



ACCREDITED MARINE SURVEYORS LLC



"America's Most Respected Name In Yacht & Ship Inspections"

30 YEAR MEMBER: NATIONAL ASSOCIATION OF MARINE SURVEYORS (NAMS) 1985-2015

50 WATER STREET NORWALK, CT 06854

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(Visual inspection only. NO operational testing rendered: Not to be used as a prepurchase survey .This Surveyors report is the intellectual property of Accredited Marine Surveyors llc and may be used by the below client only with their express permission.

NAME OF VESSEL: NETTIE **HAILING PORT:** NY9420 GK **SURVEY:** 10/10/23
H.I.N.: CUSTOM BUILT WOODEN VESSEL **OFF#:** NY 9420 GK
YEAR/BUILDER: 1997 FRENCH AND WEBB **MODEL:** FENWICK WILLIAMS 24' DOUBLE ENDER
OUR FILE#: IND CONS 23059 -CT **POLICY#:** NOT ADVISED
REPL.COST: \$420,000.00 **F.M.V.:** \$ 65,000.00

Valuation of this vessel is based on analysis of all sources of information leading to application of comparables values derived form publications, online resources, Trade & other publications, marine professionals, including brokers, builders, surveyors and financial and insurance institutions

APPROVED FOR INSURANCE? Yes: pending 20 GK compliance with recommendations on page 3.

ABYC / NFPA / USCG / COMPLIANCE? Yes: see page 3

Submitted Without Prejudice,

James M. Dias
MANAGING PARTNER

Accredited Marine Surveyors LLC





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Capt. Pierre Kfoury
35 W 90th Street, Apt 3-A, New York City, NY 10024
New York, NY. 10024

<mailto: Pierre.J.Kfoury@gmail.com>

REQUESTED BY: Capt. Kfoury
DATE OF REQUEST: 10/1/23
LOCATION OF VESSEL: New Hamburg , NY.
TYPE OF SURVEY: Condition and Valuation for possible donation
USE OF VESSEL: Pleasure
NAVIGATIONAL LIMITS: Coastal
HAULED: No : Vessel afloat at time of inspection.

THIS IS TO CERTIFY THAT the undersigned surveyor James M. Dias, C.M.S., did attend Static Condition and Valuation survey to the above captioned vessel.

Survey was attended to the vessel with the express understanding that survey was undertaken to determine general construction quality, present value

Full engine and systems trials and all systems can be carried out at the discretion of the client.

Survey was made to the vessel with the express understanding that the terms and conditions of survey are set forth as per below.

Subject to the following and foregoing limitations, the undersigned surveyor submits this document without prejudice:

- a. No system aboard the vessel was tested, except as noted in the following document.
- b. No inspection was rendered aloft on the vessel.
- c. No removals whatsoever were made of either stored gear or hardware.
- d. No disassembly undertaken, no destructive testing rendered, and no removal of joinery or panels was made by the surveyor.
- e. No opening of tankage, no inspection of coffer dams or void spaces was attended, and areas which were inaccessible to the surveyor received no inspection.
- f. No gland disassemblies were made, and no shafting was withdrawn.
- g. Equipment obscuring visual inspections of portions of the vessel's machinery and construction were not dismantled, and will not have commentary rendered on them.
- h. Recommendations relative to classification societies, U.S. Coast Guard sub chapter T recommendations, or offshore councils, are not addressed herein.
- i. The following report is considered an opinion of the attending surveyor on the date of survey only, and is no way to be construed as a warrantee or guarantee of the ships systems, equipment, operational qualifications, or suitability to use outside of design parameters or present condition. As it is not possible to determine the likelihood of failures of systems or structure in the future, commentary cannot be rendered on the potential for latent defect.

COMMENTS: The surveyed vessel was found to be in generally good condition. She is recommended for use as a recreational watercraft in coastal waters.

PARTICULARS

L.O.A. / L.W.L.: 24' / 21' **BEAM:** 8' **DRAFT:** 4' **DISP.** 10,000 lb



POWER: Single Yanmar 2GM20F 2 cyl. Naturally aspirated diesel

FUEL CAP. /MAT.L: 10 USG Alum **WATER CAP. /MAT.L:** 3G poly. **HOLD CAP:** 3 USG

SCANTLINGS:

GENERAL APPEARANCE: Very good overall well maintained in general consistent work evident

HULL CONSTRUCTION: Traditional carvel plank on frame. 7/8" Cedar over 1 3/4 x 1 3/8" steam bent oak frames on 9" centers.

CLAMP : fir 1. x 2.5"

SHELF as clamp: fir

CARLINS: 7/8" x 2 1/2 " oak :

BEAMS: 1 3/8" x 1" oak:

DECK: Laminated Marine ply with 2 layers of FRP/ Dynel over. :

CABIN: 1" mahogany / FRP coach roof. Dynel Over

COCKPIT : 1" Teak



QUALIFICATIONS AS APPRAISER:

I am the President of International Yacht Research and Associates, Division of Accredited Marine Group, a marine consulting firm that has been in continuous operation since 1985. Most, but not all, of our work is related to maritime operational technical and financial matters for a wide variety of clients including Owners, underwriters, shipyards and repairers, attorneys, government agencies, financial institutions and equipment suppliers.

I have been inspecting and valuing yachts for over thirty years. Formerly a member of the American Society of appraisers, The National Association of Marine Surveyors and the Society of Accredited Marine Surveyors. My practice of marine surveying has been almost exclusively in yachts to 200 feet LOA and I have been used as an expert witness in investigations and valuations of yachts and commercial working craft within this size range during this 38 years. My practice has taken me worldwide in its execution.

Appraisals of real property are undertaken using various methodologies as recognized by the American Appraisals Standards Board Uniform Standards Of Professional Appraisals Practice of the Appraisals Foundation. (USPAP) as stated above using recognized approaches of valuation.

STATEMENT OF SURVEY AND VALUATION:

Upon completion of survey, the attending surveyor finds the vessel to be in nearly new condition at present and requiring no systems, structural or internal upgrading from the standpoint of wear. Her joinery and domestic system installations appear as new. The vessel is considered to have a fair market

value at present in the vicinity of \$ 65,000.00.

Fair market value being defined as the price at which the vessel would be sold to a willing buyer by a willing seller when neither is under any compulsion to buy or sell and both having reasonable knowledge of all relevant facts.

Research into her value was undertaken using analysis of all vessels in her size range listed for sale or sold recently, with analysis of comparable conditions and equipment. Adjustments in valuation are made using allowances for repair work needed, condition of machinery and maintenance items as noted in the recommendations.

RECOMMENDATIONS:

Upon completion of survey the attending surveyor renders the following recommendations and findings which are relative to the upgrading of the yacht to appropriate standards for a vessel of this type and construction. This caption is the only location where recommendations will be found. The following captions relate to the findings of the surveyor only and may refer the reader to this caption when recommendations are appropriate.

Always inspect vessel for its ability to remain afloat after launch and during use.

The vessel is built as a production fiberglass yacht of unclassified type.

No CFR 146 sub-chapter T recommendations will be forthcoming as the vessel is intended for private use.

No commentary will be rendered with regards to ABS, Bureau Veritas or Lloyds, Standards as classification survey was not undertaken.

1. Comply with all surveyors recommendations below.
2. Watch over shaftlog at horn timber: Weeping.
3. Exhaust hose getting dry: Monitor.
4. Maintain full USCG equipment inventory aboard at all times, Keep extinguishers and CO monitor up to date.
5. Check all through hull penetrations for water tightness at each launch. Take a turn on all hose clamps and replace any that spin or bind or show signs of corrosion. Replace any hoses that show signs of dryness or failure.
6. Change all filters, fluids, zincs and Lubes . Monitor levels of all fluids on a consistent basis.
7. Ease all through hull valves and lube any that bind on a consistent basis.
8. Install oil zorbs in bilges, check for oil discharge and correct if noted
9. Check communications and navigation lighting at each outing.
10. Commission and seatrial all machinery.

GENERAL APPEARANCE: Generally good overall, for its type in excellent condition. There is some normal attention needed; Cosmetic's well maintained in general .

HULL CONSTRUCTION: Carvel Planked wooden vessel



HULL TO DECK JOINT: Through bolted clamp and shelf.

UNDERWATER HULL/MACHINERY (ABYC H-27.4,27.5)

Inspection of the vessel's underwater hull and machinery was not undertaken in the course of survey. As the vessel was afloat. A full inspection of underwater hull penetrations was made from the inside of the hull. This includes through hull valves, Backing plates for struts , rudder and prop shaft glands.

Close inspection of underwater through hull penetrations and hardware such as depth sounders and underwater gear through bolting was also made to determine attachment to hull and bedding .



Propeller Shafts in straight shaft installations are inspected for impact damage , stress corrosion , targeting , Scantlings ,stress and galvanic corrosion.

Where deficiencies are found recommendations will be noted in the recommendations caption.

Soft components in connection with the exhaust hose and shift cable installations are inspected as able. Any corrosion problems anywhere are particularly noted and where able, sources determined.

As per above , very close attention is paid to all through hull internal portions , their hull penetrations, hose unions and sea valves. In

addition the backing blocks and bolts for underwater hard ware is inspected for water tight integrity. Keel bolts, where installed can all contribute water to a bilge and are inspected as well if able to be accessed.

After a thorough inspection of the underwater hull, the surveyor finds as follows:

HULL PLANKING: Good , fair laid and secure

FASTNERS: Bronze : No signs of electrolysis or galvanic corrosion

PLANKLAY: Fair through out a. all secure to frames and butt blocks in good condition

GARBOARDS: Good: No weeping and secure in rabbet.

KEEL & TIMBERS: White oak. In excellent condition.

SHAFTING: Good 1.0" Bronze

STRUTS: None

CUTLASS BEARINGS: Good per owner.

PROPS: Bronze 2 blade : good per owner



PROP PROTECTION: Keel

RUDDER & PORT: bronze gudgeons and pintles on outboard hung rudder, secure

BALLAST KEEL: Secure external lead: Good from internal inspection.

THRUHULLS: Bronze below water line/Seure : No weeping

COOLING INTAKE CLEAR? Yes

WOOD SICKNESS: None noted

ELECTROLYSIS: None Noted

ZINCS: Replace as needed

IRON SICKNESS: None noted

FASTENERS: # 12 screws or #10 bronze

ELECTROLYSIS: None Noted

OUT BOARD & FITTINGS: None



Cushions : Good

SWIMLADDER: Yes,

STANCHIONS AND BASES: None

LIFE LINES: None.

OTHER DECK GEAR: Misc. line handlers, blocks and fair leads: All inspected and all good aside from normal age related issues.

SAILING VESSELS

Close inspection of all structural bulkheading indicates the vessel's construction uses its athwartship structural plywood bulkheading as athwartship stiffening members, and its longitudinal plywood bulkheading , as longitudinal structural



WINCHES: None:

ROLLER FURLING: Hanked on traditional sail.

STANDING RIGGING: 7 x 19 Wire to Norseman fittings to turnbuckles : Good , No inspection aloft undertaken

RUNNING RIGGING: Dacron : Good

DECK ARRANGEMENTS:

DECK/CABIN/COCKPIT CONSTRUCTION: laid ply sheathed in Dynel with teak cockpit. All on white oak beams . All secure with low moisture and no soft wood.

DECK/HARDWARE/CLEATS/LADDER RAILS: Bronze of adequate scantling. All secure & well bed. No evidence of failures but these components need watching over to keep water tight.

GROUND TACKLE: Yachtsman / Fisherman on cats at whisker stay with 20' chain and 100' rode.(estimated: Not flaked) Danforth spare below deck.

WINDLASS: None

CANVAS: Sail Covers: Good Covers: Good



members. The distribution of longitudinal and athwartship loads was found to be well born by the bulkheads, The vessel does not have collision bulkheading per se, and as a result, no commentary will be rendered.

Chain plates attach to oak timbers.

RIG: Gaff rigged cutter

MASTSTEP: Keel: Secure

CHAIN PLATES: Bronze : Secure to structural components in hull.

SPARS / SPREADERS: Sitka spruce w/ parrels and bands. Served wire to mast cheeks. Gaff top and boom . all in excellent condition. Spar is in column .

SPINNAKER GEAR: No inspection

HYDRAULICS: N/A



CENTERBOARD PENANT: N/A

RIGGING LOOP: Secure,

CHAIN PLATES AND ATTACHMENTS: Secure with no significant moisture damage bulk heads seen.

STEERING: Tiller

SAILS: Main: In good condition #1 Jib: Good
Staysl: Good Owner to provide inventory .
Recommend that the sails be brought to a loft and checked yearly.

MACHINERY SPACES /ENGINE ROOM (USCG 33 CFR 183.610)

The vessel's machinery spaces are located

amidships beneath the cockpit and house the main propulsion machinery and limited access to the fuel system and control hardware for the engine. Access to the machinery spaces is gained through opening panels and lockers. Lighting was found to be minimal but acceptable. Access to the ship's wiring, plumbing and hardware in the machinery spaces was considered to be Good.

ACCESS: Good via opening engine box hatches and panels

VENTILATION: 3" ducted vents using natural air .
Ducting secure and properly led.

KEEL BOLTS : Good as able to be seen, all secure.

BLOWER: Not required

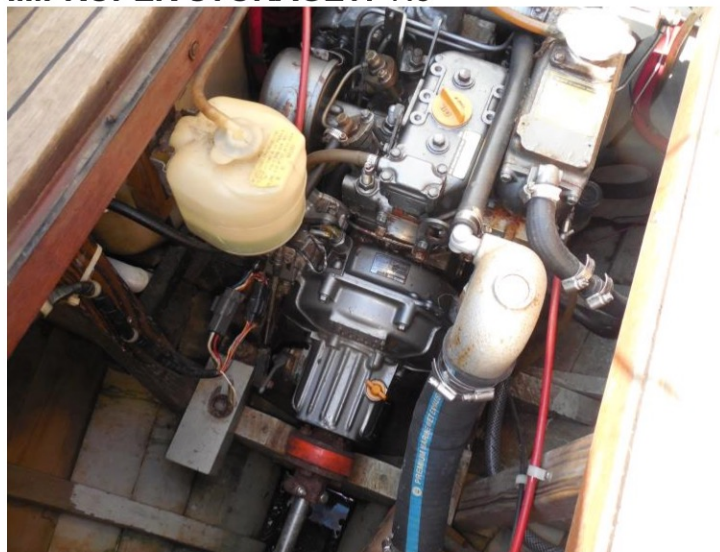
BLOWER SIGN: Not required

FUME / CO DETECTOR: No

POLLUTION SIGN: Yes: per regulations.

WIRE/EQUIPMENT SECURE?: Yes, generally well ordered Minor access difficulty common to sailboats.

IMPROPER STORAGE?: No



MACHINERY: (USCG 33 CFR 183.610) (ABYC H-27.4,27.5)

ENGINE: Single Yanmar 2GM20F 2 cyl. Naturally aspirated diesel

HOURS: Not shown

SERIAL #: Obscured

ENGINE COOLING SYSTEM: Raw water side via Sea cock to filter and pump. Fresh water side exchanger and engine circ hoses. Unions secure and hose leads good. Take turn on all hose clamps as a preventative measure.

EXHAUST DISCHARGE SYSTEM: Cast iron

manifold to riser elbow to steam hose, discharge astern via Aqualift and steam hose.

COMMENT: The engine was not run during survey. I recommend that the engine be run under load and proven, Fluid levels monitored, and general care exercised



BEDS/BULKHEADS/STRINGERS: Visually good: (No moisture test made) Monitor as vessel ages for proper alignment and or movement. Motor mounts and bolts are secure and show no signs of movement.

TURBO CHARGED?: No

HOSES/CLAMPS: Stainless : good

MANUAL BILGE PUMP ? : Yes: 500 GPH in cockpit

TYPE FUEL LINE: Approved type B1

FLAME SHEATHED: Not reqrd

FUEL FILTRATION: Fuel / water separator with engine mounted filter separator. No weeping

SHUT OFF: In line

FLAME ARRESTOR: Approved type not req.

OIL/COOLANT LEAKS: None seen: Keep an

eye on levels and top up as needed.

HI TEMP/OIL PRESSURE ALARMS: Yes:

SEAL LEAKS: None noted : Install oil zorbs beneath engine as a preventative measure.

COUPLINGS: Drive saver at engine only secure

GEAR REDUCTION: Kanzaki: Not Inspected: No evidence of rear seal leaking.

SHAFTLOGS / STUFFING BOXES: Good ; Check frequently for proper drip rate (Traditional type)

AUXILIARY GENERATOR/SERIAL#: None commissioned aboard

GENERATOR EXHAUST/COOLING: N/A

AIR CONDITIONING UNITS: No

AIR CONDITIONING PUMPS: None

BILGE ACCESS: Good via opening sole



sections small hatches.

BILGES CLEAN?: Immaculate

THRUHULL /SEACOCKS: Bronze : Good

THRUHULL HOSES: Good where able to be seen.

HOSE CLAMPS: Hose clamps should be watched over: These are maintenance items. The bands and screws corrode over time and fail.

LIMBER HOLES: Free

ELECTRIC BILGE PUMPS: 1 12VDC

MANUAL: 500 GPH

LEAKS: None

FIRE FIGHTING: (USCG 33 USC 175)

NO. & TYPE :MANUAL / AUTO: 1Manual Dry Chem.

APPROVED DISTRIBUTION: Yes
CERTIF. DATE: Not shown



DC ELECTRICAL SYSTEM : (ABYC E 10.7.1-10.7.12)

APPRVD CONTAINRS: Yes, – 1 deep cycle 12VDC
COND.CABLE/TERM/WIRING: Good where insp.
VAPOR PROOF SWITCH: Yes
FUSES/BREAKERS: Good: Fuses
ISOLATORS: No
INVERTER: No
CHARGER: No insp.

ELECTRONICS: (USCG 33 USC 159), (33 CFR 151.9)

VHF: Yes : Standard
DEPTH SOUNDER: Digital
KNOT LOG/SPEEDO: Digital in GPS

AWI / WS : None
REPEATERS: No
GPS: Standard
NAV.PLOTTER: Standard Color
RADAR: No
MAGNETIC COMPASS: Yes 4" Danforth : Good
FLUXGATE COMPASS:
AUTOPILOT: Not seen
STEREO: 12VDC Stereo
WIND VANE : No
VCR/TV: None
AIS: None
NEMA 2000: None:
OTHER: None



DOMESTIC SYSTEMS: (USCG 33 USC 159),

(33 CFR 151.9)

STOVE/OVEN: 1 burner
APPLIANCES SECURE: Yes
FUEL: Alch
REMOTE SHUT OFF: Yes in stove
GIMBALED: Yes
FLAME PROTECTION: Partial
ICE BOX: Yes
REFRIGERATION: No
MICROWAVE: No
ICE MAKER: No
PRESSURE H2O: None
WASHER/DRYER: No
MANUAL H2O: Yes
DRYER EXHAUST VENT: N/A
PRESSURE REDUC.VALVE: No
FABRICS / JOINERY CONDITION: Good





WATER HEATER/GALS: None: No test
MSD/TYPE: Manual Type III
VENTED LOOP: Yes
HOLDING/TREATMENT: Holding
MACERATOR: No operational inspection
THRU HULL VALVED: Yes
HOSES: Good
HEATER: None
OTHER:

SAFETY: (USCG 33 USC 175) Owners responsibility to keep safety gear up to date.
PFD'S: Several, No inventory
LIFERAFT: None seen
THROWABLES: 1 To be carried

EPIRB(S): None seen
FLARE KIT: Yes:
CERT.DATES: Not required
HORN/BELL: Yes
OVERBRD POLE/STROBE: Not reqrd
EXPOSURE SUIT(S): Not sighted
HARNESS(ES): Not seen
RADAR REFLECTOR: Yes
DROUGE: No

TANKAGE: (ABYC A 1.6-1.10) (NFPA 320 6-5.1-4.2) (USCG 33 USC 159)
FUEL TANK SECURED: Yes
VENTED: Yes
CLEANOUT? : No
FEED/RTRN: Top feed only
FILL LOCATION: Deck



OVERFLOW OVERBRD: Yes
FUEL SPACES/VENTILATION: Approved
BAFFLED: Not known
ALCOHOL DETERIORATION: No
BONDED & GROUNDED: Yes
WATER TANK SECURED : Yes
SECURED: Yes
BAFFLED: Partial
FILL LOCATION: Deck
CLEAN OUT PLATE: No
BLACK WATER: Yes
GRAY WATER: None

MISCELLANEOUS

HARD DINGHY: Not seen
INFLATABLE: Not seen



OUTBOARDS: No
DAVITS: No
TOOLS: Some :Good
FENDERS/BOARDS: Several

FISHING EQUIPMENT: Misc.

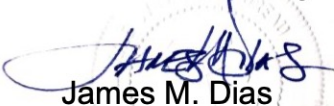
SPARE/ADDITIONAL EQUIPMENT: Miscellaneous maintenance equipment, belts and filters.

SURVEYOR'S COMMENTARY:

Upon completion of the survey, the attending surveyor finds the above vessel *NETTIE* to be suitable to her intended purpose and acceptable for Ocean Marine Insurance coverage to her fair market value pending compliance with the surveyor's recommendations.

This report is based on the opinion of the undersigned and covers items observed at the time of survey only. No warranty is given or implied by this report. No liability is assumed for errors or omissions of this report. It is agreed by all parties who make use of this report that this surveyor, these offices and its heirs are indemnified and discharged of any and all liabilities that may arise there from. This report represents the unbiased findings of this office.

Submitted Without Prejudice,


James M. Dias
MANAGING PARTNER
Accredited Marine Surveyors LLC