

# All Island Marine Survey LLC



February 5, 2022

## **REPORT OF MARINE SURVEY (Confidential) NUMBER 020522**

In accordance with your request for a marine survey of "MAUI MAGIC," official number 1149645, for purposes of evaluating its present condition and estimating its fair market value and replacement cost for insurance purposes, I herewith submit my report.

The subject vessel was personally inspected by the undersigned on February 5, 2022, while hauled out on blocks at The Phoenician dry dock, Kapolei, Hawaii.

**SCOPE OF SURVEY PERFORMED:** The report addresses the condition of the vessel and her equipment on the date of the survey. The examination was conducted in accordance with standard and accepted marine survey practice by tapping, probing, and visual inspection of accessible spaces, without removal of any parts, including fittings or other fixed or semi-fixed items. Filled compartments or otherwise inaccessible areas would also preclude inspection. No determination of stability limitations have been made in this report. Reliance is placed on past vessel service and on periodic owners/masters inspections as to the vessel's continued compliance with comprehensive safety standards and requirements. No warranty, expressed or implied, is made to conditions of equipment, hull, gear, or any other item or aspect of the vessel, other than as stated herein.



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## SUMMARIZED CONCLUSION

The vessel was found to be professionally maintained, properly designed, well-constructed, and in sound condition. The design is considered to be fit for her intended route and service in Hawaiian waters. The vessel can be recommended for complete operational insurance coverage. There were no recommendations.

**STANDARDS AND CODES FOLLOWED:** The following standards have been used as guidelines in the conduct of this survey:

- (1) Title 33 and 46 United States Code (USC); Title 33 and 46, Code Of Federal Regulations
- (2) The American Boat and Yacht Council (ABYC)
- (3) The National Fire Protection Association (NFPA)

## VESSEL PARTICULARS

<b>VESSEL NAME:</b>	<b>MAUI MAGIC</b>
<b>USCG DOCUMENT NUMBER:</b>	<b>1149645</b>
<b>HULL I.D. NUMBER:</b>	<b>KVI54411J303</b>
<b>YEAR BUILT:</b>	<b>2003</b>
<b>BUILDER:</b>	<b>KVICHAK MARINE</b>
<b>LOCATION:</b>	<b>SEATTLE, WA</b>
<b>DIMENSIONS:</b>	<b>54.0' X 17.0' X 4.6'</b>
<b>TONNAGE:</b>	<b>20GRT / 16NRT</b>
<b>PROPULSION:</b>	<b>(2) CUMMINS 6CTA 8.3 TURBO DIESELS</b>
<b>ESTIMATED MAX. SPEED:</b>	<b>25 KTS</b>
<b>TANKAGE (gallons):</b>	<b>400 FUEL / 100 FRESH WATER / 100 WASTE</b>
<b>OWNER:</b>	<b>MAUI CLASIC CHARTERS INC.</b>
<b>SERVICE:</b>	<b>COMMERCIAL PASSENGER VESSEL</b>
<b>VESSEL REPRESENTATIVE:</b>	<b>BRENNAN HENDERS, (808) 276-4556</b>
<b>FAIR MARKET VALUE BOAT AND EQUIPMENT:</b>	<b>\$ 550,000.00</b>
<b>REPLACEMENT COST NEW:</b>	<b>\$ 1,200,000.00</b>

## EXPLANATION OF TERMS

**Excellent condition:** New or like new.

**Good condition:** Nearly new and showing only minor wear.

**Fit for service:** Adequate for its intended use.

**Serviceable, adequate:** Sufficient for a specific requirement.

**Appears:** Close inspection of the item was not possible, due to constraints such as inaccessibility.

**Fair condition:** Indicates that the item has some visual defects, but is still usable (should be monitored).

**Poor condition:** May be operable, but close to needing renewal.

**Powers up:** Power was applied only. This does not refer to the operation of any system or component, unless specifically indicated.

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## VESSEL DESCRIPTION

"MAUI MAGIC" is a double decked aluminum passenger catamaran certified to carry 74 passengers and 4 crew members on a limited coastwise route off the southern and western coasts of Maui, southern coast of Molokai, and around Lanai, no more than 20 miles from a harbor of safe refuge. She has twin 440 Hp turbocharged diesel engines and carries 400 gallons of fuel in two independent aluminum fuel tanks. Each hull is divided into five watertight compartments arranged with collision void, forward void, tank void, engine room and steering voids. The compartments are accessed via watertight deck hatches located along the main deck on each side. On deck forward is a raised anchor platform with single anchor bow roller, single anchor bitt, and electric windlass. Moving aft, the forward passenger area has transverse bench seating and additional bench seating along bulwarks on each side. Walking further aft, the superstructure starts aft of amidships and has port and starboard heads. Side decks lead aft around the superstructure to the aft deck, which has a covered service bar. The transoms are open, with steps leading to swing-down swim ladders. A stairway along the starboard side of the superstructure leads to the upper deck, which has additional bench seating for passengers. Mid-way up the stairway is a landing and access door to the pilothouse, which has a wheel helm and full engine controls and instrumentation. Navigation and communications electronics are positioned on the helm console.



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## VESSEL CONSTRUCTION

The vessel's hull is constructed of 5085 welded aluminum plate and meets ABS and USCG requirements. The hull interior and wing deck structures are composed of aluminum transverse bulkhead, frames, and longitudinal stringers. The cabin trunk and decks are also welded aluminum plate. The vessel undergoes annual Coast Guard internal structural examinations.

## MATERIAL CONDITION OF HULL, DECKS, AND STRUCTURES

The vessel was visually examined while hauled out and supported by blocks. Internal structures were inspected through all accessible hatches and openings.

The following weld repairs were completed below the waterline during the 2/2022 dry-dock.

**Port hull:** (2) 18" x 18" plate inserts are located 5 feet aft of the bow waterline, from the center vertical keel (CVK) up on both inboard and outboard sides.

**Starboard hull:** (2) 60" x 18" plate inserts centered approximately 18 feet aft of the bow waterline, from the CVK up on both inboard and outboard sides.

The following weld repair was completed above the waterline:

**Wing deck:** (1) 3' x 4' plate insert on the wing deck bottom plate below located below the head.

All weld repairs were supervised by U.S. Coast Guard Inspections Honolulu.

The hull above the boot stripe was painted white and in good condition without signs of fracturing or significant insets. The internal hull and structures were found in good condition and I was unable to detect any broken welds or fractured or distorted structural members. The bulkheads appeared watertight and there was no evidence of distortion or working. Engine stringers and fuel tank support structures were solidly attached and in good condition. There was no excessive hull plate pitting or corrosion noted.

The decks were in good condition and there was no evidence of damage, cracked welds, or distortion. The railings and bulwarks were solidly connected and in good condition. The superstructure to deck joint was intact and there was no evidence of distortion or working.

## VESSEL SYSTEMS

### **Propulsion:**

**Engine type:** (2) Cummins 6CTA 8.3 turbocharged marine diesel engines:

**(P):** serial number not visible; the port engine was reportedly rebuilt in July of 2015 and has an estimated 11,000.0 hours

**(S):** serial number not visible; the starboard engine is a reconditioned engine that was reportedly installed in 2012 and has an estimated 18,000 hours

**Engine cooling:** Seawater cooled via freshwater heat exchanger; both sea strainers, thru-hull valves, and fittings were replaced as original.

**Engine exhaust:** Seawater injected at exhaust riser; silencer hoses and clamps in

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good condition; exhaust exits through outboard aft corners.

**Turbochargers:** Solidly connected and fit for service.

**Engine ventilation:** Natural.

**Engine mountings:** Securely mounted and fit for service.

**Hoses/clamps/belts and pulleys:** Fit for service.

**Fluid levels and condition:** Proper levels and without visual evidence of water contamination.

**Gauges:** Cummins factory gauge package with alarms.

**Engine controls:** Morse type throttle and gear controls in pilothouse and on aft upper deck on center.

**Reduction gear:** ZF 304 A; ratio: 1.972; the port gear had 14,212 hours and the starboard gear had 14,230 hours.

**Propeller shaft and bearings:** 2.5" stainless steel alloy shafts with single neoprene cutlass bearings.

**Propeller shaft seal:** Dripless and newly serviced.

**General condition/summary:** All of the machinery systems were professionally maintained and in good condition.

**Recommendations:** None.



### Running Gear:

**Struts:** No damage noted.

**Propeller:** (1) 28 L 25 and (1) 28 R 25 bronze four-blade propellers, good condition.

**Rudder:** Fiberglass rudder blades with 2" stainless steel alloy rudder shafts.

**Trim tabs:** None.

**Anodes:** Zinc.

**Summary:** The running gear was in good condition.

**Recommendations:** None.

### Fuel System:

**Tankage:** (2) 200-gal. independent USCG certified aluminum diesel fuel tanks.

**Piping and hoses:** USCG approved fuel piping and hoses, in good condition.

**Venting:** Proper tank venting in place.

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**Tank grounding:** Tank grounding connected and in good condition.

**Fuel filter system:** Racor 900 series primaries and engine mounted secondary filters.

**Fuel fill:** Properly capped and marked.

**Fuel shut-off valves:** Emergency fuel shut-off controls located on main deck and operational.

**Summary:** The vessel's fuel delivery system was fit for service.

**Recommendations:** None.

## Electrical System:

### 12 VDC

**Battery system:** (4) 8D Caterpillar Model #153-5720 batteries arranged in two banks of two batteries each and located in each engine room forward; the batteries were properly, contained, vented, and secured; (2) Guest marine grade four-position battery switches.

**Circuit isolation fuses, installation, circuit routing, and suspension:** (1) 28 gang breaker panel located in pilothouse; marine grade copper stranded boat cable, appeared properly routed and secured.

**Power monitoring:** (1) Newmar digital battery monitor.

**Charging:** (1) Freedom Marine 25 inverter/charger; belt driven alternators on each engine.

**Lighting:** The vessel had operational 12 vdc lighting in the pilothouse and over the service bar.

### 120 VAC:

**Shore power:** (1) 30 amp/125 V shore power inlet.

**Shore power electrical cords:** (1) 30 amp/125 V marine grade shore power cable, in good condition.

**System grounding:** System appeared properly grounded.

**Circuit isolation fuses, ventilation, installation, circuit routing, and suspension:** (1) 4 gang breaker panel located forward of service bar starboard side; marine grade copper stranded boat cable, appeared properly routed and secured; inverter/charger, properly ventilated and secured.

**Reverse polarity indicator:** At main panel.

**GFCI outlets:** Yes.

**Summary:** The vessel's electrical system was professionally installed and appeared in good condition.

**Recommendations:** None.

## Generators:

None.

## Through-Hull Fittings, Seacocks, and Valves:

**Below the waterline:** Stainless steel ball valves: (2) for the engine raw water, (2) for sewage discharge, and (1) for fire pump supply; all stainless steel ball valves were replaced at the 2/22 dry dock.

**Above the waterline:** The above waterline penetrations for the bilge pumps are protected by ball valves that were in good condition.

**Rudder shaft seal:** Rudders removed and lip seals replaced.

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**Propeller shaft seal:** In good condition.

**Exhaust ports:** Welded aluminum exhaust ports, in serviceable condition.

**Transducers:** (1) port side amidships, in good condition.

**Summary:** The thru-hull fittings and valves were in good condition.

**Recommendations:** None.

## **Steering:**

**Type:** Single station hydraulic wheel pump to independent hydraulic rams in each steering gear compartment.

**Rudder shaft and seals:** Removed and serviced.

**Connections and crossbars:** Properly connected and in good condition.

**Bearings:** Rudder upper and lower bearings replaced.

**Excessive play:** None.

**Summary:** The vessel's steering system was in good condition.

**Recommendations:** None.

## **Dewatering Pumps:**

**Type and location:** The vessel had a belt driven pump on each engine that was connected to a bilge manifold system with bilge suction lines in each compartment. In addition to the bilge manifold system there are (4) Rule 2000 12 vdc electrical pumps located in the engine and steering gear compartments.

**Bilge alarms:** Yes, located in each compartment.

**Summary:** The bilge dewatering systems were in good condition.

**Recommendations:** None.

## **Potable Water System:**

**Tanks:** (1) 100-gallon plastic tank.

**Pumps:** (1) 12 vdc pressure pump.

**Filters:** (1) in-line filter.

**Fill fittings, vents, and piping:** Fit for service.

**Hot water heater:** None.

**Summary:** The potable water system was fit for service.

**Recommendations:** None.

## **Sanitation:**

**Commodes:** (2) Raritan electric flush commodes.

**Holding tank type and condition:** (1) 100-gallon USCG Type III plastic holding tank.

**Venting:** Tank properly vented overboard.

**Piping, clamps and hoses:** Good condition.

**Pumps:** (2) 12 vdc macerator pumps.

**Summary:** The vessel's sanitation system was fit for service.

**Recommendations:** None.

## **Deck Hardware:**

**Mooring bitts and cleats:** (1) centerline aluminum anchor bit forward and (6) 15" aluminum mooring cleats along the sides.

**Railings:** 40" high solid aluminum bulwarks and railings on upper and lower decks, in good condition.

**Freeing ports:** Unobstructed and in good condition.

**Antennas:** VHF, radar, solidly attached and in good condition.

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**Doors:** Doors to heads were operational and in good condition.

**Hatches:** (10) Freeman watertight deck hatches; (2) approximate 7' x 3' engine room hatches.

**Vents:** Engine room vents, in good condition.

**Swim ladders:** (2) swing-down swim dive ladders, in good condition.

**Summary:** The deck hardware was in good condition.

**Recommendations:** None.

### Ground Tackle:

**Anchor and rode:** (1) 30 kg Bruce with 50 feet of 3/8" stainless steel chain and 200 feet of 3/4" three-strand nylon line.

**Windlass:** (1) Muir vertical windlass with foot controls.

**Summary:** The ground tackle was in good condition.

**Recommendations:** None.

### Service Bar:

**Stove:** None.

**Refrigeration:** (1) top-loading ice chest.

**Sinks:** (2) stainless steel deep sinks.

**Counters:** New custom aluminum counters.

**Summary:** The service bar was rebuilt at the January 2015 haul out.

**Recommendations:** None.

### Safety Equipment:

**Personal flotation devices (PFDs):** (74) Type I USCG approved adult PFDs and (8) Type I USCG approved child PFDs.

**Type IV throwable:** (1) 24" orange ring with floating line and water light.

**Visual distress signaling:** (12) handheld day/night signals and (6) handheld smoke signals; all signals were within their expiration dates.

**Life raft:** (3) 15-person Jim Buoy life floats.

**EPIRB:** (1) ACR GlobalFix V4; battery expires 4/26; NOAA registration expires 3/16/2022; hydrostatic release expires 10/2023.

**Man overboard recovery:** Via dive ladders on each transom.

**Searchlight:** (1) handheld.

**First aid kit:** Yes, per requirements of COI.

**Summary:** The lifesaving equipment was in good condition and meets the requirements of the COI.

**Recommendation:** None.

**Firefighting and Detection:** **Portable fire extinguishers:** (2) Type BII, (2) Type AII, and (1) Type BI, fully charged, properly mounted, and in good condition.

**Fixed firefighting system:** (2) Sea-Fire Model FD400M, in good condition.

**Other firefighting systems:** (1) fire station with 50 feet of 1" to 1½" commercial grade fire hose and a commercial all purpose nozzle; firefighting water supplied by a belt driven pump located on the starboard engine.

**Smoke and carbon monoxide alarms:** N/A

**Summary:** The onboard firefighting systems were in good condition.

**Recommendations:** None.

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## Navigation and

### Communication:

**VHF:** (1) ICOM IC-M330 with whip antenna.

**SSB:** None.

**GPS/depth:** (1) Garmin GPS Map 741.

**Radar:** (1) Furuno Model 1623.

**Navigation lights:** Meets U.S. Coast Guard requirements.

**Magnetic compass:** (1) Richie 8" compass.

**Other instruments:** (1) PA system.

**Ships bell:** (1) 8" brass bell.

**Sound signaling:** (1) electric fixed horn.

**Charts and publications:** Local charts and required publications on board and up to date.

**Summary:** The navigation and communication equipment was in good condition.

**Recommendations:** None.

## CONCLUSIONS

The vessel was found to be professionally maintained, properly designed, well-constructed, and in sound condition. The design is considered to be fit for her intended route and service in Hawaiian waters. The vessel can be recommended for complete operational insurance coverage. There were no recommendations.

## RECOMMENDATIONS

\*\*\*\*\*None\*\*\*\*\*

## DETERMINATION OF VALUE

The pricing represents a normal consideration for the vessel sold, unaffected by special or creative financing or sales concessions granted by anyone associated with the sale. The fair market value was determined using comparisons of similar vessels listed for sale on the World Wide Web, and by phone conversations with representatives at Kvichak Marine. Consideration was also taken for age, condition, equipment, and location existing at the time of survey.

## VALUATION

Estimated present day fair market value:	<b>\$ 550,000.00</b>
Estimated present day replacement cost, new:	<b>\$ 1,200,000.00</b>

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**All systems named in this report were inspected by the undersigned surveyor.**

In accordance with the request for a marine survey of the vessel, "MAUI MAGIC," for the purpose of evaluating her present condition and value for insurance purposes, I hereby submit my conclusions, based on the preceding report. The subject vessel was personally inspected by the undersigned on the dates named in this report.

**SURVEYOR'S CERTIFICATION:**

I certify, to the best of my knowledge and belief, that the statements of fact contained in this report are true and correct. The reported analyses, opinions, and conclusions are my personal, unbiased, professional analyses, assumptions, and limited 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 compensation 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 estimates, the attainment of a stipulated result, or the occurrence of a subsequent event.

This report is confidential, submitted without prejudice, and for the benefit of Maui Classic Charters Inc., to be used exclusively for their purposes.

  
Robert B. Oakley, ACMS Number 318  
Hawaii State Certification No. 22.004  
Attending Marine Surveyor