SICUL MARINE

Condition & Value Survey

Report on

[redacted]

1990 Hylas 44

AUTHOR

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PREPARED FOR

[redacted]

DATES

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I.1 – INTRODUCTION

I.1 This report certifies that Giuseppe Boscarello, ABYC Master Technician, RYA Yachtmaster Offshore, Ph.D., conducted a Condition and Value Survey on [redacted], a 1990 Hylas 44, hull identification number [redacted], in accordance with instructions received from [redacted].

I.2 The primary purpose of this survey was to establish the condition and fair market value of [redacted] at the time of inspection, for pre-purchase decision-making purposes. Where systems, components, or equipment were inspected or tested and found to be in an unsatisfactory condition, or where further investigation was warranted, recommendations have been issued. All recommendations are consolidated in Section 6 and are classified as follows:

PRIORITY I — Safety & Regulatory: Items required by USCG regulations or ABYC standards, or representing an immediate safety concern. Must be addressed before the vessel returns to service.

PRIORITY II — Maintenance & Standards: Items representing deferred maintenance, age-related degradation, or standards compliance. Should be addressed within one season.

PRIORITY III — Surveyor Observations: Cosmetic or non-critical items at the owner's discretion.

I.3 All references to condition in this report should be considered in relation to the age of the vessel. The vessel was built in 1990 and is 35 years old at the time of this survey.

I.4 The vessel was surveyed while on the hard on jackstands at [redacted], on [redacted], between 11:30 and 14:00. The vessel was not connected to shore power at the time of the survey.

I.5 The survey was conducted in accordance with the mandatory standards promulgated by the United States Coast Guard (USCG) under the authority of Title 33 and 46, Code of Federal Regulations (CFR), and the voluntary standards and technical information reports developed by the American Boat and Yacht Council (ABYC) and the National Fire Protection Association (NFPA).

I.6 Those present during the survey:

[redacted], Broker

Giuseppe Boscarello, Surveyor

I.7 The attending surveyor certifies that this report represents an unbiased and independent professional opinion. The surveyor has no financial interest in the vessel, the sale transaction, or any parties thereto. This report is submitted in confidence for the exclusive use of [redacted] and may not be used for any other purpose or relied upon by any other party without the prior written consent of the undersigned.

S1 - SCOPE AND PURPOSE

The survey described by the present report has been requested to Giuseppe Boscarello by [redacted]. The purpose of the survey was to establish Condition and Value on the [redacted], a 1990 Hylas 44.

The aforementioned vessel was surveyed at [redacted], on [redacted], between 11:30 and 14:00.

The boat was located on the hard on stands, with no AC power connected. Upon arrival, the HIN could not be located on the vessel directly; only a Primary Vessel Number (USCG) was found,

printed on the chartable seat. A complete match on vessel name, maker, model, and year of construction confirmed the HIN as: [redacted].

The survey did not include a sea trial. Tools used were a phenolic hammer, a Klein Tool multimeter, and a Leatherman multitool.

As requested by the customer, no moisture readings were taken during this survey. The water system was not operated as the vessel was winterized. Electric and electronic systems were tested for power-up and voltage only and were not fully operated. The vessel was checked without the removal of any parts, fittings, screws, or nails; no clothing, canvas, or spare parts were moved in any spaces such as lockers, drawers, or bilges.

Determination of stability characteristics or inherent structural integrity was not part of the purpose of this survey; therefore no opinion is expressed on these topics.

The report reflects the condition of the vessel at the moment of the survey. The unbiased opinion of the undersigned should not be considered an inventory or a warranty, nor does it have the purpose to denigrate the present vessel, owner, or any contractor that has worked on it in any capacity.

The United States Coast Guard mandatory standards and the American Boat and Yacht Council, Standards and Technical Information Reports for Small Craft, were the basic guidelines in the conduct of this survey.

VESSEL CONDITION RATING

Overall Condition: BELOW AVERAGE — The vessel requires significant maintenance, repair, and refit work to restore to fully operational condition.

ABOVE AVERAGE — Has had above average care with no obvious defects or limitations.
AVERAGE — Normal wear for age; minor defects or limitations present.
BELOW AVERAGE — Needs significant maintenance, repair, or service.
POOR — Requires major repair or rebuilding to restore to service.

S2 - GENERAL INFORMATION

— **Name of the Vessel:** [redacted]
— **Kind of Vessel:** Masthead sloop
— **Hull Identification Number (HIN):** [redacted]
— **Vessel Model:** Hylas 44
— **Year of Manufacture:** 1990
— **State Flag:** USA
— **Official Number:** [redacted]
— **Hailing Port:** Annapolis, MD
— **LOA:** 44.17 ft LWL: 34.87 ft Beam: 13.5 ft Draft: 6.9 ft
— **Displacement:** 22,320 lb Ballast: 11,020 lb
— **Simplified Gross Tonnage:** 23
— **Builder:** Queen Long Marine Co. Ltd.
— **Country of Build:** Taiwan

— **Engine:** Yanmar 4JHTE, four-cylinder turbocharged diesel
— **Engine Hours:** [redacted] at time of survey

S3 - SYSTEMS

3.1 HULL EXTERIOR

3.1.1. Material & Details of Construction

3.1.1.1. The hull is made from hand-laid reinforced fiberglass, laid in a single mold and originally finished with a white pigmented gel-coat. The shoal Scheel keel is cast lead, externally bolted to the hull.

3.1.2. General Appearance

3.1.2.1. The hull has a transom stern and spoon bow with a low cabin. A visual inspection from fore and aft confirms alignment of the bowline and keel and symmetry between the two halves of the hull. No deformities or flat areas were noted.

3.1.3. Topsides

3.1.3.1. General Description. The topsides and transom are painted navy blue with a gold sheer stripe and double blue boot stripe.

3.1.3.2. Gelcoat. The topsides were inspected visually. The original topside gel-coat has been spray painted navy blue. Scratches of varying depth, ranging from 3 inches to 1 foot, are present on both sides of the hull and transom, all showing a white layer underneath. The paint retained a good level of gloss.

3.1.3.3. Toe rails and trims. The aluminum toe rails are divided at the gates on both port and starboard sides and encompass six aluminum fairleads. The rails are in good working order, free of notable damage or deformation, and fastening to the deck appears solid. The teak trim piece on the transom is in serviceable condition and free of rot but requires cosmetic sanding and protective sealing.

3.1.4. Hull Below the Waterline

3.1.4.1. General description. Visual inspection shows that the blue bottom paint has been sanded unevenly down to the epoxy barrier and to the fiberglass, particularly around the waterline, the skeg, and the rudder.

3.1.4.2. Antifouling. According to the listing, the bottom was peeled, glassed, and epoxied in 2017; Trinidad antifouling was last applied in 2020. Inspection of the hull surface showed no sign of blistering. Where still in place, the epoxy barrier and antifouling appear well applied and bonded to the hull, with no evidence of peeling or flaking.

3.1.4.3. The entire hull was visually inspected, except where surfaces were hidden behind the nine boards of the jackstands and a portion of the port side of the keel covered by construction materials. No scratching was noted on the hull bottom.

3.1.5. Testing of Hull Surfaces

3.1.5.1. The hull showed no cracks or other signs of stress. Sounding with a phenolic hammer did not reveal any defect in the lamination.

3.1.6. Keel

3.1.6.1. The vessel has a Scheel keel with a manufacturer-declared draft of 5 feet 5 inches. The keel is a single lead casting bolted to the hull. Due to the design of the vessel and the conditions at survey, it was not possible to locate and examine all keel bolts, as they were covered by tanks and submerged in antifreeze.

3.1.6.2. The keel was inspected except for the portion resting on the boards and the forward port side covered by construction materials. The Scheel keel shows no signs of grounding. The surface is smooth with no corrosion or pitting.

3.1.6.3. The hull-to-keel joint shows no separation from the hull. There is no sign of flexing, and sounding of the laminate forward and aft of the keel does not indicate delamination. Three points on the starboard side show small pinpoints of failed compound and rust streaks, suggesting possible degradation of the bedding compound.

RECOMMENDATION R-12 (Priority II): Dropping the keel to inspect the condition of the bedding compound and keel bolts is recommended at the next available haulout.

3.1.7. Rudder & Steering

3.1.7.1. The vessel mounts a full unbalanced skeg rudder with a GRP blade built around a stainless steel stock, resting on a bronze boot. The rudder moves freely by hand. No signs of damaged fiberglass in the front part of the skeg or stress cracks between the skeg and the fiberglass were observed. The bronze boot appears serviceable, although some pink discoloration is visible between the sanded protective covering. The rudder presents no holes or streaks across the blade and no signs of impact. Sounding of the rudder was uneven in the upper part of the blade, suggesting either a specific hollow design or possible delamination.

RECOMMENDATION R-13 (Priority II): Further cleaning and inspection of the rudder boot are recommended to check for dezincification and corrosion.

3.1.7.2. The 2-1/4" diameter rudder stock was difficult to inspect as materials were left in front of the access panel in the aft cabin. Visual inspection of the stock between the blade and the bearing did not show signs of corrosion.

RECOMMENDATION R-14 (Priority II): A full inspection of the rudder quadrant, lower bearing, and accessible portions of the stock is recommended at the earliest opportunity.

3.1.7.3. A six-spoked stainless steel wheel is securely attached to an aluminum binnacle. The helm can be fully and smoothly turned from side to side. The binnacle white coating is beginning to degrade with bare metal visible in places.

3.1.7.4. The gear, chain, and steering cables inside the binnacle could not be inspected as access requires removal of the compass on top of the binnacle.

3.1.7.5. The steering cables pass through the deck via the counter plate of the binnacle, located in the engine compartment. Both screw-cap grease fittings are heavily corroded and were dry at the touch. The cables run under the floorboards and aft berth where access is obstructed by clutter. Steering cables on the Hylas 44 have a documented history of corrosion-related failure.

RECOMMENDATION R-01 (Priority I): A full inspection of the steering cables, including portions inaccessible under the aft berth, is required prior to returning the vessel to service. Replacement of the steering cables is strongly recommended.

3.1.8. Thru-Hulls

3.1.8.1. Eleven thru-hulls are visible below the waterline, all appearing to be bronze fittings with the exception of one plastic transducer mounted on a fairing block. All bronze thru-hulls are of the flush type except one midship fitting on the starboard side, which is of the clamshell type.

3.1.8.2. Five of the eleven thru-hulls could not be located at the time of the survey. This is consistent with the literature on the Hylas 44, as deck scuppers are partially hidden by structure or interior panels.

RECOMMENDATION R-02 (Priority I): A full audit of all thru-hull fittings is required prior to use. All thru-hulls must be identified, accessed, and verified for condition and operability.

3.1.8.3. All surveyed seacocks below the waterline were fitted with an operable isolation valve. All seacocks appeared original and covered with substantial copper oxidation, showing minor surface pitting.

RECOMMENDATION R-03 (Priority I): All seacocks should be serviced, cleaned, and fully inspected. Given the age of the vessel, replacement with new corrosion-resistant seacocks is strongly recommended prior to launch.

3.1.8.4. All hoses were constructed from various types of reinforced material. Many hoses were old and stiff but currently in working order. All hoses were attached to thru-hull fittings with stainless steel hose clamps showing no sign of corrosion.

3.1.9. Anodes

There are two anodes visible: one on the propeller and one on the propeller shaft. A mounting screw and a halo indicated the former presence of a two-halves rudder anode on the strut.

3.1.9.1. The shaft aluminum anode was mounted just forward of the strut and showed no sign of corrosion.

3.1.9.2. One propeller anode was fastened to the propeller with five machine screws and shows approximately 30% material waste.

RECOMMENDATION R-24 (Priority II): No anode was found on the propeller strut. An anode should be fitted. Further cleaning and inspection of the strut are also recommended to check for dezincification and corrosion.

3.2 HULL INTERNAL STRUCTURE

3.2.1. General Appearance

3.2.1.1. Where possible, sole boards were removed to access the internal side of the hull. Part of the carpentry on the starboard side of the saloon had been removed. Covers in the settee and bunks were also lifted.

3.2.2. Hull Structure and Integrity

3.2.2.1. The internal structure consists of longitudinal stringers with a foam core laminated to the hull with fiberglass. Bulkheads, frames, and knees were tabbed to the hull. Where observed, no delamination was evident and no sign of water intrusion into the foam was noted.

3.2.2.2. The keel step was not immediately accessible. The gap between the mast and the tie rod showed no sign of corrosion.

RECOMMENDATION R-15 (Priority II): A full inspection of the keel step and mast compression post base is recommended, including checking for corrosion at the tie rod.

3.2.2.3. Part of the carpentry below the sole was tabbed to the hull, and no delamination was visible where inspected. The engine mount stringers appeared heavily built and free of delamination.

3.2.3. Bulkheads

3.2.3.1. The bulkheads were tabbed to the hull with glass cloth. Both the forward and aft bulkheads show signs of water penetration. The port side of the forward bulkhead had a section of approximately 2' x 3' rebuilt with new plywood jointed into the bulkhead. The central bottom section of the same bulkhead, between the end of the port settee and the forward cabin access, shows evidence of rot and loss of material. A stainless steel plate has been nailed to the bulkhead, but some fasteners have lost adhesion. The starboard side of the aft bulkhead between the galley and the aft cabin shows signs of water penetration, with veneer peeled off. The plywood shows signs of water penetration but no loss of material.

RECOMMENDATION R-16 (Priority II): A comprehensive inspection of all bulkheads, including material sampling in damaged areas, is strongly recommended prior to purchase.

3.2.4. Keel Studs

3.2.4.1. None of the keel studs were accessible at the time of the survey. Given the external weeping observed at the hull-to-keel joint and the age of the vessel, their condition is uncertain.

RECOMMENDATION R-17 (Priority II): Inspection of all keel studs is recommended at the next keel drop.

3.3 DECK AND EXTERNAL FITTINGS

3.3.1. Hull/Deck Joint

3.3.1.1. The deck-to-hull joint is an inward flange with stainless steel bolts passing through the aluminum toe rail, with sealant to limit water ingress. The joint was visible on the port side where carpentry had been removed for work. Where access was granted, the joint fasteners and compound showed no signs of corrosion or water ingress. The aluminum toe rail appeared in good condition with no dents or external corrosion.

3.3.2. Deck

3.3.2.1. The deck is cored with Airex foam. The structural condition of the deck appeared sound with no flex or deformation when weight was applied to any part of the deck, including around the mast partner and chain plates.

3.3.2.2. The original gel-coat has been painted over with white paint on smooth surfaces and gray on the non-skid surface. The non-skid texture is molded into the original gel-coat.

3.3.2.3. Small stress cracks were noted around the hatches and the port stiffening plate where the port chain plate passes through the deck. Paint on the non-skid in the forward part of the deck is consumed in places, with black primer surfacing.

3.3.2.4. The cockpit was structurally sound in all parts with no flex noticeable. White paint on the coamings was peeling and cracked.

3.3.2.5. The cockpit seats, including the helmsman seat, were covered in teak and black caulking. The teak appeared in serviceable but worn condition.

RECOMMENDATION R-30 (Priority III): Sanding and application of appropriate teak sealer or varnish are recommended on the cockpit teak, teak handrails, and heads joinery to prevent further deterioration.

3.3.2.6. The companionway is centered in the forward part of the cockpit. The sliding hatch is molded fiberglass with teak trims. The washboard was made of tinted acrylic. The varnish on the teak is worn and missing in places.

3.3.2.7. There are three large lockers at the stern of the deck. All covers are molded fiberglass with stainless steel latches and hinges, flush with the deck. No standing water was noted inside the lockers and all scuppers appeared clear and operational. The center locker contains the backstay chain plate, laminated to both the deck and hull. The visible part of the plate shows surface corrosion, with paint peeled from most of the plate surface and a streak of rust visible. No pitting was noted on the metal.

RECOMMENDATION R-18 (Priority II): Further inspection for crevice corrosion on the backstay chain plate is recommended, including removal of paint and inspection of all fasteners.

3.3.3. Hatches and Portlights

3.3.3.1. There are four opening portlights and two fixed portlights on both sides of the trunk cabin, and five hatches — four on the trunk cabin and one forward of it.

3.3.3.2. All aluminum frames of both fixed and opening portlights are solidly installed with no sign of water ingress. The acrylic panels are solid and uncrazed.

3.3.3.3. The forward deck hatch, positioned between the windlass and the trunk cabin, showed confirmed water ingress at the inside trim.

3.3.3.4. The forward trunk cabin hatch showed multiple sealant applications between the acrylic and frame, and confirmed water ingress at the inside trim.

3.3.3.5. Both smaller side hatches positioned on either side of the mast were inspected. The starboard hatch showed sealant applications and evidence of leaking at the inside trim.

3.3.3.6. The aft trunk cabin hatch showed evidence of leaking at the inside trim.

RECOMMENDATION R-19 (Priority II): Investigation and rebedding of all affected hatches is recommended to eliminate confirmed water ingress at the forward deck hatch, forward trunk hatch, starboard side hatch, and aft trunk hatch.

3.3.3.7. One stainless steel ECS vent was located on the forward hatch in the main cabin. One dorado vent was installed in the aft head on the port side. Both vents were securely installed.

3.3.4. Deck Fittings and Equipment

3.3.4.1. Six large stainless steel mooring cleats were fitted on deck in three pairs: forward, midship, and aft. All were free of deformation and securely attached to the deck.

3.3.4.2. Six aluminum chocks were mounted in the toe rails adjacent to the corresponding cleats. All were straight and securely attached.

3.3.4.3. Two pairs of teak handrails were mounted on top of the trunk cabin, tested under the full weight of the surveyor and found solid. The wood is in good condition, but protective varnish is almost completely absent.

3.3.4.4. A tubular stainless steel grab handle was securely fastened to the helm binnacle with no traces of damage or corrosion.

3.3.4.5. The stern pulpit is divided into two sections by an access gate above the swimming ladder. Both sections are constructed from 1" diameter welded tubular stainless steel. The whole pulpit is in good condition, but some fasteners are beginning to corrode.

3.3.4.6. Twelve stainless steel stanchions are fitted forward of the stern pulpit — four single and two gate stanchions per side. All lifelines are covered with a white skin; no rust streaks were observed, but many base fasteners are rusted.

3.3.4.7. The stainless steel bow pulpit consists of four 1" diameter stanchions welded together with two V-shaped bars and a reinforcement at the bow. The pulpit is in good condition, but some fasteners are beginning to corrode.

RECOMMENDATION R-20 (Priority II): All pulpit and stanchion bases should be removed, fasteners inspected and replaced as necessary, and all bases rebedded with appropriate marine sealant.

3.3.4.8. A six-step folding swimming ladder of 1" tubular stainless steel is mounted on the port side of the transom, with teak-covered steps. The ladder is in good condition, but one bracket is broken and requires replacement.

RECOMMENDATION R-20b (Priority II): The broken swimming ladder bracket should be replaced.

3.3.5. Cockpit Enclosure

3.3.5.1. The vessel is fitted with a navy blue dodger and a hard bimini. The stainless steel frames of both are in good condition and solidly mounted. The dodger canvas and vinyl windows are in serviceable condition, though green biological growth is beginning to appear on the canvas, indicating a lack of recent maintenance.

RECOMMENDATION R-31 (Priority III): Cleaning and treatment of the canvas with an appropriate marine fabric protector are recommended.

3.3.6. Davits

3.3.6.1. A pair of stainless steel stern davits with 6:1 purchase blocks were fitted to the transom. The davits appeared adequately secured and in good condition.

3.4 RIGGING AND SAILS

3.4.1. Mast & Boom

3.4.1.1. A full rigging inspection was outside the scope of this survey. The lower part of the keel-stepped mast was in sound condition with no significant corrosion or damage. The anodized protective coating was in good condition. Minor corrosion and rust streaks were noted at points where stainless steel fasteners contact the aluminum.

3.4.1.2. The keel step was not immediately visible. For further information please refer to section 3.2.2.2.

3.4.1.3. The boom was in good condition with no significant wear or damage. The gooseneck showed no corrosion or degradation. The vang was in good condition.

3.4.1.4. The spinnaker pole and all sails were stored at a separate location and were not available for inspection at the time of the survey.

RECOMMENDATION R-04b (Priority I): A full rigging inspection is recommended when the boat is in the water, or alternatively the mast should be unstepped to check fittings, spreaders, and all parts of the rig that were inaccessible at the time of the survey.

3.4.2. Shroud Chain Plates

3.4.2.1. The Hylas 44 is equipped with straight cap and lower chain plates passing through the deck in slots. The lower and upper chain plates are welded to a second plate laminated to a knee and covered by interior joinery.

3.4.2.2. At the time of the survey, carpentry had been removed around the port chain plate, which was visible and appeared in good condition with no signs of crevice corrosion, rust streaks, or damage. The welds between the plates showed no corrosion or cracks. The fiberglass tabbing is sound with no cracking, though partial debonding is visible at the edge of the GRP-to-metal interface. Water intrusion is visible inside the cabin on the port side.

RECOMMENDATION R-21 (Priority II): The carpentry concealing the starboard chain plate should be removed and the plate, fasteners, and tabbing inspected for corrosion.

3.4.3. Forestay & Backstay Chain Plates

3.4.3.1. The forestay chain plate is fastened with ten carriage bolts — five through the deck and five through the stem. The bases of the forwardmost bow pulpit stanchions are also fastened through this plate, which also acts as an anchor plate. Indentations have caused some corrosion on the forward part. Corrosion and stress cracks are visible on some welds of the anchor plate, and rust streaking is visible around several carriage bolt heads. At the time of inspection the structural integrity appeared sound.

RECOMMENDATION R-22 (Priority II): Further investigation of the forestay chain plate is recommended, including inspection of all fasteners and welds.

3.4.3.2. The backstay chain plate condition is detailed in section 3.3.2.7. The visible part shows surface corrosion and paint delamination. Further inspection for crevice corrosion is recommended.

3.4.3.3. The inner forestay chain plate passes through the deck forward of the forward hatch. The tang is welded to a stainless steel plate bolted through the deck with a counter plate below. All surfaces and bolts are free of damage or corrosion.

3.4.4. Jib Furling Mechanism

3.4.4.1. The vessel is fitted with a Selden Furlex roller furling system. The drum and tack fitting were inspected and found to be in serviceable condition. The luff extrusion appeared straight with no kinks. The furling line was present on the drum.

3.4.5. Standing Rigging

3.4.5.1. The standing rigging consists of 1x19 stainless steel wire on a double spreader masthead rig with inline spreaders, including discontinuous cap shrouds, upper shrouds connected at the spreader tips, lower shrouds, an inner forestay, forestay, and backstay. The backstay terminates with a turnbuckle.

3.4.5.2. The standing rigging was inspected from deck level. Lower terminals, toggles, and turnbuckles appeared serviceable with no visible signs of cracking, bending, or significant corrosion. No broken strands or kinking were observed where the wires could be inspected.

3.4.5.3. According to the broker, the standing rigging was new in 2011, making it approximately 14 years old at the time of this survey.

RECOMMENDATION R-04 (Priority I): A full rigging inspection by a qualified rigger is required, including upper terminals, spreader tips, and masthead fittings which could not be accessed at the time of the survey. Replacement of the entire standing rigging package is strongly recommended prior to offshore use.

3.4.6. Running Rigging, Travellers, Winches & Jammers

3.4.6.1. The running rigging was rigged in place. Halyards appeared to have been replaced more recently than the sheets and reef lines. Where accessible, halyards were found in good condition; sheets and reef lines showed minor wear.

3.4.6.2. Headsail sheet lead tracks were mounted on the inboard edge of the side decks. Aluminum tracks appeared adequately secured. Two cars per side moved freely.

3.4.6.3. The mainsail sheet traveller track was located on the coachroof aft of the cockpit. The aluminum track and car appeared in good condition and all parts of the 4:1 purchase block system moved freely.

3.4.6.4. Two stainless steel Barient 32 two-speed self-tailing primary winches were located on the cockpit coaming — adequately secured and in good condition.

3.4.6.5. Two stainless steel Barient 27 two-speed self-tailing secondary winches were located on the coachroof — adequately secured and in good condition.

3.4.6.6. Two Barient 24 self-tailing deck winches and one Barient 24 self-tailing mainsheet winch were located on the coachroof — all stainless steel, adequately secured and in good condition.

3.4.6.7. Three self-tailing winches were mounted on the mast: two anodized aluminum Barient 24 and one stainless steel Barient 22. Signs of wear and partial loss of anodizing were noted on the drums of the Barient 24 winches.

RECOMMENDATION R-28b (Priority II): Servicing of the mast-mounted winches is recommended.

3.4.6.8. The vessel was fitted with a lazyjack system using Dyneema lines attached to D-rings riveted to the boom. The lazyjacks appeared serviceable. A stackpack sail cover was reported to be stored with the sails at a separate location.

3.4.6.9. Two line clutches were mounted on the mast for the main and genoa halyards. The clutches appeared original, adequately secured, and in serviceable condition.

3.4.7. Sails

3.4.7.1. No sails were present on board at the time of the survey. According to the broker, the sail inventory consists of a 135% jib (2018), a mainsail (2017), a Quantum Sail Pak (2024), an asymmetric spinnaker (2021), and a staysail. Inspection of the sails at their storage location was outside the scope of this survey.

RECOMMENDATION R-32 (Priority III): A complete inspection of the sail inventory at its storage location is recommended prior to purchase.

3.5 PROPULSION

3.5.1. Engine & Transmission

3.5.1.1. The vessel is fitted with a Yanmar 4JHTE four-cylinder turbocharged diesel engine, serial number 12766, with a maximum rated speed of 3,600 RPM. Engine control is via a Morse single lever giving forward and reverse gears and throttle control, mounted on the starboard side of the helm binnacle. The engine hour meter read [redacted] at the time of the survey.

3.5.1.2. The vessel was on the hard and fully winterized; a full examination of the engine was outside the scope of the survey. Only a visual examination of the engine and its components was conducted.

RECOMMENDATION R-05 (Priority I): A full engine running test and oil sampling analysis are strongly recommended prior to purchase and prior to returning the vessel to service.

3.5.1.3. The overall condition of the engine showed significant surface corrosion and salt deposits on the block, exhaust manifold, and ancillary components, consistent with the age of the vessel. While no oil or coolant leaks were confirmed, the general state of the engine made a reliable assessment of leak-free condition difficult.

3.5.1.4. The transmission could not be identified at the time of the survey.

3.5.1.5. The raw water impeller pump showed significant corrosion. The starter motor also showed heavy corrosion.

RECOMMENDATION R-06 (Priority I): Both the raw water impeller pump and the starter motor must be inspected and serviced prior to use. Replacement should be anticipated.

3.5.1.6. The engine mounts showed only minor surface rust and were in generally good condition.

3.5.1.7. The turbocharger and heat exchanger were reported to have been replaced in 2015. Both parts show evident signs of oxidation and corrosion.

3.5.1.8. The engine instrument panel on the starboard side of the cockpit included an RPM gauge, lubricating oil pressure gauge, and engine hour meter. The panel was serviceable but showing signs of wear.

3.5.2. Fuel System

3.5.2.1. The vessel is fitted with three stainless steel fuel tanks located under the main cabin floorboards, with a combined capacity of 105 gallons. Visible exterior surfaces of the tanks appeared in acceptable condition. Access plate bolts were not removed and the interior of the tanks was not inspected.

3.5.2.2. Two Racor diesel fuel filter/water separators were present: a Racor 500FG model in a dedicated locker, and a smaller Parker Racor unit in the engine compartment. Both filter bowls showed amber fuel with no visible water contamination. The plumbing connections between the two units could not be confirmed at the time of the survey.

RECOMMENDATION R-23 (Priority II): A full investigation of the fuel system plumbing is recommended to confirm correct installation and integrity of all connections between the two filter units.

3.5.3. Stern Gear

3.5.3.1. The propeller shaft is 1-1/2" stainless steel. No visible pitting or gauging was noted where the shaft was observable, although a protective coating had been applied. No evident movement of the shaft was noted, suggesting the cutlass bearing is in serviceable condition.

3.5.3.2. The shaft coupler showed heavy corrosion.

RECOMMENDATION R-07 (Priority I): The shaft coupler must be inspected and replaced as necessary prior to use.

3.5.3.3. The vessel is fitted with a Tides Marine SureSeal dripless shaft seal, serial number 278729. The seal appeared in good condition with all stainless steel hose clamps secure and free of corrosion. The collar was reported to have been replaced in 2019.

3.5.3.4. The three-bladed MaxProp feathering bronze propeller was in good condition with no dents or twists on the blades. An acceptable level of play was noted on the blade gears.

3.5.3.5. The bronze strut was found adequately secured to the hull. Some pink shading was noted on the surface, though a protective coating may have obscured the true condition of the metal. No anode was present on the strut.

RECOMMENDATION R-24 (Priority II): Further cleaning and inspection of the propeller strut are recommended to check for dezincification and corrosion. An anode should be fitted to the strut.

3.6 SYSTEMS AND SERVICES

3.6.1. Anchor and Chain

3.6.1.1. The vessel is fitted with a Maxwell 1500 electric windlass mounted on the bow, reported to have been replaced in 2021. The unit appeared adequately secured and in serviceable condition.

3.6.1.2. Two anchors were present on the bow, mounted on a stainless steel bow plate with two anchor rollers: a Vulcan 20kg reported attached to 100 feet of 3/8" chain and 150 feet of 8-plait nylon rode, and a Delta 35lb reported attached to 25 feet of 3/8" chain and 100 feet of 8-plait nylon rode. All components above deck appeared in good condition.

3.6.1.3. Clutter in the anchor locker prevented full inspection of the chain and rodes at the time of survey.

RECOMMENDATION R-25 (Priority II): A full inspection of all ground tackle, chain, and rodes is recommended.

3.6.2. Fresh Water System

3.6.2.1. The vessel is reported to be fitted with three stainless steel fresh water tanks with a combined capacity of 150 gallons, located under the cabin sole and saloon settee. Due to similarity in appearance with the fuel tanks, positive identification of each individual tank was not possible at the time of the survey.

3.6.2.2. A fresh water pressure system supplies hot and cold water to the galley, heads, and aft cabin. Where visible, the fresh water plumbing was constructed from polyethylene tubing with push-fit plastic fittings. The system was not operated as the vessel was fully winterized.

3.6.2.3. A water heater manufactured by Novacel was located under the galley sink. The unit appeared to be a recent replacement and was in good condition. It was connected to the engine heat exchanger and had been winterized and disconnected from the system at the time of the survey.

3.6.3. Heads

3.6.3.1. The vessel is fitted with two heads compartments, one forward and one aft. Both were inspected visually. No holding tank was identified at the time of the survey.

3.6.3.2. Both heads compartments are equipped with a Jabsco manual marine toilet. The toilets and associated plumbing had been winterized and could not be operated at the time of the survey.

RECOMMENDATION R-26 (Priority II): A full operational test of both marine toilets and associated plumbing is recommended prior to use.

3.6.3.3. The heads compartments are fitted with teak joinery showing significant wear with protective varnish missing in many areas. A hot and cold water mixer with individual shut-off valves was fitted to the bulkhead.

3.6.3.4. Where visible, sanitation plumbing was constructed from VAC XHD Series 148 odor-barrier hose, secured with double stainless steel hose clamps at each connection. The hose clamps appeared serviceable. The associated seacocks showed significant oxidation and corrosion. For further details on the condition of the seacocks refer to section 3.1.8.

3.6.4. LPG Installation

3.6.4.1. The vessel was fitted with an LPG cooking installation. A full inspection of the LPG system was outside the scope of this survey, as a comprehensive assessment requires pressure testing and evaluation by a qualified gas technician.

3.6.4.2. A visual inspection of the accessible parts of the system was carried out. No gas odor was detected at the time of the survey. The vessel was fitted with a Force 10 four-burner gimballed stove with oven and broiler, and a Seaward solenoid control valve located at the galley. The LPG gas locker was located in the lazarette. No gas cylinders were present at the time of the survey. The condition of the gas locker and ventilation, hoses, regulators, and associated plumbing could not be fully verified.

3.6.4.3. No LPG or carbon monoxide detector was found on board at the time of the survey.

RECOMMENDATION R-08 (Priority I): Installation of both an LPG detector and a carbon monoxide detector is required in accordance with ABYC standards A-1 and A-24 prior to returning the vessel to service.

RECOMMENDATION R-09 (Priority I): The entire LPG system must be inspected, pressure tested, and certified by a qualified marine gas technician prior to use.

3.6.5. Galley

3.6.5.1. The vessel was fitted with a double-sided passageway galley with storage on the boat side of the passageway and above and below the counters. The galley joinery was constructed in solid teak and is well preserved, with the exception of the aft bulkhead upper corner which showed signs of water penetration with significant wear and missing varnish. For further details refer to section 3.2.3.

3.6.5.2. The galley was equipped with a double stainless steel sink, reported to have been replaced in 2017. Hot and cold pressure fresh water was supplied to the galley, supplemented by two Whale foot-operated fresh water and salt water pumps, which appeared to be in serviceable condition but could not be tested as the vessel was winterized. An inline water filtration system was also installed.

3.6.5.3. The countertops were reported to have been replaced in 2019 and were in good condition. A Frigo Boat refrigeration unit, reported to have been installed in 2020, was present and appeared to be in good condition. The unit was not powered up at the time of the survey.

3.6.6. Electrical System

3.6.6.1. The vessel was fitted with a 12-volt DC electrical system. The house battery bank was located under the chart table seat and consisted of three Victron 12.8V/330Ah Smart lithium

batteries, connected in parallel for a combined capacity of 990Ah. The starting battery was a Lifeline AGM Group 31, serviced in August 2023, located in the engine compartment. Two 4D batteries dedicated to the windlass were reported to be located in the forepeak; however, clutter prevented confirmation of their presence and condition. All accessible batteries appeared to be adequately secured per ABYC standard.

3.6.6.2. The vessel was fitted with a comprehensive Victron Energy charging system. A Victron Cerbo GX monitor regulated the charging of the house bank through a Victron MultiPlus 12V/3000W/120A inverter/charger and three Victron SmartSolar MPPT 75/10 charge controllers, one dedicated to each solar panel. Two Victron Orion-Tr Smart DC/DC chargers were also installed — a 12/12-30 non-isolated unit dedicated to charging the windlass battery bank and a 12/12-30 isolated unit dedicated to charging the starting battery. All Victron equipment was powered up at the time of the survey. Both the house bank and the starting battery tested at 13.6 volts.

3.6.6.3. Three 100-watt flexible monocrystalline solar panels were mounted on the hard bimini, reported to have been installed in 2019. The panels appeared to be in good condition with no visible delamination or damage. The solar cables were routed through two deck penetrations with appropriately sealed cable glands. The solar charging system was operational at the time of the survey.

3.6.6.4. Shore power was provided via two SmartPlug 30-amp 125-volt inlets mounted on the cockpit coaming. One inlet was dedicated to the air conditioning system and the other to the remainder of the AC system including battery charging via the Victron MultiPlus. Both inlets appeared to be in good condition and adequately secured. The vessel was not connected to shore power at the time of the survey.

3.6.6.5. A combined DC and AC distribution panel, consistent with a Blue Sea Systems installation, was located at the chart table. The newer wiring associated with the Victron upgrades was tidy, well organized, properly supported and well terminated. However, a quantity of older wiring was also present in the engine compartment and behind the panel, the status of which — whether active or decommissioned — could not be determined at the time of the survey.

RECOMMENDATION R-27 (Priority II): All wiring should be reviewed to identify and remove any redundant conductors, and to verify full compliance with ABYC standard E-11.

3.6.6.6. The engine alternator was visible on the port side of the engine and showed significant corrosion on the casing and mounting bracket, consistent with the general condition of the engine.

RECOMMENDATION R-28 (Priority II): Inspection and servicing of the alternator is recommended prior to use.

3.6.6.7. The electrical systems were checked for power-up and voltage only and were not subject to a full operational test.

3.6.7. Navigation Lights

3.6.7.1. The vessel was fitted with a combined red and green bicolor light mounted on the bow pulpit, and a white stern light mounted on the stern pulpit. A steaming light and a combined tricolor and anchor light were installed on the mast. All navigation lights appeared to be adequately secured and in serviceable condition.

3.6.7.2. The navigation lights were not tested at the time of the survey.

3.6.8. Navigation Equipment

3.6.8.1. A Danforth compass was mounted on the aluminum helm binnacle. The compass appeared to be in serviceable condition.

3.6.8.2. A dedicated navigation station was fitted at the chart table, with a hinged top for storage and three drawers below. Built-in electrical panels were incorporated into the station.

3.6.8.3. The vessel was fitted with a Raymarine instrument suite consisting of a Raymarine ST60 wind, speed and depth display mounted above the companionway, and a separate Raymarine depth sounder. All instruments appeared to be in serviceable condition.

3.6.8.4. A Raymarine ES9 multifunction plotter, installed in 2018, was mounted at the helm. The unit powered up and appeared to be in good condition.

3.6.8.5. A Raymarine EV-200 autopilot system, installed in 2016 and reported to have been updated in 2021, was fitted on the vessel. The control head appeared to be in serviceable condition.

3.6.8.6. A VHF radio with RAM microphone, installed in 2018, was located at the chart table. The unit powered up at the time of the survey.

3.6.8.7. An AIS transceiver, installed in 2018, was also fitted at the chart table. The unit powered up at the time of the survey.

3.6.8.8. All navigation electronics were checked for power-up only and were not subject to a full operational test.

3.6.9. Environmental Control

3.6.9.1. The vessel was fitted with two reverse-cycle marine air conditioning units providing both cooling and heating capability. A Velair 16,000 BTU unit was installed as the forward unit and a Dometic 12,000 BTU Turbo unit was installed as the aft unit. Both units appeared to be in good condition. The ductwork was found to be in good order, with the ductwork serving the forward unit appearing to be a relatively recent addition.

3.6.9.2. Marine air conditioning units are water-cooled systems. As the vessel was out of the water and not connected to shore power at the time of the survey, neither unit could be tested.

RECOMMENDATION R-29 (Priority II): A full operational test of both air conditioning units is recommended prior to purchase.

4 - SAFETY EQUIPMENT

4.1. General

4.1.1. At the time of the survey the vessel was undergoing extensive maintenance and refit work. The majority of the safety equipment had been removed from the vessel. The inspection of personal flotation devices, life raft, man overboard equipment, signaling devices and pyrotechnics was therefore outside the scope of this survey.

RECOMMENDATION R-11 (Priority I): All safety equipment must be reinstated and verified for compliance with USCG requirements prior to the vessel returning to service.

4.2. Bilge Pumping

4.2.1. The vessel was fitted with two bilge pumps. A Whale Automatic 2000 GPH electric bilge pump was reported to be installed; however its location could not be confirmed due to the position of the tankage and engine. A Whale Gusher 10 manual bilge pump was located

under the floorboards on the port side of the engine compartment. The diaphragm pump appeared to be in poor condition and serviceable status could not be confirmed as the presence of water in the bilge could not be verified.

RECOMMENDATION R-10 (Priority I): A full operational test of both bilge pumps is strongly recommended prior to use.

4.3. Strong Points and Jacklines

4.3.1. One jackline strong point was observed in the cockpit. No jacklines, lifejackets or harnesses were found on board at the time of the survey.

4.4. Detection Equipment

4.4.1. No carbon monoxide detector or LPG detector was found on board. Installation of both is strongly recommended in accordance with ABYC standards. For further details please refer to section 3.6.4.

5 - VALUATION

5.1. Basis of Valuation

The following opinion of value is based on the condition of the vessel as observed at the time of the survey, the current market for comparable vessels, and the estimated cost of remedying the deficiencies identified in this report. This valuation is further qualified by the limitations described in Section 1, notably the absence of a sea trial, the winterized state of the vessel, and the inability to fully test all systems. The value expressed herein represents the Fair Market Value of the vessel in her present condition, defined as the price at which a knowledgeable buyer and a knowledgeable seller, neither acting under compulsion, would agree to transact.

5.2. Market Analysis

The Hylas 44 is a well-regarded German Frers design, built by Queen Long Marine in Taiwan, with a documented history of quality construction and bluewater capability. The model commands consistent demand in the cruising market. A review of current listings indicates that the Hylas 44 of the 1984-1990 generation trades in a range of approximately $99,000 to $150,000, with condition, equipment, and refit history driving the spread. At the time of this report, two comparable vessels were actively listed: one at $99,000 in Tracys Landing, Maryland, and one at $99,990 in Fort Pierce, Florida. A 1984 example was listed at $149,900 in California with a sale pending, and a 1986 example at $117,000 in Mexico.

5.3. Value-Adding Factors

The vessel presents several significant equipment upgrades that represent substantial recent investment and add measurable value above a baseline unequipped example:

Item	Estimated Replacement Value
Victron Energy electrical system (990Ah lithium house bank, MultiPlus 12V/3000W inverter/charger, Cerbo GX monitor, dual Orion-Tr DC/DC chargers, three SmartSolar MPPT controllers)	$15,000 – $18,000

Raymarine electronics suite (ES9 plotter 2018, EV-200 autopilot 2016/2021, AIS transceiver, VHF radio)	$5,000 – $6,000
Maxwell 1500 windlass (2021), MaxProp feathering propeller, Tides Marine SureSeal shaft seal (2019)	$4,500 – $6,000
Three 100W solar panels on hard bimini (2019), Frigo Boat refrigeration (2020)	$3,000 – $4,000
Total estimated replacement cost	$27,500 – $34,000

Applied at a conservative depreciated value of approximately 40-50% of replacement cost, the equipment premium attributable to [redacted] above a baseline comparable is estimated at $12,000 to $15,000.

5.4. Deductions for Identified Deficiencies

Against the equipment premium, the following deficiencies identified during the survey represent costs the prospective buyer should expect to incur:

Item	Estimated Cost
Engine service and overhaul (Yanmar 4JHTE)	$7,500
Cabinetry restoration to Hylas standard	$10,000
Standing rigging replacement (2011, 14 years old)	$11,000
Hatch rebedding (multiple confirmed leaks)	$3,500
Seacock service or replacement	$3,500
Steering cable inspection and replacement	$2,500
Stanchion and pulpit base rebedding	$2,000
Miscellaneous maintenance items	$3,000
Total Estimated Remediation Cost	**$43,000**

5.5. Value Opinion

A well-maintained, fully operational 1990 Hylas 44 in average market condition is estimated at approximately $105,000 to $110,000 based on current comparable listings. Applying the equipment premium (+$12,000 to $15,000) and deducting the estimated cost of remediation (-$43,000), the Fair Market Value of [redacted] in her present condition is opined at:

$80,000 – $87,000, with a midpoint opinion of $83,000

The current asking price of $99,000 reflects the seller's valuation of the recent equipment upgrades but does not adequately account for the vessel's overall project status, the extent of deferred maintenance, and the cost of remediation required to return the vessel to a fully operational and cosmetically sound condition consistent with the Hylas standard. The surveyor's opinion is that the

asking price exceeds the fair market value of the vessel in her present condition by approximately $12,000 to $16,000.

C1 - CLOSING STATEMENT AND CERTIFICATION

C.1. Confidentiality

This report has been prepared in confidence for the exclusive use of [redacted], hereinafter referred to as the Client, without prejudice to the rights and/or interests of other concerned parties. This report may not be copied, reproduced, transmitted, or relied upon by any other person or entity, nor used for any purpose other than that for which it was commissioned, without the prior written consent of the undersigned.

C.2. Disclaimer

This report represents the condition of [redacted] at the time and place of the survey only. The findings and opinions expressed herein are based on a visual and non-destructive examination of the vessel and her accessible systems and equipment, conducted with due diligence and reasonable professional skill. No part of the vessel was dismantled, and no fasteners, linings, or fixed components were removed for inspection. Any part of the vessel, her equipment, or her fittings that were unexposed or inaccessible at the time of the survey cannot be confirmed to be free from defect.

This report is not a warranty, guarantee, or representation of any kind, either expressed or implied, with respect to the condition, seaworthiness, or value of the vessel, and should not be construed as such. The surveyor assumes no liability for the condition of the vessel beyond the findings documented herein.

C.3. Scope Limitations

The following limitations applied at the time of this survey and qualify the findings and opinions contained herein:

— No sea trial was conducted.

— The vessel was fully winterized; water and sanitation systems were not operated.

— Electric and electronic systems were tested for power-up and voltage only and were not subject to full operational testing.

— No moisture readings were taken, as requested by the client.

— The engine could not be started or operationally tested.

— No part of the vessel was disassembled or destructively tested.

— Safety equipment had been removed from the vessel and could not be inspected.

C.4. Standards

This survey was conducted in accordance with the mandatory standards promulgated by the United States Coast Guard (USCG) under the authority of Title 33 and 46, Code of Federal Regulations (CFR), and the voluntary standards and technical information reports developed by the American Boat and Yacht Council (ABYC) and the National Fire Protection Association (NFPA).

C.5. Valuation Methodology

The fair market value opinion expressed in Section 5 of this report was determined by cross-referencing current and recent brokerage listings for comparable vessels, applying condition-based adjustments consistent with the findings of this survey, and deducting the estimated cost of remediation for identified deficiencies. Fair market value is defined as the price at which a knowledgeable buyer and a knowledgeable seller, neither acting under compulsion, would agree to transact. This valuation does not constitute a formal appraisal under USPAP guidelines.

C.6. Certification

I, the undersigned, certify that this report accurately represents my independent and unbiased professional opinion of the condition and value of [redacted], hull identification number [redacted], as observed on [redacted], at [redacted]. I have no financial interest in this vessel, the sale transaction, or any parties thereto.

_____

Giuseppe Boscarello
ABYC Master Technician | RYA Yachtmaster Offshore ([redacted]) | Ph.D.
Sicul Marine
1911 Westbridge Drive, Annapolis, MD 21401
Date: [redacted]

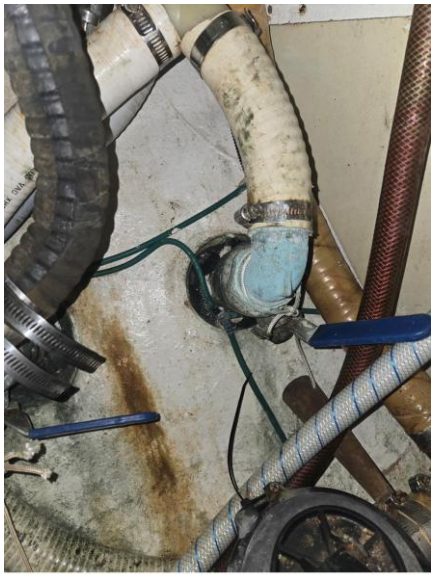
APPENDIX A — PHOTOGRAPHIC DOCUMENTATION

§3.1.4.1

§3.1.6.3

§3.1.7.1

§3.1.7.5



§3.1.8.3

§3.2.3.1

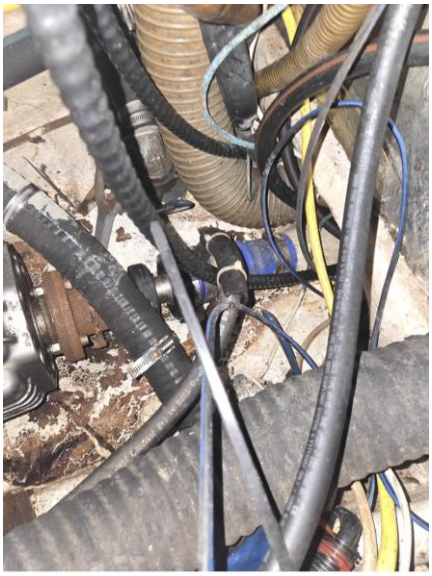
§3.2.3.1

§3.3.2.7

§3.3.3

§3.4.3.1

§3.5.1.3



§3.5.3.2

APPENDIX B
RECOMMENDATIONS SUMMARY

The following consolidates all recommendations issued in this report. Priority classifications are defined in the Introduction.

PRIORITY I — Safety & Regulatory

Must be addressed before vessel is returned to service.

R-01 *(§3.1.7.5)* — A full inspection of the steering cables, including portions inaccessible under the aft berth, is required prior to returning the vessel to service. Replacement of the steering cables is strongly recommended.

R-02 *(§3.1.8.2)* — A full audit of all thru-hull fittings is required prior to use. All thru-hulls must be identified, accessed, and verified for condition and operability.

R-03 *(§3.1.8.3)* — All seacocks should be serviced, cleaned, and fully inspected. Given the age of the vessel, replacement with new corrosion-resistant seacocks is strongly recommended prior to launch.

R-04 *(§3.4.5.3)* — A full rigging inspection by a qualified rigger is required, including upper terminals, spreader tips, and masthead fittings. Replacement of the entire standing rigging package is strongly recommended prior to offshore use.

R-04b *(§3.4.1.4)* — A full rig inspection is recommended when the boat is in the water, or alternatively the mast should be unstepped to check fittings, spreaders, and all inaccessible parts of the rig.

R-05 *(§3.5.1.2)* — A full engine running test and oil sampling analysis are strongly recommended prior to purchase and prior to returning the vessel to service.

R-06 *(§3.5.1.5)* — Both the raw water impeller pump and the starter motor must be inspected and serviced prior to use. Replacement should be anticipated.

R-07 *(§3.5.3.2)* — The shaft coupler must be inspected and replaced as necessary prior to use.

R-08 *(§3.6.4.3 / §4.4.1)* — Installation of both an LPG detector and a carbon monoxide detector is required in accordance with ABYC standards A-1 and A-24 prior to returning the vessel to service.

R-09 *(§3.6.4.4)* — The entire LPG system must be inspected, pressure tested, and certified by a qualified marine gas technician prior to use.

R-10 *(§4.2.1)* — A full operational test of both bilge pumps is strongly recommended prior to use.

R-11 *(§4.1.1 / §4.3.1)* — All safety equipment must be reinstated. A full complement of USCG-approved personal flotation devices and jacklines must be installed and verified prior to the vessel returning to service.

PRIORITY II — Maintenance & Standards

Address within one season.

R-12 *(§3.1.6.3)* — Dropping the keel to inspect the condition of the bedding compound and keel bolts is recommended at the next available haulout.

R-13 *(§3.1.7.1)* — Further cleaning and inspection of the rudder boot are recommended to check for dezincification and corrosion.

R-14 *(§3.1.7.2)* — A full inspection of the rudder quadrant, lower bearing, and accessible portions of the stock is recommended at the earliest opportunity.

R-15 *(§3.2.2.2)* — A full inspection of the keel step and mast compression post base is recommended, including checking for corrosion at the tie rod.

R-16 *(§3.2.3.1)* — A comprehensive inspection of all bulkheads, including material sampling in damaged areas, is strongly recommended prior to purchase.

R-17 *(§3.2.4.1)* — Inspection of all keel studs is recommended at the next keel drop.

R-18 *(§3.3.2.7)* — Further inspection for crevice corrosion on the backstay chain plate is recommended, including removal of paint and inspection of all fasteners.

R-19 *(§3.3.3.3–3.3.3.6)* — Investigation and rebedding of all affected hatches is recommended to eliminate confirmed water ingress at the forward deck hatch, forward trunk hatch, starboard side hatch, and aft trunk hatch.

R-20 *(§3.3.4.5–3.3.4.7)* — All pulpit and stanchion bases should be removed, fasteners inspected and replaced as necessary, and all bases rebedded with appropriate marine sealant.

R-20b *(§3.3.4.8)* — The broken swimming ladder bracket should be replaced.

R-21 *(§3.4.2.2)* — The carpentry concealing the starboard chain plate should be removed and the plate, fasteners, and tabbing inspected for corrosion.

R-22 *(§3.4.3.1)* — Further investigation of the forestay chain plate is recommended, including inspection of all fasteners and welds.

R-23 *(§3.5.2.2)* — A full investigation of the fuel system plumbing is recommended to confirm correct installation and integrity of all connections.

R-24 *(§3.5.3.5 / §3.1.9)* — Further cleaning and inspection of the propeller strut are recommended to check for dezincification. An anode should be fitted to the strut.

R-25 *(§3.6.1.3)* — A full inspection of all ground tackle, chain, and rodes is recommended.

R-26 *(§3.6.3.2)* — A full operational test of both marine toilets and associated plumbing is recommended prior to use.

R-27 *(§3.6.6.5)* — All wiring should be reviewed to identify and remove any redundant conductors and to verify full compliance with ABYC standard E-11.

R-28 *(§3.6.6.6)* — Inspection and servicing of the engine alternator is recommended prior to use.

R-28b *(§3.4.6.7)* — Servicing of the mast-mounted winches is recommended.

R-29 *(§3.6.9.2)* — A full operational test of both air conditioning units is recommended prior to purchase.

PRIORITY III — Surveyor Observations

Cosmetic or non-critical items at owner's discretion.

R-30 *(§3.3.2.5 / §3.3.4.3)* — Sanding and application of appropriate teak sealer or varnish are recommended on the cockpit teak, teak handrails, and heads joinery to prevent further deterioration.

R-31 *(§3.3.5.1)* — Cleaning and treatment of the dodger canvas with an appropriate marine fabric protector are recommended.

R-32 *(§3.4.7.1)* — A complete inspection of the sail inventory at its storage location is recommended prior to purchase.