



2014 45' Outremer Marine 45' Performance Catamaran
"SAMPLE TWO"



Membership with the Society of Accredited Marine Surveyors and the American Boat & Yacht Council

Report of Marine Survey

Of the Vessel

"SAMPLE TWO"

2014 45' Outremer Marine 45' Performance Catamaran

CONDUCTED BY

Capt. Rick Whiting, AMS

STARBOARD MARINE

PREPARED FOR

Jane Q. Public

March 16, 2023

Report of Marine Survey

INTRODUCTION

PURPOSE & SCOPE

The attending Surveyor attended aboard the 2014 Outremer Marine 45' Performance Catamaran "SAMPLE TWO", at the request of Jane Q. Public, beginning March 16, 2023. 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 be 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. 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.

Report of Marine 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.

GOOD or GOOD WORKING ORDER:

The system or component was found fully operational.

FUNCTIONAL:

The system or component was found fully operational.

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 not performed during the Survey inspection.

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.

Report of Marine Survey



ELECTRICAL INSPECTION COMMENTS

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

HIN (HULL IDENTIFICATION NUMBER) VERIFICATION COMMENTS

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

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.

GENERAL RECOMMENDATIONS

It is highly recommended that the buyer spend an adequate amount of time aboard with the vessel's owner or captain, in order to learn important details specific to the vessel, and also be educated about any unconventional or complicated system installations or complex electronics/electrical configurations & operations. Special consideration should be given to details regarding periodic maintenance schedules, basic & complex systems operation, vessel maneuverability and any safety concerns.

Recommend implementing/maintaining vessel trip and machinery maintenance log books.

Report of Marine Survey

GENERAL VESSEL INFORMATION

TYPE OF SURVEY REQUESTED: Condition and value pre-purchase for buyer
DATE AND TIME OF SURVEY: March 16, 2023 / 0900 Hrs.
FILE NUMBER: 0002
VESSEL TYPE: Auxiliary sail vessel
VESSEL BUILDER: Outremer Marine
VESSEL DESIGNER: Gerard Danson
HIN (HULL IDENTIFICATION NUMBER): AOM4500000 (See photo appendix for image)
MODEL YEAR: 2014 (per Hull Identification Number)
YEAR BUILT: 2014 (per Hull Identification Number)
HULL NUMBER: 000 (per Hull Identification Number)
VESSEL CLASSIFICATION/STANDARD: Recreational
DOCUMENTED HAILING PORT: San Francisco, CA
HAILING PORT DISPLAYED: At transom
HOME PORT: Brisbane, CA
OFFICIAL NUMBER: 1010110 ***
U.S.C.G. DOCUMENTATION NUMBER: 1010101 ***
U.S.C.G. DOCUMENTED FOR: Recreation
VESSEL MATERIAL: FRP (Fiberglass) with carbon fiber elements.
LENGTH OVERALL (LOA): 45.17' **
REGISTERED LENGTH: 45.2 ***
LENGTH WATERLINE (LWL): 44.62 **
BEAM: 23.25' **
REGISTERED BEAM: 23.5 ***
DRAFT: 2.3 (boards up) / 7.22 (Boards down) **
OVERHEAD CLEARANCE: 67' **
DISPLACEMENT: 15,984 lbs. **
DEPTH: 7.8 ***
GROSS TONNAGE: 23 GRT ***
NET TONNAGE: 21 NRT ***
LOCATION OF SURVEY INSPECTION: Napa Valley Boatyard, Napa, CA
LOCATION OF BOTTOM INSPECTION: Napa Valley Boatyard, Napa, CA.
PERSONS IN ATTENDANCE DURING SURVEY: Rick Whiting, surveyor
WEATHER CONDITIONS PRESENT: Sunny and mild with mild wind and sea conditions.

Report of Marine Survey

RATING & VALUATION

VESSEL OVERALL RATING: ****ABOVE AVERAGE
ESTIMATED MARKET VALUE: **\$1.00.**
ESTIMATED REPLACEMENT COST: **\$1**

VESSEL CONSTRUCTION HULL ARRANGEMENT

VESSEL DESCRIPTION AND LAYOUT

Starboard hull: Forepeak with ample storage / head compartment with stall shower / passageway with storage / aft owner's accommodation with queen berth / midship steps to bridge deck. - Saloon: Starboard side navigation station with chair / center L-shaped settee and table with storage under / starboard and port side galley / midships steps down to port hull. Port hull: forepeak with ample storage / forward crew accommodation with double berth, hanging pipe berth, storage / mid hull head compartment / passageway with storage / aft VIP guest accommodation with storage and queen berth / from bridge deck saloon aft out slider to cockpit area with fore, side and aft seating, table / port and starboard steps up to sailing bridge areas - port side helm station and seat / port and starboard aft helm seats with tiller access / wide side decks lead forward to foredeck and trampoline; ground tackle and access to the port and starboard forepeaks / mid-deck access to tankage and mast controls. / aft at transom is a davit arrangement with dinghy / port and starboard swim platforms at the aft of each hull.

HULL DESIGN TYPE

Performance catamaran hulls with fine entry plumb bows; high rise bridge deck with ample clearance from waterline; port and starboard dagger boards.



HULL MATERIAL

Reportedly, solid FRP (fiber reinforced plastic) with Vinylester skin coat below the waterline and Closed Cell PVC Foam sandwich core above the waterline.

EXTERIOR FINISH

White gelcoat topsides, decks and superstructure. Black wetted surfaces.

GENERAL EXTERIOR CONDITION

The exterior of the vessel was in excellent condition.

BULKHEADS

Athwartships reinforcement enhanced by bulkheads, bonded/tabbed to the hull with carbon fiber.

STRINGERS/TRANSVERSALS

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

Report of Marine Survey

STEM

Plumb stems.

BILGES

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

GENERAL BILGE CONDITION

No significant water was observed collecting in the bilges.

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).

MOISTURE COMMENTS

There did not appear to be any significantly elevated conductivity readings (possible moisture intrusion or other conductive material) around the hull, deck and superstructure penetrations, when tested with a Moisture Meter.

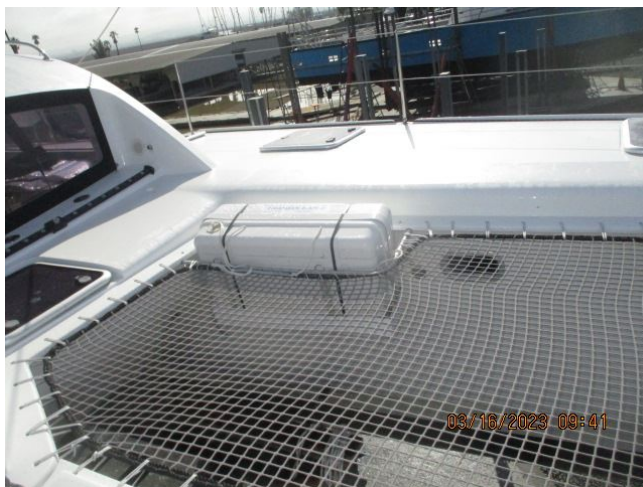
COMMENTS

Electronic Moisture Testing was limited. Boat builders utilize various construction materials, fasteners, coatings, fairings and composites, many of which have been proven to trigger higher conductivity readings and false positive readings for moisture on Moisture Meters. It must be understood that Moisture Meters are designed to detect the "conductivity" of substrates; including moisture, among various other conductive materials, and their ability to detect conductivity can be limited by many factors, such as the depth of the conductive material, air space present in between the laminate and the conductive material, etc. If a more thorough assessment of possible moisture content in the vessel's laminates is desired, it is recommended that a non-destructive Thermal Imaging Survey be performed to the "Infraspection Institute's Standards for the Inspection of Recreational Yachts & Small Craft Constructed of Fiberglass Reinforced Plastic and Composite Materials". Destructive testing may also be considered if a more definitive conclusion regarding possible moisture content is desired.

DECK ARRANGEMENT

DECK MATERIAL

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



TOE-RAILS

Molded fiberglass toe-rails (part of the deck's layup).

HULL-TO-DECK JOINT TYPE

Appeared to be an overlapping flange type joint.

HULL-TO-DECK JOINT REINFORCEMENT

The hull-to-deck joint was fiberglass tabbed internally, where sighted.

Report of Marine Survey

HULL-TO-DECK JOINT BEDDING COMPOUND

Reportedly, Elastomeric Polyurethane compound.

SUPERSTRUCTURE ARRANGEMENT

SUPERSTRUCTURE MATERIAL

Reportedly, cored FRP (fiber reinforced plastic).

SUPERSTRUCTURE-TO-DECK JOINT TYPE

The deck house and deck were molded seamlessly with no joint.

BRIDGE ARRANGEMENT

BRIDGE MATERIAL

Reportedly, cored FRP (fiber reinforced plastic).

BRIDGE TYPE

The bridge deck is port and starboard outboard and above the cockpit. The port side has the wheel steering station and sail controls. Sailing instrument are at both areas. Just aft of both areas is a helm seat and tiller steering access. Wide side decks lead forward from each bridge deck.

BRIDGE TOP

Both bridge deck stations are exposed.



BIMINI TOP

The cockpit is covered with a solid carbon fiber Bimini top.

MAST

Carbon fiber Radar aerial mast-head.

EXTERIOR EQUIPMENT

COCKPIT/AFT DECK EQUIPMENT

The cockpit included an Isotherm 12 volt freezer.

EXTERIOR SEATING

Cockpit seating was Bench type seating port, starboard and aft with fabric cushions. A helm seat is fitted at the port helm station. There are two (2) Carbon Fiber seats aft at the tiller steering stations.

GENERAL EXTERIOR SOFT-GOODS CONDITION

The vessel's exterior soft-goods appeared serviceable.

GENERAL HARDWARE CONDITION

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

Report of Marine Survey

GENERAL CAULKING/SEALANT CONDITION

No significant weathering was observed on the vessel's exterior caulking sealants.

EXTERIOR LIGHTING

Overhead Hard-Top lighting in the cockpit. All illuminated when tested.

EXTERIOR SHOWER

Hot/cold shower in the starboard transom wing locker.

CABIN VENTILATION

Provided by the port and starboard foredeck hatches, forward opening port lights in the saloon and the main aft slider door at the cockpit.

DECK HATCHES

Six (6) Opening deck hatches on the decks. Monitor frequently for signs of leakage.

PORTHOLES/PORTLIGHTS

Opening portholes were located on the hull and house sides.

EXTERIOR DOORS

Sliding companionway door, with Tempered glass window.

WINDOWS

Tinted & tempered fixed windows.

DECK RAILINGS

Dual stainless steel life lines supported by 1" stainless steel stanchions ran from bow pulpit to stern transom steps.

HAND RAILS/GRAB RAILS

Stainless steel handrails were located at convenient locations of the vessel.

DAVIT/CRANE

Dual Carbo Fiber transom mounted mechanical davits.



FINDING B-1

DECK DRAINAGE

Self bailing deck drains at the port & starboard aft cockpit corners.

CLEATS

Cleats throughout the vessel were stainless steel horn type.

LINE CHOCKS

Stainless steel bow and stern line guide chocks.

ANCHOR PLATFORM

Stainless steel fairlead anchor roller chute at the cross bar forward.

Report of Marine Survey

EXTERIOR STORAGE

Various exterior lockers and storage areas appeared serviceable, where sighted.

EXTERIOR DECK ACCESS HATCHES

Deck access hatches were Lewmar with tempered glass.

ROD HOLDERS

Rod holders were installed at the cockpit hand rails.

EXTERIOR COVERS

Sunbrella type sail, winch, and windlass covers.

FENDERS

Several fenders were observed onboard.

MOORING LINES

Dock/mooring lines were observed onboard (amount included unknown).

AUXILIARY MOTOR

Nissan 4-stroke 9 Hp. outboard engine. (Not tested)

TENDER / AUXILIARY WATERCRAFT

TENDER/WATERCRAFT

West Marine 10' Rigid fiberglass bottom inflatable RIB.

MODEL YEAR

2015

HIN (HULL IDENTIFICATION NUMBER)

Not sighted.

ENGINE MODEL

Nissan 4- Stroke 9 Hp.

ENGINE SERIAL NUMBER

Not sighted.

COMMENTS

A basic/limited visual inspection was performed on the tender. Recommend inspection by a Qualified Inflatable Service Facility, as necessary.

CABIN APPOINTMENTS *INTERIOR*

SALON ARRANGEMENT

Salon sectional sofa centerline athwart ships with table; navigation station just to starboard.

Report of Marine Survey



GALLEY ARRANGEMENT

The Galley was located aft in the saloon to starboard and to port on either side of the main slider door.



ACCOMMODATION ARRANGEMENT

Starboard hull: Owner's accommodation aft with queen berth. Port hull: VIP Guest accommodation aft with queen berth; crew accommodation forward with double berth and pipe rack over.

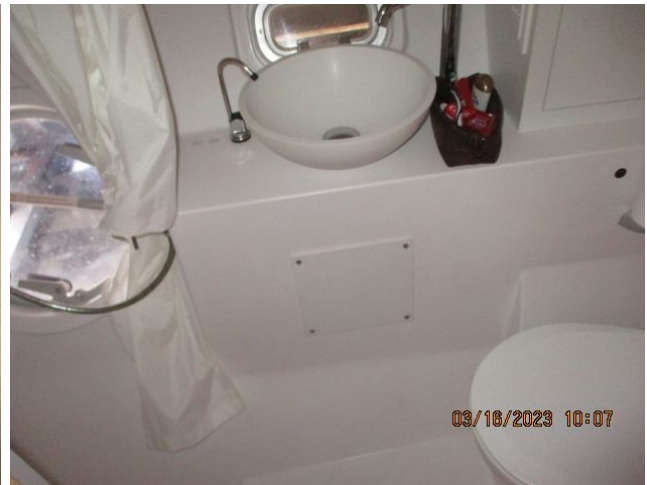


Report of Marine Survey



HEAD ARRANGEMENT

Two (2) Jabsco manual Heads.



SHOWER ARRANGEMENT

Stall shower in the Head, starboard hull. Integral shower in the Head, port side.

INTERIOR CABINETY & TRIM

The interior Satin finished wood laminate cabinetry and trim appeared serviceable.

INTERIOR DOORS

Satin finished wood laminate cabin doors.

INTERIOR STORAGE

The cabinets, lockers, drawers and shelving appeared serviceable, where sighted.

CEILING HEADLINERS

Headliner material was vinyl.

FLOORING

Wood laminate in saloon, cabins and head compartments.

CABIN SOLE FOUNDATION

Plywood cabin sole foundation.

COUNTER TOPS

Galley counter tops were Corian.

Report of Marine Survey

INTERIOR MIRRORS

No significant de-silvering was observed on the interior mirror's reflective coatings.

GENERAL INTERIOR & SOFTGOODS CONDITION

The general maintenance of the vessel's interior appeared serviceable.

GENERAL INTERIOR FURNISHINGS & SOFT-GOODS CONDITION

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

INTERIOR JOINER WORK COMMENTS

The interior joiner work appeared serviceable.

INTERIOR BULKHEADS

The interior bulkheads appeared serviceable, where sighted.

WATER INTRUSION COMMENTS

No significant signs of water intrusion were observed at the vessel's interior, except where noted.

FINDING B-2

INTERIOR SYSTEMS & EQUIPMENT

LIGHTING

12 Volt DC lighting fixtures. All lights illuminated.

CABIN HEATING SYSTEM

Webasto Diesel Heater.

FINDING B-3

AUDIO/VISUAL EQUIPMENT

TELEVISION SYSTEM

LG Television with DVD Player in the owner's accommodation.

STEREO SYSTEM

Fusion Stereo/CD/Satellite Radio Player, with speakers.

GALLEY EQUIPMENT

REFRIGERATION

Two (2) Isotemp 12 volt Stainless Steel Refrigerator/Freezer. Powered up. Demonstrated.

FREEZER

Isotemp 12 volt Chest Freezer. Powered up.

OVEN

Airlux propane oven. Powered up.

STOVE

Airlux propane two burner stove. Powered up. Demonstrated.

MICROWAVE OVEN

Whirlpool Microwave Oven. Powered up. Demonstrated.

GALLEY SINK

Stainless Steel sink.

PROPULSION & MACHINERY SPACE

PROPULSION SYSTEM

ENGINE MODEL

Two (2) Volvo Penta D2-40 Diesel engines.

Report of Marine Survey



MANUFACTURE DATE
2018

ENGINE HORSEPOWER
40 Hp. each.

NUMBER OF CYLINDERS
Three (3) in-line configuration.

ENGINE STARTER VOLTAGE RATING
12 Volt.

ENGINE HOURS
P/ 221 Hrs. observed on the Volvo Penta Digital Display. S/ 122 hrs. observed on the Volvo Penta Digital Display.

FINDING B-4

ENGINE SERIAL NUMBERS
P/ 5102034358 - S/ not observed.

ENGINE LABELS & NOTICES
The data tags were affixed to the engines.

ENGINE DISPLAYS
Volvo-Penta EVC Engine Systems Monitoring Displays.

ENGINE INSTRUMENTATION
Main engine instrument gauges were installed at the helm.

ENGINE ALARM SYSTEM
Volvo-Penta audible and visual alarms.

ENGINE EXHAUST SYSTEM
Raw water cooled with raw water/exhaust gas mixing risers, and flexible hoses to fiberglass surge pipes & mufflers, exiting through transom mounted discharges.

ENGINE COOLING SYSTEM TYPE
Closed reservoir type cooling with raw water cooled exhaust.

ENGINE DRIVE BELTS
Serpentine belt condition appeared serviceable.

THROTTLE & SHIFT CONTROLS
DDEC/Sturdy Marine Electronic Throttle & Gear Controls.

EMERGENCY ENGINE SHUT-DOWN
Engine shut-down keys at the helm.

Report of Marine Survey

ENGINE BED MOTOR MOUNTS

Adjustable motor mounts on cored fiberglass longitudinal engine bed stringers.

ENGINE BED SUMPS

Integrated drip sumps under the engines.

MAIN ENGINE OIL LEVEL

Normal levels were observed on the engine sump dipsticks.

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.

ENGINE CONTROL STATION OPERATION

Engine controls were operated at the helm station without exception.

MACHINERY & BILGE SPACE EQUIPMENT

ENGINE SPACE VENTILATION

Natural air flow ventilation was provided by the hull side vents.

FINDING B-5

ENGINE ROOM AIR BLOWERS

Jabsco 12 volt blowers were located in the port & starboard outboard engine rooms. Powered up.

SEACOCKS/SEA-VALVES

Raw water seacocks were Marelon plastic composite ball valve type mounted on bronze alloy thru-hull fittings. Lubricate, exercise and monitor frequently. Recommend performing maintenance on all seacocks & sea-strainers annually (disassemble, inspect, clean and lubricate). It is also recommended that all below the waterline and near the waterline thru-hulls have a proper sized wooden plug attached to function as an emergency plugging device.

RAW WATER STRAINERS

Groco bronze alloy with sight glasses.

HOSES

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

HOSE CLAMPS

Double clamped, where sighted. Always recommend installing corrosion resistant marine grade stainless steel T-bolt type hose clamps and/or solid banded (non-open slotted) hose clamps where appropriate.

MACHINERY SPACE INSULATION

Vinyl faced foam, thermal & acoustical insulation was installed in the engine rooms.

TOOL BOX

None sighted.

SPARES

Some spares were located in Pelican Case containers in the starboard hull.

TRANSMISSIONS / GEARS / DRIVES

DRIVE SYSTEM TYPE

Sail-Drives.

TRANSMISSIONS/GEARS

Volvo Penta / 2.19:1 ratio.

Report of Marine Survey



GEAR RATIO

Data tags stated, 2.19:1 ratio.

GEAR COOLERS/HEAT EXCHANGERS

Raw water heat exchangers. Check Zinc Anodes or bonding often.

GEAR FLUID LEVEL

Normal levels were observed on the transmission dipsticks.

FUEL SYSTEMS

FUEL SYSTEM TYPE

Diesel.

FUEL TANK MATERIAL

Crosslinked Polyethylene.

NUMBER OF FUEL TANKS

One (1).

FUEL TANKAGE CAPACITY

114 Gallons. **

FUEL LEVEL MONITORING

Fuel gauge installed at the helm station.

FUEL TANK MANUFACTURER LABELING

None sighted, due to access.

FUEL TANKAGE SECURING

The tank was framed in where sighted.

FUEL TANKAGE LOCATION

Forward of saloon superstructure to port.

FUEL FILL LOCATION

Forward of tankage at deck turndown.

FUEL FILL MARKING

The deck fuel fill fittings were clearly marked as to fuel type.

FUEL TANK VENTILATION

Forward hull side, just ahead of the tank location.

FUEL TANKAGE & FUEL FILL GROUNDING

Unknown due to access. Recommend verifying grounding.

Report of Marine Survey

FUEL FILL HOSE/PIPE

Unknown, due to access. Recommend verifying fuel fill hose type.

FUEL LINES/HOSES

USCG Approved Type A1 fuel lines, where sighted.

FUEL SHUT-OFF VALVES

Ball valves at the fuel tank and the Primary Fuel Filters.

MAIN ENGINE PRIMARY FUEL FILTERS

Two (2) Racor 1000-MA Primary fuel filter/water separator.



FINDING B-6

MAIN ENGINE SECONDARY FUEL FILTERS

Engine mounted Secondary Fuel Filters.

FUEL FILTER CONDITION

No significant sediment or algae was observed in the Primary fuel filter's sight bowls or on their diffusers. Monitor/service often.

FUEL COOLERS/HEAT EXCHANGERS

Engine mounted heat exchangers/coolers.

ELECTRICAL SYSTEMS

DC ELECTRICAL SYSTEMS

DC SYSTEMS VOLTAGE

12 Volt systems.

BATTERIES

Two (2) West Marine 12 volt Group 27 AGM - engine start batteries. Five (5) 12 volt Sealed Lead Acid - house bank batteries.

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

Report of Marine Survey



BATTERY SWITCHES

Two (2) Blue Seas rotary switches.

BATTERY ISOLATORS

Mastervolt Battery Mate Battery Isolators.



MAIN DC BREAKERS

The main DC breaker was installed in the main DC breaker panel.

DC ELECTRICAL PANEL BREAKERS/FUSES

DC branch breakers in the main electrical panel with various inline fuses.

Report of Marine Survey



DC ELECTRICAL SYSTEM MONITORS

Analog DC voltage & amperage gauges in the main electric panel.

BATTERY CHARGERS

MasterVolt 12/100/2 100 Amp. Battery Charger. Two(2) Sterling Power Alternator To Charger Boosters.



MAIN ENGINE ALTERNATORS

Two (2) 12 volt, engine mounted and belt driven.

DC POWER OUTLETS

12 Volt outlets at the helm.

BONDING SYSTEM (ABYC E-2 & E-11)

No bonding system was installed.

DC SYSTEM WIRING TYPE

Appeared serviceable for intended use, where sighted.

DC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

Appeared to be well supported and secured, where sighted. Always recommend installing chafe gear at all key friction points where wires/cables and hoses transit the vessel against sharp edges. Also recommend waterproofing all wiring connections that may be exposed to moisture.

COMMENTS

Always recommend verifying that the AC/DC electrical systems have properly sized & rated overcurrent circuit protection and conductor sizes.

Report of Marine Survey

AC ELECTRICAL SYSTEMS

AC SHORE POWER SYSTEM VOLTAGE

120 Volt @ 60Hz.

AC SHORE POWER PHASE RATING

Single Phase.

AC SHORE POWER INLETS

30 Amp/125 volt shore power inlet.

AC SHORE POWER CORDS

30 Amp. vinyl shore power cord.

MAIN AC SHORE POWER BREAKERS

The main AC breaker was installed near the main electrical panel, under the chart table.

AC ELECTRICAL PANEL BREAKERS

AC branch breakers in the main cabin AC electrical panel.



AC ELECTRICAL SYSTEM MONITORS

AC voltage & amperage gauges in the main AC electric panel.

AC ELECTRICAL SOURCE SELECTOR SWITCHING

Manual rotary type selector switch for shore power: 120 or 240 volt service. Located in small compartment under the chart table.

GALVANIC ISOLATION SYSTEM (ABYC A-28)

Sterling Power Products ProSave-E 30 amp. Galvanic Isolators.

Report of Marine Survey



AC ELECTRICAL OUTLET POLARITY

Polarity needs to be checked when AC power is provided.

AC SYSTEM WIRING TYPE

Appeared serviceable for intended use, where sighted.

AC ELECTRICAL/WIRING COMMENTS (ABYC E-11)

Recommend thorough inspection and maintenance of the vessel's AC & DC wiring, by checking the security of all electrical conductor terminations (destructive testing), cleaning any corrosion off of the electrical conductors and applying a corrosion inhibitor where appropriate.

COMMENTS

AC shore power was not made available during the Survey. Outlet polarity and AC systems were not tested.

GENERATORS/AUXILIARY POWER INVERTERS & OTHER AUXILIARY POWER

INVERTER SYSTEMS (ABYC E-11, A-31)

Mastervolt MASS Combi 12/2000-100, 2,000 Watt/100 amp. Inverter/Charger.



WATER SYSTEMS FRESHWATER SYSTEM

WATER TANKAGE MATERIAL

Polyethylene.

Report of Marine Survey



NUMBER OF FRESHWATER TANKS

One (1).

WATER TANKAGE CAPACITY

Reportedly, 108 gallons (per builder). **

WATER TANKAGE SECURING

The water tankage was well secured where sighted.

WATER TANKAGE LOCATION

Forward of saloon superstructure to starboard in locker.

WATER FILL LOCATION

In deck just above tank location.

WATER FILL MARKING

Properly marked for water.

FRESHWATER TANKAGE VENTILATION

Forward of tankage at deck turndown.

FRESHWATER PUMPS

Flojet 12 volt water pump and accumulator. Powered up. Demonstrated.

FRESHWATER FILTRATION

Inline strainer at the freshwater pump. Monitor & clean often.

FRESHWATER ACCUMULATOR TANK

Flojet Accumulator Tank.

FRESHWATER PIPE/HOSE PLUMBING

White plastic PEX type (Cross-linked Polyethylene) tubing and rubber hoses.

WATER LEVEL MONITORING

None installed. Highly recommended.

CITY WATER/DOCKSIDE INLET CONNECTION

Dock-side hose connection in the starboard transom wing locker (required test/prove).

COMMENTS

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

HOT WATER SYSTEM

WATER HEATER

Isotemp.

Report of Marine Survey



FINDING B-7

WATER HEATER TYPE

Marine Grade 120 volt.

WATER HEATER CAPACITY

10 Gallons.

WATER HEATER PRESSURE RELIEF VALVE

Relief valve built into the tank.

WATER HEATER HEAT EXCHANGER SYSTEM

Engine mounted heat exchanger.

WATER FILTRATION SYSTEM

DESALINATION (FRESHWATER MAKING) SYSTEM

Aqua-Matic by Sea Recovery.(Not tested.)



DESALINATION SYSTEM RATING

Not determined (data tag was inaccessible).

COMMENTS

The desalination system was not powered up, due to poor water quality during the Survey (no offshore testing). Always recommend inspection by a Qualified Water Maker Service Technician, as necessary.

Report of Marine Survey

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).

BLACKWATER TANKAGE

Two (2) Polyethylene Blackwater (sewage) holding tanks.

BLACKWATER TANKAGE VENTILATION

The Blackwater tank's vent fitting was plumbed overboard at the port and starboard hull sides.

BLACKWATER SYSTEM DISCHARGE

Gravity discharge through overboard seacocks in each hull.

HEAD/BLACKWATER SYSTEM COMMENTS

Recommend renewing the in-line odor filters in each holding system.

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.

GREYWATER SYSTEM

GREYWATER TANKAGE

The graywater was pumped overboard through two (2) Whale Gusher 12 volt pumps, one in each head compartment bilge. Powered up. Demonstrated.

GREYWATER DISCHARGE SYSTEM

Two (2) Whale Gulper 220 - 12 volt pumps. Powered up.

PLUMBING FIXTURES

Supplied by a Floret 12 volt DC Demand Pump.

HEAD SINKS

Porcelain sinks were installed in the Heads.

COMMENTS

The vessel's operator is responsible for determining whether direct greywater overboard discharge is prohibited or permitted by law in the location of the vessel's intended use.

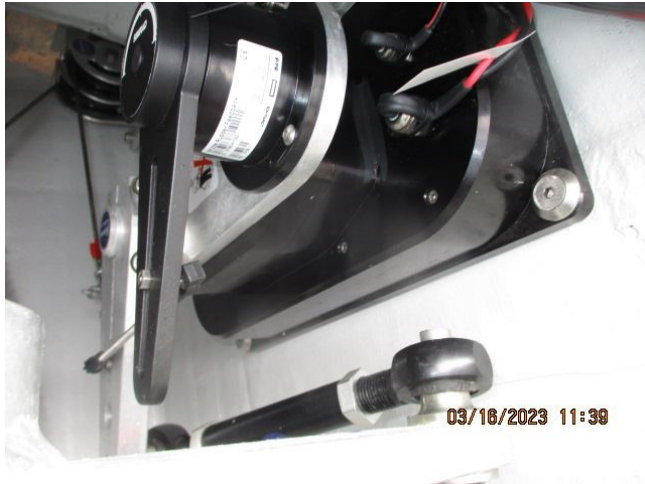
STEERING SYSTEMS

STEERING SYSTEM TYPE

Cable and pulley type mechanical steering, with quadrant and tie rod to starboard rudder post. Carbon Fiber steering wheel.

Carbon Fiber tiller arms attach to exposed rudder stocks on aft decks as back-up steering.

Report of Marine Survey



STEERING SYSTEM MANUFACTURER
Unknown.

NUMBER OF STEERING STATIONS
One (1) helm station at the port bridge.

STEERING SYSTEM PULLEYS/CABLES
Appeared serviceable, where sighted.

UPPER RUDDER BEARINGS & RUDDER SUPPORT
Tides Marine black nylon upper rudder bearings on cored fiberglass rudder tables.

RUDDER STOCKS
Stainless Steel Rudder Stocks.

RUDDER LOG SEALS
Dripless Rudder Shaft Seals. Monitor frequently.

RUDDER POSITION INDICATOR
Autopilot rudder angle function.

EMERGENCY STEERING SYSTEM
Two (2) Carbon Fiber tillers attachable to each rudders stock.

GROUND TACKLE

ANCHORS
(Est.) 33 lb. Mantis weighted plow anchor.

Report of Marine Survey

ANCHOR RODE TYPE

(Est.) 300' 3/8" galvanized chain.

ANCHOR WINDLASS

Lewmar 12 volt Windlass. Powered up. Demonstrated.

COMMENTS

Highly recommend at least one additional spare anchor and rode for emergencies and added anchoring options.

ELECTRONICS & NAVIGATION EQUIPMENT

VHF RADIOS

B & G V-50 VHS Radio with AIS. Powered up. Demonstrated.

Register & program the VHF unit with a MMSI Number (Maritime Mobile Service Identity Number) and integrate with the vessel's GPS, to utilize the Digital Selective Calling feature as necessary.

COMPASSES

Two (2) 5" Plastimo Offshore 105 Compasses. Recommend having the compass swung, providing a current deviation card.

MULTI-FUNCTIONAL NAVIGATION DISPLAYS

B & G Zeus 2 W12 Multi-Functional Navigation Display with GPS Chartplotter, Radar and Sailing Computers. Powered up. Demonstrated.



AIS (AUTO IDENTIFICATION SYSTEM)

B & G, Interfaced with the Multi-Function Navigation Display. Demonstrated.

AUTOPILOT

B & G (Brooks & Gatehouse) Network Pilot Autopilot. Powered up. Demonstrated.

MULTI-DISPLAYS

Two (2) B & G Multi-Displays, with Depth, Speed and Wind. Powered up. Demonstrated.

MARINE RADAR

B & G 36 mile Marine Radar with digital closed array Antenna. Powered up. Demonstrated.

WIND INSTRUMENT

Windex.

ANTENNAS

The antennas appeared to be well mounted where sighted.

STEREO SYSTEM

Fusion MS-CD600 Stereo/CD/Satellite Radio Player. Powered up.

Report of Marine Survey

SAFETY EQUIPMENT SAFETY EQUIPMENT (U.S.C.G.)

WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Four (4) Type I U.S.C.G. Approved PFD's.

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

One (1) European version of the Lifesling M.O.B. Rescue Sling, mounted at the port deck lifeline.



FIRE EXTINGUISHERS (46 CFR 25)

Three (3) Type BC-I 2.0 lb. Dry Chemical.

FINDING A-1

VISUAL DISTRESS SIGNALS (33 CFR 175.101)

An adequate number of current dated flares were observed.

SOUND PRODUCING DEVICES (33 CFR 83)

Hand-held Compressed Air Horn (required test/prove).

NAVIGATION LIGHTS (33 CFR 83)

All Navigation Lights illuminated when tested.

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

None sighted. Required in U.S. waters.

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

None sighted. Required in U.S. waters.

"WASTE MANAGEMENT" PLAN (33 CFR 151) VESSELS OVER 39'4"

None sighted. Required in U.S. waters. Vessels over 39'4 are required to have a written Waste Management Plan onboard.

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 was observed onboard.

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

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

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

A 12 volt electric blower for the engine space was located in each of the engine spaces. Powered up. Demonstrated.

Report of Marine Survey

AUXILIARY SAFETY EQUIPMENT

FIXED FIRE SUPPRESSION SYSTEM

None sighted. Highly recommended.

LIFE RAFTS

Trans Ocean 8-person life raft.

FINDING B-8

E.P.I.R.B.

ACR Electronics Satellite2 406 EPIRB (not tested).



FINDING B-9

FIRST AID SUPPLIES

A First Aid kit was observed onboard.

CARBON MONOXIDE DETECTORS (ABYC A-24)

Two (2) Fireboy Xintex Carbon Monoxide Detectors. Still in boxes, not mounted and usable.

FINDING A-2

SMOKE DETECTORS (NFPA 302)

None sighted. Install Smoke Detectors inside the accommodation spaces.

SEARCH LIGHT

None sighted. Highly recommended.

VESSEL SAFETY PLAN

Recommend implementing, posting and continually updating a Vessel Safety Plan, outlining all of the vessel's specific safety procedures and the locations, maintenance protocols and serviceability or expiration dates of all onboard safety equipment.

ADDITIONAL SAFETY EQUIPMENT

Two (2) escape hatches in the sides of the hulls.

Report of Marine Survey



BILGE PUMPING SYSTEMS

ELECTRIC BILGE PUMPING SYSTEMS

Six (6) Whale , 12 volt Bilge Pumps. Powered up.



MANUAL BILGE PUMPING SYSTEMS

Two (2) Jabsco manual hand bilge pumps. One in each hull. (Required test/prove).

COMMENTS

Highly recommend weekly testing of bilge pump operation, adequate dewatering ability and removal of any bilge pump debris.

UNDERWATER EQUIPMENT & HULL INSPECTION

PROPELLERS

Two (2). bronze alloy PYI Max Prop three bladed feathering with nuts/cotter pins.

Two (2) spare bronze alloy Auto Prop three bladed feathering propellers. (Note: one spare propeller's blades show corrosive deterioration.)

Report of Marine Survey



PROPELLER SHAFTS

Two (2) Volvo Penta aluminum Sail Drive appendages.

RUDDER MATERIAL

Closed Cell PVC Foam cored fiberglass.

RUDDER MOUNTING

Mounted in dripless rudder seal carrier bearings.

DRAINAGE THROUGH-HULLS

Bronze hull discharge/drainage through-hulls.

HULL TRANSDUCERS

The transducer appeared serviceable, where sighted.

SACRIFICIAL ANODES

No significant waste was observed on the Zinc Anodes. Monitor frequently. Recommend Anode replacement once Anode reaches 50% depletion. The use of Zinc as an Anode is only recommended for saltwater applications. If the vessel is to be kept primarily in brackish water the Anodes should be changed to Aluminum; Magnesium if the vessel is kept in freshwater.

ANTIFOULING PAINT

The antifouling bottom paint appeared serviceable.

OSMOTIC HULL BLISTERS

No osmotic laminate blisters were sighted.

HULL SURFACE COMMENTS

No delaminated areas were identified on the hull's wetted surfaces, where accessible.

HULL INSPECTION COMMENTS

Inspection of the hull's wetted surface was partially hindered, due to the vessel's position on the lifting rack and the presence of antifouling paint covering the hull's wetted surfaces. Unexposed areas precluded a thorough inspection. A percussion hammer sounding was performed on the hull's accessible wetted surfaces.

AUXILIARY GAS SYSTEMS

GAS TYPE

LPG (Liquified Petroleum Gas/Propane).

Report of Marine Survey



GAS TANKAGE LOCATION

One (1) tank in the starboard cockpit deck locker.

GAS TANKAGE SPACE VENTILATION

Appeared inadequate.

FINDING A-3

GAS SHUT-OFFS

At the tank.

GAS TANKAGE MOUNTING

The tank was properly secured.

GAS LINES & FITTINGS

Reinforced rubber LP Gas lines appeared serviceable.

GAS REGULATOR

A Gas Regulator was installed inline.

GAS PRESSURE GAUGE

None sighted.

FINDING B-10

LPG GAS FUME DETECTORS

None sighted. Highly recommended.

COMMENTS

Always recommend performing a Gas Leak Test.

RIGGING & SAILS

STANDING RIGGING

MAST

Carbon Fiber Articulating Mast.

Report of Marine Survey



MAST SPREADERS

Single spreader rig (Carbon Fiber swept back type, with Fractional Rig).

MAST STEP

Deck stepped with compression post.

MAST PARTNER/SUPPORTER

Aluminum Mast Step Partner.

BOOM

Carbon Fiber Boom.

BOOM VANG

None.

RIGGING CHAIN PLATES

External stainless steel chain plates. Monitor frequently, and service as necessary.

SHROUDS/STAYS/TERMINAL ENDS

Carbon Fiber with compression fittings.

RIGGING TANG ENDS

Appeared serviceable, where sighted. Observed from deck level.

COMMENTS

It is generally recommended to remove and inspect the standing rigging every four (4) years and replace the standing rigging every ten (10) years. Recommend having a full rigging inspection performed by a Qualified Rigger.

RUNNING RIGGING

MAIN SHEET TRAVELER

Lewmar Mainsheet Traveler.

REEFING SYSTEM

Jiffy Reefing System.

TOPPING LIFT

The Boom's Topping Lift appeared serviceable.

ROLLER FURLING GEAR

Pro-Furl Furling Gear for jib. Faucnor continuous fuller for Code Zero.

Report of Marine Survey



HALYARDS

Halyards were braided and color coded with no wire splices.

SHEETS

The Sail Sheets appeared serviceable, where sighted. Combination of Dacron braid and High Modulus Composite lines.

SNAP SHACKLES

Stainless Steel Snap Shackles.

TRACKS & CARS

Lewmar Tracks & Cars.

LINE CLUTCHES

Sixteen (16) Lewmar Line Clutches. Appeared serviceable.

WINCHES

Lewmar Winches: Five (5) #50st-2. One (1) #50st-2 12 volt. Powered up. Demonstrated.



COMMENTS

Recommend servicing and/or lubricating all of the sailing component's moving parts (cam cleats, clutches, blocks, tracks, furling gear, winches, etc.) as necessary.

SAILS

MAINSAIL

One (1) Mainsail stowed in Stack Pack on boom. Serviceable.

Report of Marine Survey

HEADSAIL

Jib. Roller Furling Headsail. Serviceable. Code Zero Roller Furling Headsail. Poor condition.

FINDING B-11

SPINNAKER

One (1) Asymmetrical Spinnaker Sail. Serviceable condition.

SAIL INVENTORY

One additional storm jib. Serviceable condition.

SAIL COVERS & SAIL BOOTS

Sunbrella Stack Pack for Mainsail. Sunbrella protective cover for jib.

SAIL SEAMS

Appeared serviceable, where sighted.

COMMENTS

Always recommend that the sails be inspected by a Qualified Sail Maker or the manufacturer.

VESSEL DOCUMENTATION

HIN (HULL IDENTIFICATION NUMBER) COMPLIANCE (33 CFR 181)

The vessel's HIN (Hull Identification Number) displayed on the starboard aft upper hull corner was fully legible.

DOCUMENTATION COMPLIANCE (46 CFR 67)

The vessel's USCG Documentation was aboard and the document number was permanently displayed.

Findings & Recommendations

Deficiencies noted under "FIRST PRIORITY/SAFETY AND COMPLIANCE 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 REQUIRING 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 it's value.

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

Deficiencies will be listed under the appropriate heading:

- A. FIRST PRIORITY/SAFETY AND COMPLIANCE FINDINGS
- B. SECOND PRIORITY/FINDINGS REQUIRING TIMELY ATTENTION
- C. SURVEYOR'S GENERAL FINDINGS AND OBSERVATIONS

A: SAFETY DEFICIENCIES

FINDING A-1 FIRE EXTINGUISHERS (46 CFR 25)

The hand-held fire extinguishers did not have current annual inspection tags.

RECOMMENDATION

Recertify and provide one additional fire extinguisher to comply with ABYC and NFPA recommended standards for fire protection.

Recommend all extinguishers be A/B/C certified for any fire.

FINDING A-2 CARBON MONOXIDE DETECTORS (ABYC A-24)

The Carbon Monoxide Detector/Alarms were not installed.

RECOMMENDATION

(ABYC A-24.7) A carbon monoxide detection system shall be installed on all boats with enclosed accommodation compartment(s). Carbon monoxide is a toxic, odorless, colorless, tasteless gas produced by the burning of carbon-based fuels. Carbon monoxide in high concentrations can be fatal in a matter of minutes. Unless the symptoms are severe, carbon monoxide poisoning is often misdiagnosed as seasickness; however, lower concentrations must not be ignored because the effects of exposure to carbon monoxide are cumulative and can be just as lethal.

FINDING A-3 GAS TANKAGE SPACE VENTILATION

The LPG tank was not installed in an air-tight compartment and had no ventilation provided at the base of the compartment.

RECOMMENDATION

Investigate further, and refit the tank's storage compartment for adequate ventilation as necessary. (ABYC A-1)

Findings & Recommendations

B: OTHER DEFICIENCIES REQUIRING ATTENTION

FINDING B-1 DAVIT/CRANE

The stern dinghy davits require additional support.

RECOMMENDATION

Provide additional support to dinghy davit bases. Repair to good marine practices.

FINDING B-2 WATER INTRUSION COMMENTS

Small amounts of standing water was observed in both engine space bilges.

RECOMMENDATION

De-water in accordance with good marine practice, as necessary.

FINDING B-3 CABIN HEATING SYSTEM

The Webasto Diesel Heater installation was incomplete.

RECOMMENDATION

Complete installation and prove system operational.

FINDING B-4 ENGINE HOURS

The engine hour meters were not matched closely in elapsed hours.

RECOMMENDATION

Investigate further to determine cause. Replace meters if broken.

FINDING B-5 ENGINE SPACE VENTILATION

Several of the engine ventilation port covers were damaged.

RECOMMENDATION

Replace damaged ventilation port covers.

FINDING B-6 MAIN ENGINE PRIMARY FUEL FILTERS

The Racor Primary fuel filters for the engines did not have an Approved Heat Shield installed under their sight glass bowls.

RECOMMENDATION

Recommend installing the Approved Heat Shields that meet ASTM FS1201 Certification on the Primary fuel filter sight bowls, as necessary.

FINDING B-7 WATER HEATER

A leak was observed at the water heaters external fittings.

RECOMMENDATION

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

Findings & Recommendations

FINDING B-8 LIFE RAFTS

The Life Raft did not have a current inspection tag.

The Life Raft's hydrostatic release did not have a current inspection tag.

RECOMMENDATION

If cruising offshore, have the Life Raft inspected and repacked by authorized personnel.

Have the Life Raft's hydrostatic release inspected by authorized personnel.

FINDING B-9 E.P.I.R.B.

The E.P.I.R.B.'s battery inspection and registration were expired.

RECOMMENDATION

Renew the registration, as necessary.

FINDING B-10 GAS PRESSURE GAUGE

A gas pressure gauge was not installed for the LPG tank.

RECOMMENDATION

Install the proper gauge, as necessary.

FINDING B-11 HEADSAIL

The Code Zero Headsail was left furled on its halyard and has suffered weathering a wear.

RECOMMENDATION

Service, repair and/or replace headsail as necessary.

Report Summary

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:

ABOVE AVERAGE

STATEMENT OF VALUATION

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 acting in what they consider their own 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 normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

APPRAISAL METHODOLOGY:

The following method of valuation was used to obtain the FAIR MARKET VALUE of the vessel: Similarly equipped, same or similar model vessels are shown as sold on soldboats.com in recent years and were adjusted for model year and date of sale and averaged together.

Report Summary

SIMILAR VESSELS RECENTLY SOLD: SOLDBOATS

2014 Outrider 45 Catamaran listed for \$699,000 and sold for \$674,000 in 2021 (LA).

2014 Outrider 45 Catamaran listed for \$583,532 and sold for \$574,000 in 2019 (Spain).

2014 Outrider 45 Catamaran listed for \$600,539 and sold for \$549,500 in 2017 (Australia).

SIMILAR VESSELS ON THE MARKET: Yachtworld

2014 Outrider 45 Catamaran listed for \$705,000 and located in CA (This vessel).

2016 Outrider 45 Catamaran listed for \$689,600 and located in New Zealand

BUCValuPro™ Retail Price Range: \$611,000 - \$671,500

BUCValuPro™ Adjusted for Region & Condition Range: \$693,500 - \$762,000

BUCValuPro™ Replacement: \$759,500

ADJUSTED ESTIMATES

The surveyor has chosen to consider

BUCValuPro™ Fair Market Value adjusted for condition & region with the range of \$00 - \$00

as well as comparisons from SoldBoats.com for the subject vessel's Fair Market Value.

?? The average sold price from the closest comparison listings mentioned above before adjustments would be calculated to \$599,166.

it should be noted however, that these vessels sold prior to the Pandemic. Vessel values have increased dramatically during and since the Pandemic as a result of supply chain issues and the lack of inventory for sale. (Only one other similar vessel listed on YACHTWORLD.

Considering the overall condition of the subject vessel, the surveyor has determined to favor the BucValue Pro scale settling mid-range.

This result of this equation was used for the subject vessel's Fair Market Value.

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

\$1.00.

[:Est. Market Value :: Text:]

2. 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. "ESTIMATED REPLACEMENT COST" of the subject vessel is:

\$1

One US Dollar

Report Summary

SUMMARY

In accordance with the request for a Marine Survey of the "SAMPLE TWO", 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 16, 2023. 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 reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions and conclusions.

I have no present or prospective interest in the vessel that is the subject of this report and I have no personal interest or bias with respect to the parties involved.

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

I have made a personal inspection of the vessel that is the subject of this report.

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

Capt. Rick Whiting, SAMS Accredited Marine Surveyor

Signed and Submitted on: March 18, 2023.