



2005 57' Beneteau 57 Beneteau

"SAMPLE PREPURCHASE SAILBOAT"



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Report of Marine Survey

Of the Vessel

"SAMPLE PREPURCHASE SAILBOAT"

2005 57' Beneteau 57 Beneteau

Conducted By

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Prepared For

SAMPLE REPORT

Date Of Survey: March 11, 2024

Report Submitted On: March 13, 2024

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INTRODUCTION

PURPOSE & SCOPE

The attending Surveyor attended aboard the 2005 Beneteau 57 Beneteau SAMPLE PREPURCHASE SAILBOAT, at the request of SAMPLE REPORT, beginning March 11, 2024. The Survey was requested to determine the physical condition and value of the vessel. No reference or information should be construed to indicate evaluation of the internal condition of engines, transmissions, drives, or generators, nor the propulsion system's or the auxiliary power system's operating capacities. Electrical and electronic equipment was powered up and some electrical equipment may have been tested for basic and/or limited function only. The wiring was inspected where accessible and was found to be in generally serviceable condition unless otherwise noted. A significant amount of wiring could not be observed due to the wiring looms and conduits that transit areas which would require dismantling and removals for their inspection. If a detailed report as to the condition and capacities of the wiring and electrical components is desired, it is recommended that a qualified ABYC Certified Marine Electrical Engineer is engaged. Vessel tankage was visually inspected where accessible. No obvious leakage was observed unless otherwise noted; however, the tanks were not confirmed to be full at the time of inspection. If a more thorough assessment is desired, the tanks should be filled and checked under full tank status or pressure tested to attest to their condition.

The vessel was Surveyed without the removal of any parts, including fixed partitions, fastened panels, fittings, headliners & wall-liners, heavy furniture, tacked carpeting or other fixed flooring material, appliances, electrical equipment or electronics, instruments, anchors line & chain, spare parts, personal gear, clothing, miscellaneous items in the bilges, cabinets, lockers or other storage spaces, or other fixed or semi-fixed items. Only installed items were inspected, including but not limited to enclosures, covers, and tops. Locked compartments or otherwise inaccessible areas would also preclude inspection. The Survey requester is advised to open up all such areas for further inspection. A visual inspection was conducted only on accessible structures and no destructive testing was performed. Naval architecture and engineering analysis were not a part of this Survey. Furthermore, no determination of stability characteristics or inherent structural integrity has been made, and no opinion is expressed with respect thereto. Complete compliance with, identification of, and reporting on all standards, codes, and regulations is not guaranteed. This signed report represents the findings of the Survey and supersedes any and all conversations, statements, and representations, whether verbal or in writing. This Survey Report represents the condition of the vessel on the above date or dates and is the unbiased opinion of the undersigned, but it is not to be considered an inventory, warranty, or guarantee, either specified or implied. The Survey Report is for the exclusive use of the client and those lenders and underwriters that will finance and insure the vessel for this client only and is not assignable to any other parties for any purpose.

CONDUCT OF SURVEY

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

DEFINITION OF TERMS

The terms and words used in this report have the following meanings as used in this Report of Survey:

APPEARED:

Indicates that a very close inspection of the related item was not possible due to constraints imposed upon the Surveyor (e.g. no power available, inability to remove panels or requirements not to conduct destructive testing, etc.).

SERVICEABLE:

Fulfilling its function adequately (usable at the time of Survey).

POWERED UP:

Power was applied only. This does not refer to the operation of any system or component, unless specifically indicated.

USE OF "A", "B" or "C":

Use of the letters "A", "B" or "C" in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" Section pertaining to the lettered item. PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.

The number of asterisks in this General Information section refers to the source of related information as follows:

- ** Per Manufacturer's Documentation
- *** Per Registration Documentation
- **** Per BUC Book Data

Unless specifically noted otherwise, there were no measurements or calculations performed during the Survey. The specifications listed within the report are believed to be correct; however, accuracy is not guaranteed. Recommend obtaining accurate measurements and performing calculations as desired, or verifying all vessel specifications and capacities with the vessel's builder.

SURVEYOR NOTES

TRIAL RUN COMMENTS

A trial run was performed during the Survey inspection, and the engine performed as expected per the manufacturing specs.

OUT OF WATER INSPECTION COMMENTS

An out-of-the-water inspection of the hull's wetted surfaces and running gear was performed during the Survey inspection.

ELECTRICAL INSPECTION COMMENTS

AC and DC power was used to power up the electrical systems specified in this report unless otherwise noted.

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HIN (HULL IDENTIFICATION NUMBER) VERIFICATION COMMENTS

The vessel's HIN (Hull Identification Number) was verified during the Survey inspection (see HIN Compliance).

**ENGINE/MECHANICAL SURVEY**

There was no Mechanical/Engine Surveyor onboard during the Survey. It is highly recommended and understood that all propulsion & auxiliary power systems (engines, transmissions, gears, drives, generators) be inspected by their respective Manufacturer's Certified Technician to determine their condition.

ELECTRICAL/MECHANICAL SURVEY

An electrical survey had not been conducted by an electrician but had been powered up and inspected by the surveyor regarding the overall appearance and condition. No removal of fastening of panels was conducted, and is beyond the surveyor's scope. AC/DC Power was tested for its operation and voltage readings if possible and noted if needed. An electrician is recommended for further investigation if desired or required by a certified electrician with ABYC or other types of organization(s)

SAILS & RIGGING SURVEY

A Rigger Surveyor was not onboard during the Hull Survey and performed but recommended a rigger to check the vessel's Rigging and Sails.

GENERAL VESSEL INFORMATION

TYPE OF SURVEY REQUESTED	Pre-Purchase for Buyer underwriter's Condition & Value for Financing, Insurance and Marina Entrance
DATE OF INSPECTION	March 11, 2024
FILE NUMBER	031124-PSGMI
VESSEL TYPE	Sloop Rig
VESSEL BUILDER	Beneteau Yachts, FR
HIN (HULL IDENTIFICATION NUMBER)	REDACTED - Per Hull Id - Per Coast Guard Documentation - Online System
MODEL YEAR	2005 (per Hull Identification Number)
YEAR BUILT	2004 PER USCG Document
VESSEL CLASSIFICATION/STANDARD	Recreation
DOCUMENTED HAILING PORT	REDACTED, CA
U.S.C.G. DOCUMENTATION NUMBER	No. REDACTED (current)
VESSEL MATERIAL	Fiberglass Reinforced Plastic (FRP)
LENGTH OVERALL (LOA)	57' 8" Reportedly, ****
BEAM	16' 4" ****
DRAFT	8' 6" (hull draft) ****
DISPLACEMENT	47,399 LBS ****
LOCATION OF SURVEY INSPECTION	REDACTED
LOCATION OF BOTTOM INSPECTION	REDACTED
PERSONS IN ATTENDANCE DURING SURVEY	George Malhiot, Sr. Marine Surveyor REDACTED ATTENDEES

ENGINE SPECIFICATIONS

ENGINE MODEL
Yanmar 4LHA-HTE-00

ENGINE HORSEPOWER
160 hp

ENGINE HOURS
2,172.8 hours, observed on the engine's analog hour meter.

ENGINE SERIAL NUMBERS
Unknown (data tag was illegible).

RATING & VALUATION

VESSEL OVERALL RATING
****AVERAGE

ESTIMATED MARKET VALUE
\$429,000

ESTIMATED REPLACEMENT COST
\$1,070,000 per BUCValuPro™

VESSEL CONSTRUCTION

HULL ARRANGEMENT

HULL DESIGN TYPE

Keel

HULL MATERIAL

FRP (fiber reinforced plastic).

EXTERIOR FINISH

Blue Gelcoat

GENERAL EXTERIOR CONDITION

The exterior of the vessel appeared to be well-maintained. The vessel was clean and Gelcoat did not seem to be UV-damaged (see findings)

FINDING C-1

TRANSOM

Reportedly, cored transom with center transom passageways. Drop down swim platform with teak overlay. - Serviceable.

SWIM PLATFORM

Drop down with teak overlay - Serviceable.

BOARDING SWIM LADDER

The swim ladder was serviceable and stored on the port aft rail.

STRINGERS/TRANSVERSALS

Hull stiffness was reportedly provided by cored fiberglass longitudinal stringers and athwartships transversals.

KEEL

Ballast keel (reportedly 15,212 lbs.) bolted onto hull.

BILGES

A painted surface was used in the bilges. Recommend keeping the bilges clean & dry.

GENERAL BILGE CONDITION

Some water was observed collecting in the bilges.

FINDING C-2

CHAIN LOCKER DRAINAGE

Overboard starboard lower bow.

FINDING A-1

BILGE LIMBER HOLES

The limber holes appeared to be appropriately sized and clear, where sighted.

VESSEL LIST

The vessel did not have any significant listing, during the Survey (a nearly straight waterline was observed).

DECK ARRANGEMENT

DECK MATERIAL

Reportedly, cored FRP (fiber-reinforced plastic) with white gel coat and textured non-skid.

DECKING OVERLAY

It was reported that the decking was replace with new teak overlay - Serviceable.

HULL-TO-DECK JOINT TYPE

Overlap joint.

SUPERSTRUCTURE ARRANGEMENT**SUPERSTRUCTURE MATERIAL**

Reportedly, cored FRP (fiber-reinforced plastic).

BRIDGE ARRANGEMENT**BIMINI TOP**

Sunbrella-type fabric, with stainless steel support piping and window enclosure curtains.
Dodger was in good condition

EXTERIOR EQUIPMENT**COCKPIT/AFT DECK EQUIPMENT**

Center table Refrigeration operated.



Photo 2



Photo 3

GENERAL EXTERIOR SOFT-GOODS CONDITION

The vessel's exterior soft-goods were serviceable with no significant wear or weathering above average condition.

EXTERIOR BRIGHT WORK

Some of the exterior Teak bright work varnish had slight wear or lifting.

FINDING C-3

GENERAL HARDWARE CONDITION

No significant corrosion was observed on the vessel's hardware.

EXTERIOR LIGHTING

All were illuminated when tested.

CABIN VENTILATION

Provided by the foredeck hatches and the main companionway door. - Serviceable

DECK HATCHES

Forward open hatch and hatch at doorway

PORTHOLES/PORTLIGHTS

Monitor frequently for signs of leakage. No leaks were observed or noted

EXTERIOR DOORS

Sliding panels - Serviceable

WINDOWS

Porthole windows - no noted leaks, - Serviceable.
See finding on cockpit window

FINDING C-4**BOW RAILING**

Stainless steel bow railings were integrated into the deck railing. - Serviceable

FINDING C-5**SAFETY RAILING**

Stainless steel Stanchions surround vessel with stainless steel cross pipes - No Minor bleeds noted, good condition

DECK DRAINAGE

Self-bailing deck drains - Serviceable

CLEATS

Cleats throughout the vessel were horn-type. Good condition

ANCHOR PLATFORM

Stainless steel fairleads with double anchor roller chutes. - Serviceable

EXTERIOR STORAGE

Various exterior lockers and storage areas appeared serviceable where sighted.

EXTERIOR DECK ACCESS HATCHES

Reportedly, solid FRP deck hatches.

CABIN APPOINTMENTS**INTERIOR****HEAD ARRANGEMENT**

(2) Jabsco 12 volt Heads. - Serviceable (See Finding)

FINDING B-1**SHOWER ARRANGEMENT**

Stall shower in the Head. - Serviceable

INTERIOR CABINETRY & TRIM

The interior appeared serviceable.

FINDING B-2**WINDOW TREATMENTS**

Silhouette Shades in the Salon,

FLOORING

Newly finished cabin sol. - Serviceable

COUNTER TOPS

Countertops well maintained

GENERAL INTERIOR FURNISHINGS & SOFT-GOODS CONDITION

The general maintenance of the interior soft-goods appeared serviceable. Well maintained

WATER INTRUSION COMMENTS

None sighted. one exception

FINDING B-3

INTERIOR ODOR COMMENTS

Some exceptions were observed (see Findings Appendix).

FINDING C-6

INTERIOR SYSTEMS & EQUIPMENT**LIGHTING**

12 Volt DC lighting fixtures. All lights illuminated.

HVAC/AIR CONDITIONING SYSTEM

Cruisair Tempered Water Systems, with two (2) Chillers two (2) digital controls at separate air handler zones throughout the vessel.

FINDING B-4

VESSEL SAFE

Aft stateroom port side - locked

FINDING C-7

EVIDENCE OF INSECTS

None

EVIDENCE OF RODENTS

None

AUDIO/VISUAL EQUIPMENT**TELEVISION SYSTEM**

Not Tested

STEREO SYSTEM

Pioneer Stereo System, with speakers. Operational

GALLEY EQUIPMENT**REFRIGERATION**

Counter - In the galley, the Refrigerator did not power up.

FINDING B-5

FREEZER

Powered up.

STOVE

Stove was tested and operated.

DISHWASHER

Was not tested

GALLEY SINK

Single Basin - Stainless Steel sink.

PROPULSION & MACHINERY SPACE

PROPULSION SYSTEM

NUMBER OF CYLINDERS

Four (4)

ENGINE STARTER VOLTAGE RATING

12 Volt.

ENGINE LABELS & NOTICES

The data tags appeared to all be in place.

ENGINE DISPLAYS

Displayed at the cockpit

ENGINE EXHAUST SYSTEM

Closed System Cooling with Raw water-cooled with raw water/exhaust gas mixing riser and flexible hoses to muffler exiting through transom-mounted discharges. - Serviceable

ENGINE COOLING SYSTEM TYPE

Closed reservoir-type cooling with raw water cooled exhaust. - Serviceable

ENGINE DRIVE BELTS

An engine drive belt guard was not installed. The belt condition were serviceable.

ENGINE BED MOTOR MOUNTS

Adjustable motor mounts on cored fiberglass longitudinal engine bed stringers. - Serviceable

MAIN ENGINE OIL LEVEL

Normal level was observed on the engine sump dipstick.

MAIN ENGINE COOLANT LEVEL

Normal levels were observed in the Coolant Recovery Expansion tanks.

TRIAL RUN INFORMATION

ENGINE STARTUP

The engines started without excessive cranking or excessive exhaust smoke.

VIBRATION COMMENTS

No significant hull or running gear vibrations were observed while underway except at low rpm

FINDING B-6

STEERING TEST

The steering components were observed while the steering wheel was turned hard over several times without exception.

ENGINE PERFORMANCE

Operated well without issue

MACHINERY & BILGE SPACE EQUIPMENT

SEACOCKS/SEA-VALVES

Ball Valves all operated well with no apparent issues or restrictions with one noted items

FINDING B-7

RAW WATER STRAINERS

Recommend monitoring and cleaning the sea-strainers frequently.

HOSES

Appeared serviceable, where sighted. Monitor frequently for dry cracking, degradation, damage or chafing.

TRANSMISSIONS / GEARS / DRIVES**DRIVE SYSTEM TYPE**

Direct Drive.

TRANSMISSIONS/GEARS

KM5A Kanzaki

GEAR RATIO

2.57 per the data tag

GEAR SERIAL NUMBERS

06240

GEAR FLUID LEVEL

Normal levels were observed on the transmission dipsticks.

PROPELLER SHAFT PACKING GLANDS

The driplless system was dry, Monitor Frequently.

FUEL SYSTEMS**FUEL SYSTEM TYPE**

Diesel.

FUEL TANK MATERIAL

Fiberglass Composite.

NUMBER OF FUEL TANKS

Three (3).

FUEL TANKAGE CAPACITY

63.5 gallons each - Total 127 - gallons

FUEL TANK MANUFACTURER LABELING

None sighted, due to access.

FUEL TANKAGE SECURING

The tanks were framed in where sighted.

FUEL TANK VENTILATION

hull side.

FUEL TANKAGE & FUEL FILL GROUNDING

Plastic tank, not needed.

FUEL LINES/HOSES

USCG Approved Type A1 fuel lines, where sighted.

MAIN ENGINE PRIMARY FUEL FILTERS

Two (2) Racor Primary fuel filter/water separators.

FUEL FILTER CONDITION

No significant sediment was observed in the Primary fuel filter's sight bowls. Monitor/service often.

FUEL ODOR COMMENTS

None noted when in slip or under power.

ELECTRICAL SYSTEMS***DC ELECTRICAL SYSTEMS*****DC SYSTEMS VOLTAGE**

12 Volt systems.

BATTERIES

Always recommend load testing the batteries for condition (all terminal conductors should be wholly disconnected from the batteries before load testing).

Batteries located under floorboard midship under the salon. - Serviceable

BATTERY SWITCHES

All switches were tested and operated well without any apparent issue(s)

DC ELECTRICAL PANEL BREAKERS/FUSES

DC branch breakers in the salon panel.

DC ELECTRICAL SYSTEM MONITORS

Powered up. Operated Well

BATTERY CHARGERS

The charging system was powered up, tested, and verified.

AC ELECTRICAL SYSTEMS**AC SHORE POWER SYSTEM VOLTAGE**

120 Volt @ 60Hz.

AC SHORE POWER CORDS

50 Amp. vinyl shore power cord. - Serviceable

MAIN AC SHORE POWER BREAKERS

The central AC breaker was installed in the engine room bulkhead

AC ELECTRICAL PANEL BREAKERS

AC branch breakers in the main cabin AC electrical panel.

AC ELECTRICAL POWER OUTLETS

The AC outlets were tested using a UL Listed Circuit Tester. All GFCI-protected outlets tripped at their test buttons, where sighted.

AC ELECTRICAL OUTLET POLARITY

AC electrical outlet polarity was checked and found to be wired correctly with a UL UL-listed circuit Tester and found to be wired correctly.

GENERATORS/AUXILIARY POWER***GENERATORS*****GENERATOR MODEL**

Onan

GENERATOR FUEL TYPE

Diesel.

NUMBER OF CYLINDERS

Four (4).

GENERATOR KILOWATT RATING

8 kW

GENERATOR ENGINE RPM RATING

1,800 RPM.

GENERATOR STARTER VOLTAGE RATING

12 Volt.

GENERATOR HOURS

2,157.7 hours were observed on the generator remote mounted hour meter.

GENERATOR SERIAL NUMBERS

Unknown (the data tag was inaccessible).

GENERATOR LABELS & NOTICES

Appropriate labels were installed.

INVERTERS & OTHER AUXILIARY POWER**INVERTER SYSTEMS (ABYC E-11, A-31)**

Xantrex Link 2000 - Serviceable

INVERTER SYSTEM LOCATION & VENTILATION

Ventilation was adequate.

WATER SYSTEMS***FRESHWATER SYSTEM*****WATER TANKAGE MATERIAL**

Fiberglass.

NUMBER OF FRESHWATER TANKS

Three (3).

WATER TANKAGE CAPACITY

Three (3) tanks: A total of 265 gallons

WATER TANKAGE SECURING

The water tankage was well secured where sighted.

WATER FILL LOCATION

Port / Stbd amidships side dec and forward, marked for water.

FRESHWATER TANKAGE VENTILATION

below the fill pipe.

FRESHWATER PUMPS

Powered up. Operated weak

FINDING B-8

COMMENTS

Recommend periodically sanitizing the vessel's water tankage and water delivery systems.

HOT WATER SYSTEM**WATER HEATER**

Whale Heat

WATER HEATER TYPE

Marine Grade 120 volt.

WATER HEATER CAPACITY

6 gallons.

WATER HEATER PRESSURE RELIEF VALVE

Relief valve at the tank.

WATER HEATER HEAT EXCHANGER SYSTEM

Engine-mounted heat exchanger. - Serviceable

WATER FILTRATION SYSTEM**DESALINATION (FRESHWATER MAKING) SYSTEM**

HRO Systems - Not tested (Picked) See Finding

FINDING B-9

BLACKWATER SYSTEM**MSD (MARINE SANITATION DEVICE) SYSTEM (33 CFR 159)**

Type III MSD Waste System (utilizes a holding tank or similar device that prevents the overboard discharge of treated or untreated sewage).

60 gallons total

BLACKWATER TANKAGE

Polyethylene Blackwater (sewage) holding tank.

BLACKWATER TANKAGE VENTILATION

The Blackwater tank's vent fitting was plumbed overboard at the port hull side.

BLACKWATER SYSTEM DISCHARGE

12 Volt - Tested - Serviceable

COMMENTS

The vessel's operator is responsible for determining what type of MSDs (marine sanitation devices) are prohibited & permitted by law in the location of the vessel's intended use.

STEERING SYSTEMS**STEERING SYSTEM TYPE**

Appeared clean with no corrosion or leaks were detected by the hydraulics - tight access

RUDDER LOG SEALS

No apparent leaks were observed.

GROUND TACKLE**ANCHORS**

CQR 22KG Stainless Steel Plow Anchor. - Serviceable

ANCHOR RODE TYPE

Combined Chain and Rode - Serviceable

ANCHOR WINDLASS

12-volt - Lofrans Team Horizontal - Operational

ELECTRONICS & NAVIGATION EQUIPMENT**VHF RADIOS**

Icom IC-M402 - Serviceable - located at the chart table.
Two portable two-way radios. RETC15 (Unknown if they will convey with sale)
Remote Radio at the helm - Serviceable

COMPASSES

Plastimo 4" Compass. - Olympic 135 - BV0062 - Serviceable

MULTI-FUNCTIONAL NAVIGATION DISPLAYS

Two (2) B&G Touchscreens - one at the helm and the other at the chart table. - Serviceable

AUTOPILOT

Raymarine ST Autopilot.

FINDING B-10

DEPTH DISPLAY

B & G (Brooks & Gatehouse) Network Depth Gauge. - Serviceable

SPEED DISPLAY

B & G (Brooks & Gatehouse) Network Speed Gauge.

FINDING B-11

WIND INSTRUMENT

B & G (Brooks & Gatehouse) Network True/Apparent Wind Speed & Direction Gauge.

FINDING B-12

ANTENNAS

The antennas appeared to be well mounted where sighted.

STEREO SYSTEM

Additional alpine CD Receiver CDE-178BT - Serviceable

SAFETY EQUIPMENT**SAFETY EQUIPMENT (U.S.C.G.)****WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)**

It is highly recommended that U.S.C.G. Type I Offshore Life Jackets be provided for each passenger on board if the vessel operates offshore. U.S.C.G. Type II Near-Shore Buoyancy Devices & Type III Flotation Aids are not recommended for offshore use.

They were observed under the lazeratte storage.

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Throwable devices must be immediately available for use. They should be on the main deck within arm's reach, hanging on a lifeline or other easily reached location.

Observed installed at the starboard aft railing

Lifesling
Ring

FIRE EXTINGUISHERS (33 CFR 175.310)

All fire extinguishers onboard should be inspected/serviced annually by qualified service personnel and securely mounted in prominent locations.

One (1) Firexo 7 in 1 - All Fires 500, Home, Car, RV and Motorhomes (no marine application observed) - Serviceable

VISUAL DISTRESS SIGNALS (33 CFR 175.101)

Expired.

SOUND PRODUCING DEVICES (33 CFR 83)

Not observed

FINDING A-2

NAVIGATION LIGHTS (33 CFR 83)

The Navigation Lights illuminated

"NO OIL DISCHARGE" PLACARD (33 CFR 151/155)

Found properly displayed.

"TRASH DISPOSAL" PLACARD (33 CFR 151/155)

Found properly displayed.

U.S.C.G. NAVIGATION RULE BOOK (33 CFR 83) VESSELS OVER 39'4"

The U.S.C.G. International and Inland Navigation Rule Handbook were not observed on board.

This official government rulebook is required on all vessels over 39'4" in length. Also known as Nav-Rules CG169, it contains the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS).

FINDING A-3

GASOLINE ENGINE SPACE VENTILATION (33 CFR 175/183, 46 CFR 25)

The engine/machinery space appeared to have adequate ventilation as built.

AUXILIARY SAFETY EQUIPMENT**CARBON MONOXIDE DETECTORS (ABYC A-24)**

Four (4) safe-T-Alert Carbon Monoxide Detector. Test sounded.

SMOKE DETECTORS (NFPA 302)

None sighted in the two cabins.

FINDING A-4

BILGE PUMPING SYSTEMS**ELECTRIC BILGE PUMPING SYSTEMS**

Was tested and operated well

UNDERWATER EQUIPMENT & HULL INSPECTION**PROPELLERS**

3 bladed prop was - Serviceable

PROPELLER SHAFTS

Stainless Steel - Clean and in good condition

LINE CUTTING DEVICES

Line-cutting spurs were installed between the shaft struts and the propellers. - Serviceable

SHAFT STAVE BEARINGS (CUTLESS BEARINGS)

The Cutless Bearings showed no signs of significant wear.

THRUSTERS

Powered up. - Serviceable

ANTIFOULING PAINT

Some of the antifouling bottom paint was worn thin and is due to be serviced

FINDING B-13**OSMOTIC HULL BLISTERS**

Various osmotic blisters were observed along the hull's keel wetted surface.

AUXILIARY GAS SYSTEMS**GAS TYPE**

LPG (Liquified Petroleum Gas/Propane).

GAS TANKAGE SPACE VENTILATION

Appeared adequate.

GAS SHUT-OFFS

Valves at the tanks with electric gas shut-off solenoid in the electrical panel.

GAS TANKAGE MOUNTING

The tanks were properly secured.

GAS LINES & FITTINGS

Reinforced rubber LP Gas lines appeared serviceable.

GAS REGULATOR

A Gas Regulator was installed inline.

RIGGING & SAILS**STANDING RIGGING****MAST**

Aluminum Mast.

FINDING B-14**MAST SPREADERS**

Triple spreader rig (swept back type).

MAST STEP

Keel stepped on the fiberglass block. - Serviceable

BOOM

Aluminum Boom.

BOOM VANG

Boom Vang - Serviceable

RIGGING CHAIN PLATES

Monitor frequently, and service as necessary. It appeared clean with no apparent corrosion for what can be seen

SHROUDS/STAYS/TERMINAL ENDS

Appeared clean and well maintained

RIGGING TURNBUCKLES

Open Stainless Steel turnbuckles. - Serviceable

STANDING RIGGING COMMENTS

No exceptions were observed

RUNNING RIGGING**MAIN SHEET TRAVELER**

Appeared well serviced

TOPPING LIFT

The Boom's Topping Lift appeared serviceable.

ROLLER FURLING GEAR

Furling operated well when deployed on sea trial.

HALYARDS

Halyard was replaced new on 3.12.24

SHEETS

The Sail Sheets appeared serviceable where sighted.

TRACKS & CARS

Appeared to be well maintained

TURNING BLOCKS

The Turning Blocks appeared serviceable.

LINE CLUTCHES

- Serviceable.

WINCHES

Harken 2 speed 46 Power Ratio at the mast - Serviceable
Port & Stbd:

Two (2) harken 66.2 self-tailing - Serviceable

Two (2) harken 46 self-tailing - Serviceable

RUNNING RIGGING COMMENTS

Some exceptions were observed (see Findings Appendix).

FINDING B-15

COMMENTS

Traveler stops were broken

FINDING B-16

VESSEL DOCUMENTATION**HIN (HULL IDENTIFICATION NUMBER) COMPLIANCE (33 CFR 181)**

The vessel's HIN (Hull Identification Number) was displayed on the starboard transom and did conform to the standard format mandated by the U.S.C.G.

FINDING B-17**DOCUMENTATION COMPLIANCE (46 CFR 67)**

The vessel's U.S.C.G. Documentation Number decal was improperly displayed on board.
The vessel's name and hailing port were displayed according to U.S.C.G. Documentation Standards.

FINDING B-18

**NOT FOR
DRAFT
DISTRIBUTION**

The Findings & Recommendations section is only one section of the "SAMPLE PREPURCHASE SAILBOAT" survey report. If received on its own, this section should not be mistaken as this vessel's full survey report. **PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.**

Deficiencies noted under "FIRST PRIORITY/SAFETY FINDINGS" should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. Findings may also be in violation of U.S.C.G. Regulations, ABYC Voluntary Safety Standards & Recommended Practices or NFPA Codes & Standards.

Deficiencies noted under "SECONDARY PRIORITY/FINDINGS NEEDING TIMELY ATTENTION" should be corrected in the near future, so as to maintain and adhere to certain codes, regulations, standards or recommended practices (and safety in some cases) and to help the vessel to retain its value.

Deficiencies noted under "SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS" are lower priority or cosmetic findings, which should be addressed in keeping with od marine maintenance practices and in some cases as a desired upgrade.

Deficiencies will be listed under the appropriate heading:

- A. FIRST PRIORITY/SAFETY FINDINGS
- B. SECOND PRIORITY/FINDINGS NEEDING TIMELY ATTENTION
- C. SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

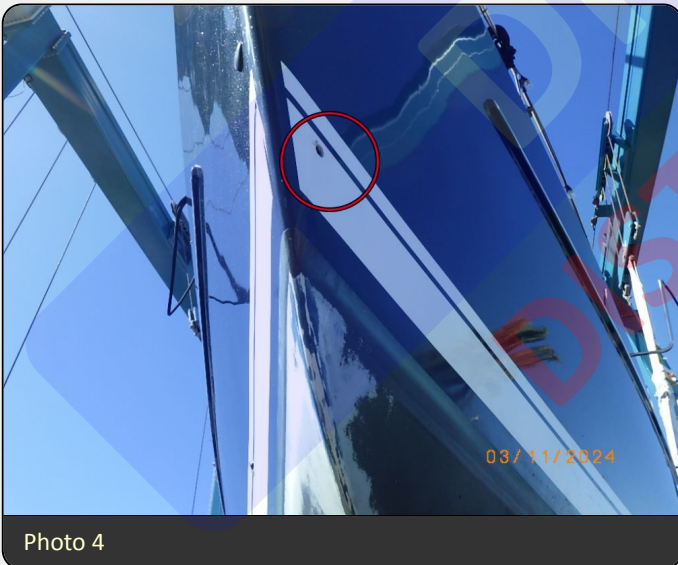
A: FIRST PRIORITY / SAFETY AND COMPLIANCE DEFICIENCIES

FINDING A-1 CHAIN LOCKER DRAINAGE

Clam shell missing on the port side of drain may cause water to suck into the bilge while underway.

RECOMMENDATION

Install a new clam shell cover to defer water away from the drain.



FINDING A-2 SOUND PRODUCING DEVICES (33 CFR 83)

No emergency sound signaling device was observed onboard.
With the exception of a Bell

RECOMMENDATION

Obtain an Air Horn

FINDING A-3 U.S.C.G. NAVIGATION RULE BOOK (33 CFR 83) VESSELS OVER 39'4"

A U.S.C.G. International and Inland Navigation Rules Handbook was not observed on board. This official government rulebook is required on vessels 12M or 39'4" and larger. Also known as Nav-Rules CG169, it contains the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS).

RECOMMENDATION

Provide the latest version of the Navigation Rulebook to comply with USCG Regulations. Fine for non-compliance.

FINDING A-4 SMOKE DETECTORS (NFPA 302)

Smoke Detectors were not observed onboard the vessel.

RECOMMENDATION

Smoke Detectors are very important safety equipment. Install Smoke Detectors in all accommodation spaces, as necessary. NFPA 302 CHAPTER 12 SECTION 12.3. All vessels 26' or more in length with accommodation spaces intended for sleeping shall be equipped with a single station smoke alarm that is listed to UL 217 Standard for Single and Multiple Station Smoke Alarms for recreational vehicles and is to be installed and maintained according to the device manufacturer's instructions.

B: SECONDARY PRIORITY / FINDINGS NEEDING TIMELY ATTENTION**FINDING B-1 HEAD ARRANGEMENT**

One head was not flushing down but only feeding water. (head was midship), port side.

RECOMMENDATION

Renew or replace the head or the motor.

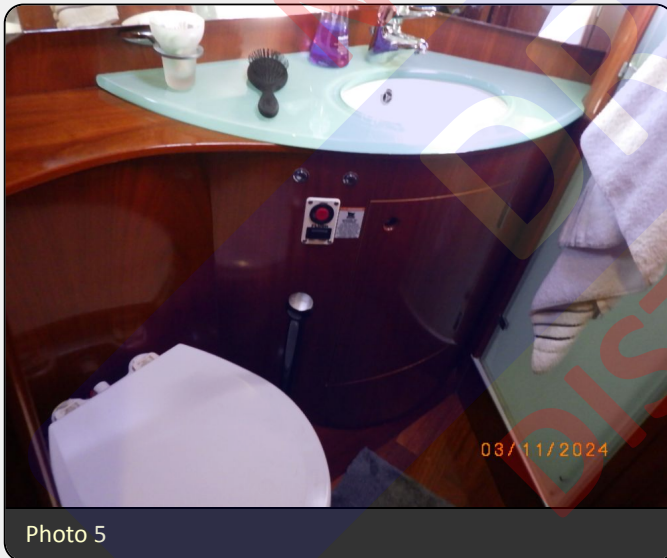


Photo 5

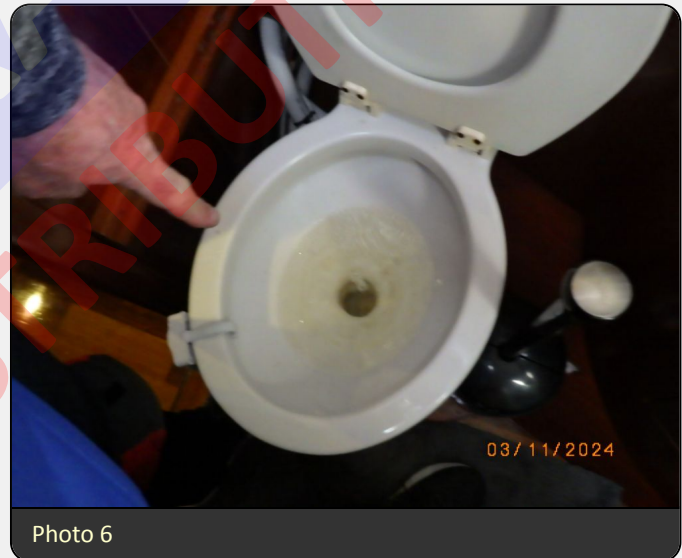


Photo 6

FINDING B-2 INTERIOR CABINETRY & TRIM

The middle drawer of the chart table in the salon would not latch and would open up while underway.

RECOMMENDATION

Renew or replace the latch to secure it correctly.

FINDING B-3 WATER INTRUSION COMMENTS

The mast boot appeared to be malformed, and water may be passing through - water was found on the port side, on top of the water tank which could come from the mast.

RECOMMENDATION

Investigate further/trace, and address/refinish as necessary.



Photo 7

FINDING B-4 HVAC/AIR CONDITIONING SYSTEM

The port side was heated but did not cool. Ambient temp may effect the air conditioner.
The Stbd side did not heat.

RECOMMENDATION

Investigate further/trace, and service, repair or replace as necessary.

FINDING B-5 REFRIGERATION

Did not power up.
The gas strut did not hold up cover.

RECOMMENDATION

Investigate further/trace and service, repair, or replace as necessary.



Photo 8



Photo 9

FINDING B-6 VIBRATION COMMENTS

Idle too low when in natural

RECOMMENDATION

Adjust idle and cable when possible.

FINDING B-7 SEACOCKS/SEA-VALVES

Waste Valve was frozen

RECOMMENDATION

Renew or replace the valve.



Photo 10



Photo 11

FINDING B-8 FRESHWATER PUMPS

Weak Pressure from the pump

RECOMMENDATION

Investigate further/trace, and service, repair or replace as necessary.

FINDING B-9 DESALINATION (FRESHWATER MAKING) SYSTEM

Pickled or had not been in use.
Kinked hose.

RECOMMENDATION

Have the systems flushed and re-calibrated with spare filters and membranes before planned use.
Re-adjust the barbed hose fitting so not to kink the hose - Water restriction is not recommended.



Photo 12



Photo 13

FINDING B-10 AUTOPILOT

The autopilot did not power up when tested.

RECOMMENDATION

Investigate further/trace, and service, repair or replace as necessary.



Photo 14

FINDING B-11 SPEED DISPLAY

The speed display did not power up when tested.

RECOMMENDATION

Investigate further/trace, and service, repair or replace as necessary.

**FINDING B-12 WIND INSTRUMENT**

The flybridge wind instrument did not power up.

RECOMMENDATION

Investigate further/trace, and service, repair or replace as necessary.

**FINDING B-13 ANTIFOULING PAINT**

The antifouling bottom paint appeared to be at the end of its serviceable life.

RECOMMENDATION

Clean, prepare and repaint, as necessary.

FINDING B-14 MAST

Furling mast had broken while on sea trial.

RECOMMENDATION

Repair by Boman Marine & Welding Service. See the attached PDF Invoice.

FINDING B-15 RUNNING RIGGING COMMENTS

Frayed and weathered - Hylards and outhaul/inhul control lines were changed out on 3.12.24

RECOMMENDATION

All are now serviceable.

FINDING B-16 COMMENTS

Traveler stops were broken on port and starboard sides.

RECOMMENDATION

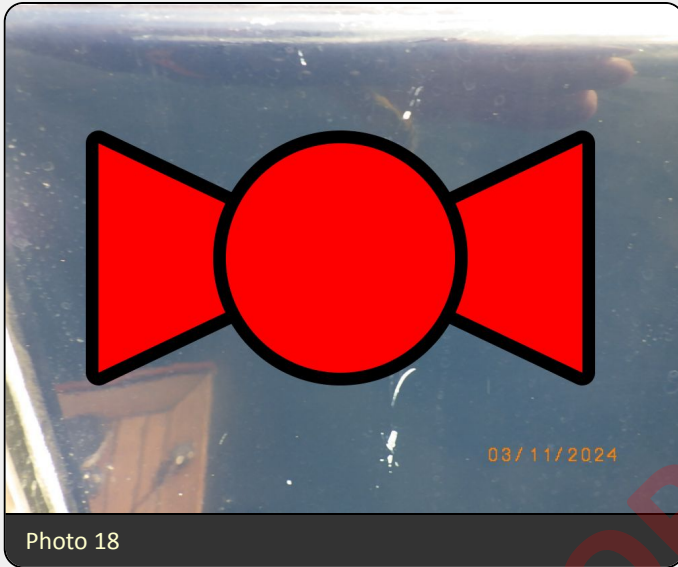
Renew when possible.

**FINDING B-17 HIN (HULL IDENTIFICATION NUMBER) COMPLIANCE (33 CFR 181)**

Number was not complete or clear

RECOMMENDATION

Update the complete number for proper identification

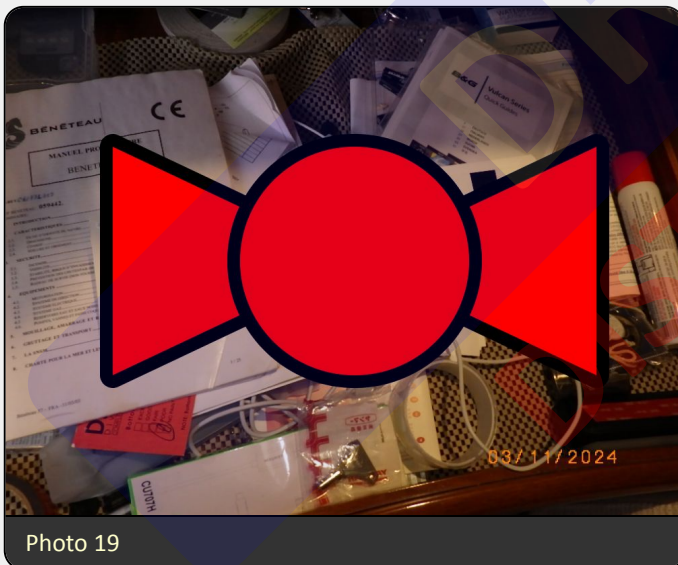
**FINDING B-18 DOCUMENTATION COMPLIANCE (46 CFR 67)**

The vessel's U.S.C.G. Documentation Number was not displayed onboard. It was a plate that was loosely stored in the chart table.

RECOMMENDATION

Mount onto the vessel.

The vessel must have the official documentation number permanently affixed in block-type Arabic numerals of not less than 3 inches in height, preceded by the letters "NO ." on some clearly visible interior integral structural part of the vessel. The number must be permanently affixed so that alteration, removal or replacement would be obvious and cause some scarring or damage to the surrounding hull area.



C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS**FINDING C-1 GENERAL EXTERIOR CONDITION**

The following cosmetic exceptions were noted:

Scratches in the blue finish

RECOMMENDATION

Refinish the gelcoat, as necessary.

**FINDING C-2 GENERAL BILGE CONDITION**

The bilges required cleaning.
The bilges required de-watering.

RECOMMENDATION

Clean bilges, as necessary.
Remove water and dry bilge. Monitor if water continues to enter.

FINDING C-3 EXTERIOR BRIGHT WORK

The exterior Teak brightwork varnish was weathered.

RECOMMENDATION

Refinish the bright work as necessary.



Photo 22



Photo 23

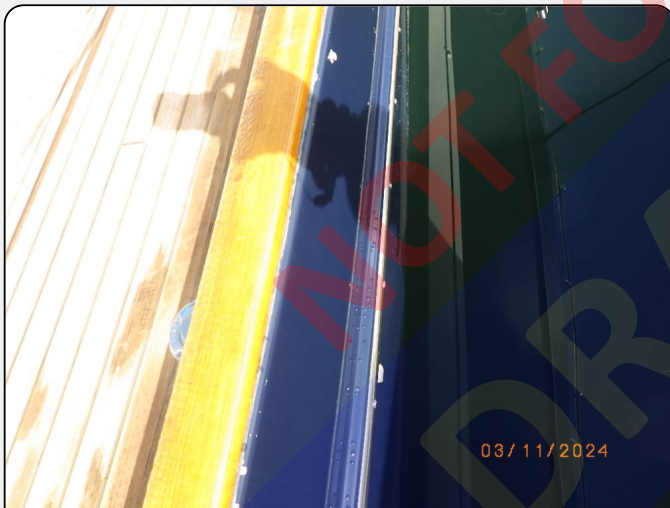


Photo 24



Photo 25

FINDING C-4 WINDOWS

Starboard cockpit window was cracked (plexiglass material)

RECOMMENDATION

Replace as desired.



Photo 26

FINDING C-5 BOW RAILING

Starboard boarding side - scratches on the stanchions *Two areas

RECOMMENDATION

Repair/refinish the railing as necessary.



Photo 27

FINDING C-6 INTERIOR ODOR COMMENTS

The waste odor from the sanitation hoses were evident.

RECOMMENDATION

Investigate further/trace, and mitigate as necessary.

FINDING C-7 VESSEL SAFE

Locked safe

RECOMMENDATION

Have owner/seller provide combo

**NOT FOR
DRAFT
DISTRIBUTION**

SUMMARY

VESSEL CONDITION

It is the Surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION, after the Survey has been completed and the findings have been organized in a logical manner.

The grading of condition developed by BUC RESEARCH and accepted in the marine industry for a vessel at the time of Survey, determines the adjustment to the range of base values in the BUC USED BOAT PRICE GUIDE for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted Marine Grading System of Condition:

"EXCELLENT (BRISTOL) CONDITION", is a vessel that is maintained in mint or bristol fashion (usually better than factory new, loaded with extras, a rarity).

"ABOVE AVERAGE CONDITION", has had above average care and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION", ready for sale requiring no additional work and normally equipped for her size.

"FAIR CONDITION", requires usual maintenance to prepare for sale.

"POOR CONDITION", substantial yard work required and devoid of extras.

"RESTORABLE CONDITION", enough of hull and engine exists to restore the boat to usable condition.

As a result of the Survey, as shown in the REPORT OF MARINE SURVEY & FINDINGS AND RECOMMENDATIONS sections of this report and by virtue of my experience, my opinion is:

AVERAGE

STATEMENT OF VALUATION

1. The "FAIR MARKET VALUE" is the most probable price in terms of money, which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably, and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale, as of a specified date and 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 each acts in their best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto and
- e. The price represents a standard consideration for the vessel sold, unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

BucValuPro sets the value at a range of \$391,000 - \$429,500 with a replacement value of \$1,070,000

Soldboats.com had five (5) sold listings from 2018 - 2023, ranging from \$207,791 - \$365,000. The vessel sold in November of 2021 was the subject vessel that sold for \$365,000.

Yachtworld.com currently has four (4) active listings. One (1) 2003 model for \$475,000 in San Diego, CA, two (2) 2004 models for \$366,368 and \$410,205 in Italy and Turkey, and one (1) 2005 model for \$649,999 in Hawaii.

The trend for the listing values outweighs the sold boats history. A supported value from BucValuPro and the trend of the active listings of the vessels determine the value and selling price of the vessel.

estimated Fair Market Value is determined using a cross-reference of data from Soldboats.com, BUC Used Boat Pricing Guides, NADA, Yachtworld.com, and other online sales listings or dealers. Adjustments are made for conditions and related equipment. The Estimated Market Value is for the vessel in its condition on the date or dates of the Survey before any repairs or maintenance.

After consideration of the reliability of the data, the extent of the necessary adjustments, and the condition of the vessel, it is the Surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel is:

\$429,000
Four Hundred Twenty-Nine Thousand US Dollars (USD)

Estimated Replacement Cost is determined using a cross-reference of data obtained from Boat Dealers and other online resources.

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. The "ESTIMATED REPLACEMENT COST" of the vessel is:

\$1,070,000 per BUCValuPro™
One Million, Seventy Thousand US Dollars (USD)

SURVEYOR CREDENTIALS

Surveyor Credentials Include:

NAMS Associate Marine Surveyor, IIMS Affiliate Marine Surveyor, USPAP Compliant Appraiser, recognized with the ASA, Trained at Chapman School of Seamanship basic and advanced Damage Claims. Member of the following associations: ABYC, MICA, MUSC, NFPA, NSBC, TAPA, and a former USGC Auxiliary member.

Acceptance and use of this report by the client acknowledge the client's understanding that the report has been composed of information that is believed to be true after reasonable investigation and inquiry but is not warranted to be so. The information was obtained without drilling, diving, ultrasonic, cleaning, or opening to expose parts or conditions ordinarily concealed. No tests for tightness or soundness were conducted other than the conditions noted visually.

Acceptance and use of this report acknowledge the client's understanding that no determination of stability or structural strength has been made, and no opinion is expressed.

Acceptance and use of this report acknowledge the client's understanding that Ocean Marine Surveyors, Inc and its employees do not accept any responsibility for damage or deterioration not found or discovered during the survey nor for consequential damage, deterioration, or loss due to any error or omission.

The Client hereby undertakes to keep the Surveyor/Consultant and its employees, agents, and subcontractors indemnified and to hold them harmless against all actions, proceedings, claims, demands, or liabilities whatsoever or howsoever arising which may be brought against them or incurred or suffered by them, and against and in respect of all costs, loss, damages, and expenses (including legal costs and expenses on a full indemnity basis) which the Surveyor/Consultant may suffer or incur (either directly or indirectly) in the course of the services under these Conditions.

Notwithstanding the above clause, in the event that the Client proves that the loss, damage, delay, or expense was caused by the negligence, gross negligence, or willful default of the Surveyor/Consultant aforesaid, then, save where loss, damage, delay or expense has resulted from the Surveyor's/Consultant's personal act or omission committed with the intent to cause same or recklessly and with the knowledge that such loss, damage, delay or expense would probably result, the Surveyor's/Consultant's liability for each

incident or series of incidents giving rise to a claim or claims shall never exceed a sum calculated on the basis of ten times the Surveyor's/Consultant's charges.

SUMMARY

In accordance with the request for a Marine Survey & Appraisal of the SAMPLE PREPURCHASE SAILBOAT, for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on March 11, 2024. Subject to correction of deficiencies listed in sections A and B, the vessel is considered to be reasonably suitable for its intended use. Other deficiencies listed should be attended to in keeping with good maintenance practices or as upgrades.

SURVEYOR'S 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 documented 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 I have no personal interest or bias concerning the parties involved.

My compensation is not contingent upon reporting a predetermined value or direction in value or demand in value that favors the client's cause, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event.

I have personally inspected the vessel that is the subject of this report.

This report is submitted without prejudice and for the benefit of whom it may concern.

The report was written on March 13, 2024



George Malhiot
NAMS Associate, IIMS Affiliate Surveyor
Member of ABYC, MICA, MUSC, NFPA, NSBC, TAPA
USPAP Compliant Appraiser and Damage Claims



Photo 28



Photo 29



Photo 30



Photo 31



Photo 32



Photo 33



Photo 34



Photo 35



Photo 36



Photo 37



Photo 38

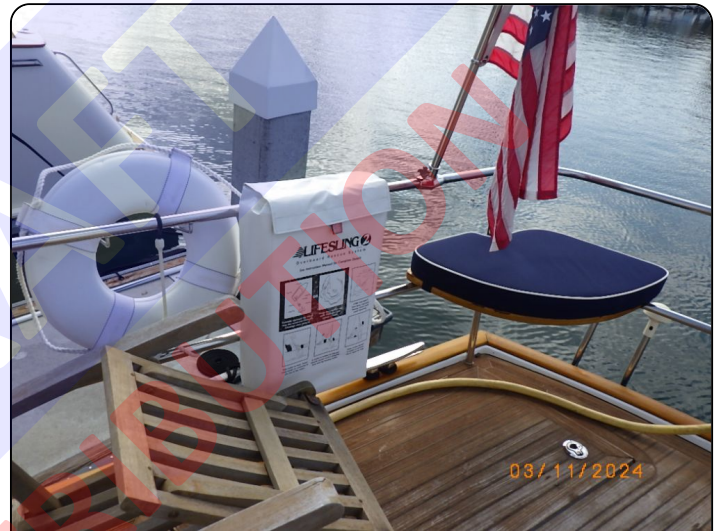


Photo 39



Photo 40



Photo 41



Photo 42



Photo 43



03/11/2024

Photo 44



03/11/2024

Photo 45



03/11/2024

Photo 46



03/11/2024

Photo 47



Photo 48



Photo 49



Photo 50



Photo 51



Photo 52



Photo 53



Photo 54



Photo 55



Photo 56



Photo 57

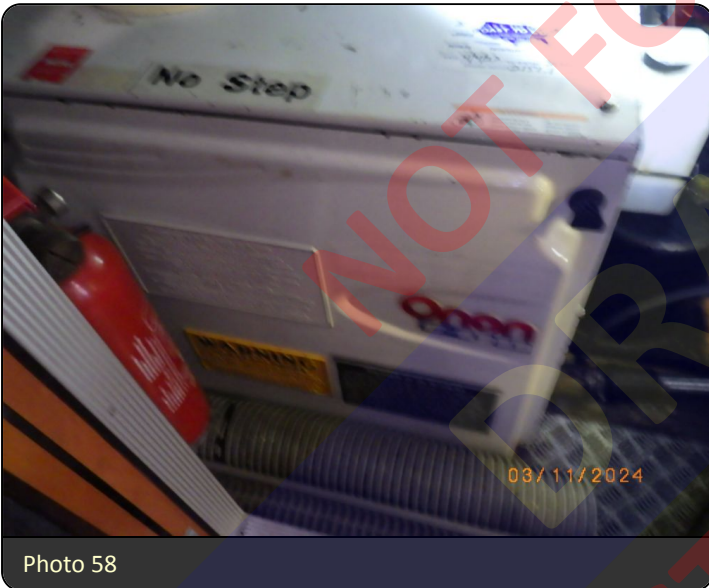


Photo 58