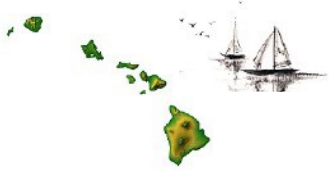


All Island Marine Survey LLC



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November 2, 2024

REPORT OF MARINE SURVEY (Confidential) NUMBER 110224C

In accordance with your request for a marine survey of the Catalina 400 MK II, "**HULLABLOO**," U.S. Coast Guard Documentation Number 1192836, for purposes of evaluating its present condition and estimating its fair market value and replacement cost, I herewith submit my report.

The subject vessel was personally inspected by the undersigned on October 31, 2024, while afloat in her slip at Koolina Yacht Harbor, hauled out and resting on the travel lift slings at the Phoenician dry-dock facility, and while on sea trial off West Oahu.

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 for 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's construction, systems, equipment, and hardware were suitable for the vessel's route and service in Hawaiian waters. The vessel was in overall above average condition for her age and service. The vessel is recommended for full insurance coverage, pending the completion of the essential recommendation listed on page eleven.

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

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



VESSEL PARTICULARS

VESSEL NAME:	HULLABLOO
VESSEL MAKE:	CATALINA 400 MK II SLOOP
USCG DOCUMENT NUMBER:	1192836
HULL I.D. NUMBER:	CTYD0343J607 (sighted on hull)
YEAR BUILT:	2006 (2007 model year)
BUILDER / DESIGNER:	CATALINA YACHTS / GERRY DOUGLASS
LOCATION:	LARGO, FLORIDA, USA
REGISTERED DIMENSIONS:	40.5' X 13.5' X 5.3'
LOA / BEAM / DRAFT:	40.5' X 13.5' X 6.92'
DISPLACEMENT / BALLAST:	19,700 LBS / 7,200 LBS
PROPULSION:	(1) YANMAR 4JH4-E
TANKAGE (gallons):	44 FUEL / 87 FRESH WATER / 38 WASTE
LAST DRYDOCK:	12/2020 at KEEHI MARINE CENTER
OWNER /VESSEL REPRESENTATIVE:	THOMAS J. & SHERRI A. WILLEMIN
SERVICE:	RECREATIONAL
INTENDED CRUISING AREA:	HAWAIIAN ISLANDS
FAIR MARKET VALUE BOAT AND EQUIPMENT:	\$ 180,000.00
REPLACEMENT COST NEW:	\$ 500,000.00

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

"HULLABLOO" a fiberglass sloop rigged sailing vessel built by Catalina Yachts in Largo, Florida. The vessel has a raked bow, reverse transom with molded steps and swim platform, bolted on fin keel, and spade rudder. She has a masthead rigged keel stepped double spreader aluminum spar with conventional furling. Auxiliary power is provided by a Yanmar 50 hp freshwater cooled diesel engine. On deck forward is a Schaefer genoa furling unit and stainless steel bow railing. The anchor chain locker is accessed via a flush deck hatch, and just aft of the anchor locker is an electric windlass. The foredeck gradually tapers up towards the cockpit to form a low profile cabin trunk. The cabintop has eight watertight deck hatches. The cabin sides have eight opening



portlights and four tinted acrylic windows. All sail handling control lines lead aft to jammer clutches and winches located on the cabintop on both sides of the companionway. Stainless steel lifeline stanchions support double courses of lifeline wires. The cockpit has a dual wheel helm on molded fiberglass pedestals and a molded centerline leafed cockpit table with integral storage and ice cooler. There is a walkthrough transom with swim platform, shower, and swim ladder. The vessel is the two-cabin version of the Catalina 400. Down below, starting forward is a V-berth cabin with hanging locker and bench seat to port and ensuite head with common shower to starboard. Walking aft, the starboard side of the salon has a U-shaped settee with table, followed by a L-shaped galley with LPG three-burner stove with oven, top and side-loading reefer, and double stainless steel

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sink. The port side of the salon is arranged with straight settee, followed by the navigation desk and a second enclosed head to port. Aft of the head is a passage leading to the aft cabin, which has a centerline queen pedestal berth with curved bench seating along the sides, and hanging lockers in each forward corner. The 54 Hp diesel engine is located under the companionway ladder, which lands between the galley and aft head.



VESSEL CONSTRUCTION

The vessel hull and interior liner/structural grid system are constructed of solid fiberglass reinforced plastic (FRP). The structural grid/liner system is attached to the hull with marine adhesives. The decks and cabin structures are FRP sandwich construction cored with wood and/or foam core materials. The hull-to-deck joint is connected via an overlapping flange that is screwed with fasteners and glued with marine adhesives to make a secure watertight joint.

MATERIAL CONDITION OF HULL, DECKS, AND STRUCTURES

The vessel was surveyed by hammering, probing, and visual inspection while in the water tied to the dock, while hauled out and resting on jack stands, and while on sea trial in the ocean under power and/or sail. Internal structures were inspected through all accessible hatches and openings. The hull below the waterline is painted with black antifouling paint. The paint was intact. The hull-to-keel joint was without any open seams. There were no osmosis blisters or signs of damage. The hull was sounded with a mallet and there were no soft spots or

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evidence of delamination. The hull above the waterline is white gelcoat, was polished and in good condition, without damage or notable blemishes. The decks are factory nonskid and were in good condition, without soft spots or areas of delamination noted. The hull and internal structures, where sighted, were in good condition, and I found no evidence of previous repairs or disrupted structural members. Engine stringers and fuel tank support structures were intact. The mast is deck stepped and is supported by an aluminum compressor post that is stepped on the keel area. The mast step on deck and the compressor post base support in the bilge were intact, without evidence of fracturing or movement. The stainless steel keel bolts were without significant corrosion.



VESSEL SYSTEMS

Propulsion:

Engine type: (1) Yanmar 4JH4E; engine #E014449; HP: 50; engine hours: old hour meter sighted on board reads 1,686.5; currently installed gauge reads 75.0; total hours:1,761.5.



Engine cooling: Seawater cooled via freshwater heat exchanger; bronze basket strainer; Marelon thru-hull valve, in serviceable condition.

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

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were in good condition.

Engine ventilation: Natural.

Engine mounting: 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: Analog tachometer with hour meter, cooling water temperature, oil pressure, and charging voltage.

Alarms: Low oil pressure and high cooling water temperature.

Engine controls: Single lever cable type.

Reduction gear: Kanzaki Model KM35A2; serial #00398; ratio: 2.33:1.

Propeller shaft and bearings: Stainless steel alloy propeller shaft; neoprene strut-mounted cutlass bearing.

Propeller shaft seal: PSS dripless type, replaced 12/2020.

Summary: The engine operated normally during the sea trial and there were no fuel oil, engine lubricating oil, exhaust, or cooling water leaks noted. There was no excessive vibration or smoking. The aft end of the engine showed some surface rust, possibly from the raw water siphon loop vent leaking on the exhaust cooling water circuit, but there was no noticeable leakage during the sea trial.

Recommendations: None.

Running Gear:

Propeller/shaft: (1) 20" diameter three-blade self-feathering MaxProp; (1) 1.25" diameter stainless steel propeller shaft.

Propeller shaft bearings: (1) neoprene strut-mounted cutlass bearing.

Strut: Single bronze, reportedly replaced at 12/2020 dry dock.

Rudder: FRP with foam core, no damage noted.

Anodes: Zinc anodes.

Summary: The running gear was in serviceable condition.

Recommendations: None.

Fuel System:

Tankage: (1) 44-gallon aluminum tank located under the starboard settee.

Piping and hoses: Designed for fuel service, in serviceable condition.

Venting: Tank vents overboard.

Tank grounding: Yes.

Fuel filter system: Racor 500FG fuel/water separator primary and engine-mounted secondary filters.

Fuel fill: Properly capped and marked.

Fuel shut-off valves: Located on fuel tank.

Summary: The fuel tank appeared in serviceable condition. All sides were not accessible for inspection. There were no fuel leaks noted.

Recommendations: None.

Electrical System:

12 VDC

Battery system: (2) lithium iron phosphate batteries for house circuit, reportedly installed in 2022; (1) Optima AGM battery for engine start circuit; battery cables were properly sized and fused.

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Circuit isolation fuses, installation, circuit routing, and suspension:

Catalina factory 23 gang breaker panel; (2) rotary marine grade battery switches; copper stranded marine grade cable; cable properly routed and secured.

Power monitoring: Volt and amp meters on panel; (1) Mastervolt digital meter.

Charging: (1) Victron Energy 12/2000/80 inverter charger; (2) flexible 100 watt solar panels with MPPT solar charge controller; (1) 80 amp belt-driven alternator.

120 VAC:

Shore power: (2) 30 amp shore power supply receptacles; (2) 30 amp 50' shore power cords.

System grounding: Appeared properly grounded.

Circuit isolation fuses, installation, circuit routing, and suspension: Marine grade breaker panels for each shore power supply line; copper stranded marine grade cable; cable properly routed and secured.

Reverse polarity indicator: Yes.

GFCI plug outlets: Yes, as required in wet areas.

Summary: The 12 vdc and 120 vac systems appeared in serviceable condition. The second 30 amp shore power supply was dedicated to the air conditioner and had a dedicated circuit breaker.

Recommendations: None.

Thru-hull Fittings, Seacocks, and Valves:

Below the waterline: Marelon ball valves and thru-hull fittings.

Above the waterline: Nylon thru-hull fittings, in serviceable condition.

Rudder shaft seal: FRP tube with packed type seal; no leaks noted.

Propeller shaft seal: PSS dripless type, new 12/2020.

Sensors: (1) depth and speed sensors; were securely connected to the hull.

Summary: The thru-hull fittings and valves were fit for service.

Recommendations: None.

Steering:

Type: Dual station Edson pedestal-mounted stainless steel wheel helms to Edson cable and radial quadrant.

Rudder shaft and seals: Fit for service.

Connections and crossbars: Securely attached.

Bushings and bearings: In serviceable condition.

Emergency steering provisions: Yes.

Summary: The steering system was fit for service.

Recommendations: None.

De-watering Pumps:

Type and location: (1) Rule 2000 12 vdc in bilge sump; (1) fixed hand operated Whale pump in cockpit.

Bilge alarms: None.

Summary: The bilge pumps were operational.

Recommendations: None.

Freshwater System:

Tanks: (1) 55-gallon poly tank forward; (1) 32-gallon poly tank under aft berth.

Pumps: (1) 12 vdc pressure pump.

Filters: In-line filters.

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Water maker: None.

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

Hot water heater: (1) Kuuma 11-gallon 120 vac marine hot water heater.

Summary: The freshwater system was fit for service.

Recommendations: None.

Sanitation:

Commodes: (1) Raritan Elegance electric commode forward; (1) Raritan manual commode aft.

Holding tank type and condition: (1) 18-gallon poly tank forward; (1) 20-gallon poly tank aft.

Piping, clamps, hoses, and vents: Fit for service.

Showers and basins: (3) showers, one in each head and one on swim platform.

Pumps: (2) 12 vdc macerator pump; (1) 12 vdc shower sump pump.

Summary: The sanitation system was operational.

Recommendations: None.

Air Conditioning:

(1) Dometic 16K BTU located under port settee, installed new 2/2020.

Pumps: (1) 115 vac saltwater supply pump.

Summary: The AC unit was blowing cold air and in good condition.

Recommendations: None.

Deck Hardware:

Mooring bitts and cleats: (6) 12" stainless steel horn cleats.

Lifeline stanchions: Stainless steel stanchions with double courses of lifeline wire.

Railings: Bow and stern railings; corner seats on stern railing.

Handholds: (2) stainless steel mounted to cabintop.

Hatches: (11) Lewmar aluminum-framed acrylic deck hatches.

Portlights: (8) Lewmar opening portlights; (4) fixed portlights on hull topsides.

Windows: (2) fixed tinted acrylic windows on each cabin side.

Other: Stainless steel bimini top aft.

Summary: The deck hardware was in good condition.

Recommendations: None.

Ground Tackle:

Anchor and rode: (1) 40 Lb stainless steel Rockna type anchor with 220 feet of 5/16" chain and 200 feet of 3/4" three-strand nylon line; (1) 25 Lb Danforth stern anchor with chain and line.

Windlass: (1) Maxwell vertical windlass with chain gypsy and line capstan.

Summary: The ground tackle was in serviceable condition and suitable for the vessel's route and service in Hawaiian waters.

Recommendations: None.

Galley:

Stove: (1) Princess three-burner stove with oven.

Propane storage: Located aft in segregated transom locker, safeties in place.

Refrigeration: Top and side-loading reefer with Adler Barbour compressor unit.

Sinks: Double stainless steel deep sink with hot and cold pressurized water.

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Summary: The galley was in good condition.

Recommendations: None.

Cabin Interior:

Finish: Teak bulkheads, doors, cabinets, drawer faces and trim, with white molded FRP liner areas throughout.

Upholstery: Cream-colored imitation leather with floral pattern slip covers on the bottom salon cushions, good condition.

Doors: Operational cabin and head doors.

Sole: Teak and holly veneer over plywood.

Lighting: 12 vdc bulkhead and overhead lighting.

Summary: The cabin interior was in above average condition.

Recommendations: None.

Standing Rigging:

Charleston Spars deck stepped double spreader aluminum spar and aluminum boom; 1x19 wire standing rigging with upper, intermediate, and fore and aft lower shrouds; single headstay and double backstays. See recommendations below.

Summary: The rigging was inspected at the deck level only there was a couple of hairline fractures sighted on the stem head fitting on the exterior upper port corner. The standing rigging was renewed in 8/2017 by rigger Sam Gary. There were no other discrepancies noted.

Recommendations: Consult with a qualified rigger to repair or replace the stem head fitting, there were several fractures sighted on the exterior port upper corner.

Running Rigging:

Schaefer Model 3100 roller furler on bow; halyards fairlead back to cockpit and are controlled by jammer clutches and winches; rigid block and tackle controlled boom vang; Dacron yacht braid between 3/8" & 5/8"; deck tracks and Garhauer blocks, in serviceable condition; Dutchman reefing system for mainsail; (1) aluminum spinnaker pole with lifeline stanchion storage brackets.

Summary: The running rigging was in good condition.

Recommendations: None.

Sails:

(1) Dacron mainsail with two reef points, in good condition

(1) Hyde Sails Dacron roller furling genoa, reportedly 4 years old

(1) asymmetrical spinnaker

Summary: The sails were in good condition.

Recommendations: None.

Winches:

Lewmar self-tailing winches in the following sizes: (2) #54; (2) #40.

Summary: The winches were fit for service.

Recommendations: None.

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Safety Equipment:

Personal flotation devices (PFDs): (7) Type I and (3) Type III USCG approved adult PFDs.

Type IV throwable: (1) 24" USCG approved orange life ring.

Visual distress signaling: (3) day/night handheld flairs, expire 7/2026.

Life raft: None.

EPIRB: (1) ACR 406 EPIRB with expired battery; (2) ResQlink 400 EPIRBS, batteries expire 4/2029.

Man overboard recovery: Via swim step and ladder.

Searchlight: (1) handheld type.

First aid kit: Yes, update as needed.

Summary: The lifesaving equipment was in serviceable condition, with exception of the recommendation listed below.

Recommendations: Provide servicing for the ACR EPIRB mounted at the companionway (the battery is expired).

Firefighting and Detection: **Portable fire extinguishers:** (3) Type ABC 2.5 Lb portable USCG approved portable fire extinguishers, in serviceable condition.

Fixed firefighting system: None.

Smoke and carbon monoxide alarms: None sighted.

Summary: The onboard firefighting systems were in good condition.

Recommendations: Provide UL approved smoke alarms for the salon and aft cabin areas.

Navigation and Communication:

VHF: (1) ICOM IC M442 with masthead-mounted whip antenna; (1) Standard Horizon HX210 handheld.

Multifunction chartplotter: (1) Raymarine Axiom 9" multifunction display.

Depth: (1) Raymarine ST-60.

Speed/trip: (1) Raymarine ST-60 speed/trip/timber.

Wind direction and speed: (1) Raymarine ST60.

Autopilot: (1) Raymarine Smart Pilot with ST6002 control head.

Wind direction and speed: (1) Raymarine ST60 wind direction and speed system.

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

Magnetic compass: (2) Richie 6".

Sound signaling: (1) handheld horn.

Charts and publications: Local charts on board.

Summary: The vessel electronics were operational.

Recommendations: None.

CONCLUSIONS

The vessel's construction, systems, equipment, and hardware are suitable for the vessel's route and service in Hawaiian waters. The vessel is in overall above average condition for her age and service. The vessel is recommended for full insurance coverage, pending the completion of the essential recommendations listed on the following page..

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ESSENTIAL RECOMMENDATIONS

1. Provide a UL approved smoke alarms for the aft cabin and salon area.
2. Consult with a qualified rigger to repair or replace the stem head fitting, there were several fractures sighted on the exterior port upper corner.

NON-ESSENTIAL RECOMMENDATIONS

1. Provide servicing for the ACR EPIRB mounted at the companionway (the battery is expired).

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. Using comparisons of similar boats listed on the World Wide Web, the fair market value was determined by averaging out the comparable vessels, then making adjustments for age, condition, equipment, and location existing at the time of the survey. "HULLABLOO" is in overall above average condition for her age and service.

VALUATION

Estimated present day fair market value:	\$ 180,000.00
Estimated present day replacement cost, new:	\$ 500,000.00

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

In accordance with the request for a marine survey of the vessel, "HULLABLOO," 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 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 Paul Molina, to be used exclusively for his purposes.



Robert B. Oakley, NAMS-CMS
Hawaii State Certification No. 25.005
Attending Marine Surveyor

Enclosure: List of six comparable boats currently for sale.

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2005 Catalina 400

\$179,000 FOR SALE

Marina del Rey, CA

MAKE AN OFFER

CHECK AVAILABILITY

Price	\$179,000
City	Marina Del Rey
ZIP	90292
State	California
Make	Catalina
Model	400
Year	2005



2003 Catalina 400 MkII

\$159,900 FOR SALE

Annapolis, MD

MAKE AN OFFER

CHECK AVAILABILITY

Price	\$159,900
City	Annapolis
ZIP	21401
State	Maryland
Make	Catalina
Model	400 MkII
Year	2003
Condition	Used



2004 Catalina 400 MkII

\$175,000 FOR SALE

Seattle, WA

MAKE AN OFFER

CHECK AVAILABILITY

Price	\$175,000
City	Seattle
ZIP	98109
State	Washington
Make	Catalina
Model	400 MkII
Year	2004
Condition	Used

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2002 Catalina 400 MkII

\$190,000 FOR SALE

Marina, CA

MAKE AN OFFER

CHECK AVAILABILITY

Price	\$190,000
City	Marina
ZIP	90292
State	California
Make	Catalina
Model	400 MkII
Year	2002
Condition	Used



2000 Catalina 400

\$152,900 FOR SALE

St. Petersburg, FL

MAKE AN OFFER

CHECK AVAILABILITY

Price	\$152,900
City	St. Petersburg
ZIP	33701
State	Florida
Make	Catalina
Model	400
Year	2000
Condition	Used



2004 Catalina 400 MkII

\$157,900 FOR SALE

St Petersburg, FL

MAKE AN OFFER

CHECK AVAILABILITY

Price	\$157,900
City	St Petersburg
ZIP	33701
State	Florida
Make	Catalina
Model	400 MkII
Year	2004