor does not warrant or guarantee the performance, stability or characteristics of the vessel or its machinery and accordingly shall suffer no liability for errors or omissions or for not being able to properly evaluate parts. Our liability for any loss or damage arising out of this inspection and report, shall be limited to the fee paid for the services rendered herein. No reference in the report should be construed to indicate compliance of any equipment with manufacture’s specifications. Recommendations (which are not meant to imply that All Deficiencies have been identified) are based upon standards set forth by the American Boat and Yacht Council and United States Coast Guard; in addition some comments may be based on the general experience of the Surveyor. The request and / or use of the survey shall constitute agreement of the Preface and above Conditions.

****NOTE: Ultimate responsibility for, the vessel’s Safe operation & maintenance and Safety of the crew & passengers, lies with the Owner and Master.****

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