



**ALBANO**  
MARINE SURVEY



6501 RED HOOK PLAZA SUITE 201  
ST. THOMAS, USVI 00802

CAPT. TIM ALBANO SA



**REPORT OF SURVEY  
FOR THE VESSEL  
“NAUTICA RIB 42”**

**CONDUCTED BY:  
TIMOTHY ALBANO, SA**

## GENERAL INFORMATION

VESSEL NAME: NAUTICA RIB 42  
PREPARED FOR: CARLOS RODRIGUEZ

**SCOPE OF SURVEY:** To report on possible extent of damage, overall condition and documentation relating to the vessel. This survey report represents the condition of the vessel on the dates indicated, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

**16 OCTOBER 2018:** I arrived at the location of the vessel "NAUTICA RIB 42" where she was hauled out at Great St. James Island, St. Thomas, USVI.

**CONDITION:** The vessel has cracks in the port and starboard boarding gate areas (PICTURES 1 and 2). It has been reported that these cracks open and close while the vessel is underway indicating a continual flexing of the areas. This is of some concern as it is at the mid-ship point. There are also cracks in the entry to the cabin. The cabin deck is Glass over wood and shows signs of rot. There is also rot in the decks at the entry points port and starboard.

There is evidence of water intrusion around the engine bracket mounting bolts (PICTURE 3). It is reported that the engine bracket floods with water.

**SUMMARY:** It is the surveyors opinion that the vessel should not be used until appropriate repairs can be made. The combination of the heavy forward cabin house, removed material at the boarding areas and the flooded engine bracket flex the boat in a manner in which caused the cracks athwart-ship at the mid-ship point. It is a matter of time before a catastrophic failure happens.



PICTURE 1



PICTURE 2



PICTURE 3

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 analysis, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analysis, opinions, and conclusions.

I have no present or prospective interest in the vessels that are 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 or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.

I have made a personal inspection of the vessel that is the subject of this report.



**FURTHER PICTURES ARE AVAILABLE UPON REQUEST.**

