

SAILING VESSEL SEA QUILL
CONDITION & VALUATION SURVEY



19 May 2023, SV SEA QUILL, Moored at Ala Wai Boat Harbor 800 Dock
1651 Ala Moana Blvd, Honolulu, Hawaii 96815.

ON: 1092057

Date of Issue
31 May 2023

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SAILING VESSEL SEA QUILL

CONDITION & VALUATION SURVEY

SURVEY PARTICULARS

Survey Assigned By	Mr. Jonathan Clayton 75-6081 Alii Drive, QQ-106 Kailua-Kona, Hawaii 96740
On Behalf Of	Interested Vessel Purchasers
Assigned On	16 May 2023
Attended On	19 May 2023
Survey Location	Ala Wai Boat Harbor 1651 Ala Moana Blvd Honolulu, Hawaii 96815

INTRODUCTION

This is to Certify that, acting at the behest of Mr. Jonathan Clayton, the undersigned surveyor did on 19 May 2023, and subsequent dates, attend onboard SV SEA QUILL while afloat at Ala Wai Boat Harbor for survey inspection in order to ascertain the condition, valuation, and suitability of the vessel for service.

The mandatory standards promulgated by the United States Coast Guard (USCG), under the authority of title 46 United States Code (USC), Title 33, and Title 46, Code of Federal Regulations (CFR), and the voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC), and the National Fire Protection Association (NFPA) have been used as guidelines in the conduct of this survey. Findings in the summary pages of this survey reflect conditions observed at the time of this survey.

The internal inspection was limited to the areas typically accessible directly through lockers, inspection hatches, and removable panels. No part of the vessel was dismantled, bolts removed for inspection, or linings removed. Consequently, any part of the vessel, her equipment, or fittings, which were unexposed or inaccessible, cannot be confirmed to be free of defect, and no opinion is expressed with respect thereto. Furthermore, no determination of intact stability or inherent structural integrity has been made.

The attending surveyor is an accredited member of the Society of Accredited Marine Surveyors (SAMS) and the International Institute of Marine Surveying (IIMS).

PARTIES IN ATTENDANCE

The following parties were in attendance at the time of survey inspection:

Jonathan Clayton	Vessel Owner	SV SEA QUILL
Harry Guiang	Marine Surveyor	Charles Taylor Marine Technical Services

VESSEL PARTICULARS

VESSEL PARTICULARS	
NAME	SEA QUILL
BUILD YEAR	1981
OFFICIAL NO	1092057
HULL IDENTIFICATION	008
HAILING PORT	Honolulu, Hawaii
LENGTH REGISTERED	39.0'
LENGTH OVERALL	39.0'
LENGTH WATERLINE	30.0'
BREADTH	12.33'
DRAFT	5.83'
TONNAGE	18 GRT 14 NRT
DISPLACEMENT	23,500 lbs
BALLAST	10,700 lbs, Lead
SAIL AREA	720 sq ft
BUILDER	Hughes Columbia Inc.
DESIGNER	Alan Payne
MODEL	Columbia 11.8/ C39
TYPE	Masthead Cutter, Auxiliary Powered
BUILD LOCATION	Huron Park, Ontario, Canada
HULL MATERIAL	FRP (Fiberglass)
HORSEPOWER	50 hp

INTENDED SERVICE

Pleasure Cruising

DESCRIPTION AND ARRANGEMENT

GENERAL DESCRIPTION

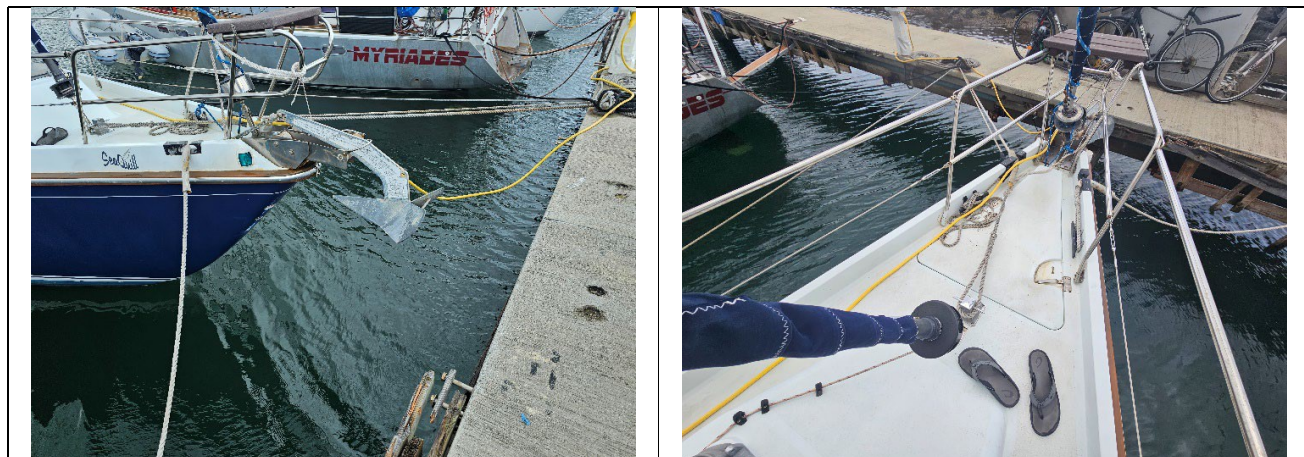
SV SEA QUILL is a Hughes Columbia fiberglass (FRP) masthead cutter rig monohull, center cockpit with deck-stepped aluminum mast, and single unswept spreader. She is designed by Alan Payne, one (1) of nine (9) hulls built by Hughes Columbia Inc in Ontario, Canada, completed in 1981. The displacement hull with rounded chines contains a lead ballasted fin keel and skeg hung rudder mounted aft. She has

a raked stem, reverse-raked transom, and gentle sloping sheerline. The deck layout contains a flush foredeck, raised centerline cabin trunk, self-draining center cockpit, and stepped aft deck leading down to the transom. A single diesel engine provides auxiliary propulsion.



MAIN DECK

The perimeter of the main deck is guarded by stainless top rails and mid-wire safety lines led through 1" diameter stainless-steel stanchions mounted onto the molded toe rails, with boarding gates to port and starboard midship. The guarded stainless pulpit is fitted with a roller furling forestay and staysail. A double-stainless anchor roller carries a Delta anchor led to an electric horizontal windlass concealed in a recessed triangular deck locker followed by a deck-mounted samson post centerline. Port and starboard mooring cleats are mounted inboard of the toe rail with open fairleads cut out into the toe rail just forward. The FRP main deck is coated with white pigmented non-skid coatings.



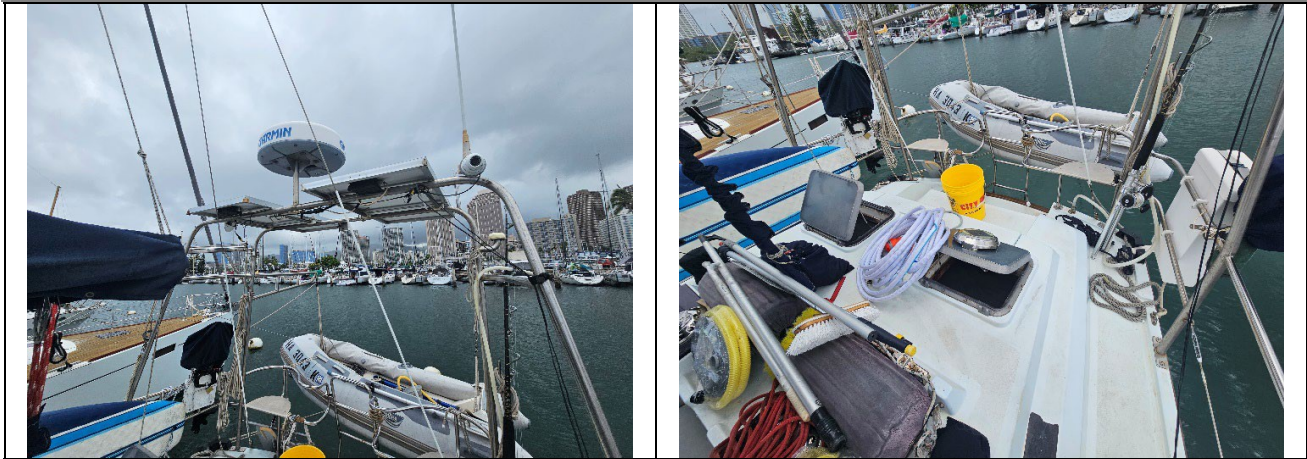
The raised cabin trunk sides are fitted with six (6) portlights to either side. The coach rooftop is fitted with two (2) ventilation hatches, two (2) stainless UFO vents, and two (2) stainless dorade vents. Stainless hand grabs are mounted along the cabin top. Genoa tracks and running gear are set on the cabin top and led aft to the cockpit beneath a panel for tripping hazard avoidance. The aluminum mast is deck stepped and is supported by a compression post below.



Continuing aft, the self-bailing center cockpit is recessed behind a blue canvas dodger and protected overhead by a Bimini extending from the dodger framed by stainless tubing. The starboard sidewalk is fitted with a shore tie receptacle and recessed propane locker. The cockpit is arranged with opposing molded bench seats with grey vinyl cushions. The helm station is positioned on a centerline binnacle with U-shaped hand grabs, a magnetic compass, a 6-spoke stainless wheel with leather coverings, propulsion control levers, chartplotter, sailing instrument displays, and digital compass. The engine instrument panel is fitted to the port bench seat.

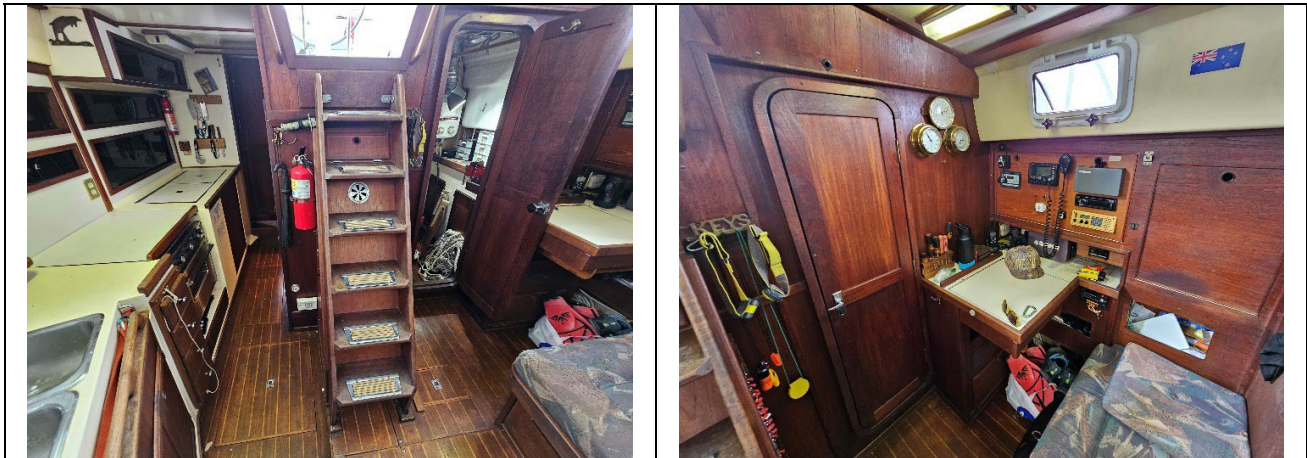


Aft of the cockpit are two (2) ventilation hatches with an emergency tiller stowed between under a dedicated hatch. The aft deck steps down to the transom near the waterline for boarding the four (4) person rigid hull inflatable dinghy which is stowed up on double-davits with block and tackle. The davits are supported by stainless tubing arch which carries rigid solar panels. The aft deck perimeter is guarded by stainless safety rails with built-in seats at the aft corners.



VESSEL INTERIOR

The vessel interior is accessed through the companionway below the cockpit dodger and descending the six (6) companionway steps. The companionway steps and box can be removed for access to the vessel's battery banks. Upon entering the vessel interior, there is a navigation station to port with VHF radios, and navigation displays.



Aft of the nav station through a doorway is a small room that is converted to a workshop and spare parts storage. Passing through the room is an enclosed head which then leads to the master stateroom, which spans the beam of the vessel. The hydraulic steering is accessed beneath the queen-sized berth and there are his and her wardrobe lockers and shelving to either side.

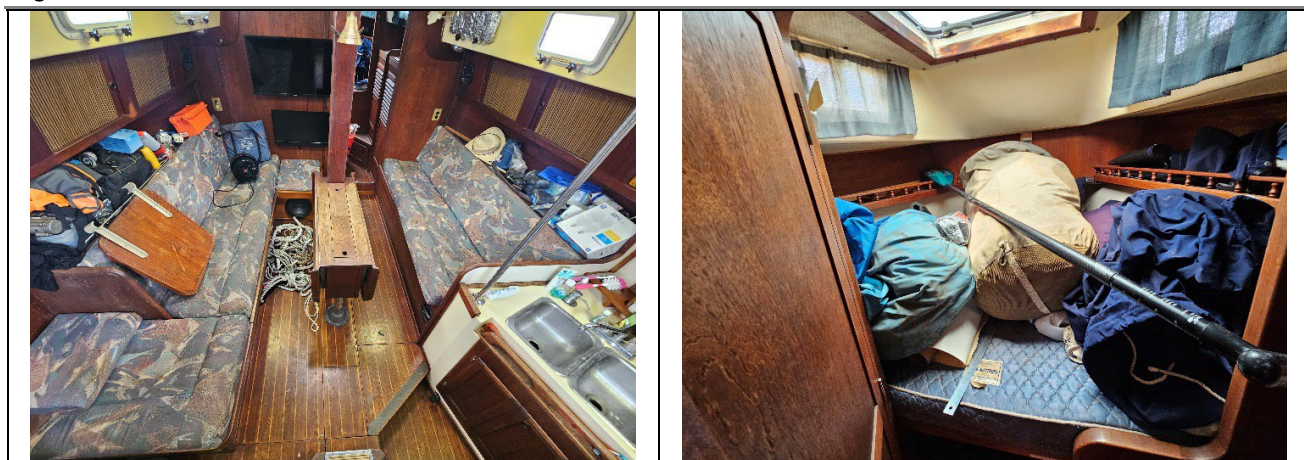


Walking through the master stateroom wrapping around to the starboard side entrance is the galley which is situated along the starboard bulkhead back to the companionway steps. The galley is equipped with a double basin sink, three (3) burner gimbaled stove, top-loading refrigerated boxes, and ample shelving and storage throughout. The vessel interior is finished with teak joinery, Formica overhead panels, and teak and holly cabin soles.



Forward of the companionway is the main salon with a teak dropleaf table centerline between the port and starboard settees. Moving forward of the salon through the forward passageway to starboard is an enclosed head to port. A forward door provides access to the guest stateroom with queen-sized berthing and wardrobe cabinet to starboard at the entryway. The anchor chain locker is accessed at the forward bulkhead.

Freshwater tanks are fitted beneath the salon sole and diesel tanks are located beneath the port and starboard settees. The engine compartment is located directly beneath the cockpit and is accessed from the galley and workshop room by removable wooden panels.



STRUCTURAL DETAILS

STRUCTURAL CHARACTERISTICS	
HULL CONSTRUCTION	Constructed of FRP using multiple layers of hand-laid fiberglass mat, woven rovings, and polyester resin. The hull is finished with blue pigmented gel coating and white boot stripe. Her lines were true and symmetrical, with no signs of deformation or delamination above the waterline.
DECK-HULL JOINT	Outward flange with and tabbed to the hull bonded in place with marine adhesives. As far as can be ascertained, the hull-to-deck joint appeared to be sound in areas that could be accessed for inspection, with no visible evidence of water ingress into the vessel interior through this joint.
BULKHEADS & FRAMING	Internal framing includes longitudinal 3stringers with foam laminated to the hull. Transverse bulkheads, and web frames are constructed of FRP sandwiched marine-ply laminated to the hull and deck. All appear sound with no signs of delamination or stress fractures.
RAILINGS	Stainless steel stanchions and railings with wire rope lifelines guarding the perimeter of the vessel. Stainless hand-grabs throughout mounted to the cabin trunk. All in sound condition.
EXTERIOR DECK	FRP sandwiched marine ply. Found to be in structurally good condition with no signs of major trauma, core deterioration, stress cracking, or delamination between core and skin.
BILGE LIMBER HOLES	Free and clear of debris in areas that could be accessed for inspection.
CABIN INTERIOR	Teak joinery, flooring and trim throughout, and overhead paneling. All in sound condition.

HATCHES/WINDOWS/VENTILATION	Hatches, windows, portlights, and cockpit companionway sliding top cover in good order. Water tightness was not tested at the time of this survey.
MAST	Elliptical-shaped, extruded anodized aluminum mast stepped to the cabin top and supported by a compression post. There were no signs of movement, stress fractures, or excessive corrosion, all in good order.
KEEL	The lead ballasted fin keel is with casted stainless bolts is fasted to the hull with stainless nuts accessible in the bilge.
STANDING RIGGING	1 X 19 stainless wire, stainless rigging screws, stainless toggles. All in apparent good condition where inspected from deck level. Standing rigging last replaced in 2013.
CHAINPLATES	Stainless chain plates thru-bolted to reinforced FRP framing in apparent good condition with no signs of water ingress, movement, stress fractures, or rust stains observed where accessible.
THRU-HULL FITTINGS AND VALVES	
DRIVESHAFT	Stainless, mechanical seal; No leaks.
RUDDER	Rudder packing in apparent good condition with no leaks sighted.
HEADS	Appears sound; Overboard discharge valves closed. No leaks.
THRU-HULL VALVES	Bronze ball valves. All operational.
DRAINS	Hoses intact, drains free and clear of debris.
TRANSDUCER	In apparent good order
HOSES & CLAMPS	Raw water connections double-clamped were sighted and applicable. Hose clamps is good condition and free of excessive corrosion where sighted.
ENGINE MOUNTS	Vibration dampener mounts on stringers. No visual signs of movement and stress fractures.

TANK CAPACITIES & CONFIGURATION

TANKAGE		
DIESEL	(2) Aluminum, Beneath Port & Starboard Settees Aft	140 gallons
FRESHWATER	(4) Polyethylene, Beneath Port & Starboard Salon Sole	100 gallons
WASTE	(2) Polyethylene, Workshop & Forward Accommodations	20 gallons

MACHINERY

MAIN ENGINE

MAIN ENGINE	
MAKE	Perkins
MODEL	4.108
SERIAL NO	Not Legible
NUMBER OF CYLINDERS	Inline 4
HP	50 hp @ 3000 rpm
HOURS	3,706 hrs
CONTROLS	Cable
COOLING	Raw Water
STARTING	Battery 12 VDC
EXHAUST	Raw Water Cooled

REDUCTION GEAR

REDUCTION GEAR	
MAKE	Borg Warner
MODEL	Velvet Drive
SERIAL	Not Legible
RATIO	2:1

FUEL SYSTEM

The fuel system is comprised of two (2) 70 gallon aluminum tanks set beneath the salon settees. Tanks are independent, isolated by supply valves, vented to the coaming sides, and bonded. Tank fittings are located on top of the tank on the round bolt-on inspection cover. There is a Racor fuel water separator mounted in the engine compartment bulkhead. All hoses are of type A-1 and copper tubing, which appeared to be intact and properly routed with no visual signs of leaks.

STEERING

The steering hydraulic system was seen to be operational. The hydraulic cylinders were recently replaced. The autopilot was reportedly to be in good working order.

LPG SYSTEM

A single aluminum LPG tank is stowed in the recessed deck locker at the port side midship. The LPG system services the 3-burner galley stove and on-demand water heater. The LPG system is fitted with a regulator, and shutoff valves operated at the tank and is protected by a 12 VDC solenoid. There is also an LPG gas detector located in the galley.

FRESHWATER SYSTEM

The freshwater system comprises of four (4) polyethylene tanks, totaling 100 gallons, situated beneath the salon soles to port and starboard. Tanks are filled through a single deck fitting and distributed through a manifold with isolation valves for each tank. The freshwater system services all washbasins, galley sinks, and showers. There is an on-demand propane water heater mounted on the bulkhead next to the workbench to port of the engine compartment. The water tanks appeared to be in good condition, with supply lines consisting of reinforced plastic hoses and tubing. No leaks were sighted, all were serviceable.

FRESHWATER EQUIPMENT		
QTY	ITEM	MAKE/ MODEL
1	Freshwater Pump	Jabsco/ Par-Max 4
1	Water Heater	Paloma

SEAWATER SYSTEM

SEAWATER EQUIPMENT		
QTY	ITEM	MAKE/ MODEL
1	Manual Foot pump	Whale Gusher Galley

SANITATION SYSTEM

Marine heads comprise of seawater flushing from dedicated sea chests. The forward head utilizes a manual flush toilet and aft toilet with an electric pump and holding tank. Sinks, showers, and cockpit scuppers are drained directly overboard via thru-hull valves.

ELECTRICAL SYSTEM

12 VDC

SV SEA QUILL has a 12 VDC system supplied by four (4) group GC2 6-volt batteries wired in pairs to 12 volts combined with one (1) 8D AGM battery for the house and two (2) 12-volt batteries wired in parallel for engine start. Batteries are replenished by engine-driven alternators, battery charger, and solar panels. 12 VDC electrical panel is located at the companionway steps.

All wiring that could be seen appears as plastic-covered, multistrand, copper marine wiring, adequately sized for power distribution, and observed to be serviceable. All circuits were seen to be adequately protected by breakers at the electrical panels.

ELECTRICAL SYSTEM EQUIPMENT		
QTY	ITEM	MAKE/ MODEL
2	Rigid Solar Panels	Kyocera/ KC120-1
1	Charger Controller	Heart Interface/ Link 2000
1	Solar Charge Controller	CMG
1	Alternator Regulator	Incharge

1	Shore Power Receptacle	Marinco
1	Battery Charger/ Inverter	Heart Interface/ Inverter/Charger

REFRIGERATION

REFRIGERATION SYSTEM		
QTY	ITEM	MAKE/ MODEL
1	Condensing Units	Dometic/ CU-200

NAVIGATION, COMMUNICATION & CONTROL EQUIPMENT

QTY	ITEM	MAKE/ MODEL
1	Chartplotter	Garmin/ GPSmap 3210
1	Chartplotter	Garmin/ GPSmap 3206
1	GPS/ Loran Display	Raytheon/ Nav398
1	VHF Radio	ICOM/ IC-M504
1	VHF Radio, Handheld	ICOM/ IC-M73
1	Wind Instrument Display	Raymarine/ ST60
1	Multifunction Instrument Display	Raymarine/ ST60 Tridata
1	Digital Compass	Azimuth 1000

FIREFIGHTING & LIFESAVING EQUIPMENT

FIREFIGHTING EQUIPMENT

FIREFIGHTING EQUIPMENT		
QTY	(LBS)	TYPE
3	3	KIDDE 10-B:C DRY CHEMICAL (Regular)

LIFESAVING EQUIPMENT

LIFESAVING EQUIPMENT				
QTY	DESCRIPTION	MANUFACTURER	MODEL	NOTES/COMMENTS
6	Type II PFD's	Various	Adult	Good Condition
3	Type V PFD's	Various	Adult	Good Condition
2	Type IV PFD	Life Sling	Horseshoe	Good Condition
3	Handheld Smoke	Orion	Orange	Expiry: 5/2026
6	6-guage Aerial	Orion	Red	Expiry: 6/2026
1	First Aid Kit	Various	***	Adequate
1	Handheld Horn	Super Blast	Pneumatic	Good Condition

DEWATERING EQUIPMENT

DEWATERING EQUIPMENT			
QTY	DESCRIPTION	MANUFACTURER	NOTES/ COMMENTS
2	12 VDC Bilge Pump	Rule 1500/750	Forward and Keel Sump Bilges
1	Manual Bilge Pumps	Wale	Manual Diaphragm, Cockpit

DECK EQUIPMENT

GROUND TACKLE

GROUND TACKLE		
QTY	ITEM	MAKE/ MODEL
1	Anchor Windlass	Lewmar/ Horizontal Electric Windlass
1	Primary	55 lb Delta
1	Chain Rode	3/8" X 250' High Tensile
1	Secondary Anchor, Aft	50 lb Danforth, 150' 5/16" chain, 15' 9/16" nylon rode

OTHER EQUIPMENT

OTHER EQUIPMENT		
QTY	ITEM	MAKE/ MODEL
1	Outboard Motor, Dinghy	Mercury, 8hp F8M/ 0R319297
1	Dinghy	Achilles/ ACH00381B606, 4-person
1	Entertainment System	Pioneer
1	3-Burner Gas Stove	Hille Range
2	Flat Screen Televisions	Samsung & Vizio

STANDING AND RUNNING RIGGING

SV SEA QUILL is a cutter-rigged, with extruded anodized aluminum masthead with a single unswept spreader and roller furling headsails. The aluminum mast is deck-stepped supported by compression post. Standing rigging is of 1x19 stainless wire, stainless turnbuckles, and are connected to chainplates by toggle and clevis pin. Chain plates are machined stainless steel plates mounted directly into the structural grid of the hull with backing plates. Standing rigging was last renewed in 2013 with receipts provided.

SAIL SPECIFICATIONS

SAIL SPECIFICATIONS	
FORESTAY TOP TO DECK (I)	48'
FORESTAY CHAINPLATE TO MAST (J)	16'
BOOM TO TOP OF MAST (P)	43..3'
BOOM LENGTH (E)	15.5'
TOTAL SAIL AREA, RATED	720 sq ft

MAIN SAIL	336 sq ft
100% FORETRIANGLE	384 sq ft
FORESTAY LENGTH	50.6'

SAIL CALCULATIONS

SAIL CALCULATIONS	
SAIL AREA / DISPLACEMENT	14.10
BALLAST/ DISPLACEMENT	45.53
DISPLACEMENT/ LENGTH	388.56
COMFORT RATIO	39.14
HULL SPEED	7.34 kts
WETTED AREA	506 sq ft
POUNDS / INCH IMMERSION	1,781.78 lbs/in

SURVEYOR'S CONDITION REMARKS

SURVEYOR'S CONDITION REMARKS	
For the purpose of this report, various compartments, structures, and equipment are Rated for Condition based on visual observation with the following scale utilized:	
EXCELLENT	Like new condition in all respects and managed in accordance with industry best practices.
GOOD	Light wear, may require only minor remedial measures.
FAIR	Moderate wear, needs some maintenance or repairs, updates or cleaning.
BELOW AVERAGE	Heavy wear, may require serious issues to be addressed immediately.
POOR	In need of significant maintenance, repair, or service.
RESTORABLE	Enough of the hull and engine exists to restore the boat to usable condition.
ITEM/AREA	CONDITION
COATINGS – INTERIOR ACCOMMODATIONS	Fair
COATINGS – INTERIOR MACHINERY SPACES	Good
COATINGS – HULL (Above Waterline)	Fair
COATINGS – HULL (Below Waterline)	Not Sighted
COATINGS – MAIN DECK	Fair
COATINGS – HOUSE EXTERIOR	Fair
INTERNAL FRAMING	Good
RAILINGS	Good
GROUND TACKLE	Good
WINDOWS & HATCHES	Fair
MOORING EQUIPMENT	Fair
BILGES	Fair
LIMBER HOLES	Good; free and clear of debris.
THRU-HULLS	Fair; See Recommendations
DEWATERING	Fair

FIRE EXTINGUISHING EQUIPMENT	Fair; Properly mounted equipped.
LIFESAVING EQUIPMENT	Good
FUEL SYSTEM	Fair; Aluminum tanks in good condition, lines intact.
SANITATION SYSTEM	Fair; Overboard discharge valves secured, placards posted.
FRESHWATER SYSTEM	Fair
MACHINERY	Good
ENGINE MOUNTS	Fair
DRIVESHAFT	Fair; PSS dripless.
STEERING	Good; Operational.
RUDDER POSTS	Fair
ELECTRICAL	Good; Batteries renewed 2023
CLEANLINESS OF MACHINERY SPACES	Fair
SPARS	Fair
MAST STEP	Fair
KEEL	Fair; Keel bolts not sighted.
STANDING RIGGING	Fair; See Recommendations
RUNNING RIGGING	Fair
GENERAL HOUSEKEEPING	Fair

SURVEYOR'S RECOMMENDATIONS

SV SEA QUILL – OBSERVATIONS & RECOMMENDATIONS	
Recommendations detailed in this report are presented in three (3) categories and are classified as follows:	
PRIORITY	Deficiencies requiring immediate attention affecting structural strength, safety, and mechanical or other defects affecting seaworthiness. These items may also be in violation of USCG regulations.
ADVISORY	Important maintenance items should be corrected in the near future to help improve vessel condition and improve its value. These items include recommendations to conform to ABYC standards and NFPA voluntary standards, which may not have been in effect or may not have been adhered to by the builder when the vessel was constructed.
OBSERVATIONS	Non-essential or cosmetic defects which may be left at the owner's convenience. Addressing these items may enhance crew and vessel safety, hull and systems capability, and increase overall value.

PRIORITY

None Sighted

ADVISORY

ADVISORY		
	OBSERVED	RECOMMENDED
1.	Standing rigging renewed in 2013.	Prior to extended offshore sailing recommend having standing rigging inspected aloft by a certified rigger.
2.	Seachest valve for the main engine raw water cooling was moderately corroded. Bronze valve appears to be mixed with brass fittings.	Recommend cleaning and replacing brass fittings with bronze to prevent accelerated corrosion. Recommend remounting or replacing thru-hull fitting at next drydock maintenance period.

OBSERVATIONS

None Sighted

SUITABILITY FOR SERVICE

As far as may be ascertained by general examination only of this vessel as she lay afloat, it is the opinion of the undersigned, as hereinafter qualified, that the vessel is suitable for the operation of its intended service.

SUMMARY

SV SEA QUILL was seen to be a good example of a Hughes Columbia 11.8 for her age and size. She was observed to be well maintained by her previous and current owner with systems being upgraded as needed and improved. Her main engine appeared to be also professionally well maintained and serviced. It is the opinion of the undersigned, based on our professional knowledge and individual experiences, that the general condition of SV SEA QUILL to be in **Fair to Good** condition for a vessel of her age.

VALUATION

The Fair Market Value is defined as the price at which the property would change hands between a willing buyer and willing seller, neither of which being under any compulsion to buy or sell and both having reasonable knowledge of relevant facts, with no unusual financing conditions, incentives or sub-market financing.

It is the opinion of the undersigned by conditions found, cross-referencing data from Soldboats.com, BUC, NADA, Yachtworld.com, and other brokerage listings contacted regarding the comparable sale of vessels similar to SV SEA QUILL. Additionally, BUC Price Guides include geographical price adjustments by boat type and size and are applied in determining the fair market value and replacement cost, and is presented as follows:

SV SEA QUILL - VALUATION

Estimated Fair Market Value:	\$70,000.00 USD
Estimated Replacement Cost:	\$295,000.00 USD

The purchase price, date of purchase, and any conditions pertaining to the acquisition of the subject property are not known to the undersigned. Compensation for this report is not contingent upon the appraised value of the vessel.

CLOSING

The issuance of this report is based on observations made by the undersigned and information provided. Text, figures, and excerpts from provided documents and materials have been incorporated to form part of this report. Specific descriptions of equipment and spaces obtained from provided documents, the descriptive properties of which have remained unchanged, have been incorporated verbatim. If the information provided is found to be misleading and/or erroneous, this report shall be deemed withdrawn. This document is not a certificate of seaworthiness, but a statement of condition found only without prejudice that the voyage and/or use contemplated represents no specific hazards beyond such as are normally accepted by underwriters, charterers, and/or owners.

Survey and report are without prejudice to the question of liability and are subject to the terms and conditions of all interests as they may apply.

Submitted Respectfully,



Harry Guiang, SAMS-AMS, MIIMS
Charles Taylor Marine Technical Services
Senior Marine Surveyor
31 May 2023

ENCLOSURES:

PHOTO LOG – SAILING VESSEL SEA QUILL | 19 May 2023

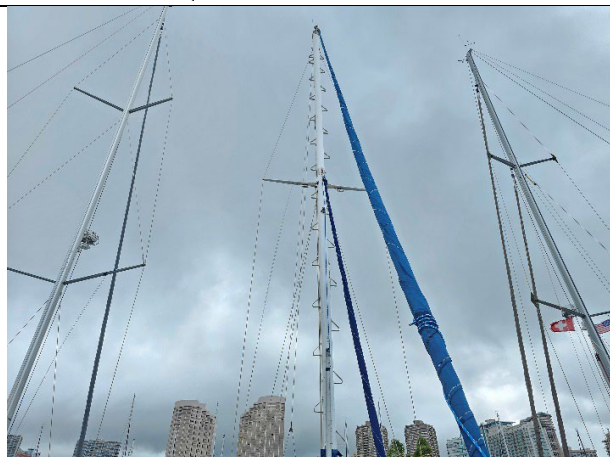
PHOTO LOG – SV SEA QUILL | 19 May 2023



SV SEA QUILL Moored at Ala Wai Harbor



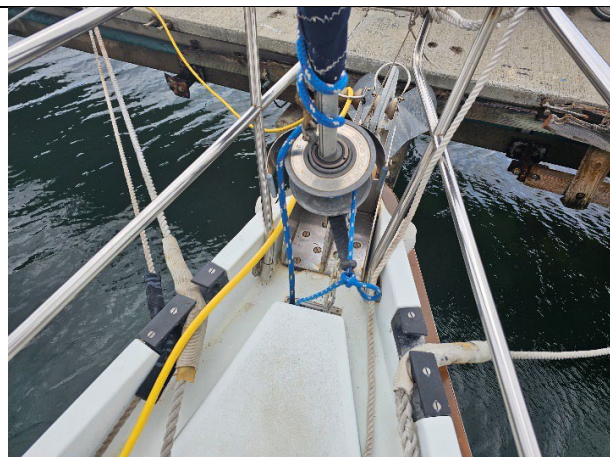
Manufacturer Plate



Mast



Anchor



Pulpit



Windlass



Dodger



Port Sidewalk Facing Aft



Propane Locker



Cabin Coach Rooftop



Aft Deck



Aft Deck Facing to Starboard



Port Aft Corner



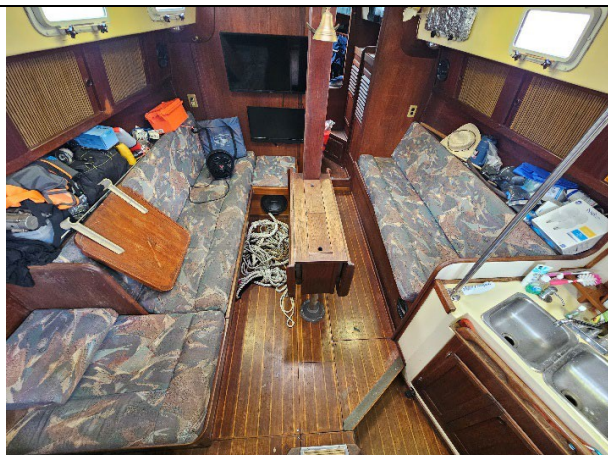
Emergency Tiller



Cockpit



Cockpit



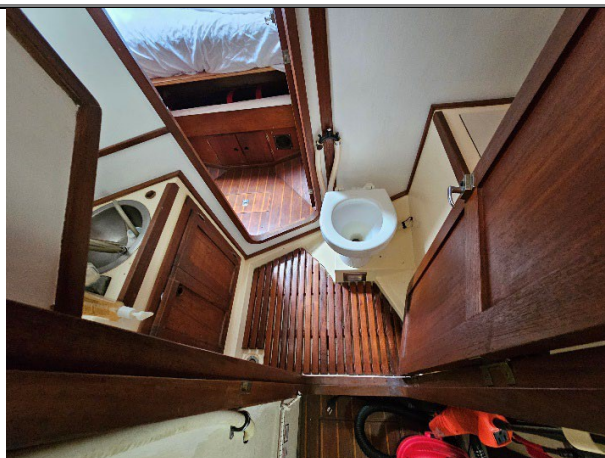
Vessel Interior Facing Forward



Companionway



Nav Station



Aft Head



Aft Stateroom



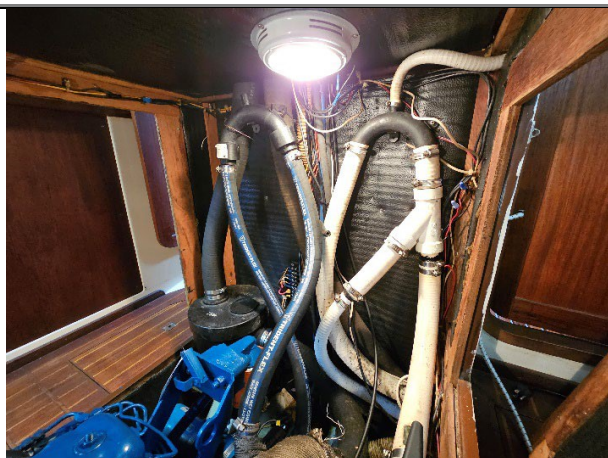
Galley Facing Aft



Companionway



Steering



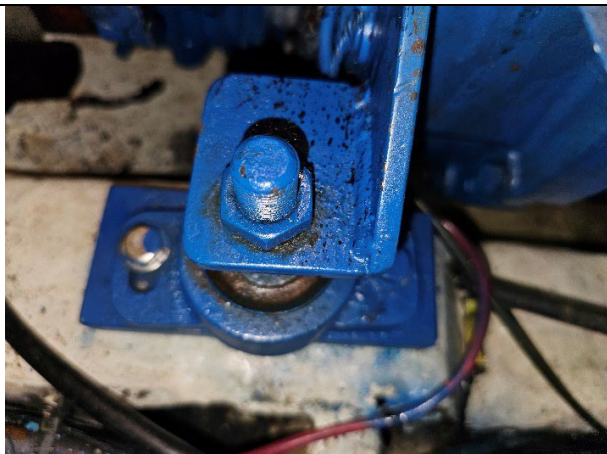
Exhaust and Head Siphon Breaks



Main Engine



Motor Mount



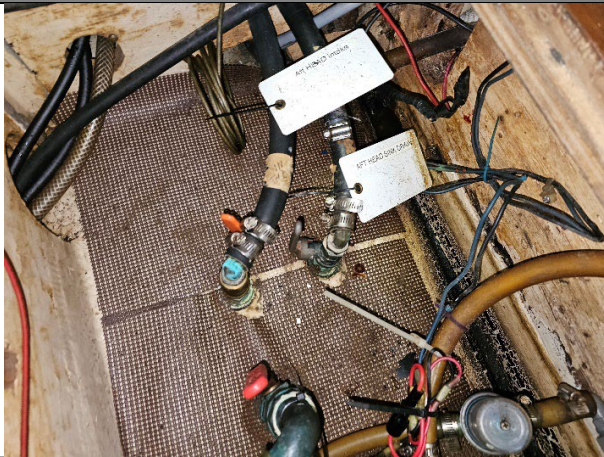
Motor Mount



Galley Sink



Refrigeration Unit



Galley Thru-Hull Valves



Keel Sump



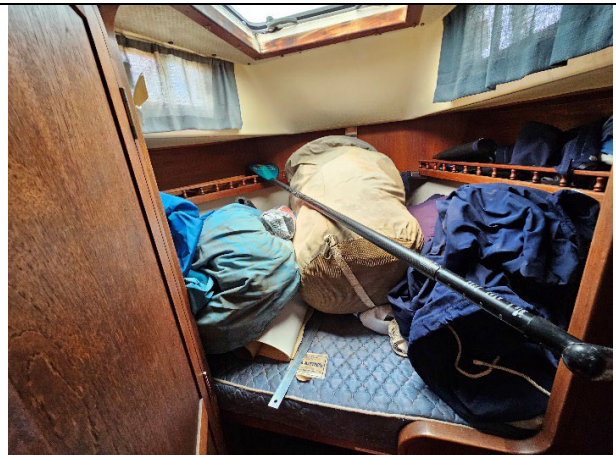
Port Fuel Tank



Forward Passageway



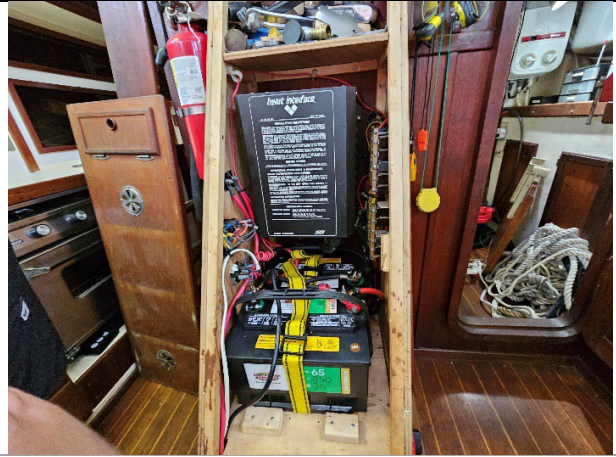
Salon



Forward Berth



Sea Strainer



Engine Start Batteries