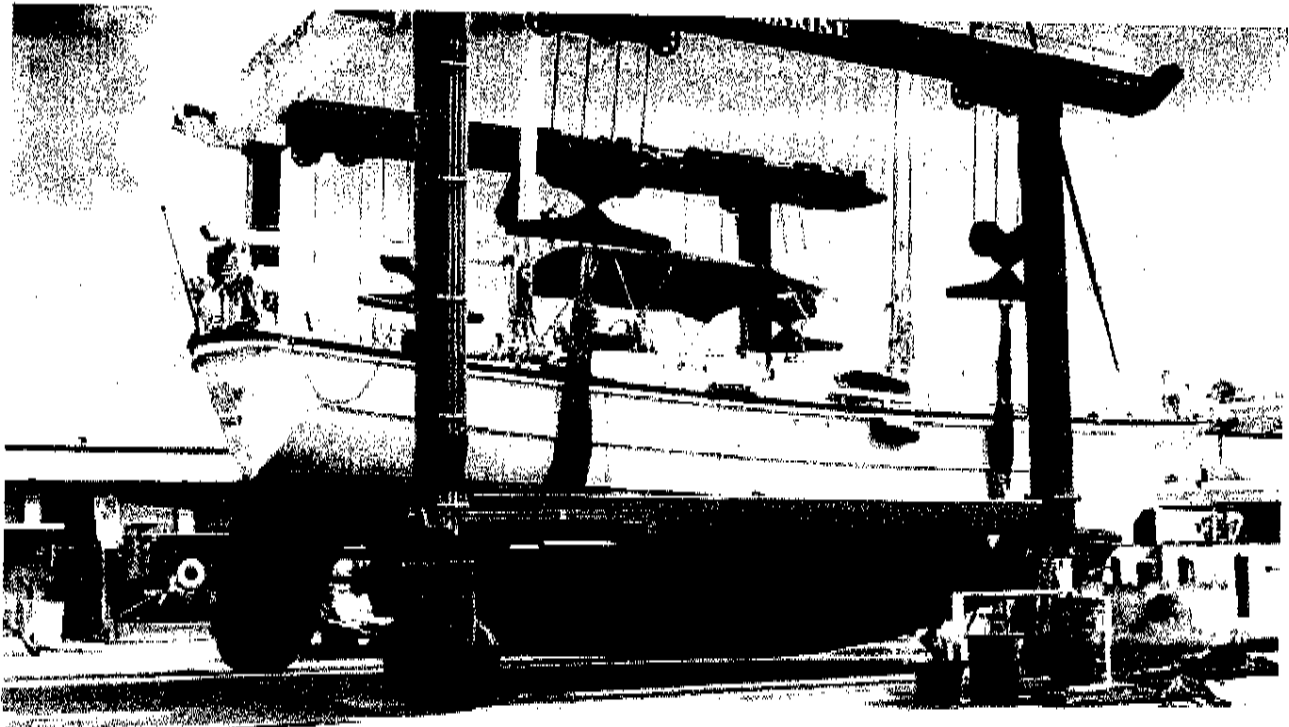


# NAUTICAL DEVELOPMENT

## 1980 56 KETCH



MAIA

**FILOSA MARINE MARKETING****JAMES J. FILOSA, SA****17706 MAPLEWOOD DRV, BOCA RATON, FL. 33487 (561) 997-8769 Fax (561) 997-8193 Cell (561) 213-2398****filosamarine@aol.com****Society of Accredited Marine Surveyors (SAMS)  
Society of Naval Architects and Marine Engineers****Int'l Association of Marine Investigators  
American Boat and Yacht Council****Survey for Insurance Purposes****FILE NO.: MG121306****DATE: December 13, 2006****TO: |****VESSEL NAME: MAIA****REQUESTED BY: Mr. Michael Greenberg****GENERAL:****Builder: *Nautical Development*****Designer: Nautical Development****Type: Ketch Rigged Cruising Sailboat  
(Fixed Keel)****Hull No.: NDV10009M80G****Doc. No.: 648263****Year Built: 1980****Rebuilt: *no*****Hailing Port: Annapolis, Md****Registered Port: Unknown****L.O.A.: 56'0"****Beam: 15'5" Draft: 5'6"****Gross Tons: 25.5 (*Approx.*)****Net: *unknown*****Ballast: *Internal lead*****Mast Height: 63'5" (*reported*)****Owner: Mr. Michael Greenberg****Survey Made at: 1 Isle of Venice Drv****Ft. Lauderdale, Fl. & Playboy Marine 760****Taylor Lane, Dania Beach, Fl.****Vessel's Berth: 1 Isle of Venice Drv., Ft. Lauderdale, Fl.****Vessel to be used for: *pleasure*****Navigational Limits: *Inland, Coastwise,*****Master: *To be owner operated******Bahamas*****MARKET VALUE: At least \$200,000.00 (as equipped)****REPLACEMENT VALUE: Approx. \$850,000.00**

## FILOSA MARINE MARKETING

**Vessel: 1980 Nautical Development 56 Ketch**

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**File No.: MG121306**

**Date: 12/13/06**

### HULL:

Topsides	Molded Fiberglass
Condition:	Appears very Good to Excellent
Bottom:	Molded Fiberglass
Condition:	Appears Very Good
Stem:	Raked
Stern:	Transom
Frames:	Partitions, bulkheads & longitudinal stringers
Floor Timbers:	Partitions & bulkheads
Fastenings:	Reinforced fiberglass
Deck Beams:	Molded decks
Decks:	Molded fiberglass
Condition:	Appears Good to Excellent
Keel:	Molded Fiberglass, integral with hull and topsides
Super Structure:	Molded fiberglass (raised deck)
Interior:	White vinyl headliner w/teak battens, Teak Parquet flooring throughout. Teak wood/veneers thru-out (doors, drawers, lockers). Mica/teak trim counter top double stainless steel sink.
Accommodations:	(3) Staterooms, Main salon/Dinette Galley, Navigators Station (3) Head compartments, Engine room, Machinery room
Bulkheads:	Eight
Bilge:	Clean
Ventilation:	Adequate

### SPARS & RIGGING:

Masts:	Ketch Rig: Masts & Booms, one piece aluminum extrusions.
Rigging:	Complete standing & running rigging, all wire, rope and stainless steel. PROFURL roller furling system on all 4 sails. Yankee

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### FITTINGS & EQUIPMENT:

Deck Hardware:	Stainless steel & Aluminum
Steering Gear:	Hydraulic wheel steering (Hynautic)
Ground Tackle:	75# & 66# CQR anchors mounted on anchor platform
Anchor Windlass:	Electric
Stern Anchors:	(2) Danforth anchors w/chain & rode mounted at stern
Canvas Covers:	Bimini Top w/side panels
Condition:	Appears Good
Small Boats:	SEAEAGLE, 9'6" w/Johnson 8hp outboard
Running Lights:	Electric
Anchor Light:	Electric
Air Conditioning:	Cruiseair (2) units
Bilge Pumps:	(4) Auto/manual, plus (1) manual pump

### SAFETY GEAR:

Portable Extinguishers:	(3) hand-helds
Date of inspection(s):	Current
Life Jackets:	(10) Adult Type II
Life Rings:	(1) 20" w/line
Life Rafts:	AVON, 6 man (Inspected 10/06)
Signal Flares:	Signal Flare kit
EPIRB:	Mini

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### ELECTRONICS:

Raymarine RL70CRC Plus Radar, w/Pathfinder 2kw (new in 2006)

Raymarine Raystar 125 GPS (for RL80CRC) (new in 2006)

Tri Data; Depth/Temp/Speed (new in 2006)

Robertson AP200DL AutoPilot w/remote

VHF 600DSC w/wireless remote (new in 2006)

### GALLEY:

Location:	Along port side walk-thru
Type of Stove:	SHIPMATE 3 burner propane stove w/oven
Stove Shut-Offs:	At burners and tank (3) propane tanks
Stove Insulation:	Self-contained and counter top
Ventilation:	Adequate
Hot Water:	RARITAN 12 gallon water heater (new in 2006)
Water Maker:	HRO 300 gallons/day (not in use)
Refrigerator/Freezer:	Holding plate system w/120 volt compressor mounted in engine room
Sink:	Double stainless steel
Floor:	Teak Parquet

### LIGHTING:

Ships:	12 volt DC with 110 volt AC outlets
Wiring:	Molded rubber & thermoplastic
Electric Panel:	At Navigators Station
Circuit Breakers:	Yes
Interior Lighting:	Overhead lights and courtesy lights

### ENTERTAINMENT:

LCD TV, VCR  
MXD55 Stereo

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### MACHINERY:

Main Engine Location:	Under center cockpit
No./Type:	<b>SINGLE DIESEL</b>
Make:	<b>LEHMAN (FORD)</b>
Model:	2725E
Serial #'s:	<b>E9288/2</b>
<b>H.P.</b>	<b>135 hp</b>
Year:	Original
When Overhauled:	Not reported
Total time indicated:	Unknown
Engine Bed:	Fiberglass Longitudinal Stringers
Pan Under Engine:	Integral Fiberglass
Engine Cooling System:	Fresh Water
Ventilation:	Adequate
Fuel Pump:	Mechanical & electric
Bowls:	Metal & Plastic
Exhaust Line:	Welded riser hose connected to muffler & thru hull
Exhaust Silencer:	Fiberglass
Engine Generator:	12 volt alternator
Controls:	Pedestal mounted w/stainless steel destroyer wheel
Shaft Logs/Type:	Fiberglass & bronze stern tube & flex
Bearings:	Bronze
Propeller:	3 Blade 24x15
Spare:	None observed
Propeller Shafts:	1 5/8" stainless steel.
Spare:	None observed
Struts:	N/A
Bearings:	Rubber cutlass
Rudder(s):	Fiberglass, Spade

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### ELECTRICAL SYSTEM:

Storage Batteries:	(7) 8-D Batteries
Battery Switches:	(2) in engine room
Shore Power:	(2) 30amp Shore Power Inlets, located on starboard side of cabin side w/ two 30amp shore power cords
Auxiliary Generator:	PERKINS w/sound shield
Location:	Machinery room
Ventilation:	Adequate
Serial No.:	Unknown
KiloWatts:	7.5kw
Voltage:	120 volt
No.Cyls.:	3
Total time indicated:	Unknown
Engine cooling:	Fresh water

### TANKS:

<b>Fuel:</b>	Diesel
No. Capacity:	(3) 325 gallons (total)
Shape:	Rectangular
Material(s):	Aluminum
Location:	Centerline beneath salon decking
Condition:	Appears Good
Secured:	Yes
Filling Lines & Vents:	Pipe & hose connected to deck fill with vent fitting
Bonded:	Yes
Would Overflow run Inboard or Outboard:	Outboard
Fuel Lines & Connections:	Copper with flexible sections

### **Water Tanks:**

Capacity: (3) 125 gallon Aluminum tanks, total 375 gallons

### **Holding Tank:**

Holding tank w/macerator. (2) LECTRA-SAN units w/three way valve to divert from overboard to holding tank

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### **SAILS & RIGGING:**

**Sails:** Mainsail, Staysail, Yankee, Spinnaker

### **Mast & Rigging:**

Painted aluminum masts  
Painted aluminum booms  
PROFURL roller furling Main  
PROFURL roller furling Mizzen  
PROFURL roller furling Mizzen staysail  
PROFURL roller furling Yankee  
120% Genoa (Genoa & staysail rig re-designed with double headsail)  
130% Genoa  
Storm Trisail w/its own track on mainmast  
Cruising spinnaker w/dousing chute  
Wire standing rigging (1x19) w/Staylock fittings  
(2) Boom vang  
Whisker pole w/track on mast

**NOTE: Limited standing rigging inspection was performed and only at deck level**

### **Winches:**

(2) BARIENT (27) Self Tailing, electric  
(1) BARLOW (25) Self Tailing, electric  
(4) ARCO winches on Main Mast  
(2) ARCO winches on Mizzen Mast  
(1) ARCO winch

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**This report is issued subject to the condition that it is understood and agreed that neither this office nor any surveyor or any employee thereof is under any circumstances whatsoever to be held responsible in any way for any error in judgment, default or negligence nor for any inaccuracy, omission, misrepresentation or misstatement in this report, and that the use of this report shall be construed to be an acceptance of the foregoing conditions.**

**The above vessel at this inspection IS deemed to be a good fire and marine risk in its' Present STATUS.**

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### **Scope of Services:**

This survey was conducted for Insurance Purposes. This survey **DOES NOT** address the vessel's stability characteristics, inherent defects or internal condition of machinery. Limited operation of AC and DC electrical systems was conducted. No reference or information in this report should be construed to indicate compliance of any equipment, to include propulsion systems, auxiliary machinery and electronics, with manufacturers published specifications.

This vessel was surveyed without removal of parts, to include fittings, plumbing, wiring, casings, tacked carpeting, fastened panels, anchors and rode, fixed partitions, sheathing, joiner work, deck covering, instruments, clothing, provisions, spare parts and miscellaneous materials in bilges and lockers, or permanently or semi-permanently installed items. Locked or otherwise inaccessible areas may also have prevented inspection. Defects and/or deficiencies in areas not accessible may exist.

This survey report is intended to represent the condition of the vessel only on the date of the survey, based on the facts presented and discovered, and is the unbiased **OPINION** of the undersigned surveyor. This report does not specify or imply any type of warranty of the vessel or the vessel's equipment.

### **Current Market value was determined using the following:**

**Examining comparable vessels on the market (Yachtworld.com, various boating magazines)  
BUC, Used Boat Price Guide (BUCvaluPro) currently in 91<sup>st</sup> Edition  
NADA Marine Appraisal Guide September through December 2006**

## **FILOSA MARINE MARKETING**

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The above captioned vessel was surveyed while afloat dockside at *1 Isle of Venice Drive, Ft. Lauderdale, Fl. and while hauled out at Playboy Marine, 760 Taylor Lane, Dania Beach, Fl. on Wednesday, December 13<sup>th</sup>, 2006* This survey is intended to be used as a **CONDITION AND VALUATION SURVEY.**

This vessel was found to be basically sound, well cared for and with many improvements and upgrades

This vessel was manufactured prior to enactment of some of the USCG (33CFR) requirements, NFPA and ABYC recommendations in effect today. This survey addressed those recommendations thought to be necessary for safety, but it did not suggest complete compliance with current requirements or standards.

Ventilation throughout this vessel is considered adequate with natural and forced ventilation supplied to the engine compartment. As far as could be determined, all circuits are protected from overload at the main electrical panel located at the Navigators station.

The interior of the hull was inspected, where accessible, and all areas were found to be basically sound and in good condition at this time. There was no loose or fractured fiberglass tabbing found at any accessible panel, partition, bulkhead or longitudinal member.

Inspection of the vessel's deck and superstructure was conducted and all areas were found to be sound and in serviceable condition at this time. There was no core deterioration or delamination noted

Interior and exterior condition of this vessel is, **IN MY OPINION**, above average for a used vessel of this age, with many improvements and upgrades.

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While in haul-out slings at *Playboy Marine*, hull bottom, top sides and running gear were inspected and found to be in average to above average condition.

Propeller, propeller shaft, cutlass bearing, rudder were all checked and found to be in good condition.

Bottom paint appears recent and is in good condition

No Osmotic blistering was noted on either hull bottom or transom

Hull was sounded with a phenolic tool, with no voids or soft spots detected

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This vessel is considered to be sound and in satisfactory condition for its' intended service at this time with no warranty either specified or implied.

This vessel has not been significantly altered from its original configuration.

This survey is based on the facts presented and discovered, in my opinion, with no warranty either specified or implied. Latent defects not to be found without opening or removal of sheathing, joiner work, deck covering and/or the disassembly of machinery, plumbing, wiring or other parts of this vessel are not covered in this report and deficiencies not noted may exist.

Signed without Prejudice



James J. Filosa, SA, For the Corporation

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MARINE SURVEYORS