Sun Coast Marine
Surveying and Consulting

Marine Survey Report For Sample Report

"2012 Beneteau 46 Oceanis"

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INTRODUCTION

CERTIFICATION

Acting on behalf of Sun Coast Marine Surveying & Consulting, LLC, the undersigned surveyor certifies that to the best of his or her knowledge and belief: I have made a personal inspection of the property that is the subject of this report. The statements of fact in this report are true and correct. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions at the time of inspection and are my personal, impartial and unbiased professional analyses, opinions and conclusions. I have not performed services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment. I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved. I have no bias with respect to the property that is the subject of this report or to the parties involved with the assignment. My engagement in this assignment was not contingent upon developing or reporting predetermined results. My compensation for completing this assignment was not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client or seller, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of the report content including the appraisal. No one provided significant appraisal assistance to me.

PURPOSE OF SURVEY

The survey was made at the request of the named client and for his/her account, in order to ascertain the vessel's general condition and valuation for pre-purchase consideration.

CIRCUMSTANCES OF SURVEY

The vessel was inspected while afloat in its berth and later hauled for an inspection of the waterline hull, appendages and machinery. All accessible compartments were entered, but do to paneling, liner, tanks, and installed equipment only about 20 percent of the hulls interior surface could be observed. Any reference to bronze, aluminum or stainless steel metals is a color reference for convenience only, as the actual metallurgy cannot be determined without laboratory testing. The specific materials and lay up schedule for the fiberglass moldings could not be determined with the non-destructive techniques available for inspection. A formal sea trial was performed. Machinery and equipment were inspected while operating unless specifically noted. Electrical power was available and used during the inspection. The deck and superstructure were examined visually and by way of ransom percussion testing, random moisture meter readings, and thermal imaging. The below draw waterline hull and appendages were examined visually and by of random percussion testing, electronic moisture meter and thermal imaging were applicable.

NOTE: Ownership, HIN and Official numbers from documents. Numbers verified on hull. All specifications included in report are from official documents or sources such as USCG Documentation, state registration, manufacturer's data or other reference materials and were not measured during the inspection.

REPORT FILE NO

XX-XXX 2012 Beneteau 46 Oceanus

SURVEYOR QUALIFICATIONS

The surveyor is a member of SAMS (Society of Accredited Marine Surveyors), and a Mechanical Engineer (BSME University of South Carolina) with over 20 years experience in the marine industry.

INTENDED USE

Recreational

GENERAL VESSEL INFORMATION

DATE OF SURVEY:	XX/XX/XXXX
FILE NUMBER:	XX-XXX 2012 Beneteau 46 Oceanus
CUSTOMER NAME:	Sample Report
CUSTOMER ADDRESS:	1 Sample Report Rd, Sample Report FL
VESSEL BUILDER:	Beneteau U.S.A., Inc.
HIN (HULL IDENTIFICATION NUMBER):	XXXXXXXXXX12 A true digital photograph of the hull ID number of the referenced vessel is shown below. Photograph has been enhanced for the purposes of this report to provide maximum visibility.
MODEL YEAR:	2012 (per Hull Identification Number)
U.S.C.G. DOCUMENTATION NUMBER:	XXXXXXX (current)
STATE REGISTRATION NUMBER:	Vessel is a USCG Documented vessel. State registration numbers not sighted or required on outer hull.
STATE REGISTRATION DECAL NUMBER:	Current. expires XX/XX
LENGTH OVERALL (LOA):	47.25' Per SailBoatData
BEAM:	13.92' Per SailBoatData
DRAFT:	5.75' Per SailBoatData
DISPLACEMENT:	23,292 lbs Per SailBoatData
FUEL CAPACITY::	53 US Gallons Total
WATER CAPACITY:	140 US Gallons Total
HOT WATER TANK CAPACITY:	14 US Gallons Total
LOCATION OF SURVEY INSPECTION:	Sample Report

HULL, DECK & SUPERSTRUCTURE

DESIGN

Standard manufacture' s hull, deck & superstructure.

HULL: Displacement type hull with moderately raked bow, vertical with increasing flare forward, straight reverse sheer and square stern. The bottom has a fin with bulb and steered by a spade rudder. A fraction sloop rig configuration.

DECK(S) & SUPERSTRUCTURE: Single level foredeck and single level recessed cabin house superstructure with dodger and aft solar panel structure.

WATERTIGHT INTEGRITY: A single water tight compartment divided into separate cabins by apparently non-watertight bulkheads and a overboard self draining anchor locker at the fore peak. The hatches and portholes opening to the exterior hull, weather decks, and cockpit were apparently water tight types (ABYC Standards H-3) except for the companionway, cockpit locker hatches which were apparently water tight. The companionway was equipped with a sliding hatch and removable door panel with sill and the cockpit was a self draining type via scuppers located in the cockpit floor.

HULL, DECK & SUPERSTRUCTURE

Conventional fiberglass reinforced plastic (FRP) moldings with unknown core material, bottom paint over gel coat exterior shell below the waterline and white gel coat above the waterline with bulkheads grafted to the hull with FRP laminates. Deck has unknown core with white exterior gel coat surfaces and teak overlay in tread areas. Hull-deck joint is a shoe box design sealed with an elastomeric type compound and secured with stainless steel fasteners and FRP tabbing where observed.

STRUCTURAL MEMBERS

The longitudinal and athwartship framing system comprised of FRP encapsulated longitudinal box stringers and frames of an unknown core material. Both stringers and frames laminated to the hull's interior along with full and partial plywood bulkheads and plywood floors grafted to the hull with FRP laminates and full and partial plywood bulkheads secured with mechanical fasteners.

BOTTOM PAINT

Bottom paint is in serviceable condition showing minimal wear and tear.

BLISTER COMMENT

Blisters are an unknown factor on all boats and if not currently present, there is no guarantee that they will not appear in the future. Blisters have a tendency to dry out over winter storage unless severe or large. Blisters (if any) best appear after the vessel has been in the water for an entire season. In addition, the symptomatic evidence of blistering can be obscured by bottom coatings, a dry storage period during which blisters spontaneously depressurize, bottom laminate sanding, and other conditions or actions. Recommend full inspection for blisters immediately after haul-out and power wash. Surveyor has no firsthand knowledge of the history of bottom maintenance, blistering, repairs or prophylactic coatings on this vessel.

TRANSOM

Well secured, no cracks or defects sighted. Moisture readings were relatively Dry. No delamination when checked with a percussion hammer.

PICTURE OF HIN NUMBER HERE


Oceanis 46
Just Us


Just Us


Just Us
KEY LARGO, FL


SEMINOLE MARINE
Just Us
KEY LARGO, FL


BENETEAU


BENETEAU

ABOVE WATER LINE HULL, DECK SUPERSTRUCTURE, HARDWARE & FITTINGS

DECK FLOOR PLAN

Standard manufactures deck layout with no modifications to the original design.

ANCHOR PLATFORM

Stainless steel platform with double anchor roller, well secured to the deck and roller in good condition.

FINDING B-1

TOE RAILS & STANCHIONS & LIFELINES

Wooden finished attached toe rail, polished stainless steel bow rail mounted to the deck with stainless steel fasteners. Dual life lines with a solid centre bar and stainless steel stanchions. Firmly mounted and serviceable except as otherwise noted.

FINDING B-2

MOORING HARDWARE

Polished stainless steel horn cleats firmly attached with stainless steel fasteners.

HATCHES, PORTHOLES, PORTLIGHTS, DOORS & WINDOWS

Sliding companionway hatch with removable door panel. Aluminum framed hatches at midship and the forward end of the cabin roof. Hatch sufficiently sized to act as a fire escape per NFPA 302. Alloy framed portholes with Lexan type windows at the ADWL hull and cord FRP hatches. Intact and serviceable except as otherwise noted.

EXTERIOR SEATING & TABLES

The exterior seat structures were firmly mounted and cockpit cushions and equipment covers in good condition.

BOARDING LADDER

A stainless steel folding boarding ladder is mounted on the transom starboard side. The ladder shows minimal wear and was secure when tested.

FINDING B-3

SWIM PLATFORM

Molded in FRP swim platform in serviceable condition.

ABOVE DRAW WATER LINE (ADWL) THRU HULLS

Stainless steel, bronze and Marelon thru hull fittings all secure and showing average wear and tear for the age of the vessel.






KEY LARGO, FL

EY LARGO,

BELOW DRAW WATER LINE SKIN FITTINGS, MACHINERY & FITTINGS

BELOW DRAW WATER LINE THRU HULL FITTINGS

Bronze fittings that appear to be in serviceable condition showing average wear and tear for the age of the vessel and secure.

THRU HULL STRAINERS & SCOOPS

Bronze slot style thru hull strainer covers, appear to be in serviceable condition with limited wastage.

TRANSDUCER(S)

Plastic type and paddle wheel, intact.

SEA VALVES/SEA COCK TYPE

Bronze sea cocks with mounting flanges. Valves were exercised and found to be functional.

SEA STRAINERS

Plastic and bronze strainer(s) installed. Strainers were inspected visually for cracks or any evidence of blockage. Strainers were not opened and inspected due to destructive testing restrictions. It is recommended the buyer open and inspect each strainer prior to taking delivery.

BOW/STERN THRUSTER(S)

Lewmar bow thruster installed. Propeller blade in serviceable condition. Tunnel in serviceable condition. Controls at starboard side helm not fully functional.

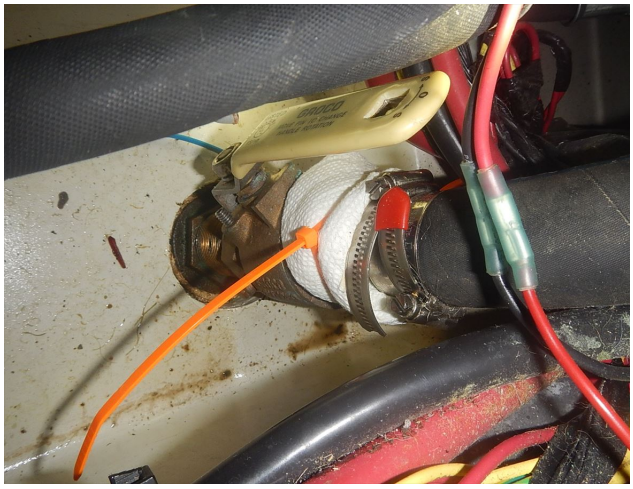
FINDING B-4

NOTE

This company suggests the sea cock/ sea valves be serviced according to the manufactures recommendations as a preventative measure upon purchasing a used vessel and thereafter as recommended by the sea cock/ sea valve manufacturer or more frequently as a part of the vessel's regular maintenance program. We also strongly recommend that if the vessel is left unattended that all below waterline sea valves be closed with the exception of scuppers, bilge pump discharge, or other valves that are required to be in the open position to prevent flooding of the vessel during inclement weather. This provides an extra measure of safety for the vessel as well as the added benefit of familiarizing the crew with safety valve locations and to exercise the valves to prevent seizure. Moreover, if not already done so, it is strongly suggested that properly sized tapered wooden plugs be kept in the vicinity of each sea cock/sea valve/thru hull to be used as a plugging device in the case of an emergency. Finally, when renewing the vessels protective coatings, it must be kept in mind that antifouling paints containing copper or other metals must not be applied to metal fittings and/or machinery without first having an insulated coating such as underwater metal primer or epoxy barrier coat applied. Failure to do so can result in harmful galvanic corrosion damage to the fittings and/or machinery.





KEEL

KEEL TYPE

Fin with bulb and spade rudder.

KEEL CONDITION

Keel is well secured and well faired into hull. No cracks or separation sighted at hull to keel joint.

CATHODIC PROTECTION

BONDING SYSTEM

The bonding system was found to be using an individual green insulated bonding wire. Appeared to be serviceable were sighted except as indicated otherwise in this report. Shaft and prop anodes in serviceable condition.

SPARS & POLES, STANDING & RUNNING RIGGING & SAILS

RIG TYPE:

Fractional sloop.

SPARS & POLES:

Deck stepped anodized aluminum mast with double aluminum blade spreaders, anodized aluminum boom. The spars poles, and post were inspected from deck level to a height of approx. 8 feet above deck level with the compression post bulkhead inspected as available down below. All were found to be in satisfactory condition without signs of damage and exhibited negligible to low wear and wastage.

CHAIN PLATES:

Roller furling headstay, upper shrouds, lower shrouds and backstay. Thru deck style stainless steel shroud chain plates supported below deck by stainless steel fasteners and plates to the internal grid unit. Stainless steel flat bar chain plates thru bolted to the outside of the stern. The chain plates were examined visually where normally accessible and no anomalies were observed. In apparent serviceable condition.

STANDING RIGGING:

Stainless steel wire rope (1x19). All stays were fitted with secured open style stainless steel turn buckles. The standing rigging was examined by a rigging professional during the survey. Further detail inspection report to be provided by this professional.

SAILS:

Roller furling foresail and in mast furling main installed. All in serviceable condition.

REEFING SYSTEM & GEAR:

Main has in mast furling and genoa is a roller furling genoa, were tested during sea trial functioned as designed. Both systems showing minimal wear and tear.

SAIL TRACKS:

Weather deck mounted aluminum T Track style genoa tracks cars. Firmly mounted and serviceable showing negligible wear and tear.

TRAVELER(S):

Aft boom main sheeting with deck mounted traveler with car and control ends. Firmly mounted and showing moderate wear and tear.

SHEETS, LINES, HALYARDS & SHACKLES:

Synthetic braided line showing average to low wear and tear depending on the line and stainless steel shackles showing low wear and wastage.

BLOCKS:

Various brands showing low wear and considered serviceable.

LINE CLUTCHES:

Line clutches mounted on the port and starboard cabin top all showing minimal wear and tear for the age of the vessel and were serviceable.

WINCHES:

Harken electric and manual winches securely mounted. All winches were in serviceable condition, were firmly mounted and sufficiently lubed to function properly showing minimal wear and tear.

NOTE:

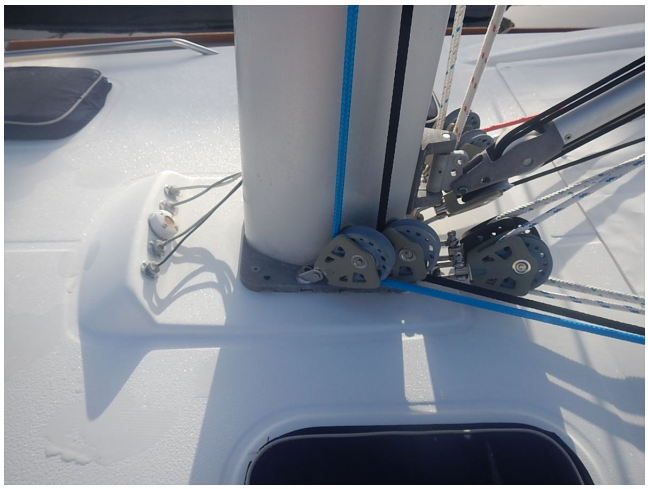
A cursory visual examination of the sails was conducted, if more detailed examination is desired it is suggested that they be inspected by a qualified sailmaker.

When purchasing a used vessel we suggest all winches be serviced according to the manufacture' s recommendations and therefore annually as part of the vessels routine maintenance.

We suggest that all furling gear be serviced according to the manufacture' s recommendation upon the purchase of a used vessel as a preventative measure.

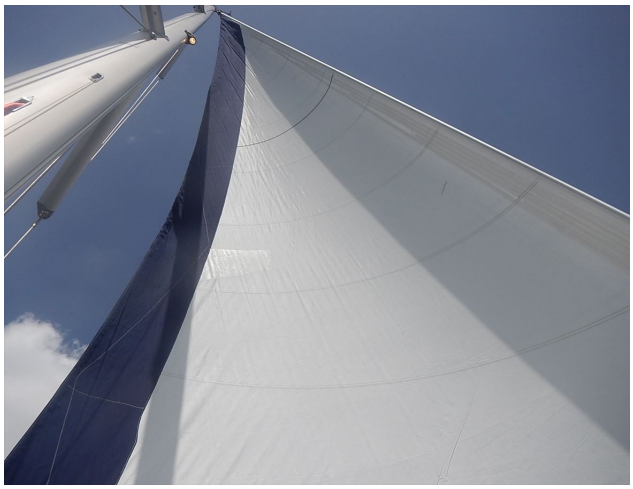
Marine hardware (stainless steel and aluminum) failures can develop without visual indication. Therefore, diligent maintenance, proper use, frequent inspections and replacement of questionable or aged hardware are the best lines of defense against mast/rigging failures.











HELM STATION & NAVIGATIONAL ELECTRONICS

HELM STATION

Electronics mounted on cockpit pedestal and helm stations, two 6" Plastimo compasses in serviceable condition. The accuracy of the compass was not verified. Raymarine E120W display with GPS chartploter, radar and depth. Three Raymarine digital displays for speed, wind and depth data. A Raymarine handset VHF radio.
At navigation table in cabin, A Raymarine VHF radio, a Raymarine E90W display with GPS chart plotter, radar and depth.

THROTTLE & SHIFT CONTROLS

Single lever for throttle/shift controls

ENGINE ROOM BLOWERS

Engine room blower(s) power up and are fully functional.

ENGINE STATUS

Yanmar display with engine rpm, oil pressure, temperature and engine hours. The display was fully functional and showed minimal wear and tear.

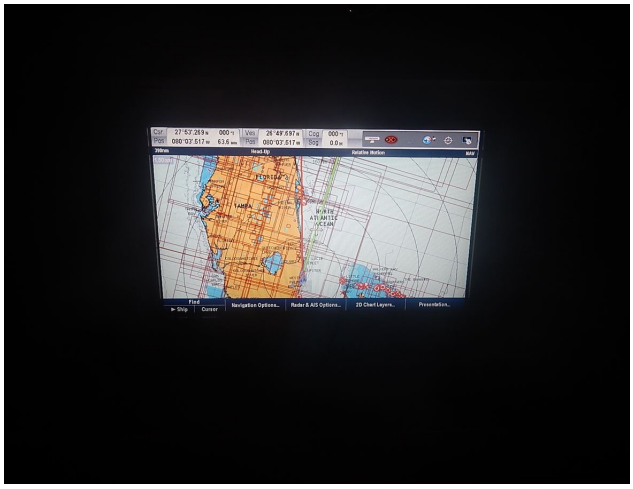

Depth
9.7
Feet


CHECK FILTER
FUEL PUMP ON
ELAPSED TIME
HOURS
FUEL WATER SEPARATOR
DRAIN
WATER
RACOR


YANMAR
WARNING


LEWMAR
THRUSTER


Raymarine




Raymarine
Cummins Onan
Generator


OPEN
AUDIO ENTER
AQUATIC AV
AQ-IP-3B

CABIN INTERIOR APPOINTMENTS

ENTERTAINMENT BERTHING & SALON

Bulkhead mounted 120 VAc flat screen TV in main saloon. In-dash type (automotive style) 12 VDc CD/Satelitte/AM/FM digital stereo mounted in the cabin near the electrical distribution panel. A forward V berth cabin, an aft berth master cabin located below the cockpit sleeps two. The appliances powered up and appeared to function normally and showed negligible wear and tear. Furthermore, the berthing and entertainment provisions were considered to be satisfactory for the vessels type.

INTERIOR LIGHTING

12 VDc. Operable except as noted in the findings.

GALLEY/DINETTE & ACCESSORIES

The galley was fitted with a corian type counter top, storage lockers, cabinets and drawers. A dual stainless steel sink and piped with flex type drain hose secured with hose clamp and polished stainless steel faucet. Gimbal mounted three burner propane stove and oven, Danby fridge and a freezer locker with compressor unit located below the galley floor. Emerson microwave oven. All of the galley appliances presented low exterior wear and tear. The galley arrangement was also considered adequate for the vessel type.

WATER CLOSET(S)

Two water closet formed with pre-molded FRP liner module with gelcoat exterior and cabinets, wash basin piped with flex hose and secured with a hose clamp to faucet. Integrated shower stalls in forward water closet and separate shower in aft water closet with drain on sole. Marine heads (Toilet) system that operates on a vacu flush system piped with reinforced hoses and secured with hose clamps.

CLIMATE CONTROL

The vessel was equipped with two 120 VAc units, one located below the dinette forward seat was a 16,000 BTU unit and one located in the aft port locker was a 18,000 BTU unit. Controls are digital controls and both unit appear to function normally.






ELECTRICAL SYSTEMS

DIRECT CURRENT SYSTEM(S) TYPE

The vessel was equipped with a single 12VDc system consisting of four battery banks. (4) Group 8D 12VDc wet cell lead acid batteries are located below the floor between the galley and the navigation table are in plastic battery trays and secured, (3) Group 31 12VDc wet cell lead acid batteries, two are located below the floor between the galley and the navigation table and one is located under the forward v berth for the bow thruster, they are in plastic battery trays and secured,. The batteries provide power to all 12 V systems to include the engine start batteries and house electrical. Where visible the vessel was wired with multi-stranded copper conductors with plastic-type insulation. Furthermore, were observed, no indications of overheating conductor insulation was observed. The terminals where splices could be seen consisted of ring terminals, terminal plugs, spade and blade terminals, fork terminals, common butt splices, and waterproof butt splices. Battery charging was accomplished by 12 VDc unknown amperage alternator on engine, the onboard generators, shore power by the battery charger/inverter and the solar panel charging system. The main DC panel board is located on the starboard side wall at the navigation table. All panels were clearly marked for voltage. Overcurrent protection of the system was provided by a variety of in-line fuses of different types, push-button thermal reset breakers and circuit breakers.

Check all battery dates prior to purchase to determine any batteries that are older than 3 years, It is recommended any battery over 3 years be replaced. Batteries are not load tested as a part of the survey and often battery dates are not visible. Verify this information prior to closing.

ALTERNATIVE CURRENT (A.C.) SYSTEM(S)

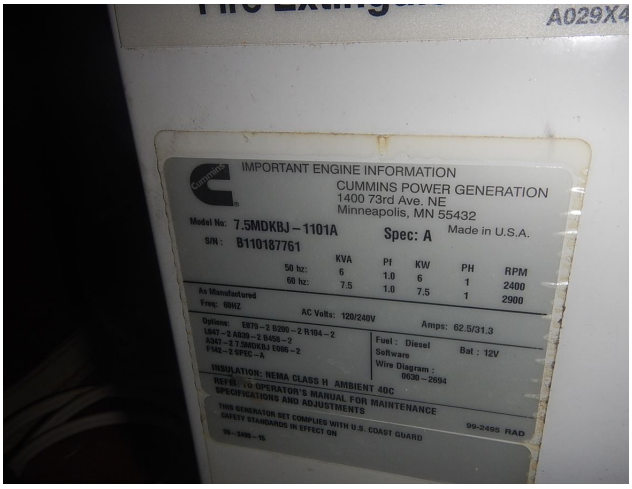
The vessel was equipped with two 120 VAc Hubbel 30 amp single phase Ac system. The vessel shore power connections were located on the starboard side of the transom deck. The operable main shore power circuit breaker is located at the AC distribution panel in the main salon. All breakers were operable and analog volt and amp gauges were installed at the power panel. Overcurrent protection was provided for with individual branch circuit breakers in addition to the main shore power circuit breaker installed on the panel board. An operable main circuit breaker was also installed at the generator, and the generator/shore power selector switch at the panelboard in the salon was an operable make or break type switch. Where accessible and visible, the shore powers system's consisted of multi-stranded copper conductors with plastic-type insulation, and the terminal's consisted of ringing terminals and butt slices. The system's wiring in so far as could be determined did not appear to be modified from its factory installation, and no indications of overheating of the visible portion's of the wiring insulation was found. The Ac panel board was fitted with reverse polarity indicators which were functioning. GFCI protected AC receptacles were installed in the vessel. The systems impedance, voltage drop, polarity and GFCI function were tested at each Ac receptacle with a Suretester device with shore power and generator supplied power and tested normal except as indicated in the Findings & Recommendations. As far as could be determined by general examination without making disassemblies, the system was found to be in apparently good working order.

FINDING C-1

GENERATOR

Located in the aft storage locker is a Cummins Onan 7.5KW 3 cylinder diesel generator. The generator is a freshwater cooled unit, coolant levels were full. All hoses appeared to be serviceable. The generator started and functioned by holding a full load, all air conditioning units, stove burners, oven and microwave were powered on, the generator maintained voltage.

Serial Number: B110187761
Generator Hours: 880 hrs



INBOARD PROPULSION SYSTEM

ENGINE(S)

A Yanmar model 4JH4-IE 4 cylinder diesel engine with raw water cooling system and wet type of exhaust with unknown rated horse power. The engines were secured to the vessels longitudinal main stringers made fast by stainless steel engine mount fasteners. The engines cooling systems were equipped with engine mounted raw water cooling pumps and pipe with reinforced hard wall marine water hoses secured with hose clamps, engine mounted OEM type cooling system hoses secured with hose clamps and metal piping. Plastic type raw water strainers with site glass were incorporated into the raw water intake hoses, and the raw water was discharged to the exhaust at the mixing elbows. The exhaust systems were wet type with common approved type wet exhaust hoses, metal exhaust tubing and discharged to the aft thru-hull fitting. All sighted exhaust hose connections were made fast with double hose clamps per ABYC recommendations. All hoses appear to be in serviceable condition. Belt condition appears to be serviceable with no cracks or evidence of belt dust sighted. All fluid levels appeared to be full.

SERIAL NUMBERS

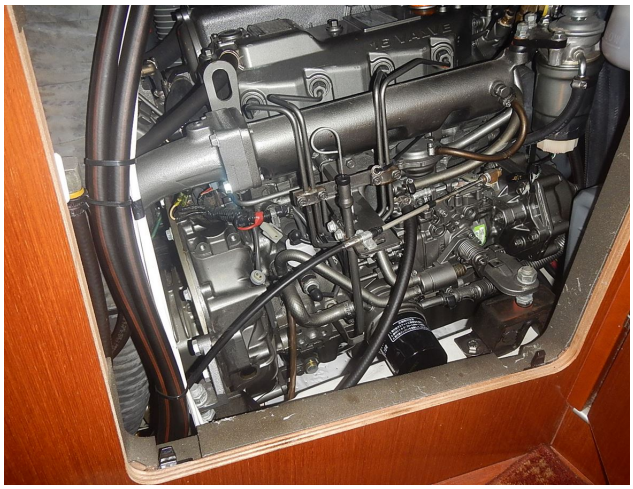
E14026

ENGINE(S) HOURS

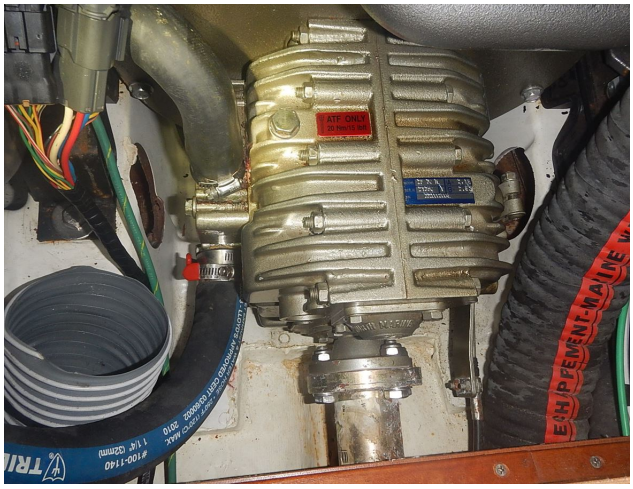
Engine: 1244.2 hrs on digital meter on engine rpm gauge.

SHAFTING & PROPELLER(S)

Stainless steel propeller shaft, shaft log appears to be dipless type and 3 blade feather bronze propeller. When inspected out of water no evidence of pitting, bent shafts or damaged propeller blades were observed. Feathering propeller blades moved freely.




YANMAR


ATF ONLY

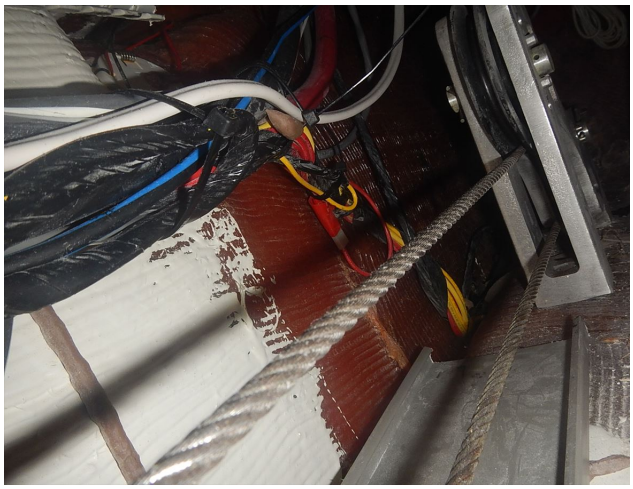
STEERING SYSTEM

MANUFACTURE

Goilot twin helm wheel steering system.

STEERING SYSTEM COMPONENTS

Twin wheel steering, mounted on pedestals molded into part of cockpit, pedestal mounted cable type radial quadrant drive at rudder head. Cable and dogs appeared to be in serviceable condition with no indication of corrosion sighted. Auto pilot sensor attached and in serviceable condition. Spade rudder in serviceable condition, however there is some movement of the lower bearing.



FINDING B-5

TANKAGE

FUEL TANK(S) & PIPING

Two cross poly plastic type tanks located under the aft berth, only part of the tanks are visible, manufactures label not sighted. The tanks were secured and due to their location access was very limited and only part of the inboard sides and tops could be observed. Weather deck mounted stainless steel pipes marked for diesel. The fill hoses were USCG approved Type A hoses secured with double hose clamps where visible. The tanks were vented to topside mounted fittings with flame screens and were plumbed with SAE j1527 hoses secured with hose clamps. The fuel supply and return hoses were also SAEj1527 with swaged mechanical fittings, and the engines were equipped with OEM type flexible fuel lines and metal fuel tubing. Fuel filtration was provided by a remotely mounted Raycor primary fuel water separator and engine mounted OEM type fuel filters plus an additional fuel polishing filtration system installed. Fuel shutoff valves were sighted. Tanks appear to be original and in serviceable condition.

POTABLE WATER SYSTEM & WATER HEATER

The potable water system consists of a plastic water tank secured below the forward berth. The tank was only partially visible. The system was equipped with a 12 VDc on demand water pump installed below the salon floor. The water pump functioned when tested. The water heater itself was a marine grade Kuuma brand 120 VAc water heater with engine heat exchanger provision. The water heater was located below the dinette seatn sole and the unit was fitted with a pressure relief valve. The water heater was functional and no leaks were sighted. The system's piping was made of semi-flexible polyethylene tubing with compression fittings as well as reinforced vinyl type hose sections secured with hose clamps. A municipal pressure water supply hook up was also installed on the transom locker. The system was operable.

HOLDING TANK(S)-BLACK WATER

The two holding tanks are plastic and located one in each of the water closets behind wall panels. The systems plumbing consisted of polyethylene semi-flexible tubing with compression fittings at the flushing side and PVC fittings and reinforced sanitation type hose secured with hose clamps at the discharge side. No waste odors were noted within the confined spaces of the vessel. The visible portions of the holding tank were intact. No active leaks were observed in the visible portions of the systems components.

LPG (PROPANE) TANK(S)

Two tanks located in a locker on the aft cockpit deck. Tanks are properly fitted with the Overflow Protection Device (OPD) with Appropriate LPG regulator. LPG shut off valve at the tank top. In addition an LPG electrical solenoid shut off valve switch is available near the galley and is functional. Flex LPG type hose.

SAFETY EQUIPMENT

NAVIGATIONAL LIGHTS

All Navigation lights are fully operational except steaming light

FINDING B-6

LIFE JACKETS (P.F.D,'S)

The following USCG approved life jackets were sighted on board: 2 x U.S.G.G. Type II.

THROWABLE TYPE P.F.D.

The type of USCG approved throwable PFD devices sighted were: 1 USCG approved Horseshoe buoy(s)

VISUAL DISTRESS SIGNALS

None sighted

NOTE: All visual distress signals have a printed expiration date- 3 years from the date of manufacture. It is recommended that expired signals be retained for backup. You must have at least three aerial or three red handheld signals that are current.

SOUND DEVICES

Hand held air horn is available and was functional when tested.

U.S.C.G. PLACARDS

Discharge of Oil placard sighted.

ENGINE VENTILATION

Power exhaust ventilation blower(s) are installed and fully operational.

IGNITION PROTECTION

Yes - all electrical equipment sighted in the engine space appears to be OEM / Ignition protected equipment.

INLAND NAVIGATIONAL RULE BOOK

A copy of the Navigational Rules Book was not sighted on board and is in compliance with USCG regulations for vessels over 39'4" (12M).

FINDING A-1

WASTE MANAGEMENT PLAN

A written waste management plan was not sighted on board to comply with USCG regulations

FINDING A-2

FIRE FIGHTING EQUIPMENT

Type I portable extinguishers were sighted in the following locations. 1 in galley area, 1 forward cabin, 1 aft cabin

BILGE PUMPS

Midship Bilge: Rule with separate float switch, functions

GROUND TACKLE & WINDLASS

(The anchor rodes were inspected as stored without ranging)

Primary: A stainless steel plough type anchor is mounted at the anchor platform with an undetermined length of raw chain and considered serviceable other than noted in the Findings & Recommendations, showing moderate wear and wastage.

Windlass: A Lewmar windlass is mounted on the platform.

AUXILIARY SAFETY EQUIPMENT

Smoke/Carbon Monoxide alarms not sighted.

NOTE: During the burning of any of fuels, Carbon Monoxide (CO) gas may be created due to incomplete combustion from propulsion systems, cabin heater or stove as well as nearby boats running generators. Adequate ventilation must be provided at all times while burning any of these fuels, but CO may also be drawn into the cabin through ventilation systems. This is especially true of boats running air conditioning. CO is a silent menace and kills without warning, Regular testing of installed CO detectors in any occupied spaces below decks is highly recommended.

AUXILIARY EQUIPMENT

DINGY/TENDER

AB inflatable with hard bottom, approx. 8ft in length. Yamaha 4 stroke outboard. Appear in good serviceable condition.

WATER MAKER

The Little Wonder 145 by Parker water maker installed by the salon floor and starboard side salon seat. Not tested. Watermakers are typically very sensitive units. Owners manual must be read and fully understood before testing/using the unit.

A: SAFETY DEFICIENCIES

FINDING A-1 **INLAND NAVIGATIONAL RULE BOOK**

A copy of the Inland Navigational Rules was not sighted as required for vessels over 39'4" (12M) or longer.

RECOMMENDATION

Obtain a copy of the Inland Navigation Rules and be familiar with its contents. Keep rule book on board vessel to comply with USCG regulations and to avoid a potential fine.

FINDING A-2 **WASTE MANAGEMENT PLAN**

A written waste management plan was not sighted on board to comply with USCG regulations.

RECOMMENDATION

Vessels over 39'4" (12M) or longer with a galley and berthing require a written waste management plan describing the procedures for collecting, processing, storing and discharging garbage, and designate the person who is in charge of carrying out this plan. This is a USCG CFR 33 151.57 requirement. Noncompliance could lead to a fine.

B: OTHER DEFICIENCIES REQUIRING ATTENTION

FINDING B-1 **ANCHOR PLATFORM**

Forward anchor locker hatch lock is broken, does not secure in closed position.

RECOMMENDATION

Repair/replace lock mechanism

FINDING B-2 **TOE RAILS & STANCHIONS & LIFELINES**

Port side midship stanchion (in line with the sail track) is loose

RECOMMENDATION

Investigate further and repair as necessary.

FINDING B-3 **BOARDING LADDER**

Holding strap for boarding ladder is broken.

RECOMMENDATION

Replace.

FINDING B-4 **BOW/STERN THRUSTER(S)**

Bow thruster controls not fully functional, will only work in one direction.

RECOMMENDATION

Investigate further and repair as necessary.

FINDING B-5 **STEERING SYSTEM COMPONENTS**

Horizontal movement of the lower rudder bearing.

RECOMMENDATION

Investigate further and repair as necessary.

FINDING B-6 **NAVIGATIONAL LIGHTS**

Inoperable navigational lights sighted, steaming light on top of mast reported by rigging inspector.

RECOMMENDATION

Further investigate and repair Nav lights as necessary to comply with 33 USC 2020/Colregs 20 if plan to use vessel between dusk and dawn or before using the vessel in limited light conditions.

C: SURVEYOR'S NOTES & OBSERVATIONS

FINDING C-1 **ALTERNATIVE CURRENT (A.C.) SYSTEM(S)**

Not all the VAc outlets are protect by a GFCI, the ones near a water source are but the some in the main salon are not.

RECOMMENDATION

ABYC E-13.3.5 states: "If installed in a head, galley, machinery space, or on a weather deck, the receptacle shall be protected by a Type A (nominal 5 milliamperes) Ground Fault Circuit Interrupter (GFCI)." While this ABYC requirement only applies to the construction of new boats, adding GFCI breakers is recommended.

VALUE

CONDITION & VALUATION

CONCLUSION:

Insofar as could be determined by general examination without making removals to expose concealed parts, the vessel was considered to be in good overall general condition, and it is my considered opinion that upon compliance with the recommendations stated above, it would be in satisfactory condition for the intended use of its designer and builder.

VALUATION:

The definition of "Fair Market Value" as used in this report is that as issued by the Machinery & Technical Specialties of the American Society of Appraisers-July 25, 2010.

The" Fair Market Value" "is, "an opinion, expressed in terms of money, at which a property would change hands between a willing buyer and a willing seller, neither under any compulsion to buy or sell, and both having a reasonable knowledge of relevant facts, as of a specific date." Implicit in this definition is the consummation of a sale as of a specified date and of the passing of title from seller to buyer under conditions whereby:

a. Buyer and seller are typically motivated.
b. Both parties are well informed or well advised, and acting in what they consider their own best interest.
c. A reasonable amount of time is allowed for exposure in the open market.
d. Payment is made in terms of cash in US dollars or in terms of financial arrangements comparable thereto, and
e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

The valuation offered in this report is based on the vessel's apparent condition on the date of the survey and assumes that the vessel's engines and/or other installed equipment not proven during the survey inspection are in fact operational. Discoveries made as a consequence of additional testing/inspection procedures may significantly lower this valuation. Also, there is no warranty given, or implied, of the future useful life of engines or machinery described herein. Valuations are developed by using some or all of the following resources; commercially published used boat price guides(BUC, NADA, Boats & Harbors, Soldboats.com, Yacht World, etc.), commonly accepted Marine depreciation schedules, and consultations with knowledgeable boat brokers not involved with this specific transaction. 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 or comparable vessel with the same equipment.

A. Comparable Sales Market Approach:
1. The current NADA does not provides a value range for the vessel.

2. The current BUC ValuePro provides a value range for an average condition of approx. $223,500

3. The following were the only verified sales found of the same make, similar model and similar year vessel between Aug. 2016-Aug.2018 found on SoldBoats.
Vessel Year: 2011 Location: MD Sold Date: 07/17 Sale Price: $240,000
Vessel Year: 2012 Location: SC Sold Date: 10/16 Sale Price: $260,000
Vessel Year: 2012 Location: LA Sold Date: 04/18 Sale Price: $248,000
Vessel Year: 2012 Location: NY Sold Date: 05/18 Sale Price: $239,000

4. Calculations:
a. NADA Average: $NA
b. BUC Book Average: $233.500
c. Sold Boats Average: $246,750
Average Valuation: $242,100

B. Cost Approach Method:

If the Cost Method of appraisal is considered using the Martin Scale with research indicating the same make and model vessel would now cost $500,000 new, this 6-year-old vessel in 2018 would be worth approximately $370,000. Based upon the Soldboats, BUC and NADA data the Cost Approach Method of appraisal is not considered the most accurate. We will therefore rely on the Comparable Sales/Market Approach Method. Therefore, consideration of the reliability of the data, the extent of the necessary adjustments (extra equipment) and above average condition of the vessel the:

Estimated Fair Market Value is: $XXX,XXX
Estimated Replacement Cost is: $500,000 (Per Internet research)

CERTIFICATION:
Acting on behalf of Sun Coast Marine Surveying & Consulting LLC, the undersigned surveyor certifies that to the best of my knowledge and belief: That the statements of fact in this report are true and correct. The reported analysis, opinions and conclusions are limited only by the reported assumptions and limiting conditions at the time of inspection and are my personal, impartial and unbiased professional analysis, opinions and conclusions. I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved. I have no bias with the respect to the property that is the subject of this report or to the parties involved with this assignment. My engagement in this assignment was not contingent upon development or reporting of a predetermined value or direction in value that favors the cause of the client or seller, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of the report content including the appraisal.

REPORT SUBMITTED WITHOUT PREJUDICE

Sun Coast Marine Surveying and Consulting LLC

By:
Mechanical Engineer and Marine Surveyor
Paul Morgan, BSME, SAMS-SA