MATHERS
MARINE SURVEY LLC

REPORT OF MARINE SURVEY

CONDITION & VALUATION

[redacted] MERIDIAN 341 SEDAN

M/V "[redacted]"

MARINE SURVEY REPORT PREPARED FOR:
[redacted]

DATE OF MARINE SURVEY INSPECTION:
[redacted], 2022

MARINE SURVEY INSPECTION CONDUCTED BY:

Cale Mathers – [redacted]
SAMS® Accredited Marine Surveyor®

SCOPE OF MARINE SURVEY

Cale Mathers (Accredited Marine Surveyor® – SAMS® [redacted] performed the Marine Survey Inspection of the [redacted] Meridian 341 Sedan, M/V "[redacted]", on [redacted], 2022. The in-water portion of the inspection took place while the vessel lay afloat at the [redacted]. The out-of-water portion of the inspection was performed while the vessel hung in the travel-lift slings at the [redacted]. Sea trial testing procedures were performed in the [redacted] Cale Mathers (Mathers Marine Survey LLC), [redacted] attended onboard the vessel for the Marine Survey Inspection & Sea Trial Testing. The inspection did include an out-of-water assessment of the hull structure's wetted surface area & a visual evaluation of the underwater machinery. AC & DC power were available to test electrical equipment & appliances. The reason for the Marine Survey Inspection was to ascertain the vessel's Overall Condition & estimate Fair Market Value (FMV) for the client's [redacted] interest. Marine Survey Inspection Notes & Limitations are detailed below:

MARINE SURVEY INSPECTION NOTES & LIMITATIONS:

- Fiberglass, metallic, and/or wooden structures were evaluated using non-destructive testing methods. Testing methods include, but are not limited to: visual inspection, percussion hammer soundings, and moisture meter readings. The moisture meter tool used during the inspection was a GE Aquant Protimeter. Structures were not disassembled during the Marine Survey Inspection process. Definitive conclusions cannot be made based solely on non-destructive testing methods. Structure deficiencies noted in the report are observations that may require further investigation using destructive testing techniques in order to properly troubleshoot the issue, and to develop a plan for repair. Undetectable deficiencies may exist in inaccessible locations.
- Mechanical systems were visually inspected & observed during testing procedures. The Marine Surveyor is not a certified marine engine technician. Disassembly of mechanical systems did not take place during the Marine Survey Inspection process. Deficiencies noted in the report are observations that may require follow up evaluation by a qualified technician. Internal engine deficiencies may be undetectable during the Marine Survey Inspection process.
- AC & DC power sources were used to test electronic equipment. Electrical systems were visually inspected, and evaluated using the following tools: Fluke 376 True RMS Clamp Meter, Ideal 61-164 SureTest Circuit Analyzer True RMS, and Midtronics PBT-300 Professional Battery Tester. The Marine Surveyor is not a certified marine electrician. Electrical system panelboards & miscellaneous equipment were not disassembled. Undetected deficiencies may exist in inaccessible locations.
- Tankage (diesel, gasoline, lube oil, hydraulic, fresh water, black water, grey water) was visually inspected where accessible. The surveyor is unable to comment on the condition of inaccessible areas of tankage systems, including tank interiors.
- The Marine Surveyor makes no determination & expresses no opinion of the vessel's stability characteristics.

CONDUCT OF MARINE SURVEY

This Report of Marine Survey represents the condition of the vessel as inspected by the undersigned surveyor on the date of inspection. This report makes no representation, and does not purport to describe any condition that may have changed since the date of the inspection, and the recommendations herein are limited to those that in the opinion of this surveyor are reasonably necessary & appropriate based upon the conditions & circumstances, as they existed at the time of the inspection.

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

The Fair Market Value (FMV) published in the report is the best estimate of the price a willing buyer would pay a willing seller, both parties having reasonable access to the relevant facts, neither party under any compulsion to buy or sell, and under market conditions at the time & place of the Marine Survey Inspection.

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC), TITLE 33 & TITLE 46 CODE OF FEDERAL REGULATIONS (CFR); THE VOLUNTARY STANDARDS & RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT & YACHT COUNCIL (ABYC); AND THE STANDARDS PUBLISHED BY THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

DEFINITION OF TERMS

- USCG CFR: United States Coast Guard (USCG) Code of Federal Regulation (CFR). The Code of Federal Regulations is a codification of the general & permanent rules published in the Federal Register by the Executive departments & agencies of the Federal Government.
- ABYC: The American Boat & Yacht Council (ABYC) "Standards & Technical Information Reports for Small Craft". ABYC Standards were developed in cooperative effort with the National Marine Manufacturers Association (NMMA) to complement the mandatory standards promulgated by the United States Coast Guard (USCG) under the authority of the Federal Boat Safety Act of 1971. The ABYC Standards & Recommendations are considered to be voluntary, but are highly suggested by the Marine Surveyor.
- NFPA 302: The National Fire Protection Association (NFPA) is a global nonprofit organization, established in 1896, devoted to eliminating death, injury, property and economic loss due to fire, electrical, and related hazards. NFPA 302 are written standards that provide fire & life safety requirements for boats (less than 300 gross tons) that are used for pleasure & commercial purposes.
- APPEARS: The word "appears" indicates that an in depth inspection of a particular system, component, or structure was not possible due to constraints imposed upon the Marine Surveyor (e.g., inadequate power source, inability to disassemble structure or system, limitations of non-destructive testing techniques, etc.).
- FUNCTIONAL / OPERATIONAL: Vessel system, component, or structure appears to function / operate as designed. Cosmetic and/or insignificant deficiencies may exist.
- ADEQUATE: Vessel system, component, or structure is capable of serving its intended purpose despite the existence of normal wear & tear or minor deficiencies.
- NORMAL WEAR & TEAR: Minor cosmetic deficiencies that are the result of normal vessel usage, and exposure to normal weather conditions.
- NO EVIDENT DEFECTS: Visual inspection & non-destructive testing techniques indicate that the structure, system, or component is functional, and there is no obvious indication of imminent failure.
- POWERS ON: The term "Powers On" is used when an electronic device is found capable of turning on when a power source if available, but the Marine Surveyor has been unable to confirm if the device is functioning properly, or capable of serving its intended purpose. There was some type of limitation present during the Marine Survey Inspection process.
- INOPERABLE: A system, structure, or electronic device is incapable of serving its intended purpose.
- EXCELLENT: New or like new condition. The system, component, or structure functions as designed with no visible or apparent deficiencies.
- ABOVE AVERAGE: The system, component, or structure function as designed, and has been adequately maintained throughout its life.
- AVERAGE: The system, component, or structure functions as designed despite the presence of normal wear & tear, and/or minor / easily correctable deficiencies.
- BELOW AVERAGE: The system, component, or structure is currently functional / adequate, but deficiencies exist to the extent that without timely service, the condition will worsen / degrade to a point where the equipment is unusable.
- POOR / WASTED / INADEQUATE: The system, component, or structure is unusable / inadequate as it currently exists. Significant repairs or replacement is required to return the equipment to a usable condition.
- DC POWER: Direct Current (DC) is the unidirectional flow of electrical charge. Direct Current is produce by batteries, usually 12VDC or 24VDC.
- AC POWER: Alternating Current (AC) is an electric current, which periodically reverses direction, whereas Direct Current (DC) flows only in one direction. Alternating Current onboard boats is produced by shore power electrical sources, generators, insolation transformers, and power inverter appliances, usually 120VAC or 240VAC.
- OVERCURRENT PROTECTION: A device, such as a fuse or circuit breaker, designed to interrupt the circuit when the current flow exceeds a predetermined value.
- CREVICE CORROSION: A localized attack on a metal surface at, or immediately adjacent to, the gap or crevice between two joining surfaces. The gap or crevice can be formed between two metals or a metal and non-metallic material.
- GALVANIC CORROSION: (also called "dissimilar metal corrosion" or wrongly "electrolysis") refers to corrosion damage induced when two dissimilar materials are coupled in a corrosive electrolyte. It occurs when two (or more) dissimilar metals are brought into electrical contact under water.
- STRAY CURRENT CORROSION: Corrosion that results from an electrical source causing a metal in contact with an electrolyte to become anodic with respect to some other metal in the same electrolyte.
- CATHODIC PROTECTION: Reduction or prevention of corrosion on an immersed metal by making it a cathode of a galvanic or supplied-current (impressed-current) electrochemical cell.
- SACRIFICIAL ANODES: A less noble metal intentionally electrically connected to & in contact with the same body of electrolyte as a more noble metal, for the purpose of protecting the more noble metal from corrosion.

GENERAL INFORMATION

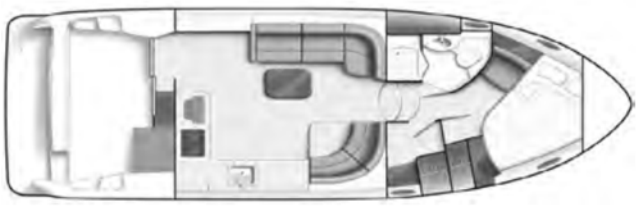
MARINE SURVEY REPORT FILE NUMBER	[redacted]
MARINE SURVEY REPORT PREPARED FOR	[redacted]
PHONE	[redacted]
EMAIL	[redacted]
TYPE OF MARINE SURVEY	Condition & Valuation
DATE OF MARINE SURVEY INSPECTION	[redacted] 2022
LOCATION OF MARINE SURVEY	[redacted]
VESSEL'S INTENDED SERVICE	Recreation
WATERS TO BE NAVIGATED	Western Washington & Adjacent Waters
HULL IDENTIFICATION NUMBER (HIN)	[redacted]
USCG DOCUMENTATION NUMBER	[redacted]
VESSEL NAME	[redacted]
HAILING PORT	[redacted]
MANUFACTURED BY	Meridian Yachts / Brunswick Family Boat Co.
LOCATION BUILT	[redacted]
MODEL YEAR	[redacted]
MAKE / MODEL	Meridian 341 Sedan
HULL MATERIAL	FRP (Fiber-Reinforced Plastic) / Fiberglass
HULL TYPE	Modified-V / 7.5° Deadrise Aft
LOA	35 FT 3 IN
BEAM	11 FT 8 IN
DRAFT	3 FT 2 IN
WEIGHT	17,000 LBS
PROPULSION SYSTEM	Twin 250HP CUMMINS Inboard Engines
FUEL TYPE	Diesel
FUEL CAPACITY	224 GALS
FRESH WATER CAPACITY	92 GALS
BLACK WATER CAPACITY	30 GALS
DC POWER SYSTEM	12VDC
AC POWER SYSTEM	120VAC 60Hz
FAIR MARKET VALUE	[redacted]
REPLACEMENT COST	[redacted]

GENERAL INFORMATION NOTES:

- Vessel hull dimensions & tank capacities cited per PowerBoat Guide published spec sheet / www.PowerBoatGuide.com. Actual dimensions & capacities may vary from the information published in the Marine Survey Report.
- The following link will access a pamphlet published by the US Department of Homeland Security in accordance with the United States Coast Guard (USCG) detailing the federal requirement for recreational boating: https://www.uscgboating.org/images/420.PDF. It is the vessel operator's responsibility to ensure that the vessel is outfitted in accordance with the USCG regulations.

Meridian 341 Sedan

When she joined the Meridian fleet in 2003, the 341 Sedan was among the most affordable flybridge yachts in her class. This was Meridian's entry-level offering and there was much to like about her from the standpoint of features and value. In fact, the 341 wasn't really a "new" model—she was originally marketed as the Bayliner 3488 Command Bridge. She became the Meridian 341 in 2003 when Bayliner went out of the big-boat business and Meridian Yachts was formed. Sharing the same hull, cabin accommodations, and flybridge layout as her predecessor, the 341 is a simple and very practical boat. Her two-stateroom interior is highlighted with cherry woodwork, cedar-lined hanging lockers, and leather upholstery. The head is fitted with a separate stall shower, and wraparound cabin windows provide plenty of natural lighting. In the cockpit, molded steps make bridge access very easy. Additional features include a transom door, radar arch, excellent cabin headroom, and an extended flybridge. Note the narrow side decks. Twin 320hp MerCruiser inboards cruise the Meridian 341 at 20 knots (mid to high 20s top). Note that an all-new 341 Sedan model was introduced in 2005.



Specifications

Length	35'3"	Fuel	224 gals.
Beam	11'8"	Water	92 gals.
Draft	3'2"	Waste	30 gals.
Weight	17,000#	Hull Type	Modified-V
Clearance	13'6"	Deadrise Aft	7.5°

MANUFACTURERS → CUMMINS → 4B-250 → RATINGS

SEARCH ENGINE DATABASE

Cummins 4B-250 Ratings

Cummins

4B-250

4 Cylinder, 3.90 L, Turbocharged Aftercooled Marine Diesel Engine

Cummins Marine Division, 4500, Leeds Avenue - Suite 301, Charleston, South Carolina, United States

Phone: 803 745 1620,

RATINGS [1]

PHOTOS [7]

DATASHEETS [10]

MANUALS [1]

DRAWINGS [1]

PDF LIBRARY [12]

Ratings

Rating	SAE HP	kW	Metric HP	RPM	HP/L	Gears	Props
HO-High Output	240	179	243	3000	61.5	GEARS	PROPS

VESSEL PICTURES


[redacted] *Meridian 341 Sedan, MV "[redacted]"*



Foredeck, Superstructure, and Ground Tackle Equipment

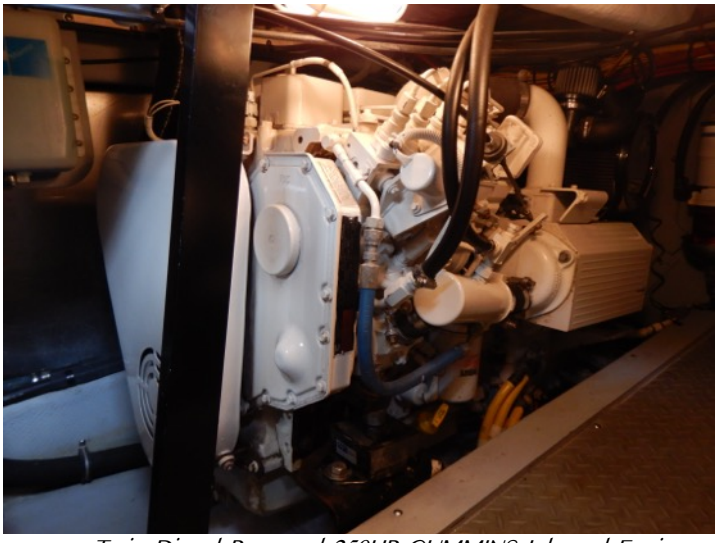



Flybridge Accommodations


Pilothouse Accommodations


Salon & Galley Accommodations


Stateroom & Head Accommodations




Twin Diesel Powered 250HP CUMMINS Inboard Engines w/ ZF HURTH Straight-Drive Reduction Gear Transmissions





Out-of-Water Portion of the Inspection Performed at the [redacted]


Propellers, Rudders, and Running Gear Equipment


Electric Bow Thruster Equipment


Electric Stern Thruster Equipment

VESSEL STRUCTURES & SYSTEMS DETAILS

VESSEL STRUCTURES	
HULL STRUCTURE	Cosmetically ABOVE AVERAGE / No Evidence of Structure Defects / Non-Destructive Testing
SUPERSTRUCTURE	Cosmetically ABOVE AVERAGE / No Evidence of Structure Defects / Non-Destructive Testing
DECK STRUCTURE	Cosmetically ABOVE AVERAGE / No Evidence of Structure Defects / Non-Destructive Testing
HULL-TO-DECK JOINT	Evidence of Mild Water Leaks at Hull-to-Deck Joint Fasteners in Lazarette Bilge Area
STRINGERS & BULKHEADS	No Evidence of Significant Structure Defects Where Accessible / Non-Destructive Testing
WINDOWS & PORTLIGHTS	Cosmetically AVERAGE / No Evidence of Structure Defects / Normal Wear & Tear
BOW RAIL & DECK CLEATS	Cosmetically AVERAGE / No Evidence of Structure Defects / Normal Wear & Tear
ANTI-FOULING BOTTOM PAINT	AVERAGE / Adequate for Intended Purpose
SACRIFICIAL ANODES	BELOW AVERAGE / Nearing End of Useful Service Life

PRIMARY PROPULSION SYSTEM	
ENGINE QTY	2
FUEL TYPE	Diesel
DESCRIPTION	4 Cylinder / Turbocharged / Aftercooled
MAKE / MODEL	CUMMINS / 4BTA3.9-M
SERIAL NO.	PORT: [redacted] STBD:
RATED POWER	250 HP @ 3000 RPM
DISPLACEMENT	3.90 L
COOLING	Fresh Water Cooling System
EXHAUST	Wet Exhaust System
ENGINE HOURS	PORT: [redacted] HRS / Per Digital Gauge STBD: [redacted] HRS / Per Digital Gauge

TRANSMISSION	
DESCRIPTION	Straight-Drive Reduction Gear Transmission
GEAR MAKE	ZF HURTH MARINE / ZF 63 A – 2.0
GEAR RATIO	2.0 : 1

RUNNING GEAR EQUIPMENT	
PROP TYPE	QTY 2 / Four Blade Bronze
PROP ROTATION	Counter Rotating / Rotation Outboard
PROP SIZE	Diameter 20 Inches by Pitch 24 Inches
PROP CONDITION	AVERAGE / Normal Wear & Tear
SHAFT TYPE	1¾ Inch Stainless Steel
SHAFT SEAL TYPE	TIDES MARINE SureSeal / Dripless Type
SEAL CONDITION	ABOVE AVERAGE / No Evident Defects
CUTLASS BEARING	AVERAGE / Normal Wear & Tear

PROPULSION CONTROL SYSTEM	
SYSTEM TYPE	Mechanical / Push-Pull Cables
DESCRIPTION	Four Lever System / Two Stations
CONDITION	FUNCTIONAL / AVERAGE

THRUSTER SYSTEMS	
DESCRIPTION	Electric Bow Thruster & Stern Thruster
MAKE / MODEL	SIDE-POWER / 12VDC
CONDITION	FUNCTIONAL / Two Control Stations

SEA TRIAL TESTING RESULTS			
PORT ENGINE		STBD ENGINE	
ENGINE TEMP	RANGE 175°F - 185°F / NORMAL	ENGINE TEMP	RANGE 175°F - 185°F / NORMAL

SLOW CRUISE SPEED	Approx. 11 KTS @ Approx. 2300 RPM / NORMAL
MEDIUM CRUISE SPEED	Approx. 15 KTS @ Approx. 2700 RPM / NORMAL
WIDE-OPEN-THROTTLE (WOT)	Approx. 19 KTS @ Approx. 3000 RPM / NORMAL
SEA TRIAL NOTES	Sea Trial Testing Procedures were Performed in the Shilshole Bay Portion of the Puget Sound in Seattle, WA / Calm Wind Conditions / Calm Sea Conditions / Cool Temperature / Engine Data Observed Via Analog Engine Gauges / Speed Data Observed Via Navigational Electronics / Actual Speed-Over-Ground (SOG) will Vary Depending on Tides, Currents, and Weather Conditions.

STEERING SYSTEM	
STEERING SYSTEM TYPE	Hydraulic Steering System / SEA STAR / Two Stations / FUNCTIONAL / BELOW AVERAGE
RUDDER DESCRIPTION	QTY 2 / Bronze SPADE Type / No Evident Defects / Adequate for Intended Purpose
RUDDER SEAL DESCRIPTION	Packing Gland Type Shaft Seal System / AVERAGE Condition / Normal Wear & Tear
AUTOPILOT STEERING	Hydraulic Autopilot Steering System / GARMIN / 12VDC / INOPERABLE

FUEL SYSTEM	
FUEL TYPE	Diesel
FUEL TANK DESCRIPTION	QTY 2 / Aluminum Tank / Engine Room Bilge / No Evident Defects Where Accessible
FUEL CAPACITY	224 GALS Total / Per PowerBoat Guide Published Spec Sheet / www.PowerBoatGuide.com
TANK LEVEL GAUGE	QTY 4 / Analog Tank Level Gauge / 12VDC / POWERS ON / Accuracy Undetermined
FUEL HOSE CONDITION	AVERAGE / No Evident Defects Where Accessible / Normal Wear & Tear
PORT ENGINE FUEL FILTER	QTY 1 / RACOR 900MA / AVERAGE / Normal Wear & Tear / Sight Bowl Clean
STBD ENGINE FUEL FILTER	QTY 1 / RACOR 900MA / AVERAGE / Normal Wear & Tear / Sight Bowl Clean
GENSET FUEL FILTER	QTY 1 / PARKER RACOR R12S / ABOVE AVERAGE / No Evident Defects / Sight Bowl Clean

FRESH WATER SYSTEM	
FRESH WATER TANK DETAILS	QTY 1 / Plastic Tank / No Evidence of Defects where Accessible
FRESH WATER CAPACITY	92 GALS / Per PowerBoat Guide Published Spec Sheet / www.PowerBoatGuide.com
TANK LEVEL GAUGE	QTY 1 / Analog Tank level Gauge / BEP MARINE / 12VDC / POWERS ON / Accuracy Undetermined
FRESH WATER PUMP	QTY 1 / Electric Water Pressure Pump / FLOJET / 12VDC / FUNCTIONAL / ABOVE AVERAGE
ELECTRIC WATER HEATER	QTY 1 / ATWOOD / 120VAC / 10.5 GALS / FUNCTIONAL / ABOVE AVERAGE / No Evident Defects

BLACK WATER SYSTEM	
DESCRIPTION	USCG Approved Type III Marine Sanitation Device (MSD) / Black Water Holding Tank System
BLACK WATER TANK DETAILS	QTY 1 / Plastic Tank / Engine Room Bilge / No Evident Defects Where Accessible
BLACK WATER CAPACITY	30 GALS / Per PowerBoat Guide Published Spec Sheet / www.PowerBoatGuide.com
TANK LEVEL GAUGE	QTY 1 / Analog Tank level Gauge / BEP MARINE / 12VDC / POWERS ON / Accuracy Undetermined
SANITATION HOSES	AVERAGE Condition / No Evident Defects Where Accessible / Normal Wear & Tear
TOILET DESCRIPTION	QTY 1 / Electric Vacuum Flush / Fresh Water / 12VDC / FUNCTIONAL / Evidence of Fluid Leak

PUMP SYSTEMS	
ELECTRIC BILGE PUMP	QTY 4 / Fwd Bilge, (2) Mid Bilge, and Aft Bilge / 12VDC / FUNCTIONAL / No Evident Defects
GRAY WATER PUMP	QTY 1 / Electric Sump Pump / RULE / 12VDC / FUNCTIONAL / AVERAGE / Normal Wear & Tear
BLACK WATER PUMP	QTY 1 / Electric Macerator Waste Pump / JABSCO / 12VDC / FUNCTIONAL / ABOVE AVERAGE
DECK WASHDOWN PUMP	QTY 1 / Electric Water Pressure Pump / FLOJET / 12VDC / Raw Water / INOPERABLE

GROUND TACKLE SYSTEMS	
ANCHOR WINDLASS WINCH	QTY 1 / Electric Deck Winch / LEWMAR / 12VDC / FUNCTIONAL / AVERAGE / Normal Wear & Tear
ANCHOR DETAILS	QTY 1 / Galvanized Steel PLOW Type / ABOVE AVERAGE Condition / Adequate for Intended Purpose
ANCHOR CHAIN & RODE	Galvanized Steel Chain & Nylon Anchor Rode / AVERAGE / Adequate for Intended Purpose

APPLIANCES			
DEVICE	MAKE / MODEL	POWER SOURCE	CONDITION
GALLEY REFRIGERATOR	QTY 1 / NORCOLD	12VDC or 120VAC	FUNCTIONAL / AVERAGE
GALLEY STOVETOP	QTY 1 / PRINCESS	LPG	FUNCTIONAL / Thermocouple DEFECTIVE
MICROWAVE	QTY 1 / TAPPAN	120VAC	FUNCTIONAL / AVERAGE
HYDRONIC HEATER	QTY 1 / HEATER CRAFT	12VDC + DIESEL	FUNCTIONAL / ABOVE AVERAGE
FORCED AIR HEATER	QTY 1 / WEBASTO	12VDC + DIESEL	FUNCTIONAL / ABOVE AVERAGE
STEREO	QTY 2 / FUSION	12VDC	INOPERABLE / Does Not Power On
SATELLITE TV	QTY 1 / KVH TRACVISION	12VDC	POWER ON

LPG SYSTEM	
LPG LOCKER	QTY 1 / Flybridge Mounted LPG Locker / Secured & Protected / Drain & Vent Installed / Vapor-Tight
LPG CYLINDERS	QTY 1 / Aluminum LPG Cylinder / Cylinder Secured at Installed Location / AVERAGE
SOLENOID & REGULATOR	Pressure Regulator, Pressure Gauge, and Electric Solenoid Shut-off Valve Installed / FUNCTIONAL

ELECTRONICS			
DEVICE	MAKE / MODEL	POWER SOURCE	CONDITION
MAGNETIC COMPASS	QTY 2 / DANFORTH	N/A	ABOVE AVERAGE
GPS CHART / DEPTH / RADAR	QTY 1 / GARMIN GPSMAP 5212	12VDC	FUNCTIONAL / ABOVE AVERAGE
DEPTH SOUNDER	QTY 1 / RAYMARINE ST60+ DEPTH	12VDC	FUNCTIONAL / AVERAGE
VHF RADIO	QTY 1 / GARMIN VHF200	12VDC	FUNCTIONAL / ABOVE AVERAGE
HYDRAULIC TRIM TABS	BENNETT	12VDC	FUNCTIONAL / No Evident Defects
SEARCHLIGHT	QTY 1 / JABSCO	12VDC	FUNCTIONAL / AVERAGE

DC POWER SYSTEM	
SYSTEM VOLTAGE	12VDC Systems
BATTERY QTY	6 Total / SEE TABLE BELOW

DC BATTERIES					
BATTERY BANK TITLE	MAKE / MODEL	BATTERY TYPE	RATING	QTY	DATE
12V PORT BANK	12V INTERSTATE / Group 31	Flooded Cell Lead Acid	675 CCA	2	2019
12V STBD BANK	12V INTERSTATE / Group 31	Flooded Cell Lead Acid	675 CCA	2	2019
12V HOUSE	6V NAPA / Golf Cart Type	Flooded Cell Lead Acid	N/A	2	N/A

BATTERY CHARGER & POWER INVERTER			
DEVICE TITLE	MAKE / MODEL	CHARGER FUNCTION	INVERTER FUNCTION
BATTERY CHARGER	QTY 1 / XANTREX TrueCharge 40+	40 Amp 12VDC	N/A
POWER INVERTER	QTY 1 / ProMariner TruePower 400	N/A	400 Watt 120VAC

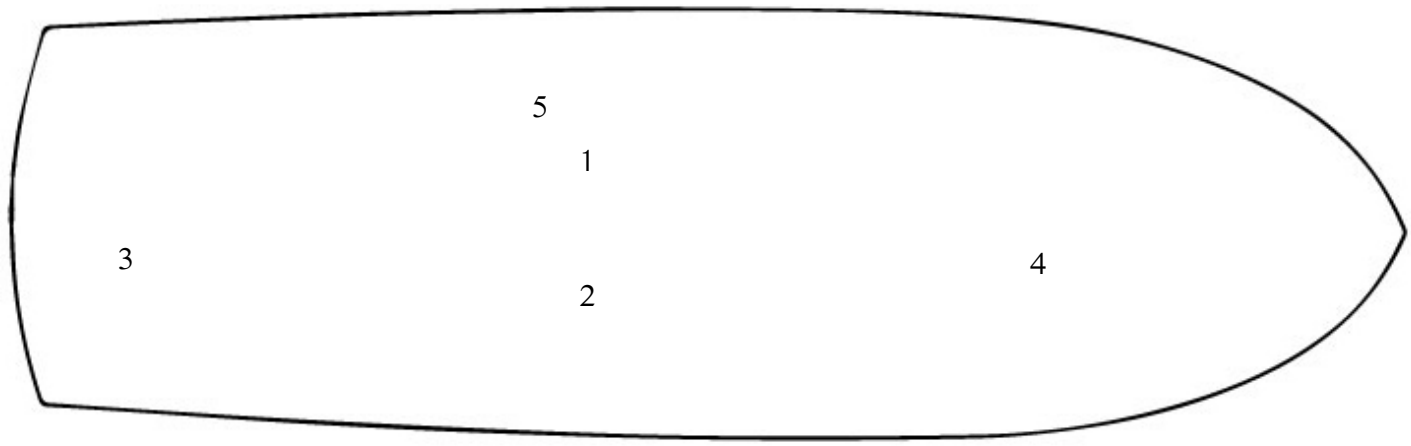
AC POWER SYSTEM	
SYSTEM VOLTAGE	120VAC 60Hz
SHORE POWER CABLE	QTY 1 / 30A 125V Marine Shore Power Cable / MARINCO / FUNCTIONAL / No Evident Defects
SHORE POWER INLET	QTY 2 / 30A 125V Shore Power Inlet Receptacle / MARINCO / FUNCTIONAL / No Evident Defects
POWER DISTRIBUTION	120VAC Circuit Breaker Panel / FUNCTIONAL / Panel NOT OPENED During Inspection

GENERATOR SYSTEM	
FUEL TYPE	Diesel
MAKE / MODEL / SERIAL	NEXT GEN / MARKON / BL105E 6.0KVA
POWER OUTPUT	6.0KVA 50.0A 120VAC 60Hz / 12VDC Start Voltage
CONDITION	FUNCTIONAL / ABOVE AVERAGE

SAFETY EQUIPMENT	
THROWABLE PFD	QTY 1 / USCG Approved Type IV Throwable PDF / ABOVE AVERAGE Condition
HANDHELD FIRE EXTINGUISHER	QTY 4 / Type A B C Handheld Fire Extinguisher / Inspection Tags Dated 2022
AUTOMATIC FIRE EXTINGUISHER	NOT INSTALLED
SOUND SIGNALING DEVICE	QTY 1 / Electric Horn / 12VDC / FUNCTIONAL
EMERGENCY DISTRESS SIGNAL	QTY 4 / USCG Approved Handheld Distress Signal Flare / DAY & NIGHT / EXPIRED
NAVIGATION LIGHTS	PORT SIDELIGHT / Color RED Fwd Facing / 12VDC / FUNCTIONAL STBD SIDELIGHT / Color GREEN Fwd Facing / 12VDC / FUNCTIONAL MASTHEAD LIGHT / Color WHITE Fwd Facing / 12VDC / FUNCTIONAL STERN LIGHT / Color WHITE Aft Facing / 12VDC / FUNCTIONAL ANCHOR LIGHT / Color WHITE All-Round / 12VDC / FUNCTIONAL
REBOARDING LADDER	QTY 1 / Swim Platform Mounted Reboarding Ladder System / FUNCTIONAL
HIGH BILGE WATER ALARM	QTY 1 / Mechanical Float Switch Triggered Audible Alarm / 12VDC / FUNCTIONAL / E/R Bilge

BELOW-WATERLINE THRU-HULLS	
THRU-HULL DESCRIPTION	Bronze Thru-Hull Fittings Equipped with Bronze Seacock Valves / SEE TABLE BELOW
SEA STRAINER	AVERAGE Condition / Normal Wear & Tear / Adequate for Intended Purpose
SEAWATER HOSES	AVERAGE Condition / Normal Wear & Tear / Adequate for Intended Purpose

THRU-HULL DIAGRAM



	THRU-HULL DESCRIPTION	CONDITION
1	PORT Engine Seawater Intake	FUNCTIONAL / AVERAGE / Valve is Stiff / Exercise to Ensure Reliability
2	STBD Engine Seawater Intake	FUNCTIONAL / AVERAGE / Valve is Stiff / Exercise to Ensure Reliability
3	Generator Engine Seawater Intake	FUNCTIONAL / AVERAGE / Valve is Stiff / Exercise to Ensure Reliability
4	Washdown Pump Seawater Intake	FUNCTIONAL / AVERAGE / Valve is Stiff / Exercise to Ensure Reliability
5	Black Water Pump Discharge Overboard	FUNCTIONAL / AVERAGE / Valve is Stiff / Exercise to Ensure Reliability

TENDER	
DESCRIPTION	RIB / Rigid Inflatable / Fiberglass Hull Bottom w/ Inflatable Hull Sides / Outboard Engine Propulsion
MAKE / CONDITION	WALKER BAY Genesis 270 / FUNCTIONAL / AVERAGE Condition
HIN / MODEL YEAR	EWVG3672H809 / Model Year 2009

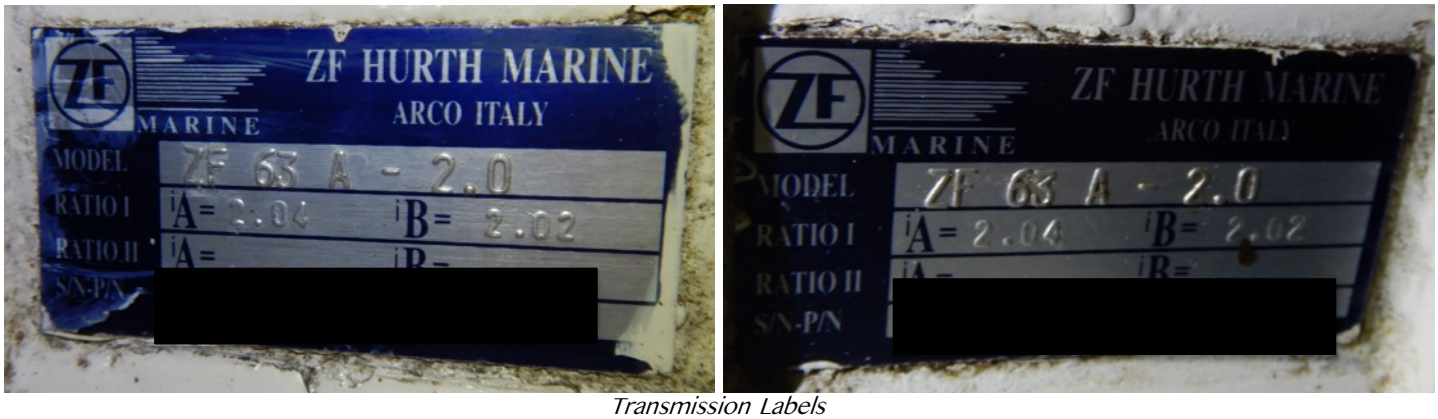
OUTBOARD ENGINE	
DESCRIPTION	4-Stroke Outboard Engine / 9.9HP / Gasoline Fuel
MAKE / CONDITION	MERCURY MARINE / F9.9M / 0R211961 / FUNCTIONAL / AVERAGE / Model Year 2007

DAVIT SYSTEM	
DESCRIPTION	Swim Platform Mounted Davit Bracket Systems / Powered by Manual Reel Block & Tackle System
MAKE / CONDITION	FUNCTIONAL / AVERAGE Condition / Normal Wear & Tear

Manufacturer Label

PORT Engine Label

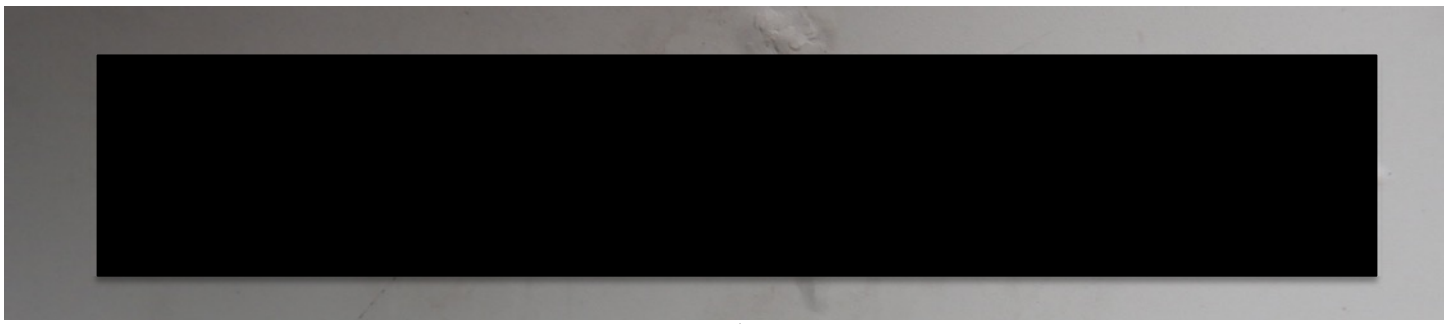
STBD Engine Label



Transmission Labels

Tender Label

Outboard Engine Label



RIB Tender HIN

DEFICIENCIES & RECOMMENDATIONS

The deficiencies observed during the inspection have been separated into the three categories detailed below. These categorizations are a reflection of the Marine Surveyor's opinion based on relevant knowledge & experience. This list should not be considered absolute. Conditions may exist that are either undetectable or inaccessible to the Marine Surveyor. The Marine Surveyor does not perform inspections that require destructive testing & does not disassemble equipment or structures.

SAFETY HAZARD DEFICIENCY

- Safety hazards or deficiencies that could potentially create a safety hazard. Should be corrected immediately.

TIER 1 DEFICIENCY: DEFICIENCIES REQUIRING ATTENTION

- Deficiencies that should be corrected in a timely manner to avoid structure, system, or equipment failure.

TIER 2 DEFICIENCY: DEFICIENCIES THAT DO NOT REQUIRE IMMEDIATE SERVICE

- Minor, cosmetic, or insignificant deficiencies that do not require immediate service.

SAFETY HAZARD DEFICIENCY

1. Recreational Vessel Safety Requirements & Fire Extinguisher Maintenance

WASHINGTON REQUIRED EQUIPMENT CHECKLIST

	PWCs	Boats Less Than 16'	Boats 16' to Less Than 26'	Boats 26' to Less Than 40'	Boats 40' to Less Than 65'	Human Powered: Any Length
		Class A	Class 1	Class 2	Class 3	
Vessel Registration On Board	yes	yes 6	yes	yes	yes	no
Registration Decals Displayed	yes	yes 6	yes	yes	yes	no
Registration Numbers Displayed	yes	yes 6	yes	yes 7	yes 7	no
Boater Education Card (power-driven boats over 15 hp) 9	yes	yes	yes	yes	yes	no
PFD: Type I, II, III, or V (one per person)	yes 1	yes 2	yes 2	yes	yes	yes
PFD: Type IV	no	no	yes	yes	yes	no
Type B-I Fire Extinguisher (power-driven boats only)	yes	yes	yes	yes 8	yes 8	no
Ignition Safety Switch	yes	no	no	no	no	no
Backfire Flame Arrestor 3	yes	yes	yes	yes	yes	no
Ventilation System	yes	yes	yes	yes	yes	no
Muffler	yes	yes	yes	yes	yes	no
Horn, Whistle, or Bell	yes	yes	yes	yes	yes	yes
Skier-Down Flag 4	yes	yes	yes	yes	yes	no
Daytime Visual Distress Signals 10	no	yes	yes	yes	yes	16' and over
Nighttime Visual Distress Signals 10	n/a	yes	yes	yes	yes	yes
Navigation Lights 5	n/a	yes	yes	yes	yes	at least one lantern or flashlight
CO Warning Sticker	no	yes	yes	yes	yes	no

yes = required by state
no = not required by state
n/a = not applicable

1 Those on personal watercraft must *wear* a life jacket (personal flotation device) at all times.

2 Children 12 years and younger are required to *wear* U.S. Coast Guard–approved life jackets in Washington State on boats shorter than 19 feet whenever the vessel is underway or when they're on an open deck or open cockpit on any waters of the state.

3 Required on all gasoline engines except outboard engines.

4 Required to be carried on board when towing person(s) on water skis or similar devices and displayed whenever the towed person(s) is preparing to ski or has fallen into the water.

5 Vessels must display the proper navigation lights between the hours of sunset and sunrise and during periods of restricted visibility such as fog or heavy rain.

6 Applies to all motorboats and all sailboat 16 feet in length or longer with the exception of a motorboat less than 16 feet in length with a motor of 10 horsepower or less and used on non-federal waters only.

7 State registration numbers are not displayed on boats documented with USCG under the Federal Registration System, but display of valid registration decals is required.

8 Boats 26 feet up to 40 feet long must carry two B-I or one B-II; boats 40 feet up to 65 feet long must carry three B-I or one B-II and one B-I.

9 See pages 46–47 for boater education card requirements.

10 VDSs are required on coastal waters, the Strait of Juan de Fuca east to Puget Sound, and the Puget Sound/San Juan Island area (except as noted on page 68).

A sample float plan is available online at
www.boat-ed.com/washington/handbook/pdf/floatplan.pdf

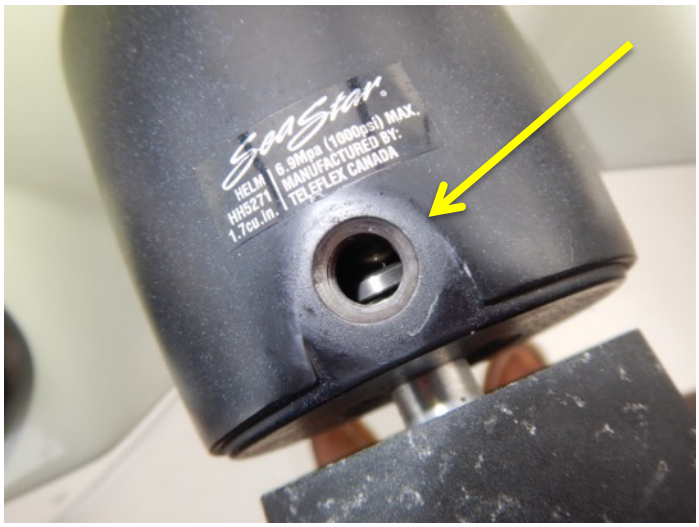
EMERGENCY DISTRESS SIGNAL FLARES WERE EXPIRED. It is the operator's responsibility to ensure that the vessel remains fitted with PFDs, emergency distress signals, fire extinguishers, and other safety equipment in accordance with State & Federal Regulations. The link below provides access to a pamphlet published by the US Department of Homeland Security that outlines the Federal Requirements for Recreational Boats.

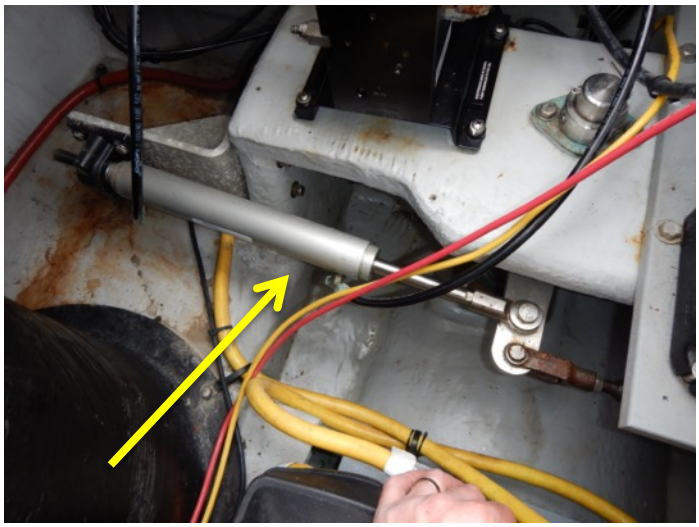
https://www.uscgboating.org/images/420.PDF

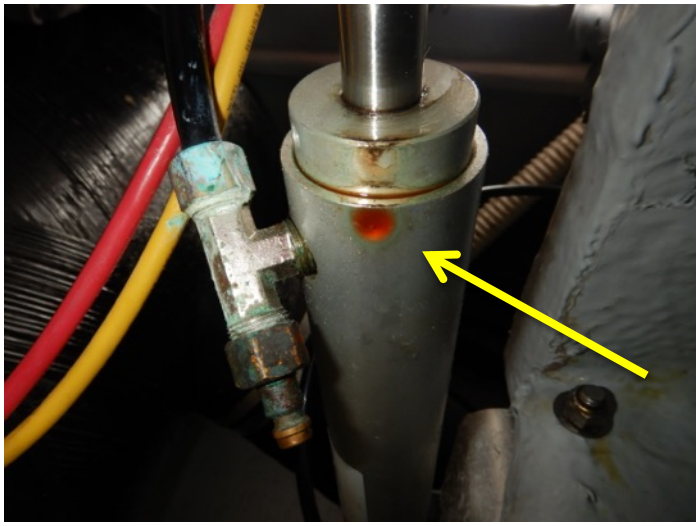
The FIRE EXTINGUISHERS found onboard the vessel during the inspection were equipped with inspection tags dated 2022. The National Fire Protection Association (NFPA) recommends that all handheld & fixed fire extinguishing systems be inspected & tagged ANNUALLY. Consult a qualified technician to discuss fire extinguisher inspection & maintenance options.

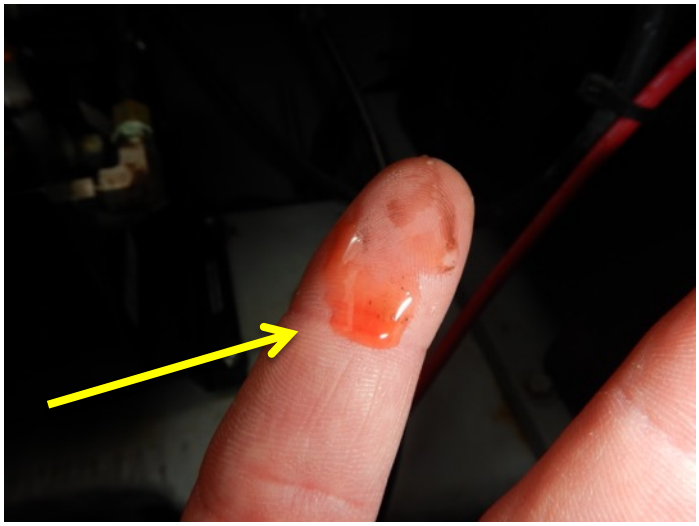
TIER 1 DEFICIENCY

2. Hydraulic Steering System





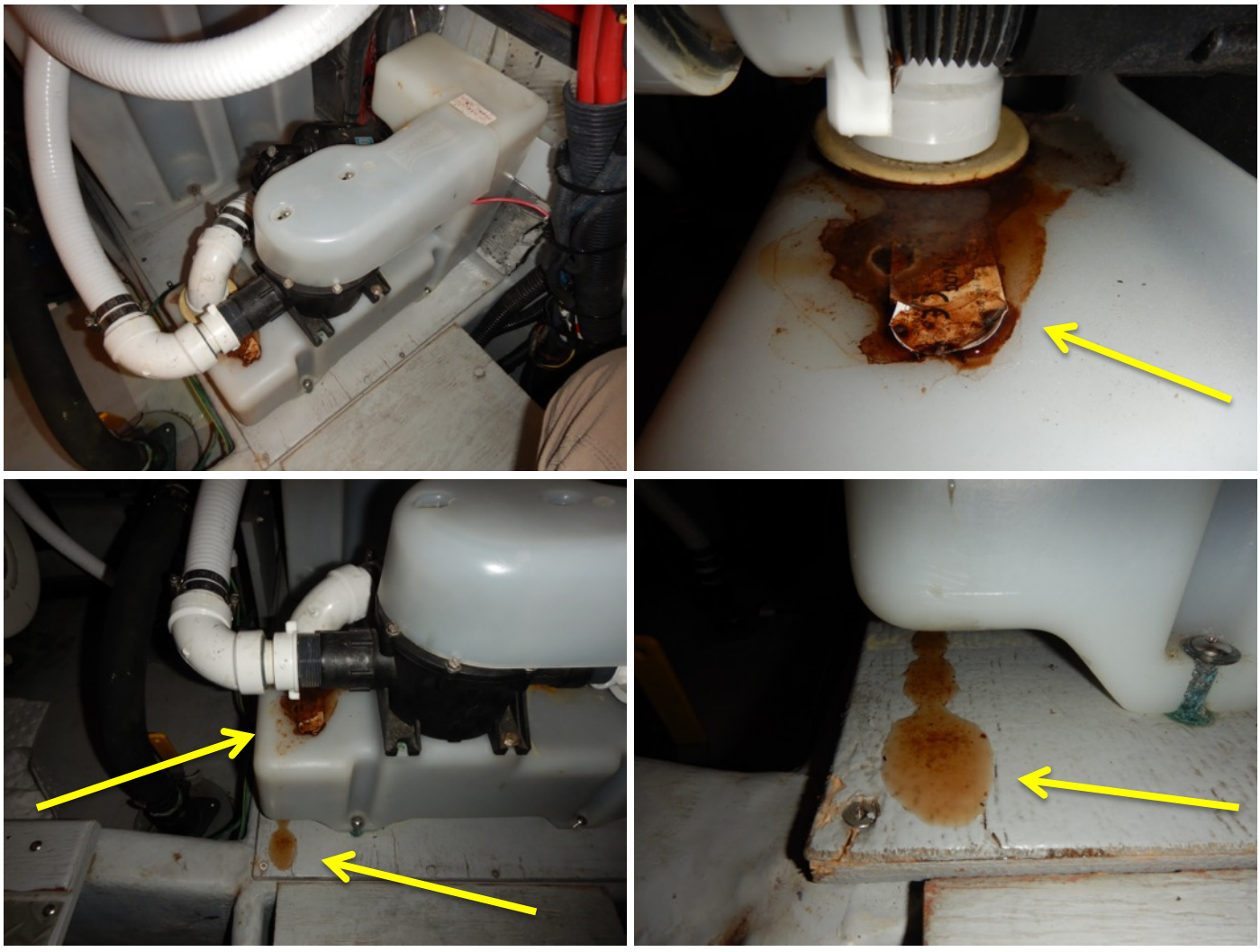




The hydraulic steering system performed in BELOW AVERAGE condition. The steering was FUNCTIONAL & felt normal when operated at the pilothouse control station, but the flybridge station steering wheel had an abnormal feel consistent with air being trapped in the hydraulic system (excessive amount of wheel turns to change rudder position). There was evidence of a hydraulic oil leak identified at the steering cylinder installed on the STBD side of the lazarette bilge compartment. Recommend adjust, repair, or replace defective hydraulic steering system components as needed with the intent to eliminate oil leaks & improve operating performance. Consult a qualified technician or reputable service facility to discuss troubleshooting & service options. Clean & dry bilge compartment surfaces, place absorbent pads in strategic locations, monitor on a regular basis for recurring deficiency, and perform appropriate maintenance service in a timely manner if active fluid leaks are discovered.

TIER 1 DEFICIENCY

3. Black Water Fluid Leak



There was evidence of a black water fluid leak identified at in the engine room bilge compartment. The leak appeared to originate at the vacuum generator pump component of the VacuFlush toilet system. Recommend adjust, repair, or replace defective black water sanitation system components as needed with the intent to eliminate fluid leaks. Clean & dry bilge compartment surfaces, place absorbent pads in strategic locations, monitor on a regular basis for recurring deficiency, and perform appropriate maintenance service in a timely manner if active fluid leaks are discovered.

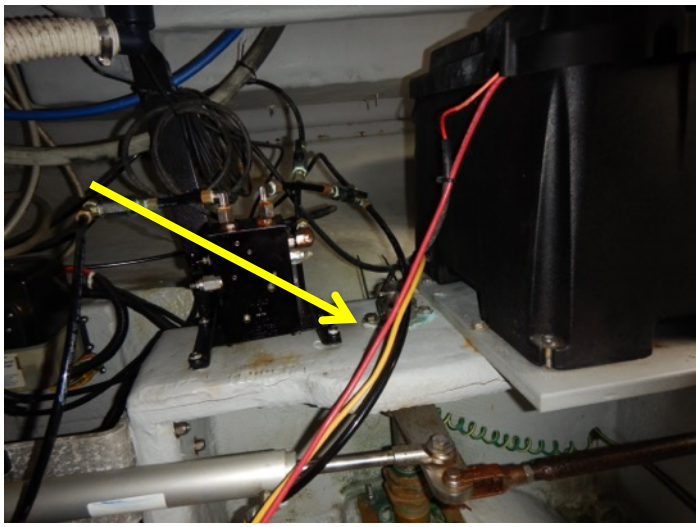
TIER 1 DEFICIENCY

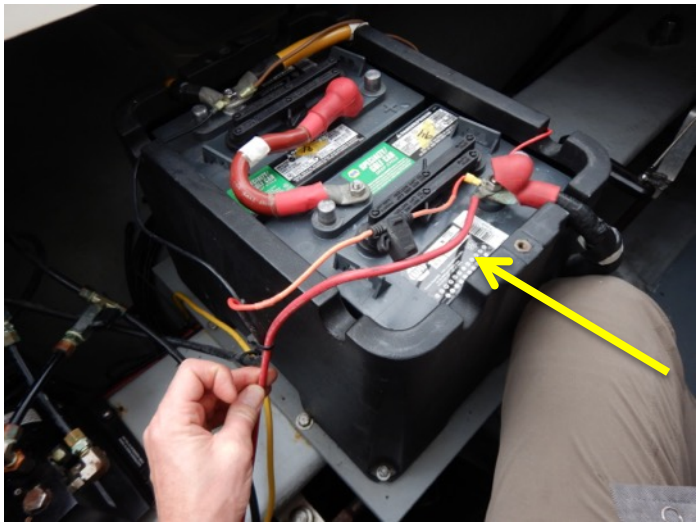
4. STBD Engine Seawater Circulation Pump

There was evidence of a water leak identified at the weep-hole portion of the STBD engine's seawater circulation pump. The condition described is usually an indication that an internal pump seal is beginning to fail. Recommend overhaul or replace the STBD engine seawater circulation pump as an act of preventative maintenance & with the intent to eliminate water leaks.

TIER 1 DEFICIENCY

5. DC Overcurrent Protection & Power Conductor Installation





The installation of the POWER INVERTER appliance did not comply with ABYC recommendations. The ungrounded (positive) power conductor was not equipped with overcurrent protection (fuse or circuit breaker), and the power conductors were not adequately secured along the length of the wire run. ABYC recommends: *Ungrounded conductors shall be provided with overcurrent protection device(s) within a distance of seven inches of the point at which the conductor is connected to the source of power measured along the conductor (ABYC E-11.10.1.1.1). Conductors shall be supported throughout their length or shall be secured at least every 18 inches (ABYC E-11.15.4.1.9).* Recommend appropriately sized overcurrent protection be installed at the DC power supply to the power inverter appliance, and ensure that the power conductors are properly secured & protected throughout the entire wire run.

TIER 1 DEFICIENCY

6. Autopilot Steering System

The GARMIN AUTOPILOT system was INOPERABLE. The autopilot electronics did power on, but an error message reading ECU NOT PRESENT flashed on the screen during sea trial testing procedures each time the operator attempted to engage the AUTO function. Further investigation is needed to determine an explanation for the deficiency described. Recommend adjust, repair, or replace defective autopilot steering system components as needed with the intent to improve operating performance. Consult a qualified technician or reputable service facility to discuss troubleshooting & service options.

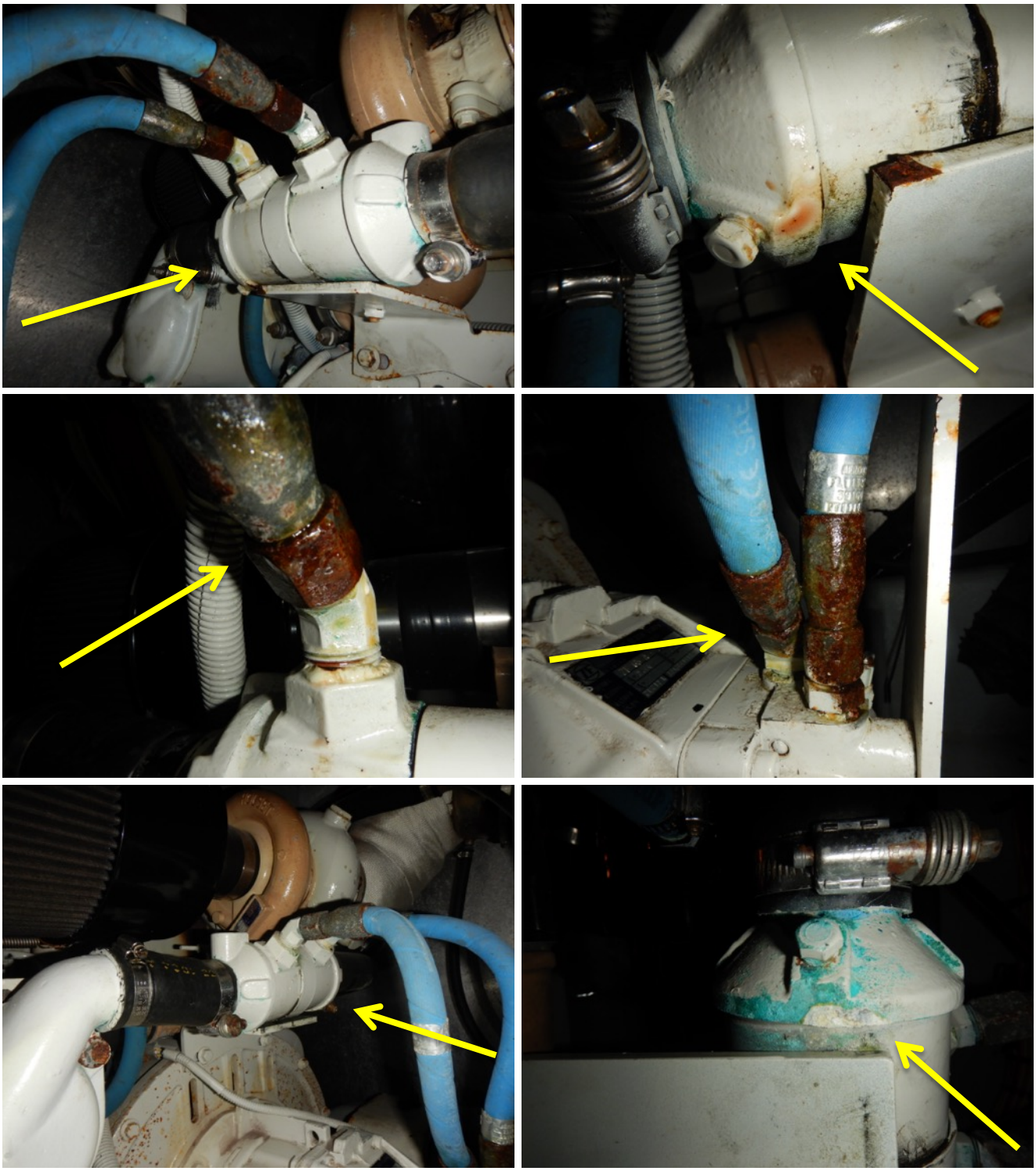
TIER 1 DEFICIENCY

7. STBD Engine Exhaust Smoke & Fuel Sheen

STBD engine operating performance appeared slightly abnormal when observed during sea trial testing procedures. Exhaust smoke & fuel sheen appeared to be excessive. The conditions described may be an indication that the engine is in need of a valve adjustment or fuel injector service. Recommend appropriate STBD engine maintenance service be performed with the intent to improve operating performance. Consult a qualified technician or reputable service facility to discuss troubleshooting & service options.

TIER 1 DEFICIENCY

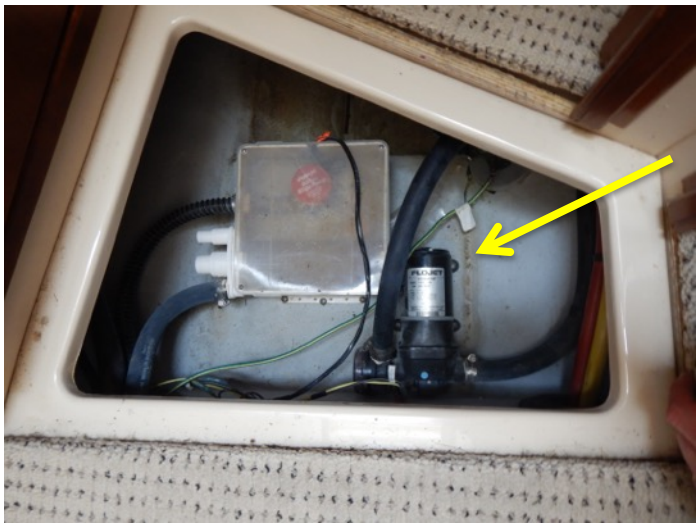
8. PORT & STBD Engine Transmission Oil Cooler

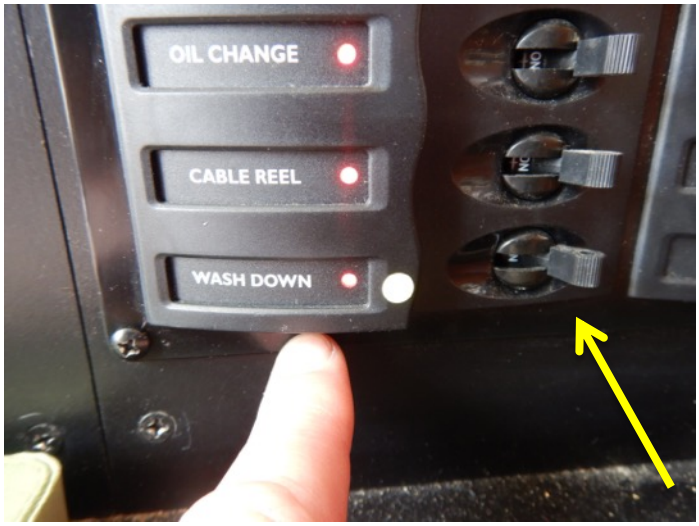


The transmission oil coolers appeared in BELOW AVERAGE condition. There was evidence of oil leaks identified at the location where oil hoses were connected to the cooler assemblies, and there was evidence of corrosion damage identified along the soldered end-cap, which is usually an indication that the cooler is nearing the end of its useful service life. Recommend the PORT & STBD engine transmission oil coolers be replaced as an act of preventative maintenance.

TIER 1 DEFICIENCY

9. Seawater Deck Washdown Pump





The electric water pressure pump serving the seawater deck washdown system was INOPERABLE. The pump described would not power on during testing procedures. Further investigation is needed to determine an explanation for the deficiency described. Recommend adjust, repair, or replace defective seawater deck washdown system components as needed with the intent to improve operating performance.

TIER 1 DEFICIENCY

10. LPG Stovetop Appliance

The LPG powered galley stovetop appliance was DEFECTIVE. The STBD burner operated in a NORMAL condition during testing procedures, but the PORT burner was INOPERABLE. The burner would ignite, but the flame would extinguish each time the control knob was let up after the starting procedure was completed. The thermocouple device appeared to be defective. Recommend adjust, repair, or replace defective LPG stovetop appliance components as needed with the intent to improve operating performance.

TIER 1 DEFICIENCY

11. STBD Engine Alternator / Voltmeter Gauge

The STBD engine alternator or the STBD engine voltmeter gauges did not appear to be operating properly. The voltmeter gauges indicated <12VDC when observed during sea trial testing procedures. Further investigation is needed to determine an explanation for the deficiency described. Recommend adjust, repair, or replace defective STBD engine alternator or voltmeter gauge system components as needed with the intent to improve operating performance. Consult a qualified technician or reputable service facility to discuss troubleshooting & service options.

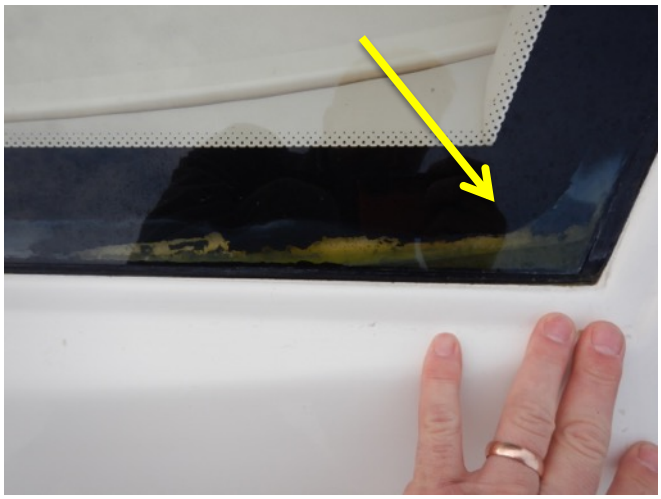
TIER 2 DEFICIENCY

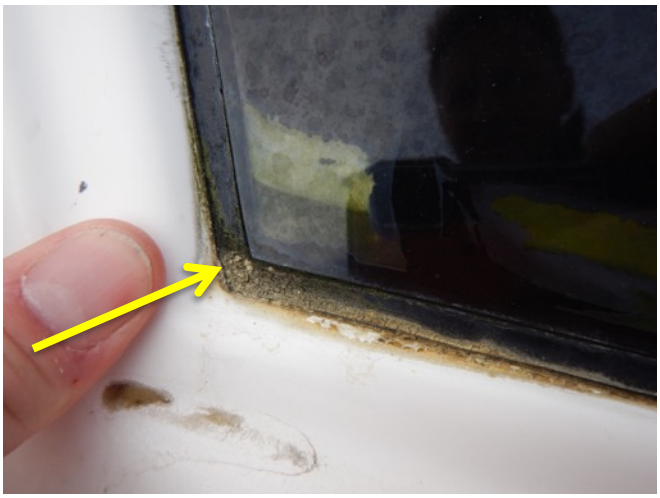
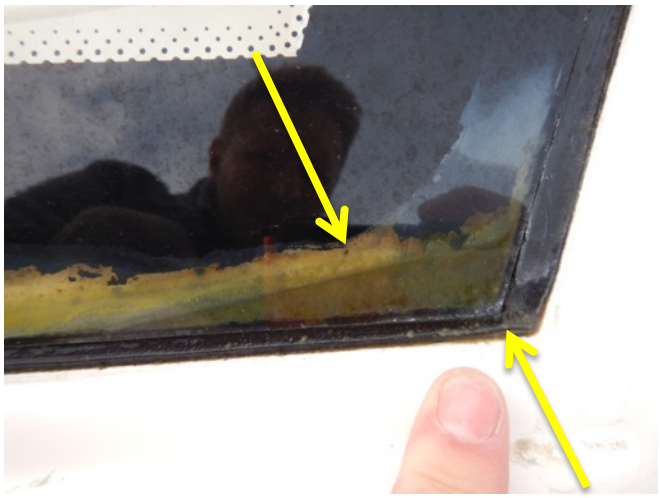
12. PORT Flybridge Voltmeter Gauge

The PORT engine voltmeter gauge installed at the FLYBRIDGE pilot station was INOPERABLE. The gauge was pegged in the MAX LOW position when observed during sea trial testing procedures. The voltmeter gauge installed at the pilothouse control station appeared to operate normally. Recommend adjust, repair, or replace defective PORT engine voltmeter gauge component as needed with the intent to improve flybridge pilot station operating performance.

TIER 2 DEFICIENCY

13. Pilothouse Windshield

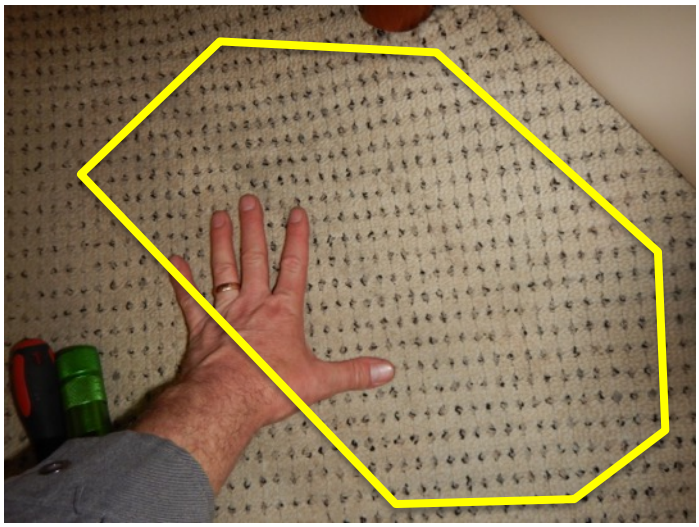



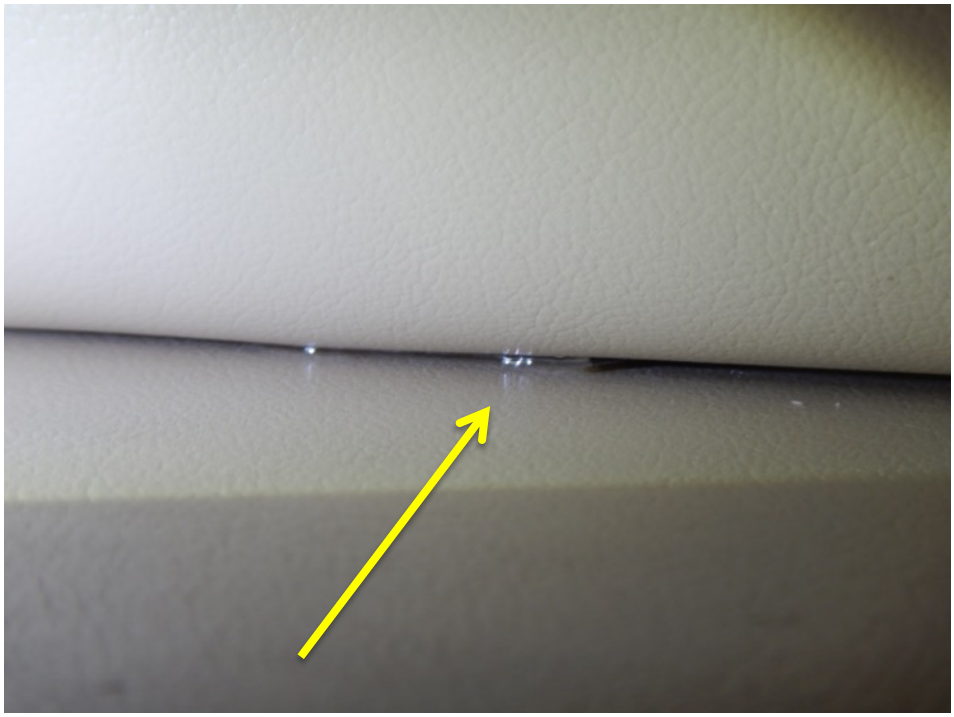




There was evidence of defects identified at the PORT & STBD corners of the pilothouse windshield. There appeared to be water trapped in a void underneath the window glass. The severity of the window sealant failure was undetermined. Recommend appropriate maintenance service be performed with the intent to eliminate or reduce the severity of windshield water leaks. Consult a qualified technician or reputable service facility to discuss troubleshooting & service options.

TIER 2 DEFICIENCY

14. STBD Guest Stateroom Water Leak

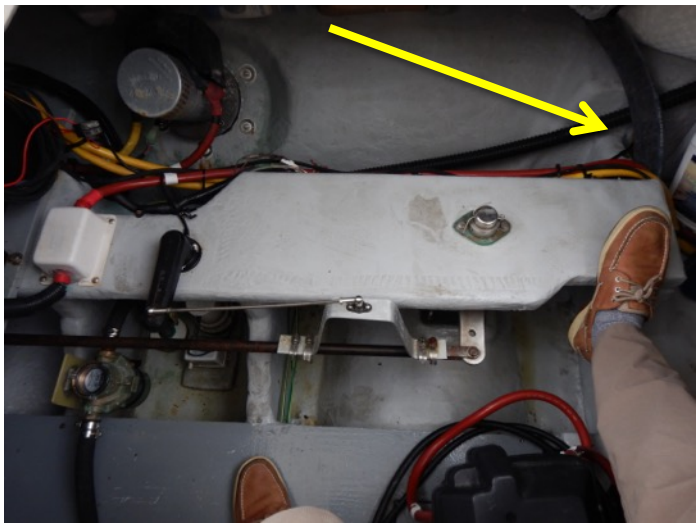




There was evidence of a water leak identified inside the STBD guest cabin. The floor area adjacent to the closet was wet, and water appeared to be leaking from the ceiling. The water leak may have originated at the STBD side of the windshield, but the initial investigation was inconclusive. Recommend the source of the water leak be located & appropriate repair service be performed with the intent to eliminate fluid leaks.

TIER 2 DEFICIENCY

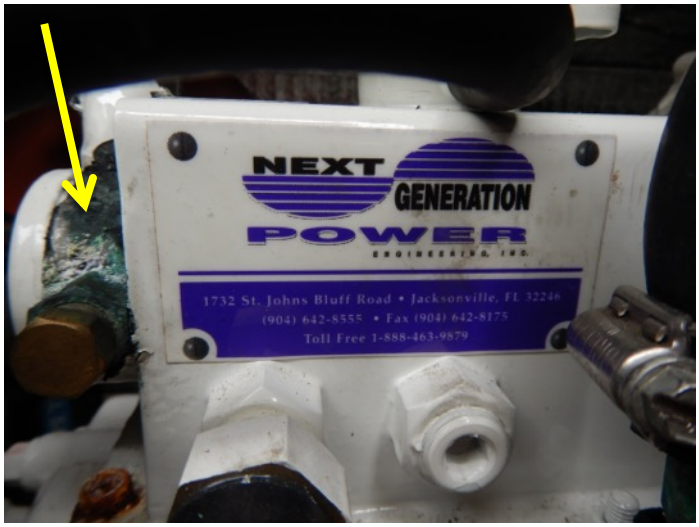
15. Transom Water Leak



There was evidence of a mild water leak identified in the lazarette bilge compartment. The leak appeared to originate at the hole in the transom structure housing the hydraulic hose for the PORT side trim tab. Orange water leak stain markings are usually an indication that fasteners are suffering from the effects of crevice corrosion. Recommend monitor the condition of the water leak defect described, and perform appropriate repair during the vessel's next out-of-water service if condition remains stable, or perform repairs in a timely manner if condition worsens. The trim tab cylinder will most likely need to be disassembled & reinstalled. Consult a qualified technician or reputable service facility to discuss troubleshooting & service options.

TIER 2 DEFICIENCY

16. Generator Engine Heat Exchanger



The generator engine's heat exchanger appeared in BELOW AVERAGE condition. There was evidence of corrosion damage & a possible water leak identified at the soldered end-cap portion of the heat exchanger assembly. The severity of the defect described was undetermined. Recommend clean & dry the generator engine & sound shield enclosure surfaces, place absorbent pads in strategic locations, monitor on a regular basis for recurring deficiency, and perform appropriate maintenance service in a timely manner if active fluid leaks are discovered. Consult a qualified technician or reputable service facility to discuss troubleshooting & service options.

TIER 2 DEFICIENCY

17. PORT Engine Oil Leak


There was evidence of an excessive oil leak identified in the engine room bilge compartment area underneath the PORT engine. The oil leaks appeared to originate along the oil pan gasket & possibly the front crank shaft seal. Recommend appropriate PORT engine maintenance service be performed with the intent to eliminate or reduce the severity of oil leaks. Consult a qualified technician or reputable service facility to discuss troubleshooting & service options. Clean & dry bilge compartment surfaces, place absorbent pads in strategic locations, monitor on a regular basis for recurring deficiency, and perform appropriate maintenance service in a timely manner if active fluid leaks are discovered.

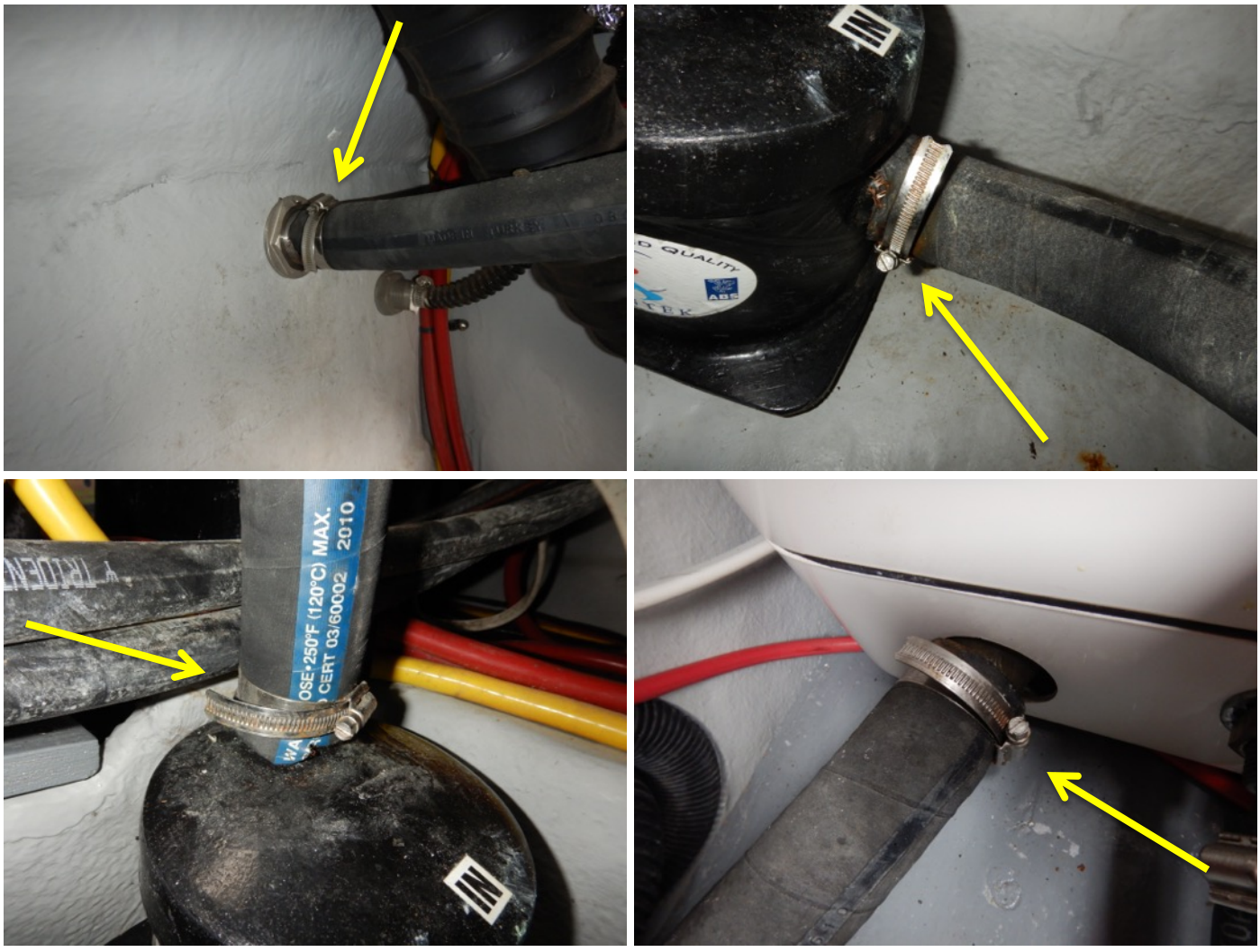
TIER 2 DEFICIENCY

18. Stereo

The FUSION stereo system was INOPERABLE. The stereo control units would not power on during testing procedures. Further investigation is needed to determine an explanation for the deficiency described. Recommend adjust, repair, or replace defective stereo system components as needed with the intent to improve operating performance.

TIER 2 DEFICIENCY

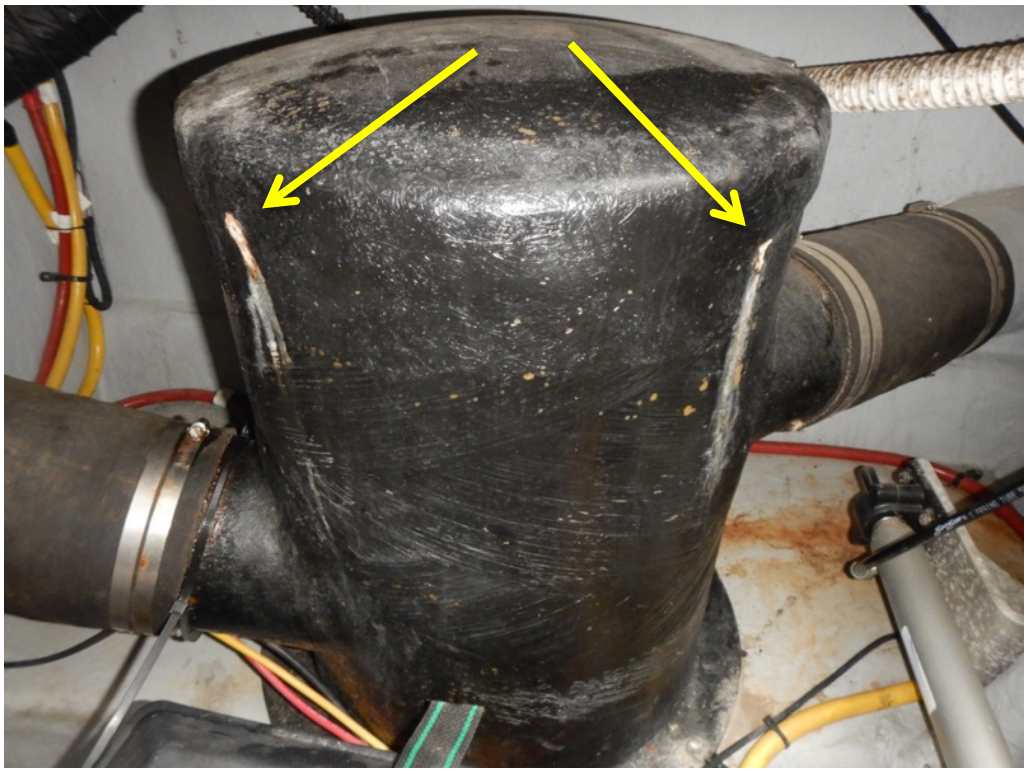
19. Generator Exhaust Hose Connections

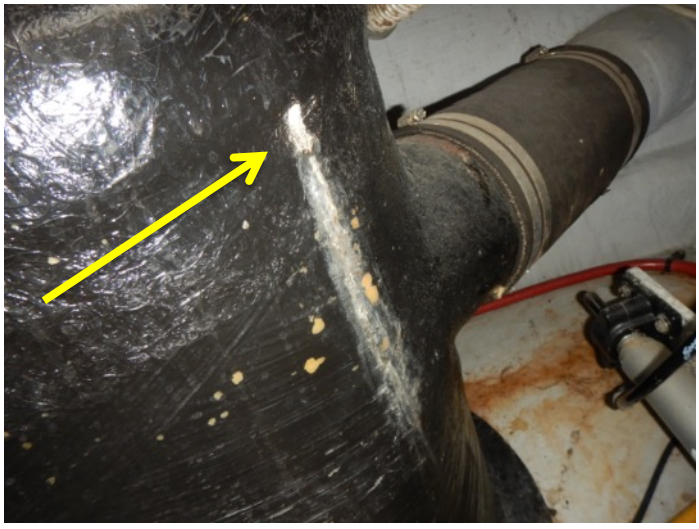


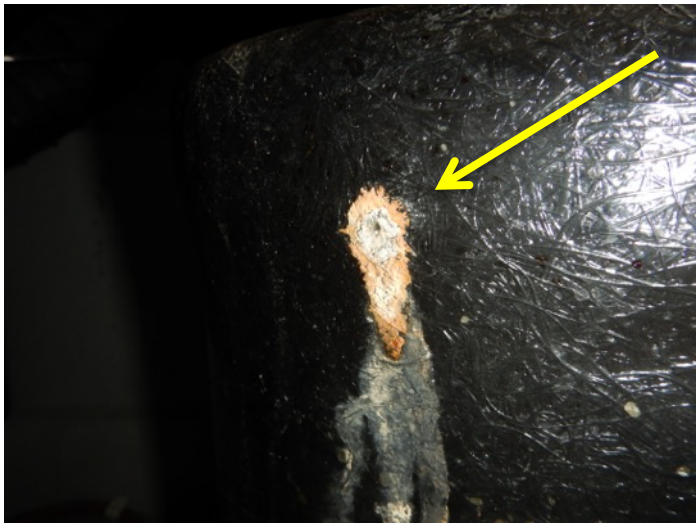
Generator engine exhaust hoses were secured at each connection point using a single hose clamp fastener. ABYC recommends: *Every exhaust hose connection shall be secured with at least two non-overlapping clamps at each end to produce a secure, liquid and vapor tight joint (ABYC P-1.7.1.10.1).* Recommend additional stainless steel hose clamp fasteners be installed at generator engine exhaust hose connections with the intent to comply with ABYC recommendations.

TIER 2 DEFICIENCY

20. STBD Engine Waterlift Muffler







There was evidence of water leaks identified in two separate locations at the waterlift muffler device serving the STBD engine's wet exhaust system. Water leaks appeared to originate at small holes in the fiberglass muffler. Recommend appropriate fiberglass waterlift muffler repairs be performed with the intent to eliminate wet exhaust system water leaks. Consult a qualified technician or reputable service facility to discuss troubleshooting & service options.

TIER 2 DEFICIENCY

21. Hull-to-Deck Joint Water Leaks

There was evidence of mild water leaks identified in the lazarette bilge compartment. The leaks appeared to originate at hull-to-deck joint fasteners installed around the perimeter of the swim platform portion of the hull structure. The orange water leak stain markings are usually an indication that the fasteners are suffering from the effects of crevice corrosion. Recommend clean & dry bilge compartment surfaces, monitor on a regular basis for recurring deficiency, and perform appropriate hull-to-deck joint repairs during the vessel's next out-of-water service as an act of preventative maintenance. Leaking fasteners should be removed & replaced with marine grade stainless steel fasteners that are installed using marine adhesive sealant.

TIER 2 DEFICIENCY

22. Generator Engine Thru-Hull & Seacock Valve

There was evidence of mild corrosion damage identified at the below-the-waterline bronze thru-hull fitting used to supply seawater to the generator engine. The thru-hull fitting described was not connected to the vessel's bonding system. Recommend the generator engine seacock valve be terminated to the bonding system for the purpose of providing cathodic protection for corrosion prevention purposes.

TIER 2 DEFICIENCY

23. Sacrificial Anodes

The sacrificial anodes appeared in BELOW AVERAGE condition when observed during the out-of-water portion of the inspection. The anodes appeared to be nearing the end of their useful service lives. Recommend the sacrificial anodes be replaced as an act of preventative maintenance.

CONDITION

The OVERALL CONDITION published in the Report of Marine Survey represents the professional opinion of the undersigned Marine Surveyor based on relevant experience, and after the completion of a Marine Survey Inspection where all findings have been organized in a logical manner. The Rating Scale is detailed below:

EXCELLENT / BRISTOL CONDITION

- New or like new condition. Usually equipped with significant extras or upgraded equipment. Rare.

ABOVE AVERAGE CONDITION

- The majority of regular maintenance is up to date. Minor cosmetic or insignificant deficiencies may exist. Usually equipped with extras.

AVERAGE CONDITION

- May require regular or routine maintenance. May be in need of cosmetic improvements. Dated but useable equipment.

BELOW AVERAGE CONDITION

- Requires significant maintenance to ensure reliability. Structural deficiencies that require boatyard service may exist.

POOR / WASTED CONDITION

- Inoperable. Requires substantial improvements to restore to a useable condition.

OVERALL CONDITION: [redacted]

VALUATION

FAIR MARKET VALUE (FMV) DEFINITION

- The estimated price at which a vessel will change hands between a willing buyer and a willing seller, neither being under any compulsion to buy or to sell, and both having reasonable knowledge of relevant facts.

REPLACEMENT COST DEFINITION

- The estimated cost to replace the vessel with a NEW vessel that is similarly sized & similarly equipped.

VALUATION SOURCES

- www.YachtWorld.com / www.SoldBoats.com / WWW.BUCValuPro.com

FAIR MARKET VALUE: [redacted]

REPLACEMENT COST: [redacted]

THE MARKET APPROACH

- The MARKET APPROACH was used to determine the Fair Market Value of the [redacted] Meridian 341 Sedan, M/V "[redacted]". Market data was obtained using a paid subscription to www.SoldBoats.com.

VESSEL CHARACTERISTICS THAT **INCREASE** VALUE

- Equipped with Electric Bow Thruster & Stern Thruster System
- Equipped with Diesel Powered Forced Air Heating System
- Equipped with Canvas & Isinglass Enclosures

VESSEL CHARACTERISTICS THAT **DECREASE** VALVE

- Items Listed in the DEFICIENCIES section of the Marine Survey Report

MARKET COMPS

- The vessel information listed below was used to help determine the Fair Market Value of the [redacted] Meridian 341 Sedan, M/V "[redacted]". The Marine Surveyor DOES NOT know the overall condition of each comp vessel, and it is assumed that mild to moderate deficiencies will exist.

34 ft 2004 Meridian 341 Sedan, Baby Doll

$134,800

Anacortes, Washington, United States

Contact | Print Listing | Email Listing

Listing Information

Listing Type:	Central/Exclusive
Co-op Type:	Available for co-brokerage
YW#:	3938155
IMT ID:	8119753
Company:	BananaBelt Boats & Yachts
Contact:	BananaBelt Boats
Office Phone:	Click to Reveal
Mobile Phone:	Click to Reveal
Listed Date:	March 23, 2022
Sold Date:	March 23, 2022
Listed Price:	$134,800
Sold Price:	$134,800
Sale Type:	Retail
Price Source:	Self-Reported

35 ft 2003 Meridian 341 Sedan, Por la Mar

$150,000

Oxnard, California, United States

Contact | Print Listing | Email Listing

Listing Information

Listing Type:	Central/Exclusive
Co-op Type:	Available for co-brokerage
YW#:	3855797
IMT ID:	7949093
Company:	Seacoast Yachts of Channel Islands
Contact:	Rick Christensen
Office Phone:	Click to Reveal
Mobile Phone:	Click to Reveal
Active:	246 Days
Listed Date:	July 12, 2021
Sold Date:	March 16, 2022
Listed Price:	$154,900
Sold Price:	$150,000
Price Source:	Self-Reported

34 ft 2005 Meridian 341 Sedan

$129,900

Dana Point, California, United States

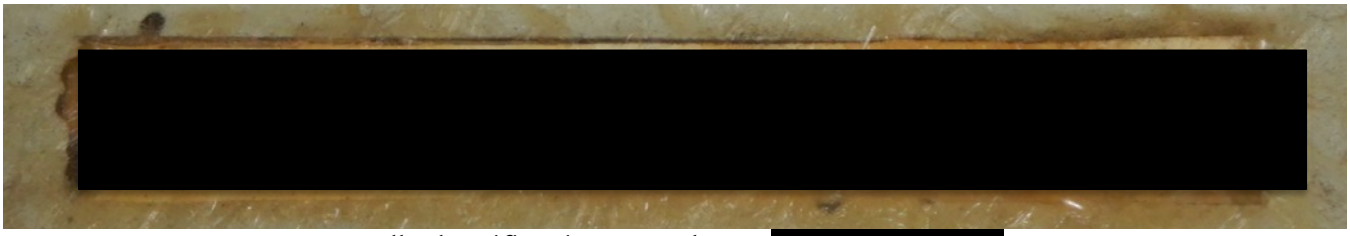
Contact | Print Listing | Email Listing

Listing Information

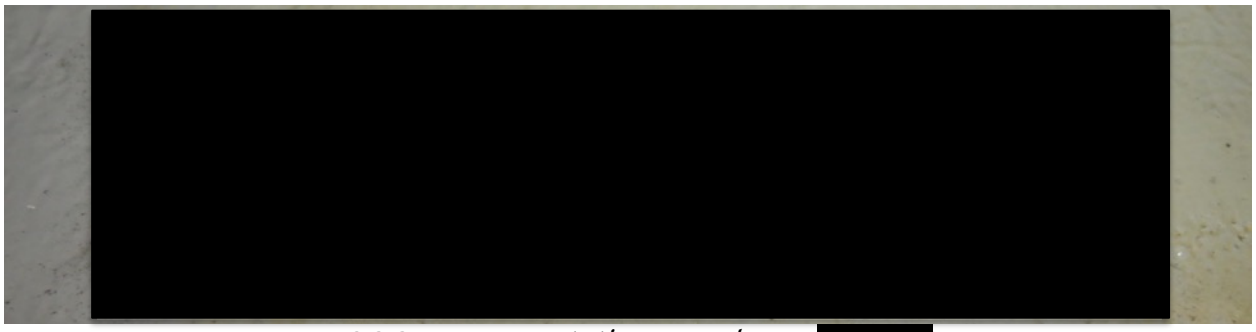
Listing Type:	Central/Exclusive
Co-op Type:	Not available for co-brokerage
YW#:	3727214
IMT ID:	7632093
Company:	Mariners Yacht & Ship Brokerage, Inc.
Contact:	Captain Mike O'Connor, CPYB
Office Phone:	Click to Reveal
Mobile Phone:	Click to Reveal
Active:	56 Days
Listed Date:	October 21, 2020
Sold Date:	December 16, 2020
Listed Price:	$129,000
Sold Price:	$129,900
Sale Type:	Retail
Price Source:	Self-Reported

VESSEL IDENTIFICATION MARKINGS & PAPERWORK

The pictures of the Hull Identification Number (HIN) & USCG Documentation Number markings were taken by the undersigned Marine Surveyor on the Date of Marine Survey Inspection.



Hull Identification Number – [redacted]



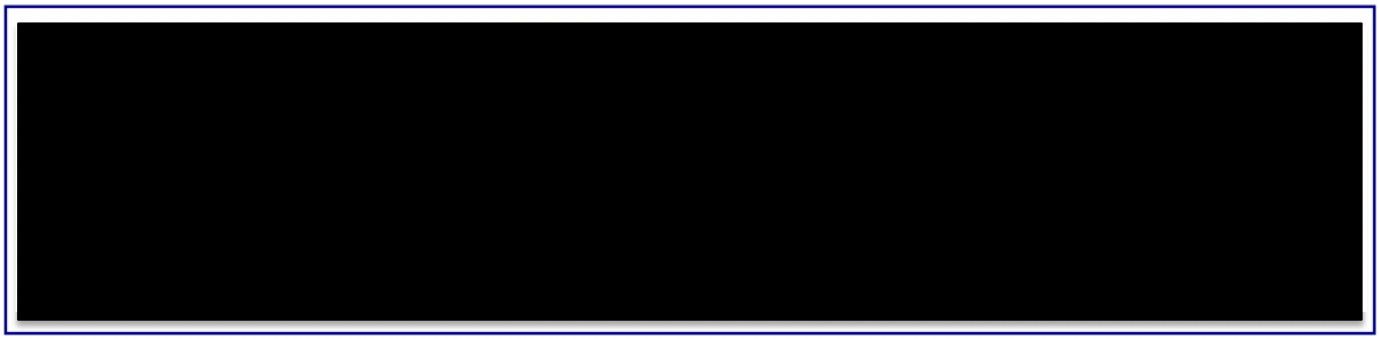
USCG Documentation Number – [redacted]

Vessel Documentation Report

Courtesy of MarineTitle.com

Print Return

TERMS & CONDITIONS: The information provided here is derived from various governmental, industry, and private resources. Such data is not always current and may be subject to errors, omissions, or inaccuracies. We accept no responsibility or liability whatsoever from usage of this report. Please visit the 'Terms Of Use' link on our website for additional information.



CONCLUSION

MARINE SURVEYOR'S CERTIFICATION:

I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true & correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions & limiting conditions, and are of my personal, unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.
- My compensations is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of stipulate results, or the occurrence of a subsequent event.
- I have made a personal inspection of the vessel that is the subject of this report.

This report should be considered as an entire document. No single section is meant to be used except as part of the whole.

The Report of Marine Survey is submitted in good faith, without prejudice, and for the benefit of whom it may concern. The statements and information contained in the report are not to be construed that other unforeseen or undetected defects or damages do not exist. All the findings reflect conditions observed during the Marine Survey Inspection. The report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. The surveyor reserves the right to amend or extend this report upon receipt of additional relevant information.

The above report is a statement of opinion made, signed and submitted without prejudice.

Respectfully Submitted,

[redacted]

[redacted]

DATE OF REPORT COMPLETION

[redacted]

Cale Mathers – [redacted]
SAMS® Accredited Marine Surveyor®

[redacted]