



TB MARINE SURVEYORS

SAMS® Accredited Marine Surveyor AMS® #1395 • ABYC Certified Master Technician • USCG Master 1600 GT

PRE-PURCHASE CONDITION & VALUE SURVEY

1990 Island Packet 35 Cutter “Nirvana”



Prepared for	Client (name withheld)
Date of inspection	October 8, 2026
Date of report	October 11, 2026
Location	Indiantown Marina, Indiantown, Florida
HIN	TDL35...J990
Surveyor	Tim J. Brown, SAMS® AMS® #1395

SAMPLE REPORT — published with the client’s permission. Names, contact details and identification numbers have been withheld.

At a Glance

Vessel	1990 Island Packet 35 cutter “Nirvana”
Survey type	Pre-Purchase Condition & Value Survey
Inspected	October 8, 2026 — hauled out at Indiantown Marina, Indiantown, Florida; launched for a sea trial under power
Fair Market Value	\$53,000 (asking price \$60,000)
Estimated Replacement Cost	\$430,000
Deficiencies	22 items — 6 Priority, 9 Recommend, 7 Monitor

Strengths

- Hull sounded with a phenolic hammer and tested with a moisture meter, topsides and bottom: no exceptions found. Bilge clean and dry.
- All six chainplates replaced by Mack Yacht Services in 2019, documented by invoice and a bronze plaque aboard — the most significant structural item on this model. Stemhead, headstay fittings and bow-roller backing plates renewed at the same time.
- Standing rigging approximately seven years old; sails reportedly replaced new in 2019.
- Engine started readily, reached 3,350 RPM (7.0 knots) against Yanmar’s rated 3,400 RPM, ran without smoke and appears to have been rebuilt; engine mounts like new.
- Four 340-watt solar panels (1,360 W) on a well-built stern support frame; marine air conditioning operated satisfactorily.
- Interior joinery in above-average condition; cockpit cushions new.

Address before or at closing (Priority)

- Abandoned seacock (below waterline):** A disused bronze seacock remains in place with no hose attached and no plug or cap fitted.
- Portable fire extinguishers:** All hand-held fire extinguishers aboard are expired per their inspection tags, although the gauges read in the charged range..
- Throttle / shift connection at transmission:** The control-cable connection hardware at the transmission is severely corroded.
- Throttle / shift control mechanism:** The throttle and shift lever operated stiffly and with difficulty.
- Anchor windlass removed — power cables adrift:** The anchor windlass has been removed.
- Mast wiring not connected:** Wiring for the VHF antenna, radar, spreader lights and wind instruments is not routed up the mast; the mast-mounted equipment is therefore not powered or connected..

Also recommended

- Calibrate the helm tachometer.
- A rigger’s aloft inspection of the mast, spreaders, terminals and masthead fittings, which could not be seen from deck level.
- Batteries (1/2020) and the inoperative shore-power charger to be replaced; LPG system to be restored or decommissioned.

1. Report Details & Parties

Report type	Pre-Purchase Condition & Value Survey
Date of inspection	October 8, 2026
Date of report	October 11, 2026
Location	Indiantown Marina, Indiantown, Florida
Vessel condition at survey	Hauled and blocked ashore on jack stands for the hull inspection; launched by travel lift for a sea trial under power
Client	Client (name withheld)
Seller / registered owner	Seller (name withheld)
Sea trial captain	The seller
Asking price	\$60,000
Attending surveyor	Tim J. Brown, SAMS® Accredited Marine Surveyor (AMS® #1395), ABYC Certified Master Technician
Disclosure	The surveyor has performed no services regarding the subject vessel within the prior three years.

2. Scope, Standards Applied, Conditions & Limitations

Purpose and scope

This survey was conducted at the request of the client to report the condition, safety of systems and fair market value of the vessel for a prospective purchase. The hull, deck, structure and running gear were examined out of the water. Accessible systems were operated where power and conditions allowed, and the vessel was sea-trialled under power. The hull was sounded with a phenolic hammer and tested with a moisture meter.

Standards applied

The vessel was examined with reference to the mandatory standards of the United States Coast Guard under Title 46 U.S.C., Title 33 and Title 46 C.F.R., together with the voluntary standards of the American Boat & Yacht Council (ABYC) and the National Fire Protection Association (NFPA), which are used as guidelines. Complete compliance with these standards varies with the vessel's age and intended service and is not guaranteed. Where a finding is referenced to a standard, the governing ABYC standard or regulation for that system is cited.

Conditions and limitations

- The survey was a non-destructive, visual examination. No part of the vessel was dismantled, disassembled or opened beyond points of normal access, and no coverings, joinery, headliners, hull liners, ceilings, insulation, tankage, fixed cabinetry, deck hardware or fastened panels were removed.
- Consequently, wiring runs and connections, structural members (frames, floors and bulkhead tabbing), plumbing, fuel and other systems, and any portion of the hull, deck or components concealed behind or beneath such coverings were not accessible and could not be inspected. Accessible electrical installation is referenced to ABYC E-11.
- No representation, opinion or warranty, express or implied, is made regarding the condition, adequacy or compliance of any wiring, component, fastening, structure or system that was concealed, inaccessible or not exposed to view at the time of survey. Where a concern was noted at an accessible point, further investigation by a qualified marine trade is recommended before purchase.
- The mast was not climbed. Rig components above deck level (masthead fittings, sheaves, spreaders, upper terminals) were viewed from deck only. A rigger's aloft inspection is recommended (Section 5).
- Sails were not provided for inspection and were not set. Sails are reported by the seller to have been replaced new in 2019; this was not confirmed.
- The engine was not opened. No oil analysis, compression test or internal tank inspection was performed.
- Statements attributed to the seller, or taken from service records, are identified as such and have not been independently confirmed unless stated.

3. Vessel Identification & Particulars

Vessel name / hailing port	Nirvana — Miami, FL (displayed on the transom; matches the Certificate of Documentation)
Builder	Island Packet Yachts, Largo, Florida
Model / model year	Island Packet 35 / 1990
Designer	Robert K. (Bob) Johnson
Rig / hull type	Cutter; full keel
Hull material	Fiberglass (FRP)
Hull Identification Number	TDL35•••J990 — sighted on the transom and on the chainplate replacement plaque
USCG Official Number	97•••• — permanently marked on an interior structural member
Certificate of Documentation	Sighted; recreational endorsement; current
Builder's plate	NMMA Yacht Certification plate, Island Packet Yacht, Largo, FL
Engine	Yanmar 3HM35F three-cylinder diesel, single inboard, shaft drive — serial number not recorded (see deficiency schedule)

HIN decode

Segment	Value	Meaning
Manufacturer Identification Code	TDL	Island Packet Yachts, Largo, FL (BUC lists MIC SIP / TDL)
Hull serial number	35•••	Builder's hull serial
Month of production	J	October
Year of production	9	1989
Model year	90	1990

Decoded, the HIN describes a hull built in October 1989 for model year 1990. The Certificate of Documentation records a year completed of 1989, which is consistent with the production date. No identification discrepancy was found. HIN format per 33 CFR 181.

Published particulars — Island Packet 35

Particular	Value	Particular	Value
Length overall (incl. bowsprit)	38' 0"	Displacement	17,500 lb
Length on deck	35' 4"	Ballast	8,000 lb (ballast ratio 46%)
Length waterline	30' 0"	Sail area	735 sq ft
Beam	12' 0"	Fuel / water	48 gal / 90 gal
Draft	4' 6"	Hull speed	7.3 knots
Built	1988–1994; 178 hulls	Capsize screening / comfort ratio	1.85 / 30.5

Sources: sailboatdata.com (Island Packet 35); BUC ValuPro. Published figures are for the model and were not measured.



01 Vessel name and hailing port on the transom



02 Hull Identification Number TDL35...J990 on the transom



03 USCG Official Number permanently marked inside the hull



04 NMMA Yacht Certification plate, Island Packet Yacht, Largo, FL

A photograph of a USCG Certificate of Documentation. The document is titled "UNITED STATES OF AMERICA" and "DEPARTMENT OF HOMELAND SECURITY UNITED STATES COAST GUARD". It is a "NATIONAL VESSEL DOCUMENTATION CENTER CERTIFICATE OF DOCUMENTATION". The document contains the following information:

VESSEL NAME	OFFICIAL NUMBER	ARG OR OTHER NUMBER	YEAR COMPLETED
NIRVANA			1990
HAILING PORT	HULL MATERIAL	MECHANICAL PROPULSION	
MIAMI FL	FRP (FIBERGLASS)	YES	
GROSS TONNAGE	NET TONNAGE	LENGTH	BREADTH
12 GRT	11 NRT	35.3	12.0
PLACE BUILT	DEPTH		
LARGO FL	8.1		

05 USCG Certificate of Documentation (vessel particulars portion)

4. Hull, Deck & Structure

Hull exterior and bottom

The vessel was inspected out of the water, blocked on jack stands. The hull bottom and topsides were sounded with a phenolic hammer and tested with a moisture meter: no exceptions were found, and the hull sides showed no elevated moisture readings. The hull bottom was clean. All thru-hull fittings below the waterline were clean and free of corrosion. The bonding ground plate was clean. The full keel and its joint to the hull showed no evidence of grounding damage. The integral bowsprit was found to be very solid.

The rudder appeared in very good condition and operated through its full range. The three-blade bronze propeller (estimated 16 x 14; no size marking was legible) showed no significant impact damage or corrosion.

ADVISORY — Bottom paint and underwater coatings (not a deficiency)

The underwater hull, running gear and antifouling coating were examined out of the water. The type and age of the antifouling coating and the date of the last bottom job are unknown, as no records were provided. Antifouling is a sacrificial maintenance coating of limited, variable service life, and its remaining life cannot be judged reliably.

Bottom paint is a conductive coating; it interferes with moisture meter readings and can mask the true moisture condition of the underlying laminate. The no-exception moisture result on the bottom should be read with that limitation. Recommend renewing antifouling at the coating manufacturer's interval, and a sound barrier coat beneath the antifouling in South Florida waters if none is present.

Deck, cabin top and hardware

Service records show the cabin top and deck were faired and the non-skid repainted to the factory colour, seven stanchions replaced, the starboard stern rail repaired, the rub rail removed and refinished, and the bow-roller fasteners and backing plates replaced (Mack Yacht Services, July–August 2019). The mast partner appeared well sealed, with no leaks observed from the interior. The boarding ladder is well secured. All exterior cockpit seat cushions are new.

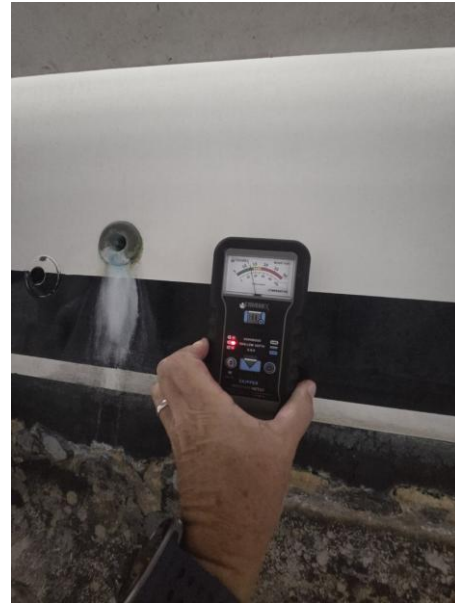
The salon portlights have stained, UV-weathered glazing; the aft salon ventilation hatches do not open fully; and the exterior brightwork requires refinishing. These are scheduled as Monitor items.

Interior

The vessel interior is in above-average condition. The interior teak flooring, cabinetry and trim are in average condition with no abnormal wear and tear, and are all restorable to like-new condition.



06 Vessel inspected out of the water — port side profile. Hull bottom tested with phenolic hammer and moisture meter, no exceptions



07 Hull sides tested with a moisture meter — no elevated readings



08 Hull bottom clean; thru-hulls clean and corrosion-free



09 Rudder in very good condition; operates through full range



10 Hull-integral bowsprit — very solid



11 Bonding ground plate clean



12 Deck profile looking aft



13 Mast partner well sealed; no leaks observed from the interior



14 Boarding ladder well secured



15 DEF Salon portlights have stained, UV-weathered glass



16 Main salon



17 Chart table and main electrical panel

5. Rig, Spars, Chainplates & Sails

The vessel is cutter-rigged with a keel-stepped aluminum mast. The headsail is set on a roller furler, which appeared in serviceable condition. The mainsail is stowed in a lazy-bag sail cover. All the sail rigging and sail tackle, including the halyards, appeared in good condition and recently serviced, as viewed from deck level. Winches appeared serviceable.

Chainplates

The original chainplates on the Island Packet 35 are a well-known inspection point for the model, and chainplate replacement is a recurring line item in the sales history of these vessels. On this vessel all six chainplates were replaced by Mack Yacht Services, Stuart, Florida, in July 2019, including the associated carpentry, electrical, glass work and varnish (invoice 1255, \$13,000 for the chainplate work). The stemhead fitting and headstay fittings, top and bottom, were replaced at the same time. A bronze plaque aboard records the replacement (Model IP 35, Year 1990, HIN TDL35•••J990, replacement date 10/19).

Standing rigging and sails

The standing rigging is approximately seven years old. Sails were not provided for inspection and were not set during the sea trial; they are reported by the seller to have been replaced new in 2019. This was not confirmed.

RECOMMENDATION — Rigger’s aloft inspection (not a deficiency)

The mast was not climbed, and the masthead fittings, sheaves, spreader roots and tips, upper swage terminals and tangs could not be examined. A professional rigger’s aloft inspection is recommended before purchase. It can be combined with re-running the mast wiring and mounting the wind transducers (see the deficiency schedule).

Recommend that the sails be produced and inspected, ideally set, before closing, to confirm their age and condition.



18 Chainplate replacement plaque — Mack Yacht Services, replacement date 10/19



19 Mast is keel-stepped



20 Headsail roller-furling mechanism appears in serviceable condition



21 Mainsail protected by a lazy-bag sail cover



22 Sail rigging and tackle appeared in good condition and recently serviced



23 DEF Mast wiring not routed into the mast

6. Propulsion, Steering & Controls

Engine

Make / model	Yanmar 3HM35F, single inboard diesel
Type	Three-cylinder, four-stroke, naturally aspirated, direct injection; freshwater cooled via heat exchanger (produced 1984–1992)
Rated output (manufacturer)	34 hp (25 kW) maximum at 3,400 RPM; 30 hp (22 kW) continuous at 3,200 RPM
Serial number	Not recorded — data plate not affixed; block serial not accessible
Hours	Panel hour meter: 2,400.6 hours. A seller photograph of the same meter dated December 16, 2020 shows 2,374.2 hours, indicating light use since. A second, separate hour meter reads approximately 394 hours and may record hours since the apparent rebuild; this could not be confirmed.
Service records	None provided for the engine

The engine appears to have been removed and rebuilt. All engine mounts appear well adjusted, corrosion-free and like new. The exhaust appears well secured and leak-free. The raw-water sea strainer and the Racor fuel filter / water separator were clean. The engine started without excessive cranking, and no smoke was observed on start-up or under load.

ADVISORY — Engine oil pressure gauge (not a deficiency)

No engine oil pressure gauge is installed; the engine panel provides a tachometer, temperature gauge, fuel gauge and warning lamps. Recommend fitting an oil pressure gauge so that pressure can be monitored, and trends observed, rather than relying on a low-pressure warning alone.

Running gear

Shaft drive through a dripless shaft seal to a three-blade bronze propeller, estimated at 16-inch diameter by 14-inch pitch (no size marking on the propeller could be read). The dripless seal leaked on launching; the leak diminished considerably after the vessel was run in gear for about 20 minutes. It appears the drive shaft may require adjustment. Both are scheduled as a Recommend item; keep a close eye on the shaft seal.

Steering and controls

Steering is a rack-and-pinion system, which was found well lubricated and adjusted with no exceptions. The autopilot drive at the rudder was found well adjusted and lubricated; the SmartPilot itself requires adjustment (Section 9). Reference ABYC P-17.

The throttle and shift control operated with difficulty, and the control connection at the transmission has severe corrosion. Both are scheduled as Priority items. Reference ABYC P-14.



24 Yanmar 3HM35F — ran well during the sea trial



25 Panel engine hour meter — 2,400.6 hours



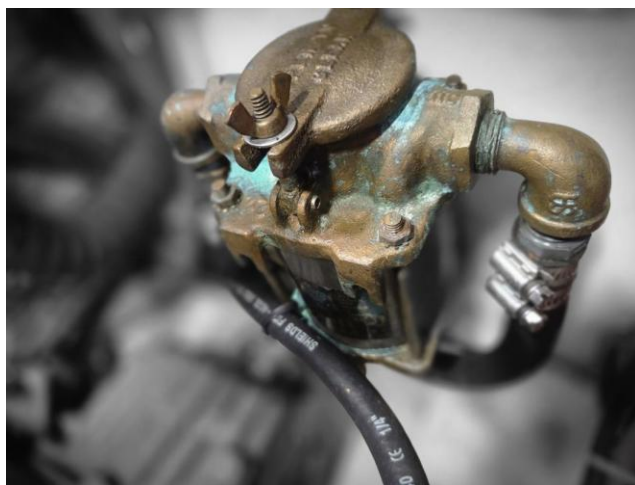
26 Second hour meter — approximately 394 hours (may indicate hours since rebuild)



27 Engine mounts appear like new



28 Engine exhaust well secured and leak-free



29 Engine raw-water sea strainer clean



30 Racor fuel filter / water separator clean



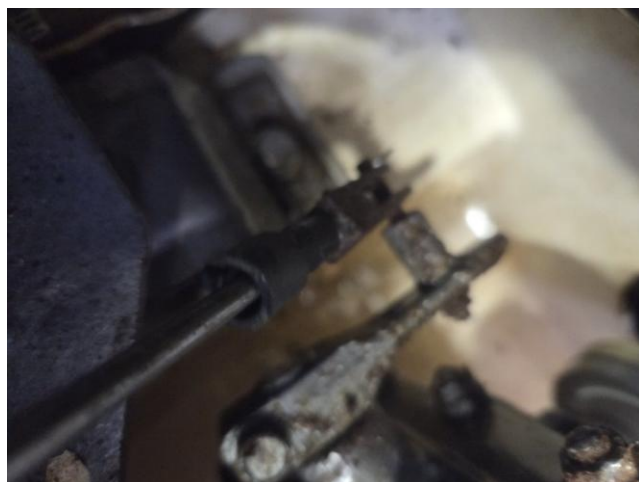
31 Dripless shaft seal — leaked on launch, diminished after 20 minutes in gear



32 Three-blade bronze propeller (est. 16 x 14; no legible marking); no significant impact damage or corrosion



33 Autopilot drive appears well adjusted and lubricated



34 DEF Throttle / shift connection at the transmission severely corroded



35 DEF Throttle / shift mechanism requires adjustment, lubrication or replacement

7. Sea Trial

The vessel was launched by travel lift and sea-trialled under power only, with the seller at the helm. No sails were set. The engine started without excessive cranking and was operated through its full throttle range. No smoke was observed on start-up or under load.

Measure	Observed	Manufacturer / published	Comment
Maximum engine speed	3,350 RPM	3,400 RPM (max. output); 3,200 RPM continuous	Within 50 RPM of rated maximum
Boat speed at 3,350 RPM	7.0 knots	Hull speed 7.3 knots	96% of hull speed
Exhaust smoke	None observed	—	No exception
Shaft seal	Leak on launch, diminishing after ~20 min	—	See deficiency schedule

Assessment: the engine reached 3,350 RPM at full throttle, within 50 RPM of the 3,400 RPM Yanmar rates for maximum output, and drove the vessel at 7.0 knots, close to her theoretical hull speed of 7.3 knots. The vessel is correctly propelled and is not over-propped.

ADVISORY — Calibrate the helm tachometer (not a deficiency)

The helm tachometer reading is not reliable. Recommend the tachometer be checked against a hand-held (optical) tachometer and calibrated, so that the engine can be operated within Yanmar’s rated range with confidence.

Variable conditions on sea trial

Speed and RPM are affected by wind, current, sea state, water temperature, fuel and water load, crew and gear, trim, bottom condition, and propeller condition and pitch. The figures recorded represent performance on the day, not absolute capability.



36 Engine panel: start, tachometer, fuel gauge and engine temperature. No oil pressure gauge installed

8. Electrical Systems

DC system and batteries

12-volt DC system. The house supply is four 6-volt GEL batteries (part no. 8GGC2, 180 Ah at the 20-hour rate). Each battery enclosure holds two batteries wired in series to make a 12-volt bank; the two banks are selected through a 1 / 2 / ALL battery switch at the main panel, which is readily accessible. All batteries are installed in marine-grade, non-conductive battery boxes with protective covers, per ABYC E-10. All batteries are date-coded 1/2020 and require replacement (Recommend).

The main DC panel and the AC panels are well marked, and all circuits are labelled. Reference ABYC E-11.

Charging

- **Shore-power charger:** Xantrex TrueCharge 40 A — does not power up (Recommend).
- **Charge distribution:** Xantrex Digital Echo-Charge 12/24 V, 15 A — status light green.
- **Solar:** four BYD 340-watt panels (model BYD340PIK-36; 1,360 W total) on a custom stern support frame that is very secure and well designed, feeding a Victron SmartSolar MPPT 100/50 charge controller through a PV combiner box. The controller was operating as intended, but it and the combiner box are not mounted (Recommend).

ADVISORY — Solar controller sizing (not a deficiency)

The Victron MPPT 100/50 is rated for a maximum 100-volt PV input and 50 amps of charge current (roughly 700 watts into a 12-volt bank). The 1,360-watt array exceeds that output; Victron permits array over-sizing, and the controller limits its output, so this is not a fault. When the controller is mounted, recommend confirming that the array wiring keeps the open-circuit voltage within the 100-volt input limit in all conditions (each panel is rated 45.7 V open-circuit), and that the cable and fusing suit the current. Reference ABYC E-11.

AC system

30-amp, 120-volt shore power. The shore-power inlet and plug appeared corrosion-free, with no evidence of high heat or resistance. The AC main panel carries a reverse-polarity indicator. A second AC panel serves the fresh-water pump and two air-conditioning circuits. The marine air conditioning was operated and found satisfactory. The galley refrigerator / freezer operates on 120-volt shore power only. Reference ABYC E-11.



37 Main electrical panel; battery switch readily accessible



38 AC main panel well marked, with reverse-polarity indicator



39 AC panel 2 — all circuits well marked



40 Shore-power inlet corrosion-free; no evidence of high heat or resistance



41 Batteries in marine-grade, non-conductive boxes with protective covers, per ABYC



42 6-volt GEL battery, 180 Ah — two in series in each enclosure



43 DEF Batteries date-coded 1/2020 require replacement



44 DEF 120 VAC battery charger does not power up



45 Xantrex Digital Echo-Charge — status light green



46 Stern profile — solar panel support frame very secure and well designed



47 Solar panel arrangement



48 Victron SmartSolar MPPT controller operating as intended



49 DEF Victron charge controller and PV combiner box not mounted, adrift



50 DEF Anchor windlass breaker; windlass removed and power cables adrift in the chain locker

9. Electronics & Navigation

Equipment	Location	Status at survey
Raymarine a-Series multifunction chartplotter	Helm	Powers up; displayed position
Raymarine ST60-series instruments	Helm	All instruments and gauges power up; wind transducers not mounted on the mast
Raymarine SmartPilot autopilot (control head and course computer)	Helm / below	Requires adjustment
Magnetic compass (Island Packet Yachts)	Binnacle	Appears accurate
VHF radio and antenna	Mast	Masthead antenna wiring not routed into the mast; VHF not confirmed operational
Stereo	—	Removed from the vessel

The VHF radio requires a connected antenna to be usable; see the mast wiring item in the deficiency schedule.



51 Raymarine chartplotter powers up



52 DEF All instruments power up; wind direction and speed transducers not mounted on the mast



53 DEF SmartPilot autopilot requires adjustment



54 Magnetic compass appears accurate

10. Vessel Systems

Diesel fuel system

The fuel system was inspected at all accessible points for tank restraint, bonding, hose specification and clamping, routing and chafe, and for odour or leakage, with reference to ABYC H-33. The fuel tank appears very securely mounted (framed in). All fuel hoses are USCG-approved Type A1 and are double-clamped. The fuel tank bonding (ground) terminal connection is well established. The tank’s required identification label is present but not completely legible. No fuel odour or leakage was observed. The fuel tank gauge does not read correctly (Monitor).

RECOMMENDATION — Fuel Tank Internal Inspection (not a deficiency)

This vessel is a Florida vessel more than seven years of age, and no fuel tank inspection or cleaning service records were furnished. The interior of the fuel tank cannot be assessed externally and is outside the scope of this survey.

It is recommended that the fuel tank be internally inspected for corrosion and for condensation / water build-up. Sustained South Florida heat and humidity accelerate condensation inside the tank; the resulting water promotes corrosion of the tank, microbial growth and fuel degradation. Following that inspection, internal inspection is recommended every five to seven years in South Florida service.

This is a recommendation and is not a deficiency.

Seacocks and thru-hulls

All seacocks operated open and closed. Below-waterline thru-hulls were clean and free of corrosion from outside. One abandoned seacock is not plugged (Priority). Reference ABYC H-27.

Bilge

The accessible bilge spaces were examined visually and found clean and dry, inspected on land. Bilge pump operation and the high-water alarm were not recorded at this survey; the DC panel carries bilge pump AUTO / OFF / MANUAL control and a “bilge pump running” indicator. Reference ABYC H-22.

ADVISORY — Bilge condition (not a deficiency)

A small amount of water in a bilge is common and not itself a defect; the concern is its source and whether it is increasing. Standing water and debris accelerate corrosion of engine mounts, fasteners and wiring terminations, foul pump intakes and float switches, mask the origin of leaks, and prevent reliable moisture testing of the interior hull. Recommend the bilges be kept clean and dry, limber holes kept clear, and any recurring source corrected. Before purchase, confirm the operation of the bilge pumps, float switch and high-water alarm; a functioning high-water alarm is recommended on any vessel left afloat unattended.

Fresh water and sanitation

The water tank gauge does not read correctly (Monitor). The marine sanitation system includes a holding tank with a Y-valve that operates open and closed and is fitted with a locking stud, as required by USCG regulation (33 CFR 159). No exceptions were found in the holding tank plumbing or discharge.

Galley, refrigeration and air conditioning

The galley refrigerator / freezer operates on 120-volt shore power only. The LPG hook-up fittings and solenoid have been removed from the vessel and no LPG tanks were aboard (Recommend — restore or decommission; ABYC A-1). The marine air conditioning, with SMX-series controls, was operated and found satisfactory (ABYC A-6). A portable household air conditioner was present in the aft cabin; it is not part of the vessel’s installed systems and was not operated. The raw-water washdown pump is inoperative (Monitor).



55 Fuel tank: all hoses double-clamped USCG Type A1; tank securely framed in



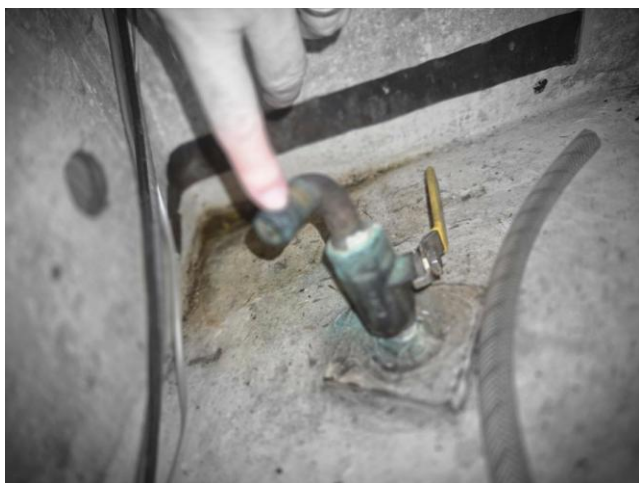
56 Fuel tank bonding terminal connection well established



57 Fuel tank identification label present, not completely legible



58 Seacocks operate open and closed — sink drain seacock shown



59 DEF Abandoned seacock is not plugged



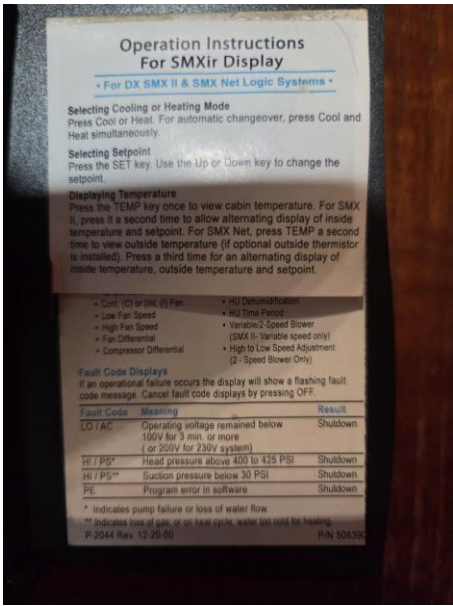
60 DEF Water tank gauge is not correct



61 DEF Raw-water washdown pump inoperative



62 Galley refrigerator / freezer operates on 120 VAC shore power only



63 Marine air conditioning controls — operated satisfactorily



64 Aft cabin. Portable household air conditioner present, not operated

11. Ground Tackle & Safety Equipment

Ground tackle

Primary anchor: 40-lb galvanized steel CQR on the bowsprit roller. A spare anchor is provided aboard. The anchor shackle is not moused (Recommend). The anchor windlass has been removed and its power cables are adrift in the chain locker (Priority). Reference ABYC H-40.

Safety equipment and regulatory placards

Item	Requirement	Finding
Personal flotation devices	33 CFR 175 Subpart B	USCG-approved PFDs are provided with the sale
Portable fire extinguishers	46 CFR 25.30; ABYC A-4	All hand-held extinguishers expired — Priority
Oil discharge placard	33 CFR 155	Posted
Garbage (MARPOL) placard	33 CFR 151	Posted
Marine sanitation device	33 CFR 159	Y-valve secured with locking stud — compliant
Reboarding ladder	ABYC H-41	Fitted and well secured
First aid kit	Recommended	Aboard
Visual distress signals, sound-producing device, throwable device, CO detector	33 CFR 175 Subparts B and C; 33 CFR 83; ABYC A-24	Not recorded at this survey — verify aboard before operation

Equipment required by regulation must be aboard, serviceable and in date before the vessel is operated. Items not recorded at this survey should be confirmed, and supplied where missing, by the buyer.



65 40-lb galvanized steel CQR anchor



66 Spare anchor provided



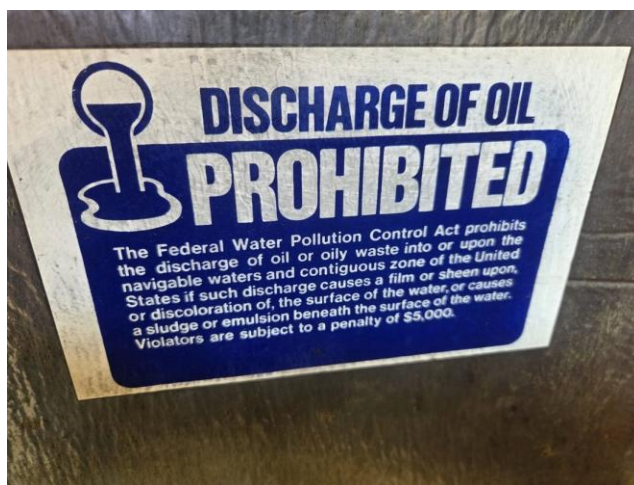
67 DEF Anchor shackle has no safety wire (mousing)



68 DEF All hand-held fire extinguishers are expired



69 USCG-approved PFDs provided with the sale



70 USCG oil discharge placard in place



71 USCG garbage disposal placard posted



72 First aid kit aboard

12. Schedule of Deficiencies & Recommendations

22 deficiencies are scheduled: 6 Priority, 9 Recommend and 7 Monitor. Photo codes refer to the photographs in this report.

#	Item / location	Finding	Recommendation	Priority
1	Abandoned seacock (below waterline)	A disused bronze seacock remains in place with no hose attached and no plug or cap fitted. Should the valve be opened or fail, the vessel would be open to the sea. <i>(Photo 59)</i>	Remove the abandoned thru-hull and seacock and glass the hull penetration closed, or fit a proper bronze plug and cap and label the valve. Reference ABYC H-27.	Priority
2	Portable fire extinguishers	All hand-held fire extinguishers aboard are expired per their inspection tags, although the gauges read in the charged range. <i>(Photo 68)</i>	Replace with, or have serviced and re-tagged, the number and class of USCG-approved extinguishers required for a vessel of this length (46 CFR 25.30; ABYC A-4). Confirm before the vessel is operated.	Priority
3	Throttle / shift connection at transmission	The control-cable connection hardware at the transmission is severely corroded. See also the following item. <i>(Photo 34)</i>	Replace the corroded connection hardware (clevises, pins, clips and cable end fittings) and confirm full, positive engagement of forward, neutral and reverse. Reference ABYC P-14.	Priority
4	Throttle / shift control mechanism	The throttle and shift lever operated stiffly and with difficulty. The corroded connection at the transmission (preceding item) is a probable contributor. <i>(Photo 35)</i>	Service the control head and cables: adjust and lubricate, or replace cables and control as required, so that the vessel can be shifted and throttled smoothly and positively. Reference ABYC P-14.	Priority
5	Anchor windlass removed — power cables adrift	The anchor windlass has been removed. Its heavy-gauge power cables are loose and adrift in the anchor chain locker; the windlass breaker remains at the panel. <i>(Photo 50)</i>	Until a windlass is reinstalled, disconnect the cables at the source, insulate and cap the ends, and secure them clear of the chain. Reference ABYC E-11. Install a replacement windlass if one is wanted for the intended service.	Priority
6	Mast wiring not connected	Wiring for the VHF antenna, radar, spreader lights and wind instruments is not routed up the mast; the mast-mounted equipment is therefore not powered or connected. <i>(Photo 23)</i>	Re-run and connect the mast wiring (best done with the rigging inspection recommended in Section 5). Until then, confirm that the vessel displays the navigation lights required for operation under power and at anchor, and that a working VHF antenna is fitted, before any night or offshore use. Reference ABYC E-11 and A-16.	Priority
7	Engine identification	The engine model and serial data plate is not affixed to the engine, and the serial number stamped on the block is not accessible. The engine serial number could not be recorded. <i>(Photo 24)</i>	Locate and record the block serial number at the next service (needed for parts, warranty and insurance) and affix a replacement identification plate.	Recommend

#	Item / location	Finding	Recommendation	Priority
8	Dripless shaft seal and shaft alignment	The dripless shaft seal leaked on launching; the leak diminished considerably after about 20 minutes run in gear. It appears the drive shaft may require adjustment. <i>(Photo 31)</i>	Inspect the seal bellows and rotor face, burp the seal, and check engine-to-shaft alignment at the coupling once the vessel has settled afloat. Replace the bellows if aged. Monitor the seal closely in the meantime. Reference ABYC P-6.	Recommend
9	Batteries dated 1/2020	All four 6-volt GEL batteries are date-coded January 2020 and are beyond their typical service life. <i>(Photo 43)</i>	Replace both banks with matched batteries of a type suited to the charging equipment. Reference ABYC E-10.	Recommend
10	120 VAC battery charger inoperative	The Xantrex TrueCharge 40 A shore-power battery charger does not power up. <i>(Photo 44)</i>	Have the charger and its AC supply circuit diagnosed; repair or replace, and set the charge profile for the battery type fitted. Reference ABYC A-31.	Recommend
11	LPG system removed	The LPG hook-up fittings and solenoid have been removed from the vessel and no LPG tanks were aboard. The LP GAS circuit remains on the DC panel. The galley stove therefore has no fuel supply.	Either restore a complete LPG system (locker, regulator, solenoid with helm switch, pressure gauge, LPG detector) by a qualified technician to ABYC A-1 and A-14, or formally decommission it and label the breaker. Do not connect a tank until the system has been inspected and leak-tested.	Recommend
12	Solar charge controller and combiner box not mounted	The Victron SmartSolar MPPT charge controller and the PV combiner box are loose and adrift rather than fastened in place. <i>(Photo 49)</i>	Mount both to a vertical surface with clearance for ventilation, protect and support the cable runs, and confirm over-current protection at the battery end. Reference ABYC E-11.	Recommend
13	Autopilot	The Raymarine SmartPilot autopilot requires adjustment. <i>(Photo 53)</i>	Have the autopilot calibrated (rudder reference, compass deviation and response settings) and sea-trialled by a Raymarine technician.	Recommend
14	Wind instrument transducers	All instruments and gauges power up, but the wind direction and speed transducers are not mounted on the mast. <i>(Photo 52)</i>	Install the wind transducers at the masthead when the mast wiring is restored (see Priority item above).	Recommend
15	Anchor shackle not moused	The shackle connecting the anchor to its rode has no safety wire (mousing). <i>(Photo 67)</i>	Mouse the shackle pin with stainless or Monel seizing wire. Reference ABYC H-40.	Recommend
16	Water tank gauge	The water tank gauge does not read correctly. <i>(Photo 60)</i>	Repair or replace the sender and gauge.	Monitor
17	Fuel tank gauge	The fuel tank gauge does not read correctly.	Repair or replace the sender and gauge; dip the tank to establish fuel quantity until then. See also the fuel tank internal inspection recommendation in Section 10.	Monitor
18	Raw-water washdown pump	The raw-water washdown pump is inoperative. <i>(Photo 61)</i>	Repair or replace the pump.	Monitor

#	Item / location	Finding	Recommendation	Priority
19	Salon portlights	All salon portlights, port and starboard, have stained, UV-weathered glazing. <i>(Photo 15)</i>	Re-glaze or replace the portlight lenses and renew the seals. Reference ABYC H-3.	Monitor
20	Aft salon ventilation hatches	The port and starboard aft salon ventilation hatches do not open fully.	Adjust or service the hatch hinges and stays.	Monitor
21	Exterior brightwork	All exterior brightwork requires refinishing.	Strip and refinish the exterior teak to protect the wood.	Monitor
22	Stereo removed	The stereo has been removed from the vessel.	Confirm the former stereo supply wiring is disconnected at the panel or terminated and insulated.	Monitor

Priority	Meaning
Priority	Safety or structural. Address before or at closing.
Recommend	Repair in the near term.
Monitor	Cosmetic or serviceable.

Advisory recommendations (not deficiencies)

- Rigger’s aloft inspection of the mast and rig; produce and inspect the sails before closing (Section 5).
- Fuel tank internal inspection — Florida vessel over seven years of age with no tank service records (Section 10).
- Fit an engine oil pressure gauge (Section 6), and calibrate the helm tachometer (Section 7).
- Confirm solar array wiring against the charge controller’s 100-volt input limit when mounting it (Section 8).
- Confirm bilge pump, float switch and high-water alarm operation, and the regulatory safety items not recorded at survey (Sections 10 and 11).
- Renew antifouling at the manufacturer’s interval; keep the bilge clean and dry (Sections 4 and 10).

13. Valuation Analysis

Guide values — BUC ValuPro (131st edition)

Current retail value range	\$58,900 – \$64,800
Fair market value, adjusted for BUC condition, South Atlantic & Florida	\$56,900 – \$62,600 (midpoint \$59,750)
Replacement value	\$430,000
Basis	1990 Island Packet 35 cutter, single Yanmar 3HM35F diesel — the configuration of the subject vessel

BUC values assume a vessel in “BUC condition”: sound, with systems in working order. They do not account for the deficiencies scheduled in this report.

Comparable sales — SoldBoats.com

Twenty records were supplied. After removing duplicate listings (SITOA appeared three times, PANACEA and Spináche twice each) and records for other Island Packet models (IP32, IP37, IP38), thirteen Island Packet 35 sales remain. None is the subject vessel. The five East Coast sales within the twelve months before this survey are the most relevant:

Year	Name	Location	Sold	Listed	Sold price	Notes
1990	Sultana Blue	Highland Beach, FL	Sep 11, 2026	\$49,000	\$49,000	New bottom, shaft, cutless bearing and dripless seal 2025; 254 days on market
1989	SITOA	Port Charlotte / Ft. Myers Beach, FL	Jun 30, 2026	\$59,000	\$53,000	2023–24 refit: chainplates, standing rigging, AC, tanks, thru-hulls, shaft
1989	Solstice	Washington, NC	Mar 27, 2026	\$74,900	\$55,000	Cruise-equipped; 426 days on market
1989	Second Wind	Merritt Island, FL	Dec 3, 2025	\$65,000	\$58,000	New sails (in box), rigging 2021, chainplates, barrier coat 2020
1989	Spináche	Old Saybrook, CT	Oct 2025	\$69,900	\$60,000	Hull #16; original chainplates

Average sold price of the five: \$55,000. Average sold-to-listed ratio: 87.7%.

Other Island Packet 35 sales reviewed but given less weight because of date, region or market:

Year	Name	Location	Sold	Sold price	Reason for less weight
1989	SITOA	New Bern, NC	Sep 11, 2025	\$72,000	Same vessel as the June 2026 sale above
1989	PANACEA	Apollo Beach, FL	Sep 2025	\$92,000	New chainplates, rigging, sails, cushions and electronics
1990	Avalon	San Diego, CA	Dec 31, 2025	\$93,000	West Coast market
1989	(unnamed)	Melbourne, FL	Aug 1, 2024	\$70,000	Sold over two years ago
1989	HOOLIGAN	Indian Harbour Beach, FL	Mar 4, 2024	\$59,500	Sold over two years ago
1991	Brio	Superior, WI	May 28, 2024	\$87,000	Great Lakes; over two years ago
1989	Pacific Star	Bremerton, WA	Oct 28, 2023	\$99,000	Circumnavigator refit; Pacific Northwest
1989	TRANQUILITY	Fort Pierce, FL	Jun 2, 2023	\$87,400	Sold over three years ago, stronger market

Year	Name	Location	Sold	Sold price	Reason for less weight
1989	Freedom Found	Faro, Portugal	Dec 2, 2025	€60,000	European market, VAT-paid; excluded

Market conditions

The market for 1989–1990 Island Packet 35s has softened markedly over the past year. The clearest evidence is the vessel SITO: after a 2023–24 refit (new chainplates, standing rigging, air conditioning, tanks and thru-hulls) she sold for \$72,000 in September 2025, and the same vessel sold again for \$53,000 in June 2026 — 26% less in nine months. Sultana Blue sold for her \$49,000 asking price in September 2026 only after 254 days on the market, and Solstice sold at 73% of her listing price after 426 days. The survey also falls in the autumn, ahead of the main Florida selling season. Sellers have been accepting materially less than their asking prices.

Reconciliation

Method 1 — Comparable sales. The five recent East Coast sales average \$55,000. Several of those vessels had recent refits, new running gear or new sails that Nirvana either lacks or cannot demonstrate (sails not produced), while Nirvana carries 6 Priority and 9 Recommend deficiencies, and a removed windlass. Against that, her 2019 chainplates, seven-year-old standing rigging and 1,360-watt solar installation are genuine assets. A net adjustment of –\$2,000 gives \$53,000.

Method 2 — Guide values. The BUC adjusted fair market value midpoint is \$59,750. BUC condition assumes working systems; the scheduled deficiencies and the softened market justify an adjustment of –\$6,750 (about 11%), giving \$53,000.

Check — asking price. Applying the comparables’ average sold-to-listed ratio of 87.7% to the \$60,000 asking price indicates approximately \$52,600.

The two methods converge, and the asking-price check falls within a few hundred dollars of them. The surveyor’s opinion of fair market value is \$53,000.

Basis of estimated replacement cost

The Island Packet 35 is no longer built. The estimated replacement cost of \$430,000 is the BUC ValuPro replacement value, representing the cost of a comparable new cruising sailboat of this size, type and quality, as equipped. Replacement cost measures building new; it is far above fair market value because a 36-year-old vessel’s market value reflects its age, condition and the available supply of used sister ships.

14. Statement of Value

The fair market value is the most probable price, in U.S. dollars, that the vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Values are stated for the vessel and its equipment as surveyed, “as is, where is,” on the date of inspection.

Fair Market Value	\$53,000
Estimated Replacement Cost	\$430,000

Supporting figure	Value
BUC fair market value range (South Atlantic & Florida, BUC condition)	\$56,900 – \$62,600
Average of five recent East Coast comparable sales	\$55,000
Asking price	\$60,000
Asking price adjusted by comparables’ sold-to-listed ratio	\$52,600

15. Summary & Surveyor’s Certification

Nirvana is a 1990 Island Packet 35 cutter with a sound hull — sounded and moisture-tested with no exceptions — and the model’s most significant structural concern, the chainplates, properly addressed by a documented 2019 replacement along with the stemhead and headstay fittings. Her standing rigging is about seven years old, the engine appears rebuilt, ran without smoke and reached 3,350 RPM and 7.0 knots on trial, the solar installation is substantial and well mounted, and the interior is in above-average condition.

She is not, however, ready for sea as surveyed. 6 Priority items should be addressed before or at closing: the unplugged abandoned seacock, expired fire extinguishers, the corroded and stiff throttle / shift controls, the windlass cables adrift in the chain locker, and the disconnected mast wiring (VHF antenna and mast lights). The batteries and shore-power charger need replacement, and the LPG system has been removed.

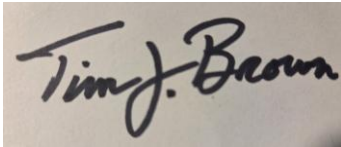
Advisories — not deficiencies

- A rigger’s aloft inspection is recommended; the sails were not produced and should be inspected before closing.
- Fuel tank internal inspection is recommended (Florida vessel over seven years of age, no tank records), and every five to seven years thereafter.
- Fitting an engine oil pressure gauge and calibrating the helm tachometer are recommended.
- Antifouling should be renewed at the manufacturer’s interval; bilges should be kept clean and dry with pumps and high-water alarm confirmed.
- Concealed wiring, structure and systems were not inspected; no opinion is given on them.

Certification

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 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, 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. It is submitted without prejudice and for the benefit of whom it may concern. It does not constitute a warranty, expressed or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only.

**Tim J. Brown**

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