

Mitch Witt Marine Surveyor

AMS #1027

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Survey of:

50' Ta Yang Sloop 1981



Evaluation Criteria, Terminology and Considerations.

A. This report has been prepared applying the knowledge and experience of the surveyor, after a visual examination of hull, rigging, machinery, equipment and other related items as mentioned in the report. Areas requiring tools for access have not been inspected, nor has any testing or inspecting, other than visual, been performed unless specifically stated.

B. Standards and codes considered in these evaluations and comments are established by the US Coast Guard (USCG), the Code of Federal Regulations (CFR), the American Boat and Yacht Council (ABYC), NFPA and other organizations involved in vessel construction and technical standards, however, it should not be assumed that the evaluation and this report address all aspects of any applicable standard or code.

C. As much information as is considered practical has been included in this report, but no attempt to compile a complete inventory was made unless specifically stated nor are necessarily all what may be considered to be damage or flaws mentioned. In some cases "Model Numbers and/or Serial Numbers are listed (if they can be accessed and are legible).

D. The Client has acknowledged and agreed that the vessel inspection and report does not constitute an engine or rigging survey nor is it a 100% review of all conditions, systems and equipment, rather the inspection and report is a general review of the vessel and her equipment on the day in question. Reporting on unseen flaws, degradation, inaccessible features and conditions, subsequent changes or modifications are beyond the scope of this inspection. *Refer to Survey Agreement*

Miscellaneous Terms, Acronyms and Abbreviations

CFR: Code of Federal Regulations AR = As Reported (information not guaranteed)

FBG or FRP: Refers to fiberglass reinforced resin or any combination of or types of resins.

STBD Starboard CTR/Ctr= Center

VDC / DC Volts, Direct Current AC = Alternating Current A/C - Air Conditioning

Sea Trial: For the purposes of this inspection and report is defined as the functional operation of the vessel in any body of water whether under sail or power or both.

Fair Market Value (FMV) is the price at which the property would change hands between a willing buyer and a willing seller, neither being under any compulsion to buy or sell and both having reasonable knowledge of relevant facts.

Hard Starting (Engine) for the purposes of this inspection & report, a hard starting engine is one that would not start after 3 attempts of at least 30 seconds each. An engine that starts on first try with a 5 second delay is not hard starting.

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Pleasure Vessel Survey

Survey for: Mr & Mrs Confidential Client Inspection Date:
Mailing Address : Report Issued:

Phone : 717-278-9808 *em*:
Vessel Name: **Grand Old Yacht** YW #
Home Port: Ta Yang (TAIWAN)
LOA **50.3** LWL: **42.00** Beam: **14' 3"**, Draft:**6.5'** Mast Ht: 64 to 65' (AR)
Hull ID Number TYA567891011 Year Built **1981**
Documentation Number 456789 Pending
Displacement: 35,175 lbs Ballast: 14,350
Location of Vessel: Lighthouse Point, Florida
Survey Objective : Condition & Value pending purchase.
Circumstances Buyer states he has previously sailed on this vessel and has examined the bottom out of water, as such he declined sea trial and haul out inspection.
Survey attended by sales broker, Mr. Yacht Broker
The surveyor has no previous experience on this vessel.

Other Significant Identifying Features

Dark Brown Sail Covers, Bimini and Dodger. Painted mast, wooden helm, teak deck.

Figures shown as reported elsewhere, accuracy not verified

No determination of stability or structural integrity has been made and no opinion is expressed thereto.
This survey report represents the condition of the vessel on the dates specified above, and is the unbiased opinion of the undersigned, but is not to be considered an inventory or a warranty, either specified or implied.

A. Hull Exterior

Hull Material:	Fiberglass - Cream colored, Appears to be original gel coat. Above WL, observed no patches or areas of obvious damage other than minor nicks.
Rubrail	Substantial teak rail mid-way up the hull from waterline. Finished with a preservative. Appears sound, in average condition.
Blisters	None discernible above waterline.
Finish & Sounding (Below Waterline)	Not Inspected
Keel /Ballast	Not Inspected.
Propeller Shaft	Not Inspected. (below water line)
Shaft Seal/Stuffing Box	Appears to be Flax packed bronze stuffing box.
Propellers	Not Inspected..
Galvanic Protection:	Not Inspected.



B. DECK and Cabin Top

Sounding of Deck:	Decks and cabin top are TEAK which is showing their age. Bungs missing, raised grain and some fittings and fasteners standing proud. Areas starboard side of mast between chain plates are soft. Extent of problem unknown. see photo pg 17. Repair of all soft spots and delamination is a priority in order to restore vessel's seaworthiness and value. <i>Anticipate more areas than currently identified.</i>
Anti Skid Decks	Perhaps 1-3 years of functional life remaining for non skid function of teak deck before planks or sections begin to come loose.
Handholds	Teak hand rail runs along cabin top P&S. Generally in good condition with fasteners intact. Additionally, three legged stainless steel hand rail stanchions are rigidly installed port and starboard of mast. Of 1.125" tubing, clean, all fasteners intact.
Railings & Lifelines	Stanchions and Stern rails are 1.125" tubular stainless steel, 7 stanchions each side w/ gates. Stanchion bases are on deck with a brace mounted on top of coaming. PVC coated lifelines are nearing end of life. Recommend replacing, lifelines with non coated material prior to navigation.
Hatches & Gaskets	Foredeck has three 20 x20 painted aluminum frame hatches. In need of cleaning. Lenses are due for replacement. Cabin top has two, bronze frame rectangular opening ports per side. Average condition. In need of cleaning. Some need lens replacement. Hull sides fitted with 4 rectangular ports, fixed. All lenses in need of replacing. At least one is cracked.
Gunnel	Approx. 6" high of fiberglass with varnished cap rail.
Cleats	Bronze cleat & chock fittings installed in gunnel at bow and midships. Standard cleats installed aft with chocks in gunnel. Fasteners intact.
Sailing Winches	Five single speed mast mounted winches are by Malestrom. In the cockpit, four self tailing Barient two speed anodized winches serve sheets. Rotated freely, undamaged and in average condition.
Windlass & Ground Tackle	Lewmar windlass installed on foredeck.. Includes pay out function as well as wind-in. 60 lb galvanized steel CQR anchor, with 3/8" chain of unknown length. Spare anchor is galv. steel Danforth. Stored in large foredeck locker. Windlass breaker located port bow locker.
Ventilation	Limited to 3 foredeck hatches and opening hatches on cabin top sides.

B. Deck “Cockpit” *continued*

	High coaming with separate footwells for helmsman and occupants includes teak seats and varnished coaming top. Footwell includes teak grating.
Salon Entry	Small drop-in board and slider which locks with hasp & staple and pad lock.
Cockpit Drains	Scupper drains in each footwell drain through elaborate system below to through hulls. Some of the hose observed to be rotten.
Deck Fills	All together, starboard side mid ships. Below deck hoses come up through a locker that is partially filled with old expanding foam. This arrangement leaves little room for access to clamps or inspection. Some hoses are old and in need of replacement.
Bimini & Dodger	Brown sunbrella®, in good condition, free of repairs. Bows in good condition.
Cockpit lighting	Recommend the addition of a red/white light fixture prior to offshore sailing.
Lines / Fenders	Assorted dock lines, fore, aft & springs a mix of braided and stranded and fender. Additional lines in foredeck locker.
Water Access	Boarding ladder mounted mid-ships at lifeline gate.
<u>C. Steering</u>	All Teak helm, varnished, clean and in good condition.
Steering Gear	Helm ~sprocket~chain~7x19 wire system operating a small quadrant. Wires in average condition. Wire sheaves supported from what appears as a home made framework of stainless angle. Observed to “deflect” 1/4” or more when helm reaches it’s stop.
Emergency tiller:	Stainless steel & wood. Rusted, stored below in cabin.
Auto Pilot	Control display adjacent to helm. Observed system to engage and shift the helm. Full functions not demonstrated.
Visibility from Helm	Reasonable visibility port, starboard and aft. Helmsman must make an effort to stand up and see over the bow. It is important the helmsman reposition themselves as needed to <u><i>maintain safe lookout all around.</i></u> Ref: 33 CFR, USCG Rule 5 & COLREGS 72



D. Standing & Running Rigging *The undersigned surveyor performed inspections at **deck level**. This information shall not be construed as a "Rigging Survey".*
Recommend that prior to offshore navigation a thorough "Rigging Survey" be conducted by qualified rigger.

Mast: Dual spreader, keel stepped, oval spar constructed of Aluminum. Painted white, noted some bubbling of paint near fittings and fasteners as viewed from deck level.

Step is a stainless steel plate bolted to a fiberglass bridge laminated between curved hull forms in the bilge. Step & mast base in need of cleaning. Keep clean and inspect regularly.
[See Photo Page 18](#)

Boom(s) Gooseneck, fittings, fasteners and blocks appear to be original equipment and in average condition. Boom and **spinnaker poles** (2) are aluminum in average condition.
[Note: Spinnaker poles appear heavily used. Monitor fasteners and fittings to insure safe use under load. Repair or upgrade as necessary.](#)

Stays Uppers and aft lower are 10mm wire. Upper and forward lower are 8mm.
Lower terminations all Norseman fittings in average condition except for forward lowers which are swages that are rusting. [See Photo](#)

Backstay Split back stay with double triangle plates aloft. Lower segments are 8mm.
Stays were taught but no attempt to determine proper tensioning was made.

Forestay: Old Seafurl roller furling drum and foil. Noted a missing fastener beneath drum.
Lowest foil section was secured by set screws, set screws all missing, short foil section has slipped. Upper sections appear to be interlocked. Suspect the foil is generally worn and in need of upgrading. 0052 054

Inner forestay is 8mm with same assembly (turnbuckle not seized).

Chain Plates SS pad eyes, 1/4" thick pass through deck escutcheon plates.
Forward lowers terminate in quick release fittings to permit use of spin poles.
No lightning down conductors observed. Ref: ABYC TE4

Turnbuckles Open body bronze in average condition. Studs not seized. *Toggles are welded to T-bolts.*

Running Rigging Halyards, sheets, blocks and other gear were not demonstrated. Mast mounted clutches are dated. Halyard condition unknown.
Two part fall boom vang fitted to boom, average condition.
[Recommend inspection of all halyards and mast head sheaves prior to sailing.](#)

Mast Partner In the salon, the "Partner" is very loose - tighten as required.

E. Sails *Client has previously sailed this vessel and is familiar with sails.*

Main Viewed main under cover on boom. Cloth appears to have reasonable life remaining.
condition. Visible portions clean.

Jib Current Jib appears a 90%. Opened to examine roller furling. Cloth of similar weight to main. Average condition.

F. Vessel's Interior Interiors finished in solid hardwood, shows extensive cabinetry work. A moldy smell is pervasive below decks, typical of older yachts, not overly strong but present nevertheless. A thorough effort to air out, wipe down, cleaning and laundering bedding and cushion covers would reduce or eliminate smell..



F. Interior continued

Hand Rails	Teak hand rails secured overhead through cabins. Loose fastener hangs down in port forward cabin.
Salon Flooring	Teak & Holly framed removable panels. Showing age, in average condition. Carefully sanding with some touch up repairs and refinishing would bring out the contrast between Teak & Holly.
Bulkheads & Companionway Doors:	Doors close evenly and latch. Extensive wood work throughout, mostly solid Mahogany and Teak. Generally in good condition.
Windows & Ports	Bronze rectangular ports, 2 per side. In need of polish. Lens need cleaning or replacing.
Lighting	12 VDC fixtures throughout, all observed to function. Four “deck prisms” are installed. No obvious signs of leaks. From within cabins the ceiling area is unfinished around the prisms.
Upholstery	Green fabric, medium weave in average condition. Laundering the covers would help to reduce moldy smell.
Galley & Equipment	Three burner “FORCE” LPG stove & oven. Clean, avg. condition. Not demonstrated. Note: LPG supply to gimbaled stoves must use UL21 rated LPG hose with permanently swaged ends, no hose clamps. Refer to ABYC A4.
Galley & Work Surfaces	Counter tops are laminate. Clean and undamaged.
Galley Sink & Faucet	Double stainless sink and faucet, no signs of leaks, clean and in average condition.
Storage	Reasonable storage for provisions and utensils.
Ventilation of Galley	Two side opening ports and companionway.
Refrigeration	Top loading fridge and freezer, both of substantial volume. Observed to cool down to 26 °F
Air Conditioning	Three Marine Air, water cooled units. Breakers labelled as serving Forward, Salon and Aft. Units function from shore power or generator. All three units observed to function cooling respective areas. All three units served by one circulating pump so when one thermostat reaches set point it shuts off pump regardless of other two units. Recommend either installation of individual pumps or tying in all three thermostats to circulating pump so one unit does not prematurely shut off cooling to another area. Thermostats may shut down fans, rather than supply of cooling water.

G. Plumbing

Note: The ability to quickly locate and close all through-hull valves is important to safety. Though hull valves should be checked quarterly if not monthly by fully closing and fully opening, lubricating and cleaning as necessary to maintain full range of operation.

Scuppers	<p>From within generator space observed a network of hoses spliced together, joined to other hoses with "Y" fittings some serving deck and cockpit scuppers and others appeared to be part of bilge pump discharge hoses, all suspended in an unprofessional arrangement. One scupper hose parted during this inspection.</p> <p><i>Essential: Replace old degraded hoses and clamps. Trace out and separate scupper drain system from bilge pump system.</i></p> <p><i>Reroute and secure hoses out of the way so that they are not used as a means of support for maintenance crew. Limit the number of intersecting hoses and do not splice two short pieces to make one long piece. In-line fittings degrade bilge pump performance and contribute to leaks.</i></p> <p><i>Air conditioner condensate should drain to grey water sump boxes (along with shower drains) and be pumped directly overboard. <u>It is unwise to allow AC condensate to drain to the bilge.</u> See photo 17</i></p>
Through-Hull Fittings	<p>No out-of-water inspection. All through hulls not located. Observed several through hull fittings and valves adjacent to engine and aft, adjacent to generator. Noted one through hull near water line did not have a valve. <i>Recommend all through hulls near the water line be fitted with valves. See photo page 17.</i></p>
FW Tanks	<p>Three SS tanks reported. Two, beneath forward single berths (P&S) and a large, stainless steel tank installed near engine. The stainless tank was reported to be out of service and disconnected. The total capacity of the forward tanks is unknown.</p> <p><i>Recommend all hoses to the stainless tank be located and confirmed to be capped. Determine capacity of forward tanks and initiate a thorough sanitization prior to use to include all distribution piping and water heater as part of sanitization.</i></p>
FW Pumps	12 VDC pump operated to supply water pressure to hot and cold systems.
Holding	Reported as 40 gallons.
Bilges	Average Condition, would benefit from thorough cleaning.
"Fixed" Manual Emergency Bilge Pumps	<p>Single fixed pump installed beneath helm seat (to starboard) , access by removable bronze plate requiring a tool to remove the plate.</p> <p><i>Bilge pump handle and plate removal tool must be kept <u>at the ready</u> adjacent to the point of use. Or, change the cover plate so tools are not needed. Or, change the installation of the pump so that the handle socket is exposed allowing the handle to be inserted quickly (typical, usual and customary installation).</i></p>
Bilge Pumps	<p>12 VDC Bilge pumps in engine sump and aft near generator.</p> <p><i>Observed aft pump to activate by float switch, unable to reach float switch of forward pump. Recommend testing automatic features on a regular basis, to be entered in ship's log.</i></p>
HEADS	<p>Forward head serves both single cabins. Floor panels are delaminating. One additional head off galley. Hand pump leaks freely when pumping.</p> <p><u>All Fixtures oxidized and dated.</u></p>
Comment:	<i>Recommend replacing all plastic through hull fittings (regardless of location) with bronze. The potential risk of flooding due to a UV damaged plastic through hull is unacceptable.</i>
Air Conditioning	See page 10

H. Electrical Systems

DC and AC - Ships Power

Battery Systems:	House batteries consisting of three, 12 volt liquid electrolyte 8D batteries secured beneath port side salon seating. Heavy fiberglass covers. Electrolyte full. Saw no evidence of individual (+) conductor over current protection as may be required by ABYC E11
Distribution	AC and DC loads distributed from two panels with Analog meters for Voltage and Loads.
Charging	Equipment includes (A) Engine mounted alternator or (B) Generator said to be rated at 5 kw and "C" from shore power. Electrical circuits not identified or tested.

AC Shore Power Electrical System and Equipment

Shore Power	Two 30 Amp 120 VAC receptacles installed port side in cockpit. Pins were in average condition. Shore power cords are rated for 30 amp marine service. One cord end does not include a waterproof boot.
Main Breaker	One 30 amp circuit works through a new Blue Sea panel and includes double pole breaker and reverse polarity LED. The other circuit works through the original ships distribution panel and a single pole breaker. No Reverse Polarity LED. Have qualified marine electrician install double pole master breaker for second circuit. (Ref ABYC E11)
Inverter:	Magnum Energy unit installed beneath Nav table seat.
Outlets	Outlets tested showed correct polarity. Outlets observed included GFI feature. At least one older outlet did not include GFI protection. Recommend non GFI protected AC power circuits be tied to GFI outlets.
Comment:	Recommend a qualified marine electrician conduct a detailed safety inspection of the AC electrical system and DC Charging system. Inspect the full length of each battery conductor for good insulation integrity. Install over current protection where suggested by ABYC.

I. NAVIGATION ELECTRONICS & EQUIPMENT

Compass	Stainless steel Danforth Constellation at helm. No calibration or correction card.
Navigation Lights	Bow lights working. Stern light fixture observed in Galley - to be installed.
Depth, Speed, Wind	Information provided by individual displays arranged around the helm.
GPS	Raymarine C80 multifunction display installed at nav station. Observed to power up and display LatLon. Accuracy not verified.
Radar	Raymarine mounted on mast.
Radio (s)	Standard Horizon GX2000, observed to transmit and receive from local station. Observed No FCC Call sign or license posted. SONY AM FM Stereo
AIS	None On Board
SSB	An ICOM SSB Tuner was installed inside the stern locker. Transmit wire appeared to be incorrect gauge & type. Found no SSB receiver/transmitter on board.
Electronic Autopilot	Control display adjacent to helm. Observed system to engage and shift the helm. Full functions not demonstrated.
EPIRB	Two 406 MHz EPIRB's onboard. Note: EPIRBs must be re-registered upon new ownership. Registration may be handled on-line.

J. Engine The engine, located below galley, has been examined superficially, observed and listened to at idle and while in-gear with the following comments:

Engine	YANMAR Model 4JH4-HTE, Engine Year: 2010. Hours: 1500 (Old hours meter not reset when vessel re powered) Naturally aspirated diesel said to be rated at 110 hp Exhaust system appears in good condition, two clamps used where visible. Vented loop located in locker in aft cabin. Tachometer functioned. No Low Oil Pressure Alarm. Engine was hard started easily, allowed to idle at dock and operated in forward and reverse (at dock) applying 50% to 75% throttle. Engine responded without hesitation or smoke. Recommend a loud 12 VDC bell be installed for low oil pressure alarm.
Transmission	Observed to shift easily from forward to reverse while at dock.
Condition	Engine generally in average condition. Recommend it be kept clean and provide scheduled maintenance to sustain reliable operation.
Function	Engine started at the dock, observed at idle for 30 minutes. Engine operated at lower RPM since tachometer was non functional and all onboard were concerned about overheating or shut down.
Oil Press Alarm	Audible alarm heard on start up. Alarm not loud enough to be heard when motor sailing.
Ventilation	Forced ventilation flexible duct observed however could not locate a switch to operate the fan. Recommend some means of forced ventilation for the engine compartment be devised.
Spare Parts	Assorted belts and filters stored in starboard cabin drawer.

K. Fuel Systems

	Diesel in two tanks. <i>As reported:</i> Port = 80 gal. (Bladder), Stbd.= 50 gal (polypropylene). Observed a small leak on top of port tank at fitting. Recommend fill, withdrawal, return and vent hoses be traced. Clamps checked, splices eliminated, lines labelled. Vents should not be tied together. Withdrawal and return manifolding and valves should be clearly labelled so operators can determine which tank is online.
Fuel Filter	In -line filter installed beneath salon flooring. A shallow pan was present below the filter to catch drips. Recommend installation of a second Raycor, fuel-water separator with necessary manifolding to permit withdrawal and return from either tank, independently. Generator fuel supply & return should also be configured to withdraw & return to either tank.
Bonding / Ground	Found no ground circuit between deck fill fitting and tank. Recommend installation of #8 wire ground from fill fitting to tank in accordance with NFPA and ABYC.
Fill & Vent Hoses	Could not determine hose ratings.

Cooking Fuel Propane cylinder stored in locker beneath helm seat. A small drain hole was found in the bottom of the locker. [At a minimum, for this locker \(&delivery system\) to meet requirements of NFPA99 and ABYC A1, the locker lid must close & latch securely, sealing the interior by gasket. The drain must be piped overboard, above waterline, hose routed & supported to prevent low points that might collect water and form a trap.](#)

LPG is distributed via a LPG rated 12VDC solenoid valve, regulator and a pressure gauge. [Delivery system must be configured so that a pressure test may be performed, showing no loss in pressure over 5 minutes. If copper is used it must be type K or L, seamless, fully annealed conforming to ASTM B88-75a with "flared ends", wall not less than .032". Rubber hose shall meet requirements of \(and bear markings\) UL 21 "LP Gas Hose" and have permanently swaged ends. Hose clamps \(jubilee clips\) shall not be used.](#)

L. Safety

Fire Control	Several 3 lb hand held Dry Chem Fire Extinguishers on board. Generator compartment had two auto release extinguishers, could not read certifications. Another auto release extinguisher in Engine compartment. Recommend one or more, 5 or 10 lb. CO2 or FE241 hand held extinguishers be added to ships equipment. All to be annually inspected.
Alarms	Observed a smoke detector installed in the salon (ceiling). Recommend the addition of additional smoke detectors, at a minimum in aft cabin. Recommend the addition of Carbon Monoxide (CO) detectors in sleeping quarters.
Life Raft	"Switlik" 6 man Raft with hydrostatic release in cradle on deck. Cradle not secured to deck. SN MD2 2688, Manufactured 11-9-05. Last Recertification May 2012.
Personal Floatation Devices(PFD's)	Observed at least two Type II PFDs in locker, clean in new condition.
Throw-able	Stored in fore deck lockers. (Ref 33 CFR Part 175.15(b))
Personnel Harness(s)	None found onboard
Horn and/or Whistle	None found onboard
MOB Pole	None found onboard
Flares	Several hand held marine grade flares found.
E.P.I.R.B.	Two, 406 MHz floating EPIRBs onboard. Exp. 7/12/18 Have EPIRB's inspected and serviced in accordance with manufacturer's recommendations. Register EPIRBs with name and address of new owner.
First Aid Kit	Standard kit on board.
Emerg. Bilge Pumps	See Plumbing

Misc.

Docking:	Assorted stranded and braided lines and several inflatable fenders onboard.
Misc Equipment	None

M. Summary

At the client's request and signed acknowledgement, this survey was performed alongside a dock and did not include a sea trial or out-of-water inspection. Buyer was aware that the deck has delamination and soft spots prior to the survey. Generally the vessel is in average condition exceptions being as noted herein.

In addition to comments *throughout the report* the following recommendations are offered:

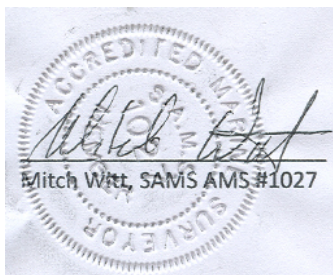
- 1 Replace lifelines all around prior to navigation.
- 2 Repair low oil pressure alarm. Insure alarm is loud enough to be heard while motor sailing.
- 3 Have existing fire extinguishers inspected. See "Safety" page 14.
- 4 Install 30 amp *double pole* marine grade main breaker at main panel.
- 5 Repair soft areas on deck. See page 6.
- 6 Have mast and rigging inspected by qualified rigger prior to navigation. Seize all turnbuckles. Clean mast base & step. See photo page 18.
- 7 Replace degraded hoses and rusted clamps throughout (Engine, Head, Generator, Fuel Systems, etc.) and address other issues in Plumbing section.
- 8 Replace cracked glass in fixed port. All fixed ports in need of cleaning or replacement.
- 9 Teak decking in need of repair, nearing end of life. Complete replacement will restore value. Some areas are soft indicating water intrusion and damage to coring requiring repairs.
- 10 Clean & restore fresh water tanks. Repair leaks at diesel fuel bladder tank & address comments page 13.
- 11 Install stern light prior to navigation.

In consideration of comparable sold prices and observations listed herein, as she sits currently, the *estimated* Fair Market Value is \$ 000,000 USD. Replacement value estimated at: \$ 0,000,000.

Following restorations, in particular with consideration to deck repairs and the recently replaced engine (and other repairs) it may be beneficial to have the vessel reassessed for FMV.

I certify that to the best of my knowledge and belief the statements contained within this report are true and accurate and are limited only by the indicated assumptions and conditions under which the inspections were performed. Except as noted (as reported) the information contained in this report is based on my personal observations. I have no past, current or future interest in this vessel or bias with respect to the parties involved. My compensation is not contingent upon reporting predetermined conditions or value or future action or event.

This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either express or implied nor does it warrant the future condition or safe operation of the vessel.



Dated mast hardware, paint bubbling.

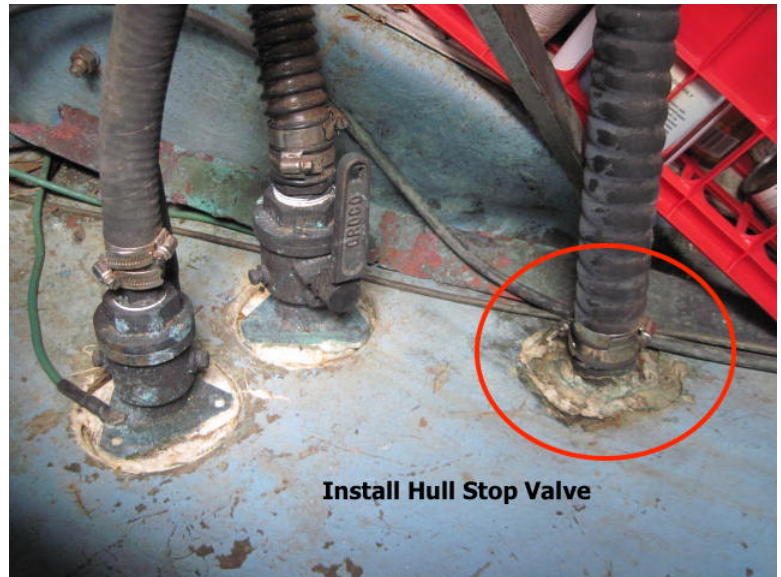


Forestay RF Foil ~ Due for Upgrade



Forward lowers - heavy corrosion.

Locate and replace old & degraded hoses and



clamps.



Soft Deck Area Due To Water Intrusion At Chain Plates.



Mast Step (*Grounds / Bonding terminal block at right*)



Bottom of mast & mast step in need of cleaning & repainting at the earliest opportunity.