General Condition and Valuation Survey

“No Name”

2012 Regal 38 Express

06-05-2023

Report by:

Arran Flanagan
Marine Surveyor

For:

Steven Humphreys

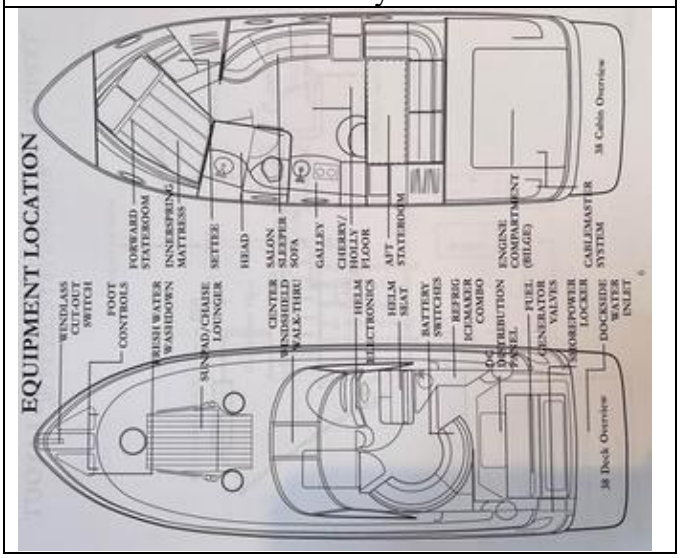
311 Groce Dr. Portola Valley, CA 24028

VESSEL DESCRIPTION

The vessel was observed afloat at a private residence, Long Beach, CA.

The vessel "No Name" was a 2012 Regal 38 Express, express cruiser with 430 HP Gasoline inboard engines, Modified-V, planing type, vee bottom, full keel, transom-ended design, and fiberglass reinforced plastic construction, with Cockpit helm.

Vessel Layout



Housekeeping and general appearance are **Average**. The vessel is normally equipped for her size and type. The hull has a shine and is in overall satisfactory condition.
From examination afloat and hauled of accessible areas, the vessel appears to be sound, with no evidence of structural damage.

CONDUCT OF SURVEY

-- 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.
-- California Vehicle Code 9853.2

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SCOPE OF SURVEY

The Prepurchase survey was to check the operability of all systems and equipment on board in order to assess physical condition and establish the "Present Condition and Value" for PREPURCHASE purposes.
The survey started at 08:23 AM (-7 GMT) and finished at 12:19 PM (-7 GMT).

This survey was conducted by means of visual and audial inspection and non-destructive testing, such as "tapping" a laminate and listening for acoustic anomalies. (a.k.a. "percussion testing.")

The DC electrical systems were "powered up". Observation of the machinery aboard was checked for both serviceability and operational within the capacities of this survey. Batteries were charged and verified at electric panels battery gauges.

The AC electrical system was "powered up". Observation of the machinery aboard was checked for both serviceability and operational within the capacities of this survey. Shore power was connected.

All areas accessible without the opening or removal of locked compartments and breaker panels, paneling, screwed or nailed boards, bulkheads, tacked carpet, clothing, spare parts, miscellaneous materials in the bilges, lazarette and lockers or other portions of her structure, anchors, and anchor chain and without the testing of or opening up of propulsion or auxiliary machinery, or disassembly of valves, were tested and/or inspected. Any locked compartments or inaccessible areas were precluded from this inspection. Tanks are not fully accessible for inspection, and surveyor cannot speak as to the condition of hidden tank surfaces. Liquid leakage above the tank level cannot be detected in slack tanks.

This Survey Report represents the condition of the vessel on the above date or dates and is the unbiased opinion of the undersigned, but it is not to be considered an inventory, warranty, or guarantee, either specified or implied. The items listed in this report were tested for proper operation at time of survey ONLY.

The engines were operated during the survey. This report is not an engine survey; a brief cursory inspection of the machinery was conducted. The date of the last engine survey is unknown.

No determination of stability characteristics has been made and no opinion is expressed with respect thereto.
This signed report represents the findings of the Survey and supersedes any and all conversations, statements and representations, whether verbal or in writing.

GENERAL NOTE:

1. It is recommended to have all "Electronics" inspected by a Marine Electronics Surveyor to determine the condition of the electronics and associated hardware.
2. It is recommended to have all "Electrical" inspected by a Marine Electrical Surveyor to determine the condition of the electrical systems and associated hardware.
3. It is also recommended to have all "Corrosion" inspected by a Marine Corrosion Surveyor to determine the condition of all associated hardware.
4. It is recommended to have all "Machinery" inspected by a Qualified Marine Engine Technician to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

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DEFINITION OF TERMS

Adequate:	Sufficient for a specific requirement.
Appears:	Indicates that a very close inspection of the particular system, the component or the item was not possible due to constraints imposed upon the surveyor (i.e., power was not available, the inability to remove panels, or a non-destructive test was requested).
Excellent Condition:	New or Like New.
Fair Condition:	Denotes that the system, the component, or the item is functional as is with minor repairs. (MONITOR OFTEN).
Fit for Intended Use:	The use which is intended by Survey Purchaser (Present or Prospective Owner).
Good Condition:	Nearly new, with only minor cosmetics or structural discrepancies.
Operational:	A cursory test was performed to determine the items basic functionality but does not guarantee the item will remain functional.
Poor Condition:	Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.
Power(s) Up:	Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.
Serviceable:	Sufficient for a specific requirement.
Use of Letters:	The "Use of Letters A, B and C" in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" section pertaining to the item.

GENERAL INFORMATION

File no.:	23-7210506
Date of survey inspection:	06-05-2023
Type of survey:	A pre-purchase survey was requested to determine a comprehensive physical condition and value of the vessel.
Survey prepared for:	Steven Humphreys
Email:	shumphreys@identiv.com
Cell:	(605) 200-5556
Address:	311 Groce Dr. Portola Valley, CA 24028
Owner/Seller:	Egor Koynov
By Request of:	Buyer, buyer's broker
In Attendance:	Surveyor, buyer

Overall, Vessel Rating:	**AVERAGE**
Estimate Market Value:	**$ 170,000.00**
Estimated Replacement Cost:	**$ 450,000.00**

VESSEL INFORMATION

	Name of vessel:	"No Name"
	Make/model:	2012 Regal 38 Express
	Builder:	Regal Marine
	Accommodation:	Sleeps 6
	Hull no.:	RGMTA453L112
	Reg. no.:	BC 331825 (WA)
A	**Reg. onboard:**	No
	Hailing port:	None sighted
	LOA:	38'0"
	LWL:	34'9"
	Height:	12'4"
	Dead Rise:	19 º
	Beam:	12'2"
	Draft:	36"
	Dry weight:	15,200 lbs.

Note: The dimensions above were taken from owner's man.

A Note: The hull was properly labeled with the state registration numbers on the port and stbd bow. Ownership, HIN, and registration numbers are from the state registration papers.

Hin (hull identification number)	Official number
	

SYSTEMS

HULL CONSTRUCTION

Type:	Modified-V, planing type
Material:	Fiberglass reinforced plastic
Fastenings:	Fiberglass and resin
Structure:	The vessel has FRP longitudinal stringers
Condition:	These were found to be sound, with no sign of water damage.
Stringers:	Hull stiffness provided by FRP longitudinal stringers.

Note: Complete inspection was limited due to access. Serviceable where sighted.

Transom:	Molded FRP swim step
Bilges:	A painted surface was used in the bilges. Recommend keeping the bilges clean & dry. Water was observed in the bilges.

Note: Empty the standing water from the engine room bilges. The source of any leakage should be determined and repaired as necessary.

Limber Holes: Limber holes are of adequate size and clear where sighted.

DECK CONSTRUCTION

Decking: Reportedly, cored FRP (fiber reinforced plastic) with gelcoat and textured non-skid.
Condition: The topside decks were in good condition.
Overlay: Carpet
Condition: In overall in good condition.
Toe rails: Molded fiberglass reinforced plastic.

HULL-TO-DECK JOINT

Hull-to-deck joint: Flanged hull-to-deck joint bonded with mechanical fasteners and adhesive.
Condition: Observed to be sound and intact where possible.

DECK FITTINGS

Sprit/Anchor platform: Built-in FRP single anchor sprit with rubber roller anchor chock
Safety railing: Stainless steel bow pulpit with (1) solid stainless steel coures
Condition: The safety railings around the vessel are secure and in sound condition.
Cleats: Cleats throughout the vessel were stainless steel horn type.
Grab Rails: Stainless steel handrails were located at convenient locations on the vessel.
Escape hatches: Alloy & acrylic
Amount: One (1) forward
Condition: In good working condition
Rub rails: Stainless steel compression striker rub-rails. Serviceable.
Scuppers: Self bailing deck drains at the port & starboard aft cockpit corners.

ADDITIONAL EQUIPMENT AND ACCESSORIES

Black canvas: Canvas and isinglass cockpit helm enclosure.
Additional canvas covers: BBQ
Condition: Overall good condition.
Lights: Recessed lights in hardtop, courtesy lights
Dock Lines: Lines of various lengths, types and sizes were sighted on board. Satisfactory.
Equipment: Swimstep shower, Magma stainless steel BBQ
Kenyon Electric cockpit grill
Isotherm cockpit refrigerator/ freezer
Hardtop: Stainless steel Frame with Composite and FRP top.
Condition: In sound condition.

INTERIOR

Decking:	Laminate over plywood
Overhead:	Vinyl headliner
Windows:	Acrylic, Safety glass
Portholes:	Stainless steel and acrylic
Skylights:	Alloy and acrylic

Joinery and Finish:	The interior of the vessel is a combination of teak trim and Vinyl covered bulkheads.
Light Fixtures:	12V halogen, provide lighting throughout the vessel.
Condition:	All lights were operable.
Storage Areas:	Under and over cabinet doors, hanging lockers, and under floor storage were located throughout the vessel.
Water Intrusion Signs:	No significant signs of water intrusion were observed at the vessel's interior.

GALLEY EQUIPMENT

Cooktop:	Kenyon (2)-burner electric, with sea rails
Area protected:	Adequate clearance
Condition:	Tested elements for heat. All elements are working.
Refrigeration:	Built-in Isotherm VAC / VDC refrigerator / freezer
Model	1130VB7NKU000
Condition:	Refrigerator / freezer was cold to the touch. Operational.
Microwave:	Haier microwave oven
Condition:	Operational. Tested by heating up a wet paper towel.
Sink:	Stainless steel, single

Note: The galley equipment mentioned above was secure. It was tested during the survey and was found to be in satisfactory condition.

PROPULTION

The date of the last engine survey is unknown.

Note: Checked oil levels in the engines and transmissions prior to starting engines.
Note: Checked coolant levels in the engines prior to starting engines.

Manufacturer:	Twin MerCruiser	
Model:	8.2 MAG	
Type:	Gasoline, V8-cylinder	
Rated HP:	430 @ 4400 RPM	
Serial numbers:	Port: 2A015031	Stbd: 2A030516
Engine hours:	Port: 502	Stbd: 510
Engine controls:	Single-lever, electronic, with Glendenning engine synchronizer, with joystick	
Engine Shut Down:	Key for the engine on the helm console.	

Port main engine	Stbd main engine
	

	Engine alarm:	Audible/visual engine alarms at the helm. Operational.
	Engine gauges:	Two (2) each, tachometer, oil pressure, temperature, volts, fuel, trim
	Engine Synchronizer:	Controlled by engine controls
	Hoses:	Found to be in serviceable condition.
B	**Belts:**	In a serviceable condition. No protective cover was observed.
	Flame arrestor:	Yes
	Preventative measures:	None Sighted
	Exhaust System	Fiberglass tubing flexible wet exhaust hoses., In serviceable condition.
	Mounts & bed:	Main engine beds were FRP longitudinal stringers inboard and outboard. Isoelastic engine mounts were thru-bolted to the stringers. Thread adjustments provide the ability to adjust the alignment vertically.
	Condition:	Observed to be in sound condition.
	Insulation:	None sighted
	Engine room ventilation:	Natural, Blower
	Engine oil:	Oil levels were checked**.** Full

Note: When the main engines start up, they trip the power to the navigation instrumentation.

COOLING SYSTEM

Type:	Closed reservoir type cooling with raw water-cooled exhaust.
Coolant Level:	Coolant levels were checked.
Engine Hoses and Clamps:	Reinforced rubber hoses with stainless steel clamps.
Raw Water Strainers:	Rectangular scoop strainers

TRANSMISSION

Manufacturer:	Mercury	
Model:	Bravo Three	
Type:	Outdrive	
Serial numbers:	Port: unable to observe	Stbd: unable to observe
Rotation:	Left / right hand rotation	
Transmission oil:	Oil levels were checked**.**	

STEERING SYSTEM

Type:	Hydraulic
Number of Stations:	One (1)
Locations:	Cockpit
Condition:	Observed to be in a serviceable condition.
Lines/cables:	Hydraulic hoses with compressed metal fittings.

FUEL SYSTEM

Fuel:	Gasoline
Material:	Aluminum
Label:	Not sighted, due to access.
Amount:	Two (2)
Capacity:	276 gallons total.
Info:	Owner's manual
Gauges:	Console
Location:	Port & starboard engine room
Grounded:	Yes
Condition:	In satisfactory condition with no signs of leakage.
Secured:	Secured per ABYC H-24
Fuel filters	
Engine filter:	Quick silver
Primary:	Mercury 35-802893T
Condition:	Satisfactory and clear of debris.
Secured**:**	Yes
Location:	Engine room
Deck fill:	Located Port & starboard side, aft. Fill marked "Gas"
Grounded:	Not accessible due to access cover.
Labeled:	Not sighted, due to access.
Fill pipe material:	The fuel lines were all proper USCG type A hoses. The hoses are older than 10 years.
Vent location:	Below deck fill. Flame Screen was checked.
B **Fuel Lines and Fittings:**	The fuel lines were all proper USCG type A hoses. The hoses are older than 10 years.
Fuel Manifold:	Ball valves properly marked.
Location:	Engine room
Fuel shut offs:	Accessible, At the manifold.

ELECTRICAL SYSTEMS (Generator)

	Operation:	The generator was started locally. The generator was load tested and operated satisfactory for approx. 5 min.
	Manufacturer:	Kohler
	Fuel Type:	Gasoline
	Model Number:	7.5EKD With sound shield.
	Serial Number:	3028673
	Rating:	7.50 KW
	Voltage Rating:	120V
	Indicated Hours:	68.3 engine hours
	Location:	Engine room
	Cooling System:	Raw water cooled.
	Raw Water Strainers:	Bronze sea strainer
	Condition:	Satisfactory, and clear of debris.
A	**Thru-hull Valve:**	One (1) Bronze, ¼ - turn ball type
	Condition:	Thru hull valve was exercised., Found to be immobile.
	Exhaust System:	Marine grade hose to a water lift type muffler was sighted. Double worm screw stainless steel clamps were sighted. In serviceable condition.
	Fuel Supply:	From the fuel manifold.
	Hose Clamps:	Stainless steel clamps were sighted.
	Fuel filters	
	Primary:	Mercury
	Secured**:**	Yes
	Location:	Engine room

Notes: Generator shut down due to coolant loss alarm displayed on panel. Diagnose and repair as appropriate.

Gen

ELECTRICAL SYSTEMS (DC System)

Voltage: 12 VDC
Panel: (1) 12 VDC
Gauges: (2) Analog voltmeter, operational power indicator
Breakers / switches labeled: Yes
Battery Switch: Three (3) Guest rotary switches.
Location: Cockpit
Battery Paralleling switch: Battery Parallel Switch installed at the helm station.

Note: Surveyor recommends that battery switches be labeled according to which bank they serve.

Alternators: (2) engine mounted alternators
Brand: Mercury Marine
Amperage: 70
Battery Isolators: One (1) Sure Power 3203
Outlets: Cigarette type. Serviceable.
Wiring: Wiring is non-metallic sheathed copper.

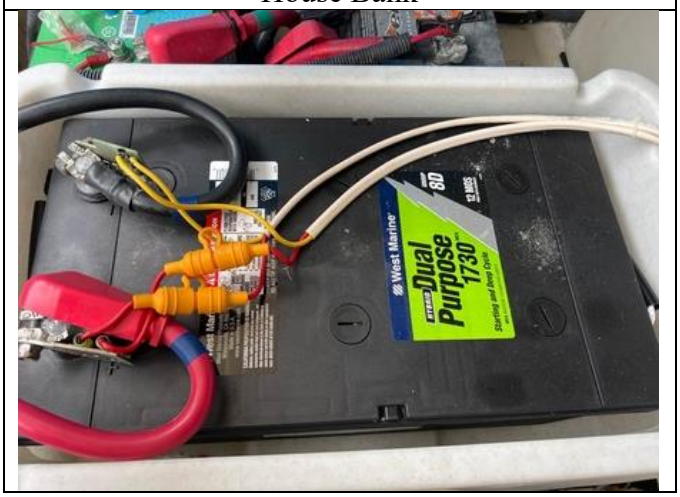
Note: Bonding wires and connections were found to be corroded. Service as appropriate.

Fused: Batteries do have circuit protection within a distance of seven inches of the battery.

Batteries

House bank: 12V individual (1) 12 V West Marine, 8D
Dates: Not sighted
Type: Lead acid
Location: Engine room
Condition: In serviceable condition. **(internal condition unknown)**
Secured, ventilated, contained, and terminals are covered.
Battery charger: Master VoltPower charger 12/40-3

House Bank



Starting bank: 12V individual (2) 12V Interstate batteries & Deka, Group 31
Dates: Not sighted
Type: AGM and Lead Acid
Location: Engine room
Condition: In serviceable condition. **(internal condition unknown)**
Secured, ventilated, not contained, and terminals are covered.
Battery charger: Same as house

Starting Bank	Starting Bank
	

Notes: Batteries were not load-tested during survey; however, at the time of the survey 12VDC systems were operational as general usage would demand.

VDC Distribution Panel	VAC Distribution Panel
	

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ELECTRICAL SYSTEM (AC System)

B	**Shore Power Cord:**	One (1) yellow cord. One (1) splitter.
	Shore Power Inlet:	Two (2) 30 amp.
	Located:	transom locker
	Main Breaker:	Three (3) Double pole breakers.
	Located:	Main Panel
	Branch Breaker:	Single pole breakers
	Located:	On AC electrical panel
	Overcurrent protection:	30 Yes, Tested by tripping the breaker.
	Location:	Transom locker
	Panel:	(2) 110 VAC, shore/generator
	Gauges:	(2) Analog selectable, voltmeter, operational power indicator, reverse polarity indicator
	Breakers /switches labeled:	Yes
	Routing/Support:	Wiring is non-metallic sheathed copper.
	Galvanic isolator:	No galvanic isolator was observed.
	Isolation transformer:	No transformer was observed.
	ELCI:	An ELCI device was not installed.

Note: An ELCI (Equipment Leakage Current Interrupter) functions similar to a GFCI but provides current leakage protection for the entire onboard electrical system. Installation is highly recommended.

Outlets:	GFCI outlets are installed in all required places and have been tested using a GFCI tester and the receptacle trip button. All were found to be in good working order.
Polarity:	Shore power was connected.

Note: Polarity was checked at receptacles.

FRESH WATER SYSTEM (Potable water)

Storage Tanks:	One (1), Engine room
Secured:	In compliance per ABYC-H23
Capacity:	67 gallons total. (Owner's manual)
Material Type:	Polyurethane
Fill pipe location:	Located Starboard side, aft. Fill marked "WATER".
Plumbing material:	Blue and Red Quest type hoses and fittings In satisfactory condition with no noticeable leaks.
Gauge:	Yes, Transparent, Guage
Pump:	SHURflo
Flow/Pressure:	55 PSI
Model:	Aqua king, 4148-153-E75
Condition:	In good working order
Powered up:	Yes
Located:	Engine room
Accumulator:	None sighted

Vent: Located below deck fill.
Shore water connection: Yes

Notes: The condition of the dockside water pressure internal regulator/housing is not known; it could not be tested. In the event that shore water pressure is utilized on the vessel, it is suggested that the fresh water at the dock be turned off and the hose removed from the vessel when the vessel is not attended.

FRESH WATER SYSTEM (Hot water)

Type: 120V Electric
Manufacturer: Seaward
Model no: S-1100
Serial no.: 847033
Capacity: 11-gallon
Location: Located Aft cabin.
Pressure Relief Valve: On tank.
Drainage: Into bilge.
Ignition Protection: Yes

SANITATION (Black Water)

Manufacturer: Vacuflush marine sanitation device
Number of Heads: One (1)
Discharge Hoses/Clamps: Sani hose and clamps.

Note: The holding tank discharge pump and thru-hull valve were not tested, due to the vessel's position in MARPOL-restricted waters.

Storage Tanks: One (1), Engine room
Secured: In compliance per CFR 159.57
Capacity: 30 gallons total. (Owner's manual)
Material Type: Polyurethane
Plumbing: In satisfactory condition with no noticeable leaks.
USCG System Type: Type III MSD Waste System (utilizes a holding tank or similar device that prevents the overboard discharge of treated or untreated sewage).
Condition: Operational & is in good condition
Pump-Out Location: Located Port, aft. Fill marked "WASTE".
Vent: Below deck fill

SANITATION (Grey Water)

Basins: The sinks drain directly overboard thru topside thru hull at each head sink location.
Sump Pumps: Plastic box with S750 GPH Sahara pump with float switch.
Location: Mid bilge
Discharge Hoses: The sump discharge hose was reinforced sani marine grade hose.
Powered up: No

ELECTRONICS AND NAVIGATION EQUIPMENT

Cockpit:

Autopilot:	Remote
Powered up:	Yes
Multi-Function:	(1) Garmin
Model no:	GPSmap 7212 (plotter, autopilot, radar)
Powered up:	Yes
VHF Radio:	Garmin
Model no:	VHF 100
Powered up:	Yes
Compasses:	Spherical 3", Ritchie
Antennas:	Antennas mounted in the center of the arch. Port and starboard Antennas mounted to the superstructure.

ENTERTAINMENT ELECTRONICS:

Stereo & equipment:	Fusion MS-WR600 stereo (cockpit) Fusion MS-IP600 (salon)
TVs:	(2) 21" Samsung, 15" Majestic
Additional equipment:	NESA DVD-1002 DVD player

Notes: Surveyor recommends the installation of an AIS (automatic identification system) so as to better aid in navigation.

Notes: The entertainment electronic equipment mentioned above was tested during the survey and was found to be in satisfactory condition.

AIR CONDITIONING AND HEAT

Manufacturer:	(2) Marine Air Systems
Model:	Unable to observe
Serial no:	Unable to observe
BTU capacity:	Unable to observe
Condition:	Satisfactory
Location:	Behind distribution panel
Type:	Reverse heat pump type
AC cooling pump:	Dometic
Model no:	334050
Serial no:	MPG111456
Raw Water Strainers:	Bronze sea strainer
Condition:	Satisfactory, and clear of debris.
Thru-hull Valve:	One (1) Bronze, ¼ - turn ball type
Condition:	Thru hull valve was Exercised. Operated and found in working order.

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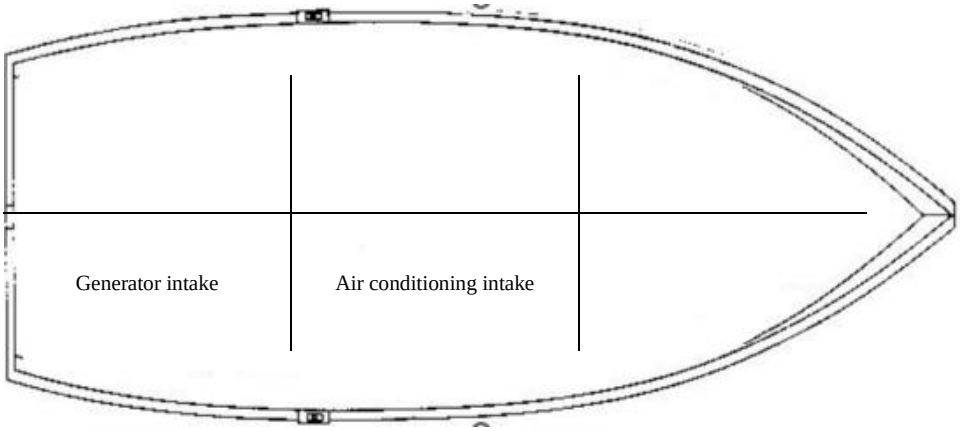
THROUGH HULL FITTINGS:

Operation: Accessible through-hull valves were exercised.
Valve type: Bronze, ¼ - turn ball type
Amount: (2) at or below waterline
Servicing: Air conditioning intake, Generator intake
Condition: Operated and found in working order.

Note: Annual maintenance should be performed.
Note: Surveyor highly suggests the labeling of through hull valves throughout the vessel.
Note: A set of soft wood plugs should be maintained on board to plug any damaged through hull fittings in an emergency.

Thru hull Location Diagram



BONDING SYSTEM

A **Bonding system:** A green wired bonding system was sighted throughout the vessel. Bonding wires and connections were found to be corroded.

Note: Bonding systems require periodic maintenance. I recommend checking the continuity each year with a meter at haulout and clean connections.

SAFETY EQUIPMENT (United States Coast Guard)

Personal flotation devices

Throwable: (1) Life ring
Condition: In working condition.
Located: Cockpit
Wearable: (4) adult type III
(2) child type III
Condition: In working condition.
Stowed: Cockpit

Portable fire extinguishers: The mandatory minimum of fire extinguishers onboard the vessel complies with USCG Title 46 CFR fire extinguisher recommendations per the vessels size and type.

B **Stowed:** Not mounted conspicuously.

Rechargeable: (1) USCG type 5-B (ABC)

A Dates: 2011, in green.

Locations: Cockpit

Notes: Rechargeable extinguishers should be recharged or replaced after discharge, or each 6 years per NFPA 10/7.3.3.1.

Non-rechargeable: (2) USCG type 5-B (ABC)

Dates: 2018, in green.

Locations: Cockpit

Notes: Non-rechargeable handheld dry chemical extinguishers as defined by NFPA 10/A.3.4.2. Should be replaced after discharge, or every 12 years per NFPA 10/7.3.6.3.

Fixed system: HFC227ea

A Test date: 9-29-2011

Covering: Engine space

Release: Automatic and manual

Condition: In compliance.

Notes: Fixed fire extinguishing systems should be inspected monthly per ABYC A-4 Ap.6.2 and serviced

Distress signal kit

Location: Accessible for immediate use

Electronic flare with day signal (175.130 compliant)

Sounding Devices: Yes, operational

Navigation Lights: Lights were operational.

Stern Light: Light was operational.

A **Masthead Lights:** Light was inoperative.

A **Anchor Light:** Light was inoperative.

A **Oil Placard:** Not sighted.

A **Trash Disposal Placard:** Not sighted.

Navigation Rule Book N/A

Notes: A copy of the Navigation rules (COLREGS) is required on vessels 12 meters (40 feet) and over but is still highly recommended if not onboard already.

AUXILIARY SAFETY EQUIPMENT

Bilge pumps: Rule 1500

Amount: Two (2)

A Indicator light: Operational

Condition: Tested at the float switch, and was found to be inoperative.

Location: Engine room bilge

Note: A check valve should be installed in bilge pump discharge hoses to help maintain dry bilges.

Bilge high-water alarm:	Yes (1)
Location:	Engine room bilge
Condition:	Tested at the float switch and found to be in good working order.
Detectors	Tested with the push test button but non-operational.
Carbon monoxide:	(3) Fireboy/Xintex
Mounted:	In the aft cabin, forward cabin, salon
A Smoke:	Not sighted.
First aid kit:	Carrying a first aid kit is suggested, but not required.
	One was sighted on board.

Notes: First aid supplies should be maintained aboard.

Safety Labels

CO warning sticker:	Yes
Gasoline vapors explode:	Yes
Propeller safety warning:	Yes
Shore power operation:	Yes
Life rafts & EPIRBS:	No life raft or EPIRB was carried or required.

Notes: Recommended prior to commencing any voyage exceeding 20NM from a port of refuge.

Swim ladder:	Folding stainless steel swim ladder was observed mounted on swim step.
Condition:	Functional and in compliance per ABYC H-41.

GROUND TACKLE

Primary:	22 lb. stainless steel Bruce anchor stowed on the bow
Rode:	5/16" galvanized chain and 5/8" nylon rode.
Bitter end:	Observed to be secured to the vessel
Condition:	The length of chain and line in rode unknown
	Adequate and in good condition.
Anchor winch:	Lewmar V1 electric, vertical, gypsy anchor winch
Breaker location:	Engine room

Notes: The anchor winch console and foot switches were tested and are operational and in satisfactory condition.

UNDERWATER RUNNING GEAR

Last haulout date:	10-2022 (rptd. by owner)
Hauled:	At Balboa Boat Yard, Long Beach, CA
Keel:	full
Propellers:	Four (4)
Size:	Mercury 26P
Number of blades:	Three (3) Four (4)-fixed blade prop
Material:	Stainless steel
Trim Tabs:	(2) Bennett, hydraulic
Condition:	Overall, in good condition.
Strainers/Scoops/Screens:	Exterior clam shells were observed on some of the through hull fittings.
Condition:	Found to be clear of debris. Serviceable.

C **Underwater Lights:** Three (3) inoperative.
Zincs: Trim tab zincs, Outdrives
B Condition: In place but in fair condition.

Notes: The underwater lights are inoperative.

CONDITION OF HULL (Above water portion)

Topcoat: Grey gelcoat with black boot top and black accent stripe.
Condition: The hull has a shine and is in overall satisfactory condition.

CONDITION OF HULL (Underwater portion)

Bottom paint: Bottom had been painted with black antifouling paint.
The areas around the thru hulls had minimal marine growth.
Condition: The bottom paint is in good condition.
The hull bottom was in good overall condition, with no blisters noted.

Note: The hull bottom was tested by percussion testing only, as appropriate; no notable anomalies were detected at that time (Note that the hull bottom cannot be tested in the way of the lifting slings.)

TRIAL RUN

No sea trial was performed.

Weather: Overcast, low, 60's
Trial run Captain: Owner
In Attendance: Surveyor, buyer

FINDINGS AND RECOMMENDATIONS

FINDINGS AND RECOMMENDATIONS

Deficiencies noted under **"SAFETY"** should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessels safe and proper operating condition. The following recommendations are made in accordance with NFPA-302, ABYC and applicable USCG codes (***findings may also be in violation of U.S.C.G. regulations)***.

Deficiencies noted under **"OTHER DEFIENCIES" should** be corrected in the near future (completed within 12 months or sooner) so as to maintain standards and to help the vessel to retain its value.

Deficiencies will be listed under the appropriate heading:

A: SAFETY DEFICIENCIES
B: OTHER DEFICIENCIES NEEDING ATTENTION
C: SURVEYORS NOTES AND OBSERVATIONS

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A: SAFETY DEFICIENCIES

1. The masthead and anchor lights are inoperative and must be repaired to comply with COLREGS rules 20 through 30. (Navigation Rules)
2. The generator intake thru hull valve is corroded and frozen (immobile) and must be serviced/replaced at the next available opportunity.
3. The air conditioning thru hull valve is significantly corroded. Clean, inspect and replace if appropriate.
4. A new MMSI number must be registered on your VHF radio with the new owner's information. https://www.boatus.com/products-and-services/membership/mmsi.
5. The fixed engine room fire extinguishing system appears to exceed service interval regulations and should be serviced or replaced in accordance with NFPA 10, section 4-4.
6. Some of the handheld fire extinguishers are stowed unmounted, in a locker or on a shelf. Fire extinguishers should be conspicuously mounted near the helm, galley, engine room entrance, and in crew quarters per ABYC A-4.6.3 table II.
7. Carbon monoxide detectors are recommended in all boats with an enclosed accommodation compartment per ABYC A-24.7.1 recommendations.
8. Smoke detectors are recommended in spaces intended for sleeping per NFPA 302 Section 12.3 recommendations. Install where appropriate.
9. All exposed belt drives, chain drives, and rotating parts, as installed, shall be covered with guards or shall be designed in such a way as to prevent injury during the normal operation of the engine. Per ABYC P-4.5.
10. The shore power cord has signs of damaged. Replace as appropriate.
11. The engine room automatic bilge pump float switch is inoperative. Repair.
12. The vessel's registration numbers should be displayed on the hull per CVC 9853.2.
13. The registration sticker onboard is outdated. Renew registration. (Not register in California)
14. There are no state registration papers on board. Current papers must be kept on board as required by state registration laws.
15. The Federal Water Pollution Control Act requires that a "Discharge of Oil Placard" be posted "in a conspicuous place in the machinery space" per 33 CFR 154.450
16. Title 33 CFR 151.59 requires that all vessels 26 feet or greater in length have a MARPOL Annex V placard prominently displayed for the crew and passengers.

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B: OTHER DEFICIENCIES NEEDING ATTENTION

1. The A type fuel hoses are older than 10 years. Type A fuel hoses according to manufactures standards must be replaced every 10 years. replace accordingly.
2. The anchor shackle should be moused. The anchor shackle pin is corroded. Replace is appropriate.
3. When the engine startup it trips the power to the navigation instrument. Diagnose and repair as appropriate.
4. The ships compass is dry. Replace or repair as appropriate.
5. Bonding wires and connections were found to be corroded. Service as appropriate.
6. The starting bank battery terminals should be covered per NFPA 302 7-3.6 recommendations to prevent accidental shorting.
7. The starting battery bank batteries should be secured and contained in a liquid-tight, acid-proof container per NFPA 302 7-3.4 and 7-3.5 recommendations.
8. The raw water pump and heat exchanger on the generator has signs of “blooming” (slow saltwater leakage). Service the water pump, heat exchanger and raw water hoses, as necessary, repair or replace as appropriate.
9. Zincs are more than 50% deteriorated. Replace at the next available opportunity.
10. The hydraulic line protection casing is deteriorated on both outdrives. Repair or replace as appropriate.
11. The port main engine cut out on the way from the boat yard. Diagnose and repair as appropriate.

C: SURVEYORS NOTES AND OBSERVATIONS

1. Empty the standing water from the engine room bilges. The source of any leakage should be determined and repaired as necessary.
2. The underwater lights are inoperative.
3. Cap is missing from the waste deck fill. Repair.
4. A cupboard knob is missing from the forward cabin.
5. The water heater was unable to be tested due to no water in the tanks.
6. The trim around the forward escape patch is missing.
7. The VAC panel volt meters are inoperative. Diagnose and repair is appropriate.

STATEMENT OF OVERALL VESSEL RATING OF CONDITION

It is the surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF THE CONDITION after the survey has been completed and the findings have been organized in a logical manner.

The following is the accepted marine grading system of condition:

Excellent (Bristol)	A vessel that is maintained in mint or Bristol fashion - usually better than factory new - loaded with extras - a rarity.
Above average	Exceeds average condition, with extra equipment and well maintained. Slight repairs may be required.
Average/ BUC	Ready for sale requiring no additional work and normally equipped for her size.
Fair	Requires usual maintenance to prepare for sale.
Poor	Substantial yard work required devoid of extras.
Restorable	Enough of the hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** section of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is:

Overall Vessel Rating: **AVERAGE CONDITION**

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VALUATION:

Valuations are the opinion of the surveyor and are intended to be used for insurance or financing purposes only. The surveyor has no interest in the vessel, financial or otherwise.

Replacement Values are derived from current prices for new boats of similar size, type, use, and construction quality.

Market Valuation is primarily determined by comparison to comparable vessels listed in the SoldBoats.com database but may also be derived from consultation with manufacturers or knowledgeable boat brokers, personal experience, current listings of boats available for sale, and commercial boat value guides such as the BUC ValuPro and NADA online price guides.

The terms “Market Value” and “Replacement Value” are defined by Uniform Standards for Professional Appraisal Practice (USPAP) standards. Current local market values may vary widely from such valuation resources due to current local market conditions.

After consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is the Surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel is:

$ 170,000.00

The **“ESTIMATED REPLACEMENT COST’** indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. **“ESTIMATED REPLACEMENT COST”** of subject vessel is:

$ 450,000.00

Sold Boats Extract

38 ft	Regal 38 Express	2012	$189,900	$180,000 (6/2019)	Saint Joseph, MI
38 ft	Regal 38 Express	2011	$179,999	$179,999 (7/2020)	Sturgeon Bay, WI
38 ft	Regal 38 Express	2011	$179,999	$175,000 (7/2020)	Waukegan, IL
38 ft	Regal 38 Express	2011	$189,900	$173,500 (3/2022)	Chicago, IL
38 ft	Regal 38 Express	2011	$199,500	$172,000 (2/2021)	Huntington Beac
38 ft	Regal 38 Express	2011	$199,500	$167,000 (2/2021)	USA

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SUMMARY

In accordance the request for marine survey of the 2012 Regal 38 Express, "No Name", for the purpose of evaluating its present condition and estimating the Fair Market Value for A pre-purchase survey was requested to determine a comprehensive physical condition and value of the vessel.
purposes, I herewith submit my conclusion based on the proceeding report. The subject vessel was personally inspected by the undersigned and was found to be a well-constructed, appointed, and comfortable vessel. Subject to the correction of the deficiencies listed in section "Findings and Recommendations" **A.** and **B.**, **the vessel is considered to be suitable for intended use**. Other deficiencies on the list should be replaced or repaired in a timely manner.

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

The statements of fact contained in this report are true and correct. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are 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 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 estimate, the attainment of a stipulated result, 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.

This report is submitted without prejudice and for the benefit of whom it may concern. **This report does not constitute a warranty**, either express or implied, nor does it warrant the future condition of the vessel. It constitutes a statement of my opinion based upon the conditions as I found them.

AGF 06-06-2023

Arran Flanagan
NAMS® Associate Marine Surveyor
Flanagan Marine Services

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THE FOLLOWING PAGES ARE PHOTOGRAPHS ONLY

Port bow	Starboard bow
	
Port stern	Stbd stern
	
Cockpit	Foredeck
	

Interior forward	Interior Aft
	
Galley	Nav station
	
Forward cabin	Aft cabin
	

Helm	Propellers
	
Port bow	Starboard bow
	
Port stern	Starboard stern
	

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Forward bilge	Mid bilge
	
Engine room bilge	Aft bilge
	
Deficiency	Deficiency
	

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Deficiency	Deficiency