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REPORT OF MARINE SURVEY

PRE-PURCHASE CONDITION & VALUE of the vessel

**"Survey 1"
xxxx, Sample Sail**

Insert Photo

PREPARED EXCLUSIVELY FOR:

XXXXXXXX XXXX,

**xxxxxx Dr
Oriental, NC 28571**

CONDUCTED BY:

John M. Hughes

on

XXXXXXXX, XX, XXXX

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INTRODUCTION

The reason for the survey was to ascertain the physical condition and value of the vessel. No reference or information should be construed to indicate evaluation of the internal condition of the engine(s) or the propulsion systems operating capacity. Electronic equipment was checked for "power up" only.

The vessel was surveyed without removal of any parts, including fitting, tacked carpet, screwed or nailed boards, anchor and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, however is not to be construed an inventory or warranty either specified or implied.

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COASTGUARD, (USCG), UNDER THE AUTHORITY OF TITLE 33 AND 46 CODE OF FEDERAL REGULATION, (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL, (ABYC), AND THE NATIONAL FIRE AND PROTECTION ASSOCIATION, (NFPA), HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

Definition of Terms

The following terms and words have the following meaning as used in this survey report:

Fit for intended service:	Service for which it was designed or manufactured
Fit for intended use:	Service which is intended by survey purchaser.
Adequate:	Sufficient for a specific requirement.
Power Up:	Power was applied only. This does not refer to the functionality of any system or component.
Excellent Condition:	New or like new.
Good Condition:	Nearly new with minor cosmetic or structural defects.
Fair Condition:	Denotes that the system or item is functional with only minor repair or adjustment.
Poor Condition:	Unusable as is. Requires repair or replacement of system , component or item to restore function.

Use of Color Text for Summary Items: **Red, (Priority 1): Safety Defects and Regulatory Recommendations, which may be mandatory.**

Blue, (Priority II): Maintenance Issues and Standards Recommendations, which are not normally mandatory.

Green (Priority III): Surveyor Observations and Recommendations

SURVEY SCOPE & GENERAL INFORMATION

SCOPE OF SURVEY

Vessel Yr/Make/Model: xxxx.
Report file no: Sample Sail 2.
Inspection date(s): xx/xx/xxxx.
Date of written report: xx/xx/xxxx.
Vessel surveyed at: xxxxxxxxx, Oriental, NC.
Conducted by: John M. Hughes.
Requested by: This survey was performed at the request of the purchaser, John Doe, who was present at the time of the survey.
Purpose of survey: Assess the overall condition and value of vessel for pre-purchase decision making.
Intended use: Pleasure, Atlantic seaboard coastal cruising.
Weather conditions: Clear & dry.
How survey conducted: The vessel was surveyed both while afloat & hauled out of the water.
Sea trail: A sea trial was not conducted as a part of this survey.
Electrical systems checked: DC power was used to check DC electrical systems. AC shore power was used to check AC electrical systems.
Moisture checks: The Electrophysics Model GRP-33 moisture meter was used for moisture readings referenced in this report. All moisture readings are comparative to surrounding areas with terms of normal or relatively dry, relatively moist or relatively wet. If delamination is present with above normal moisture readings further testing is advised.
Sailboat rigging: All standing rigging was installed and checked only at eye level and below unless otherwise specified.

VESSEL CONDITION & VALUE

Condition rating: **AVERAGE CONDITION.**
Estimated fair market value: \$xx,xxx.00.
Estimated replacement cost: \$xxx,xxx.00.
NOTE: *The overall vessel condition and value was established after a complete inspection of stated vessel, the results of which are included in this report of survey. The estimated fair market value and replacement cost includes all listed auxiliary equipment. See "Condition & Value Summary" section for additional details.*

SURVEY REQUESTED BY

Client name: John Doe.	Street address: xxx, xxxxxxxx xxxx.	City/State/Zip: Any Where, USA.
Business phone:	Cellular phone: 757-620-0628.	

VESSEL INFORMATION

Vessel Yr/Make/Model: xxxx xxxxxxx.
Vessel name: Survey 1.
Hull ID number (HIN): xxxxxxxxxxx - A true digital photograph of the hull ID number of the referenced vessel is shown here.
State registration no.: State registration is expired. ----- State registration will need to be renewed before vessel can legally be used on the open waters.
Registered owner: Registration was not sighted. NOTE: The vessel registration should be kept aboard

the vessel at all times. You will be required to show this document if you are boarded by law enforcement authorities, such as the USCG, Sheriff, Fish & Wildlife, Water Patrol etc.

Manufacturer/Builder: xxxxxx, Anywhere USA.
Month/Year built: xxx , xxxx.
Vessel description: The XXXXX Sample is a standard production built sloop with a deep fin keel, spade rudder and a keel stepped mast. Her interior offers a full galley to starboard side aft that features a deep well stainless steel sink with LPG 3 burner stove/oven, DC powered refrigeration. A Navigation/Chart table on the port side with the main AC/DC Power control panel. There is a fold down dinette table in the main settee that converts to a double berth and additional seating on the port side. Additional berths available in V-berth area as well as starboard quarter berth aft. A walk in head with manual flush toilet, stand or sit shower on the port side forward. There is adequate storage thru out the vessel including hanging clothes locker. The V-berth is large with a top side opening hatch. The interior Teak woodwork as well as teak holly sole was clean and unmarred. All interior seat cushions were in excellent condition. Vessel rigged for a Main sail, and Roller Furling Genoa and spinnaker pole. She has auxiliary power with a Yanmar 16 HP Diesel. The general condition of this vessel was good inside and outside.

VESSEL SPECIFICATIONS

Type: Fiberglass, Auxiliary sloop.	Length overall (L.O.A.): xx' per broker/owner.	Load length water line (L.W.L.) xx per broker/owner.
Beam: xx' per broker/owner.	Draft: xx' per broker/owner.	Displacement: xx,xxx lbs per broker/owner.
Ballast: x,xxx lbs per broker/owner.		

EXTERIOR HULL & BOTTOM INSPECTION

HULL EXTERIOR-SIDES

Construction material: Hand laid and molded fiberglass.
Hull cosmetics: Hull needs a thorough cleaning and polishing. A few minor dings/dock rash noted. This is normal for a vessel of this age. Deep scratches should be filled in and covered with matching gel coat.
Moisture/Delamination: All moisture meter readings on side hull near the water line and surrounding thru hull fittings were relatively dry with normal comparative moisture meter readings.
Stem: Solid, no cracks on external inspection. Moisture readings relatively Dry.
Side thru hull fittings: All thru hull fittings are adequately secured and sealed to hull.
Rub rail: Rub rail is black plastic, with backing of teak.
Port Lights: Port and starboard sides - Four (4) opening type and two (2) non opening type each side.
Engine room vents: Located on upper side deck aft. Plastic vent cowlings are cracked.

TRANSOM

Transom type: Conventional transom.
Moisture/Delamination: All moisture meter readings on transom and surrounding thru hull fittings were relatively dry with normal comparative moisture meter readings.
Stress cracks: None sighted.
Transom thru hull fittings: All well secured and functional.

Swim/Boarding ladder: The boarding ladder is stainless steel that is mounted on transom. The ladder rungs have teak steps secured with rusty u-bolts. **One step is missing u-bolt and partly adrift.**



HULL BOTTOM

Construction material: Molded fiberglass, No cracks or separation sighted on any portion of hull bottom.
Bottom paint: Minor areas of flaking bottom paint noted. ----- Remove loose flaking paint, spot sand areas and touch up peeling/flaking areas prior to next launch.
Stress cracks: None sighted.
Osmotic blistering: We sighted indications of previous blister repairs, some slightly sunken.
Blister comments: *Blisters are an unknown factor on all boats. There is no guarantee that they will not appear in the future. Surveyor has no firsthand knowledge of the history of bottom maintenance, blistering, repairs or prophylactic coatings on this vessel.*
Grounding damage: None noted.
Strainers/Scoops/Screens: All strainers/screens are well secured to hull bottom.
Transducers: Transducers for speed and depth are adequately sealed and bonded to the hull.
Thru Hull fittings: Mushroom type bronze fittings for all below water line sea cock locations. Well secured to hull bottom.

KEEL

Keel type: Shoal keel - lead.
Keel condition: Keel is well secured and well faired into hull. No cracks or separation sighted at hull to keel joint.

PROPELLER(S)/SHAFT(S) / STRUT(S)

Prop(s) description: Prop has two blades and is made of bronze alloy.
Spare props: None sighted.
Shaft size / material: Shaft size is 1" and made of Stainless steel.
Strut(s): Well secured-no separation or cracking sighted.
Cutlass (shaft) bearing(s): Good condition. No play found in cutlass bearing.

RUDDER(S)

Rudder type: Fiberglass.
Moisture/Delamination: Rudder showed no signs of delamination based on testing with percussion hammer.
Rudder alignment/swing: Full rudder swing to both port and starboard shows equal amount of travel.

ANODES

Shaft: Collar anodes on shaft-Serviceable and secure.
Bonding: Yes.

TOP DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

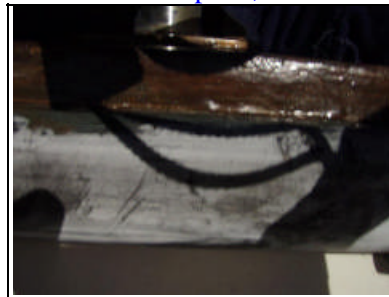
Deck Surface: Molded, cored fiberglass deck construction (core not sampled). White gel coat with molded in non skid fiberglass surface. Deck is solid under foot, no soft spots discovered. **Some small cracks in gel coat, particularly around stanchion bases. Recommend sealing such cracks.**
Moisture/Delamination: **Most of the top deck had normal relatively Dry moisture meter readings. Higher**

than normal moisture readings found in some areas at stanchion bases. which exhibited small cracks in gel coat.

- Anchor platform:** Stainless steel with anchor roller. Well secured-no cracks sighted.
- Anchor/chain locker:** Yes accessed from top deck. Hatch lock is partly adrift and does not function. Stem drains are clogged.
- Toe rail(s):** Teak toe rails are in need of cleaning and protection from elements.
- Scuppers/deck drain(s):** Hoses where sighted are secure. Some of the drains are partly clogged with debris and should be cleared..
- Bow pulpit/rail:** Stainless steel Bow pulpit is secure, however slightly askew toward port side indicating previous impact.



- Stanchions/side rail(s):** Stainless steel and well secured. One stanchion on port side (#3 counted from forward) is slightly bent and distorted at base plate. Recommend removal in order to fair out base plate, stanchion and re-bed.



- Lifeline(s):** Life lines have some areas where rust has developed near end connections. RECOMMENDATION: At the first sign of any such problem all lifelines should be replaced for safety reasons.

- Cleats & fairleads:** Horn cleats are all well secured to deck and side deck and are functional.

- Escape hatch(es):** Forward main cabin top escape hatch has crazed glass and broken support arm. The gasket is broken and partly adrift with evidence of leaking inside. RECOMMENDATION: Repair or replace as necessary.



- Ventilation:** Dorade box vents on forward cabin top are missing and capped off to prevent water ingress.

- Cabin (house) to deck joint:** Cabin house is well secured with stainless steel thru bolts.

- Joinery stress:** None sighted.

- Grab rail(s):** Sides of cabin tops; grab rails are teak and well secured.

- Exterior teak:** Teak varnish coating is starting to peel in several areas. ----- Needs refinishing.

- Cabin house window(s):** Four fixed side windows, two each side of main cabin; Aft port side cabin house fixed window is cracked..

Eight opening type port lights, four on each side are serviceable. Some of the screens on opening type port lights are broken.

- Stern rail:** Stainless steel and well secured.

COCKPIT

Cockpit & Helm seating	U-Shaped seating in open cockpit area.
Sole:	Molded fiberglass with teak grate overlay.
Moisture/Delamination:	All moisture meter readings on sole were relatively dry with normal comparative moisture meter readings.
Scuppers/deck drain(s):	Deck drains are partially clogged with leaves and debris. ----- Keep cockpit/deck drains clear of all debris to allow proper drainage when vessel not in use.
Cabin entrance:	Sliding teak companionway door with teak and plastic hatch boards with lock.
Storage:	Aft deck boxes and dedicated LPG tank locker.

INTERIOR HULL & STRUCTURAL INSPECTION

HULL INTERIOR & STRUCTURAL COMPONENTS

Hull to deck joint:	Inside flange type; fasteners sighted were stainless thru-bolts spaced approximately 6" to 8" apart.
Bilge(s):	Bilges have some standing discolored water. Bilge spaces are in need of cleaning. RECOMMENDATION: Identify the source(s) of all water intrusion into vessel bilge and eliminate or reduce as much as possible to keep bilge area as dry as possible. Clean bilge as required.
Keel bolts:	Visually sound with no corrosion sighted and hammer tests found no loose bolts.
Stringers:	Hull stiffness provided by hollow FRP grid structure most of which is under teak sole as well as a heavy grid system in the area of the keel/bilge. No separation, cracks or splitting sighted in keel/bilge areas or when inspecting transducers. Complete inspection not possible due to limited access.
Bulkheads:	Structural bulkheads (athwart ships), are bonded to the hull with FRP (fiber reinforced plastic). No cracks or separation of tabbing sighted in any compartments.
Stem:	Solid stem, no cracks or separation sighted inside.
Inside of transom:	Reinforced. Secure-no cracks or separation sighted.

ALL THRU HULL FITTINGS

Sea valves:	Bronze seacock ball valve(s) installed.
Sea valve condition:	Several valves are stiff, difficult to open/close. Following valves were not functional: Holding tank overboard discharge, located in aft cabin locker port side and; Sink drain, located in head under the sink cabinet. RECOMMENDATION: Recommend valve be serviced or replaced as soon as possible.

STANDING RIGGING

MAST(S) & BOOM(S)

Main mast(s):	Aluminum, mast is painted white and exhibits considerable flaking.
Main mast step:	Keel stepped mast; no cracks or pitting noted. The Mast deck weather boot is in place but worn; recommend replacement.
Main spreaders:	Double spreaders are Aluminum blade type. .

STAYS & SHROUDS

Material & Condition: Stainless steel wire and connections. Some corrosion (rust) sighted. **RECOMMENDATION:** Corrosion could indicate a weakened condition of stay, swage fittings and turnbuckles. Considering vessel's age, detailed inspection by qualified rigger is recommended and replacement as deemed necessary.



Chainplates: Chain plates well secured to side hull. Given the age of this vessel, chain plates should be completely removed and fully inspected for cracks/corrosion due to the age of this vessel and or if noticeable surface rust sighted.

RUNNING RIGGING

FURLING GEAR

Furling type: Sail unfurled/furled --fully functional. Furler line is worn/weathered and should be replaced.

HALYARDS / SHEETS

All halyards: Halyards sighted are colored yacht braid in fair condition and somewhat weathered, showing their age and becoming stiff. Halyards that are frayed or severely weathered/discolored should be replaced.

Main sheeting: All sheets sighted are colored yacht braid in fair condition and somewhat weathered. Sheets that are frayed or severely weathered/discolored should be replaced.

Head sail(s) sheets: Colored yacht braid in fair condition and somewhat weathered. Sheets that are frayed or severely weathered/discolored should be replaced.

WINCHES

Type / Condition: Two Lewmar 43 outboard of forward cockpit . Port winch turn somewhat stiff. -- Need cleaning/service. Winches not tested under load..

CABIN TOP: Two lewmar, one single speed and one double speed. Both units turn freely; Winches not tested under load.

SAILS INVENTORY

MAINSAIL(S)

Sail locations: Sail flaked on boom covered with canvas sail cover. Not raised for inspection but only partially examined.

Condition summary:

FORESAIL(S)

Condition summary: Sighted some loose stitching. Sail is showing signs of its age. **RECOMMENDATION:** Have sail fully inspected and repaired as necessary by qualified sail maker

SAILS COMMENTS

Sail inspection note: In view of age of sails it is recommended that they be fully inspected by a qualified sail maker to determine sail stretch, tears, loose or worn seams, batten pockets if equipped etc.

HELM & NAVIGATION ELECTRONICS

NAVIGATION ELECTRONICS

Helm station:	Wheel pedestal helm in open cockpit.
VHF radio(s):	Standard Horizon Powers up OK.
Radar:	Furuno Radar powers up ok. Radar display is mounted at cockpit bulkhead in way of cabin mounted winch.

ENGINE INSTRUMENTS AND CONTROLS

Throttle and shift controls:	Separate levers for each engine throttle and shift control. Shift control cable cover is breached; cable should be renewed.
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OTHER ELECTRONICS AND CONTROLS

Bilge pump switches:	(See bilge pumps section for details on operational status.)
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CABIN INTERIOR APPOINTMENTS

MAIN SALON

Style:	Traditional layout with forward teak bulkhead.
Cabin steps:	Teak cabin entrance steps.
Sole:	Teak boards.
Bulkheads/Trim:	Teak bulkheads with teak trim panels.
Grab rails:	Teak grab rails are secure.
Engine access:	Panels on both sides.
Water intrusion signs:	Some water tracks sighted on sides of hull on inside. ---Trace source and seal off all water intrusion points.
Seat cushions:	Several cushions are soiled, in need of cleaning / replacement.
Side windows:	Port light windows-Opening type with screens are well sealed and serviceable Also, fixed windows. One of the fixed windows on the port side is cracked.
Overall interior condition:	Interior would benefit from cleaning / refurbishing.

ENTERTAINMENT ELECTRONICS

Television:	TV located in main salon was not tested as AC outlet was not located nearby. 2nd TV in aft cabin powered up ok.
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GALLEY

Stove:	Electric function did not power up. RECOMMENDATION: Have stove and wiring circuit (solenoid) checked and repaired as necessary to make stove fully functional.
Refrigeration:	Compressor did power up. Temperature control was inoperable.
Water system:	Pressurized hot and cold.
Sink(s):	Single stainless steel. Spout is loose.
Galley lighting:	Over head light works ok.

DINETTE

Table type:	Teak, Drop leaf table.
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HEAD(S)

Number/Location:	One head, located starboard side with access form main salon and aft cabin.
Toilet(s):	Manual flush pump, not tested.
Raw water supply:	Raw water intake thru bronze seacock. Hose secure.
Sink:	Plastic, overboard drain.

ELECTRICAL SYSTEMS

D.C. ELECTRICAL SYSTEMS

D.C. Voltage system:	12 Volt system. Batteries were dead or nearly dead. The on board battery charger was used during the survey to test all 12 volt electronics.
Primary batteries:	<p>Batteries not fully secured. Positive terminal(s) not covered as required. RECOMMENDATION: Code of Federal Regulations - CFR33.183.420 mandates that positive terminals be protected against accidental shorting by the use of insulation barriers or sleeves or with battery case cover. Recommend compliance with Code of Federal Regulations. RECOMMENDATION: Code of Federal Regulations CFR33.183.420 mandates that batteries be well secured from movement of no more than 1" in any direction with a pull force of 90 lbs or 2 times the battery weight. Recommend compliance with Federal Law. Wing nuts are used to connect battery cables to the battery terminals. RECOMMENDATION: ABYC E-10.8.3 recommends that battery cables and other conductors size 6 AWG and larger shall not be connected to the battery with wing nuts. Recommend compliance with ABYC. No containment tray in case of electrolyte spillage as recommended by ABYC.</p>
Battery selector switch:	Yes Rotary switch is functional. NOTE: Recommend alternating use of battery one and two when using vessel. Only use the battery switch All position if both batteries are low or when charging with battery charger/alternator.
Charging system:	Engine mounted alternator plus the battery charger.
Distribution panel:	Yes located at navigation station.
Breaker(s)/fuse(s):	D.C. circuits are protected by branch or switched breakers.
D.C. usage meter(s):	Analog type, Volts.
D.C. wiring:	All wiring runs sighted are properly secured.
DC Electrical ground:	DC electrical system is properly tied into vessels electrical ground system using the engine as a common ground.



A.C. ELECTRICAL SYSTEMS

A.C. Voltage system:	30 Amp - 120 Volt system. One inlet.
Shore power breaker:	Dual pole breaker for shore power at main power distribution panel per ABYC recommendations.
Distribution panel(s):	Yes combined with DC power panel.
Branch breakers:	A.C. circuits are protected by branch breakers.
Reverse polarity:	AC outlets are functional and test ok for proper polarity.
GFCI protection:	GFCI protection is provided for galley and head and other wet locations. GFCI

trips properly when tested in all wet locations.

PROPULSION SYSTEM

INBOARD ENGINE

No./Type/Cylinders: Inboard Diesel, Naturally aspirated.
Make / Model: Universal.
Hoses and clamps: No cracks sighted.
Belts and pulleys: Belts condition are serviceable. No cracks or splits sighted. Pulleys/belts appear to be in line.
Cooling system(s): Fresh water / heat exchanger cooled.
Engine(s) operated: Engine not operated for purposes of this survey but the vessel was moved to haul out well and returned to slip. Observations while engine running found no excessive vibration, knocking noises or wobble of pulleys. Exhaust appeared normal.
Other notes: Engine components exhibited corrosion in places. Recommend inspection by a qualified engine mechanic; changing all fluids, engine, transmission and cooling; inspection / servicing of raw water cooling impeller and heat exchanger.

EXHAUST SYSTEM

Discharge location(s): Transom.
Piping/Clamps: Flex hose- No cracks sighted. Securely double clamped as required.
Exhaust manifold:
Muffler(s): I

TRANSMISSION(S)

Propeller shaft(s): 1", Stainless steel.
Stuffing box(es): Stuffing box and packing gland, bronze hex nut type, is corded but remains serviceable. Maintenance access from aft cabin.



STEERING SYSTEM

STEERING SYSTEM

Type: Cockpit Wheel steering served by cable type radial quadrant drive at rudder head.
Pulley, cable, chain: No broken cable wires sighted and cable pulley / sheaves are well secured. Steering quadrant is corroded, but remains in serviceable condition. .
Rudder stock(s): 2" Stainless steel stock.
Packing glands: No leaks sighted. *NOTE: Rudder packing glands should always be totally dry. Check frequently and adjust if necessary.*
Emergency tiller: An emergency tiller was not sighted aboard but is recommended.

Damage sighted: Surveyor noted that a 1 inch thick top plywood panel over the rudder stock space is rotted through and wet. The exhaust hose situated below this area is also affected. The source of water is most likely around the deck access port for the emergency tiller. Recommendation: Re-bed the access port to prevent further ingress of water. Repair / replace damaged plywood, which is integral to the construction of the deck storage boxes.



TANKAGE / PLUMBING

FUEL TANK(S)

No & Location: One tank located below aft cabin berth.

Tank type & capacity: Tank is constructed of Aluminum. Capacity is said to be 70 gallons, per owner's representative.

Manufacturer' s label(s): Tank manufacturer label was not sighted on fuel tank. However, as far as could be determined installation meets USCG requirements.

Fuel supply lines: Well secured with no cracks, soft spots or splitting sighted and marked in compliance with USCG (CFR-33) regulations. We also noted that most lines have been updated with TYPE A1, in accordance with ABYC H-33 recommendations..

Diesel return line(s): Engine uses grade USCG Type A1 return line. No cracks, soft spots or splitting sighted. Serviceable.

Vent line/location: Vent located on hull side(s), with flame screens or cleanable vents in place and clear.
USCG A1 No cracks, soft spots or splitting sighted. Serviceable.

Fill line(s) located: Aft deck, clearly marked for diesel fuel per ABYC recommendations.

Fill pipe & condition: No cracks, soft spots or splitting sighted. Serviceable. Fill hose is properly double clamped at both ends. **Fill hose not marked to indicate hose type as required by current USCG (CFR) regulations.**

Fuel fill grounded: Fuel fill is properly grounded to fuel tank.

Tank(s) grounded: Yes.

Tank(s) secured: Yes -metal straps with chafe protection are secure.

Tank(s) on flat surface: The bottom of the tank is adequately ventilated.

Inspection/cleaning access: Good.

Tank(s) condition: Visually good (where accessible)

FRESH WATER TANK(S)

No & locations of tanks: One tank under V-berth area.

Tank(s) type & capacity: Aluminum with a total capacity of 80 gallons, as indicated on label..

Tank(s) secured: Yes.

Filter(s): In line filter.

Inspection/cleaning access: Good.

Tank(s) condition: Visually good (where accessible)

Water pump(s): 12 Volt. pump powers up and pressurizes the water lines.

Shut off valve(s): Manual shut off valve is functional.

Filling line(s) located: Located on top deck at bow area.

Vent(s) location(s): Side hull.

HOLDING TANK(S) - BLACK WATER

Marine Sanitation Device: Certification Type: MSD U.S.C.G. Type III. (Holding tank). Waste tank is connected to deck waste fitting for pump out. **Waste tank is also connected to an**

operational overboard discharge system in addition to the waste holding tank and deck pump out. This is in violation of USCG regulations and can result in major fines. **RECOMMENDATION:** The overboard discharge system must be disabled. USCG regulation 33CFR 159.7 requires securing the device by one of the following methods: 1) closing the seacock and removing the handle; 2) padlocking the seacock in the closed position; 3) using a non-releasable wire-tie to hold the seacock in the closed position; or 4) locking the door to the space enclosing the toilets with a padlock or door handle key lock.

No & Location of tanks: One holding tank located under aft berth area.
Tank(s) type & capacity: Plastic with a total capacity of reportedly 60 gallons. **No marking are on the tank to verify capacity.**
Tank(s) secured: Yes.
Tank(s) condition: Evidence of tank leakage noted at inlet connection, and some waste water in nearby bilge area resulting in malodorous condition. **RECOMMENDATION:** Remove tank, clean area and repair or replace tank or fittings as necessary.



Inspection/cleaning access: Good.
Y valve(s) installed: Yes.
Vent(s) location(s): Transom.
Macerator pump(s): 12V, pump powers up.

WATER HEATER

Tank location: Engine compartment.
How powered: 110V.
Inspection/cleaning access: Good.
Condition summary: Rusty tank was not tested due to its poor condition. Replacement is recommended.

LPG (PROPANE) TANK(S)

No & location of tanks: One tank.
Secured: Tank is not properly secured to prevent upset or displacement that could place a strain on fuel distribution or appliance fittings. **RECOMMENDATION:** Secure tank and hose as necessary per ABYC A-1 recommendations.



Regulator(s): Yes-Appropriate LPG regulator.
Pressure gauge(s): Not tested. ----- Owner/Buyer is advised to check LPG system for leaks prior to using any connected propane appliance. Check LPG system for leaks by turning LPG swith on at Galley, turn tank valve on, then off and see if LPG line pressure holds for at least 5 minutes. **IF LPG PRESSURE DOES NOT HOLD FOR AT LEAST 5 MINUTES, DO NOT USE SYSTEM UNTIL LEAK is FOUND and CORRECTED.**

Shut off valve(s): LPG shut off valve at the tank top is functional. Solenoid shut off switch is rusty and not functional. Recommend installing new unit in compliance with current ABYC A-1 recommendations.



Supply lines:

Locker(s) vented: Yes, LPG locker opens to the atmosphere and also has a bottom vent that vents overboard.

Currently date qualified: No, **RECOMMENDATION:** have the propane tank inspected and re-certified (or replace).

Inspection/cleaning access: Good.

Warning label(s): No LPG warning labels sighted at tank location. ----- LPG Gas systems should have a warning label affixed to tank compartment area that complies with ABYC recommendation A-1.11. The label contains a warning about connecting LPG system to CNG as well as proper use of LPG ignition sources, shutoff valve and leak testing.

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

Navigation lights: All Navigation running lights were tested and found fully operational unless otherwise stated.

Life Jackets(PFD's): USCG Type II, All appear to be in good condition.

Throwable type PFD's: USCG approved Ring buoy(s)

Visual Distress Signals: None sighted on board. **RECOMMENDATION:** Ensure visual distress signals are aboard to comply with USCG regulations 33 CFR 175.110 for visual distress signals prior to using vessel. You must have at least three aerial or three red hand held signals that are current.

Sound devices: No sound devices sighted. **RECOMMENDATION:** Recommend a sound device like a hand held air horn, whistle or bell be made readily available to comply with USCG regulations.

USCG placards: NO Oil Pollution Placard was sighted in or near engine compartment. MARPOL (Garbage) placard also was not sighted. This is required for any vessel 26' or longer. **RECOMMENDATION:** USCG regulations state vessels over 26' must have a minimum of a 5" X 8" placard posted. Install a USCG approved "No Discharge of Oil" placard in or near engine space to comply with - 33 CFR 155.450 and to avoid a potential large fine. Acquire and post an official USCG approved Trash Disposal Placard near waste area to comply with USCG regulations 33 CFR 151.59.

Flame arrestor(s): Yes- USCG approved.

Engine ventilation: Natural ventilation for engine space is provided,

FIRE FIGHTING EQUIPMENT-U.S.C.G. Required

Dry Chemical Size I: Three USCG approved USCG approved extinguisher(s) sighted. All gauge(s) indicated in the green.

BILGE PUMPS

ELECTRIC PUMPS: Two electric pumps located in engine compartment. Both pumps power up when switched on manually. **Although pumps activate , bilge water is not being ejected . Recommend: Investigate and repair system as necessary to make pumps fully**

operational in both switched manual and automatic modes.

GROUND TACKLE

Primary anchor: Secured to anchor platform. The anchor line thimble is heavily corroded and likely to fail. Recommend replacement.



Secondary anchor: Lashed to bow pulpit with rode attached.

AUXILIARY SAFETY EQUIPMENT

Smoke detector(s): None sighted. ----- Since 2004, NFPA 302-12.3 has recommended RV tested or more recently marine tested Smoke Detection devices for all vessels 26 ft (8m) or more in length with accommodation spaces intended for sleeping and is installed and maintained according to the manufacturer' s instructions.

Carbon monoxide detectors: Carbon monoxide fume detector was not sighted but have been required since 2001 by both ABYC and NFPA. - Install Carbon Monoxide detectors in any enclosed accommodation spaces per ABYC A-24 and NFPA 302.

AUXILIARY EQUIPMENT

MISCELLANEOUS EQUIPMENT & ACCESSORIES

Canvas/Covers: Canvas wheel cover appears to be in good condition. Sail cover available.

Canvas/Dodger: Yes.

CONDITION & VALUE REPORT SUMMARY

DECLARATION:

Rating of vessel condition was determined upon completion and review of all reported survey information including recommendations and comparing vessel to the same or similar age models. Possible vessel condition ratings are as follows:

- **EXCELLENT** - Essentially as new or bristol in appearance.
- **ABOVE AVERAGE** - Has had above average care with no obvious defects or limitations.
- **AVERAGE** - Ready for sale but needs some maintenance or repairs, updates or cleaning.
- **BELOW AVERAGE** - Needs significant maintenance, repair or service.

Estimated fair market value was determined by cross referencing data from Soldboats.com, BUC, ABOS, NADA, Powerboat Guide and other brokerage listings or local dealers. Adjustments are then made for condition or equipment as necessary. The fair market value is for the vessel in it's current condition prior to any repairs or maintenance.

Estimated replacement cost was determined using information obtained from BUC, ABOS or local dealer prices using the same or similar make and model with similar equipment options.

- **RATING OF VESSEL CONDITION.....AVERAGE CONDITION**
- **ESTIMATED FAIR MARKET VALUE.....\$xx,xxx.00**
- **ESTIMATED REPLACEMENT COST.....\$xxx,xxx.00**
- **INTENDED USE OF VESSEL.....Pleasure, Atlantic seaboard coastal cruising.**
- **SUITABILITY FOR INTENDED SERVICE: Vessel IS considered fit for it's intended use and upon correction of all listed Priority I recommendations.**

NOTE: All "Priority II" and "Other Recommendations" should be thoroughly reviewed to bring vessel up to current standards and or improve the value of the vessel.

CONDITION & VALUE REPORT SUMMARY

CLOSING STATEMENT & SIGNATURE:

This report is submitted in confidence for the exclusive use of Keith Stone without prejudice to the rights and/or interests of other concerned parties and may not be used for any other purpose or relied upon by any other person.

ATTENDING SURVEYOR:

John M. Hughes

NAMS- CMS (Certified Marine Surveyor #138-717)
ABYC (Standards Accredited)
USPAP (Appraisal Certified)

INSPECTION RECOMMENDATIONS SUMMARY

PRIORITY I - SAFETY & REGULATORY RECOMMENDATIONS:

(MAY BE MANDATORY)

The items listed are required by state laws or federal laws and U.S.C.G. regulations or are considered by the attending surveyor to represent unsafe operating conditions. Recommend these items be corrected before next use of vessel.

EXTERIOR HULL & BOTTOM INSPECTION

TRANSOM

Swim/Boarding ladder:

One step is missing u-bolt and partly adrift.

TOP DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

Lifeline(s):

Life lines have some areas where rust has developed near end connections. RECOMMENDATION: At the first sign of any such problem all lifelines should be replaced for safety reasons.

ELECTRICAL SYSTEMS

D.C. ELECTRICAL SYSTEMS

Primary batteries:

Batteries not fully secured. Positive terminal(s) not covered as required. RECOMMENDATION: Code of Federal Regulations - CFR33.183.420 mandates that positive terminals be protected against accidental shorting by the use of insulation barriers or sleeves or with battery case cover. Recommend compliance with Code of Federal Regulations. RECOMMENDATION: Code of Federal Regulations CFR33.183.420 mandates that batteries be well secured from movement of no more than 1" in any direction with a pull force of 90 lbs or 2 times the battery weight. Recommend compliance with Federal Law.

TANKAGE / PLUMBING

FUEL TANK(S)

Fill pipe & condition:

Fill hose not marked to indicate hose type as required by current USCG (CFR) regulations.

HOLDING TANK(S) - BLACK WATER

Marine Sanitation Device:

Waste tank is also connected to an operational overboard discharge system in addition to the waste holding tank and deck pump out. This is in violation of USCG regulations and can result in major fines.

RECOMMENDATION: The overboard discharge system must be disabled. USCG regulation 33CFR 159.7 requires securing the device by one of the following methods: 1) closing the seacock and removing the handle; 2) padlocking the seacock in the closed position; 3) using a non-releasable wire-tie to hold the seacock in the closed position; or 4) locking the door to the space enclosing the toilets with a padlock or door handle key lock.

LPG (PROPANE) TANK(S)

Secured:

Tank is not properly secured to prevent upset or displacement that could place a strain on fuel distribution or appliance fittings. RECOMMENDATION: Secure tank and hose as necessary per ABYC A-1 recommendations.

Currently date qualified:

No, RECOMMENDATION: have the propane tank inspected and re-certified (or replace).

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

Navigation lights:

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Visual Distress Signals:

None sighted on board. RECOMMENDATION: Ensure visual distress signals are aboard to comply with USCG regulations 33 CFR 175.110 for visual distress signals prior to using vessel. You must have at least three aerial or three red hand held signals that are current.

Sound devices:

No sound devices sighted. RECOMMENDATION: Recommend a sound device like a hand held air horn, whistle or bell be made readily available to comply with USCG regulations.

USCG placards:

NO Oil Pollution Placard was sighted in or near engine compartment. MARPOL (Garbage) placard also was not sighted. This is required for any vessel 26' or longer. RECOMMENDATION: USCG regulations state vessels over 26' must have a minimum of a 5" X 8" placard posted. Install a USCG approved "No Discharge of Oil" placard in or near engine space to comply with - 33 CFR 155.450 and to avoid a potential large fine. Acquire and post an official USCG approved Trash Disposal Placard near waste area to comply with USCG regulations 33 CFR 151.59.

BILGE PUMPS

ELECTRIC PUMPS:

Although pumps activate, bilge water is not being ejected. Recommend: Investigate and repair system as necessary to make pumps fully operational in both switched manual and automatic modes.

GROUND TACKLE

Primary anchor:

The anchor line thimble is heavily corroded and likely to fail. Recommend replacement.

PRIORITY II - MAINTENANCE & STANDARDS RELATED RECOMMENDATIONS:

(NOT NORMALLY MANDATORY)

These are important maintenance items sighted which in this firm's opinion should be performed. They may also include recommendations to conform to current ABYC and NFPA-302 voluntary standards which may not have been in effect or may not have been adhered to by the builder when the vessel was constructed. Some of these, if not addressed, could lead to a Priority I safety issue and/or may result in a reduced vessel market value.

TOP DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

Deck Surface:

Some small cracks in gel coat, particularly around stanchion bases. Recommend sealing such cracks.

Moisture/Delamination:

Most of the top deck had normal relatively Dry moisture meter readings. Higher than normal moisture readings found in some areas at stanchion bases. which exhibited small cracks in gel coat.

Stanchions/side rail(s):

One stanchion on port side (#3 counted from forward) is slightly bent and distorted at base plate. Recommend removal in order to fair out base plate, stanchion and re-bed.

Escape hatch(es):

Forward main cabin top escape hatch has crazed glass and broken support arm. The gasket is broken and partly adrift with evidence of leaking inside. RECOMMENDATION: Repair or replace as necessary.

Cabin house window(s):

Aft port side cabin house fixed window is cracked..

INTERIOR HULL & STRUCTURAL INSPECTION

ALL THRU HULL FITTINGS

Sea valve condition:

Several valves are stiff, difficult to open/close. Following valves were not functional: Holding tank overboard discharge, located in aft cabin locker port side and; Sink drain, located in head under the sink cabinet. RECOMMENDATION: Recommend valve be serviced or replaced as soon as possible.

STANDING RIGGING

STAYS & SHROUDS

Material & Condition:

Some corrosion (rust) sighted. RECOMMENDATION: Corrosion could indicate a weakened condition of stay, swage fittings and turnbuckles. Considering vessel's age, detailed inspection by qualified rigger is recommended and replacement as deemed necessary.

SAILS INVENTORY

FORESAIL(S)

Condition summary:

Sighted some loose stitching. Sail is showing signs of its age. RECOMMENDATION: Have sail fully inspected and repaired as necessary by qualified sail maker

HELM & NAVIGATION ELECTRONICS

ENGINE INSTRUMENTS AND CONTROLS

Throttle and shift controls:

Shift control cable cover is breached; cable should be renewed.

CABIN INTERIOR APPOINTMENTS

MAIN SALON

Water intrusion signs:

Some water tracks sighted on sides of hull on inside. ---Trace source and seal off all water intrusion points.

Side windows:

One of the fixed windows on the port side is cracked.

GALLEY

Stove:

Electric function did not power up. RECOMMENDATION: Have stove and wiring circuit (solenoid) checked and repaired as necessary to make stove fully functional.

Refrigeration:

. Temperature control was inoperable.

ELECTRICAL SYSTEMS

D.C. ELECTRICAL SYSTEMS

Primary batteries:

Wing nuts are used to connect battery cables to the battery terminals. RECOMMENDATION: ABYC E-10.8.3 recommends that battery cables and other conductors size 6 AWG and larger shall not be connected to the battery with wing nuts. Recommend compliance with ABYC. No containment tray in case of electrolyte spillage as recommended by ABYC.

PROPULSION SYSTEM

INBOARD ENGINE

Other notes:

Engine components exhibited corrosion in places. Recommend inspection by a qualified engine mechanic; changing all fluids, engine, transmission and cooling; inspection / servicing of raw water cooling impeller and heat exchanger.

STEERING SYSTEM

STEERING SYSTEM

Damage sighted:

Surveyor noted that a 1 inch thick top plywood panel over the rudder stock space is rotted through and wet.

The exhaust hose situated below this area is also affected. The source of water is most likely around the deck access port for the emergency tiller. Recommendation: Re-bed the access port to prevent further ingress of water. Repair / replace damaged plywood, which is integral to the construction of the deck storage boxes.

TANKAGE / PLUMBING

HOLDING TANK(S) - BLACK WATER

Tank(s) condition:

Evidence of tank leakage noted at inlet connection, and some waste water in nearby bilge area resulting in malodorous condition. RECOMMENDATION: Remove tank, clean area and repair or replace tank or fittings as necessary.

WATER HEATER

Condition summary:

Rusty tank was not tested due to its poor condition. Replacement is recommended.

LPG (PROPANE) TANK(S)

Shut off valve(s):

Solenoid shut off switch is rusty and not functional. Recommend installing new unit in compliance with current ABYC A-1 recommendations.

OTHER OBSERVATIONS:

These are other less significant maintenance items or observations that if not addressed, could lead to more important priority issues and/or could lead to a reduced vessel market value. The cost of addressing these recommendations is generally minimal.

SURVEY SCOPE & GENERAL INFORMATION

VESSEL INFORMATION

State registration no.:

State registration is expired. ----- State registration will need to be renewed before vessel can legally be used on the open waters.

Registered owner:

Registration was not sighted. NOTE: The vessel registration should be kept aboard the vessel at all times. You will be required to show this document if you are boarded by law enforcement authorities, such as the USCG, Sheriff, Fish & Wildlife, Water Patrol etc.

EXTERIOR HULL & BOTTOM INSPECTION

HULL EXTERIOR-SIDES

Hull cosmetics:

Hull needs a thorough cleaning and polishing. A few minor dings/dock rash noted. This is normal for a vessel of this age. Deep scratches should be filled in and covered with matching gel coat.

Engine room vents:

Plastic vent cowlings are cracked.

HULL BOTTOM

Bottom paint:

Minor areas of flaking bottom paint noted. ----- Remove loose flaking paint, spot sand areas and touch up peeling/flaking areas prior to next launch.

TOP DECK & SUPERSTRUCTURE

Surveyed for: John Doe - xxxx

Surveyed by: John M. Hughes, Oriental NC

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MAIN DECK & FITTINGS

Anchor/chain locker:

Hatch lock is partly adrift and does not function. Stem drains are clogged.

Toe rail(s):

Teak toe rails are in need of cleaning and protection from elements.

Scuppers/deck drain(s):

Some of the drains are partly clogged with debris and should be cleared.

Bow pulpit/rail:

Stainless steel Bow pulpit is secure, however slightly askew toward port side indicating previous impact.

Lifeline(s):

Ventilation:

Dorade box vents on forward cabin top are missing and capped off to prevent water ingress.

Grab rail(s):

Exterior teak:

Teak varnish coating is starting to peel in several areas. ----- Needs refinishing.

Cabin house window(s):

Some of the screens on opening type port lights are broken.

COCKPIT

Scuppers/deck drain(s):

Deck drains are partially clogged with leaves and debris. ----- Keep cockpit/deck drains clear of all debris to allow proper drainage when vessel not in use.

INTERIOR HULL & STRUCTURAL INSPECTION

HULL INTERIOR & STRUCTURAL COMPONENTS

Bilge(s):

Bilges have some standing discolored water. Bilge spaces are in need of cleaning. **RECOMMENDATION:** Identify the source(s) of all water intrusion into vessel bilge and eliminate or reduce as much as possible to keep bilge area as dry as possible. Clean bilge as required.

STANDING RIGGING

MAST(S) & BOOM(S)

Main mast(s):

Aluminum, mast is painted white and exhibits considerable flaking.

Main mast step:

. The Mast deck weather boot is in place but worn; recommend replacement.

STAYS & SHROUDS

Chainplates:

Given the age of this vessel, chain plates should be completely removed and fully inspected for cracks/corrosion due to the age of this vessel and or if noticeable surface rust sighted.

RUNNING RIGGING

FURLING GEAR

Furling type:

Furler line is worn/weathered and should be replaced.

HALYARDS / SHEETS

All halyards:

Halyards sighted are colored yacht braid in fair condition and somewhat weathered, showing their age and becoming stiff. Halyards that are frayed or severely weathered/discolored should be replaced.

Main sheeting:

All sheets sighted are colored yacht braid in fair condition and somewhat weathered. Sheets that are frayed or severely weathered/discolored should be replaced.

Head sail(s) sheets:

Colored yacht braid in fair condition and somewhat weathered. Sheets that are frayed or severely

weathered/discolored should be replaced.

WINCHES

Type / Condition:

Port winch turn somewhat stiff. -- Need cleaning/service. Winches not tested under load..

CABIN TOP:

Winches not tested under load.

SAILS INVENTORY

SAILS COMMENTS

Sail inspection note:

In view of age of sails it is recommended that they be fully inspected by a qualified sail maker to determine sail stretch, tears, loose or worn seams, batten pockets if equipped etc.

HELM & NAVIGATION ELECTRONICS

NAVIGATION ELECTRONICS

Radar:

Radar display is mounted at cockpit bulkhead in way of cabin mounted winch.

CABIN INTERIOR APPOINTMENTS

MAIN SALON

Seat cushions:

Several cushions are soiled, in need of cleaning / replacement.

GALLEY

Sink(s):

Spout is loose.

ELECTRICAL SYSTEMS

D.C. ELECTRICAL SYSTEMS

D.C. Voltage system:

Batteries were dead or nearly dead. The on board battery charger was used during the survey to test all 12 volt electronics.

STEERING SYSTEM

STEERING SYSTEM

Emergency tiller:

An emergency tiller was not sighted aboard but is recommended.

TANKAGE / PLUMBING

HOLDING TANK(S) - BLACK WATER

Tank(s) type & capacity:

No marking are on the tank to verify capacity.

Inspection/cleaning access:

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LPG (PROPANE) TANK(S)

Pressure gauge(s):

Not tested. ----- Owner/Buyer is advised to check LPG system for leaks prior to using any connected propane appliance. Check LPG system for leaks by turning LPG swith on at Galley, turn tank valve on, then off and see if LPG line pressure holds for at least 5 minutes. IF LPG PRESSURE DOES NOT HOLD FOR AT LEAST 5 MINUTES, DO NOT USE SYSTEM UNTIL LEAK is FOUND and CORRECTED.

Supply lines:

Warning label(s):

No LPG warning labels sighted at tank location. ----- LPG Gas systems should have a warning label affixed to tank compartment area that complies with ABYC recommendation A-1.11. The label contains a warning about connecting LPG system to CNG as well as proper use of LPG ignition sources, shutoff valve and leak testing.

SAFETY EQUIPMENT

AUXILIARY SAFETY EQUIPMENT

Surveyed for: John Doe - xxxx

Surveyed by: John M. Hughes, Oriental NC

Report file #: Sample Sail 2

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Smoke detector(s):

None sighted. ----- Since 2004, NFPA 302-12.3 has recommended RV tested or more recently marine tested Smoke Detection devices for all vessels 26 ft (8m) or more in length with accommodation spaces intended for sleeping and is installed and maintained according to the manufacturer' s instructions.

Carbon monoxide detectors:

Carbon monoxide fume detector was not sighted but have been required since 2001 by both ABYC and NFPA. - Install Carbon Monoxide detectors in any enclosed accommodation spaces per ABYC A-24 and NFPA 302.