

CONDITION FOR PURCHASE AND EVALUATION FOR INSURANCE

Name of vessel	Sample Report.
Hull Identification number	FRFPAXXXXX
Registered port	Not seen.
Registered number	Not seen.
Description	Approximately 40ft x 21ft 3” x 3ft 6” fiberglass twin auxiliary diesel sloop rigged catamaran built by Fountaine Pajot as a Lavezzi in July 2003.
Person requesting the survey	Contract signed by Mr. XX XXX, Selling Broker on behalf of buyer Mr. XAX XAX. Liability attaches to no third party.
Persons present at the survey	Mr. XAX XAX, Mr XX XXX (broker) and attending surveyor.
Purpose of Survey	Condition for Purchase and Evaluation for Insurance.
Date of Survey	September 7, 2007.
Date of Report	September 12, 2007.
In water location	Road Harbour, Tortola, BVI.
Out of water location	Nanny Cay Yard, Tortola, BVI.
Mast Surveyed Aloft	Yes, no defects seen.
Estimated Value	Approx US\$290,000.00 to US\$300,000.00.
Estimated Replacement Value	Approx US\$500,000.00

GENERAL COMMENTS:
 This vessel appears to be in sound structural condition as far as can be determined without the removal of fittings, furnishings and ships stores. After the comments and recommendations on page # 8 of this report have been completed, we consider that this vessel can be recommended to Underwriters as an acceptable marine risk at the value shown above.



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BULKHEADS	Primary	Plywood bonded to the hull and deck. The bond is mostly not visible but there were no defects where seen.
	Secondary	Plywood bonded to the hull. No defects where seen.
HULL TO DECK JOIN		Flanged and fibreglassed, only visible in the bow compartment and the stern compartment.
HATCHES AND PORTS		Alloy and Plexiglas hatches and side ports. No defect seen. The fiberglass hatches to the engine room show the following defects: starboard engine room latch is stuck and should be repaired or replaced. The port engine room latch cover is missing and should be replaced. No other defects seen. The sliding entry door from the cockpit to the salon has had a hasp and staple fitted to provide a padlock. The position of both of these items prevent the doors been secured in the open position. This is extremely dangerous when at sea. We recommend that the original door locking mechanism be bought back to working order or a different locking system designed, which would allow the doors to be locked in either the open or partially open position.
DECK	Interior	Moulded fiberglass covered by liner, not visible, except in the forward compartment and engine room. No defects where seen.
	Exterior	Moulded fiberglass with moulded non-skid. The deck appears rather flexible in the area between the davits. However, there were no cracks seen and this is probably a feature of the build of the vessel.
CABINET WORK		Moulded fiberglass with wood trim in reasonable condition.
TYPE OF STOVE		ENO 2 burner with oven. The oven door latch is broken and should be repaired. All of the burners including the oven have defective thermocouples. The thermocouples should be replaced.
LOCATION OF TANK		Forward locker with gauge and solenoid. The light on the switch indicating the solenoid is ON is not working and should be repaired. The seal to the door to the locker is defective and should be replaced.
CABIN SOLE		Imitation teak on plywood, in good condition.
GEL COAT		In slightly scratched condition, consistent with charter use.
PREVIOUS REPAIRS		Both bows have been repaired. Various parts of the deck have been repaired, mostly on the starboard side. No other repairs visible.

SPARS, RIGGING & SAILS

SPARS	Anodize alloy mast and boom, no defects seen.
MAST STEP	On deck with compression post to bridge deck. No defects seen.
SPREADERS	Double alloy diamonds, no defects seen.
CHAIN PLATES	Stainless steel external not visible from the interior of the vessel. No defects seen.
SHROUDS & STAYS	1 x 19 stainless steel cable, the diamonds are rubbing where they cross over each other. Chafe protection should be provided.
FITTINGS	Swages with some pitting visible aloft. The rig should be inspected on an annual basis.
TURNBUCKLES	Chrome plated bronze, no cracks seen.
LIFELINES, STANCHIONS & PULPITS	1 x 19 stainless steel cable with stainless steel stanchions and pulpits and pushpits with alloy bases. No defects seen.
RUNNING RIGGING	Braded Dacron in reasonable condition.
SAIL INVENTORY	Main and jib, in reasonable condition. We note some patches on the jib. It is beyond the scope of this survey to properly inspect the sails and we recommend they are taken to a sail loft for a full evaluation.

EXTERNAL HULL FITTINGS

SEA COCKS	Marlon and bronze swing valve. The starboard toilet intake seacock is loose and should be tightened.
RUDDER & FITTINGS	Fiberglass spade rudders on stainless steel shaft. The front of the starboard rudder is chipped with approximately 2" of gel coat missing this should be repaired. Both rudders are showing extensive osmotic blisters. The osmosis should be treated when the hull osmosis is treated.
STEERING MECHANISM	Wheel with roller chain to stainless steel cable with alloy tie bar. No defects seen.
PROPS, SHAFT & STRUTS	Alloy 2 blade propellers. The port propeller has a rope cutter fitted and a non-standard propeller nut. The starboard has no rope cutter and has a standard propeller nut. We note that the starboard anode is worn and suspect that a rope damaged the rope cutter and anode, consideration should be given to refitting the rope cutter.

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CUTLASS BEARING	Not provided.
ZINCS	Provided and working.
KEEL BOLTS	None
KEEL	Moulded fiberglass keel with minor grounding damage noted, of no structural concern.

MACHINERY

ENGINE TYPE & MAKE	Yanmar 3GM30. The port serial # ?3277, starboard engine number was not visible. Both of the engine mounts are getting toward their serviceable life but at present they are still acceptable.
TEST TIME & RUN	1-½ hours including 5 minutes with the starboard engine running at 3600 revs and the port engine maximum of 3200. At 3200 RPM the port engine was running quite roughly compared to the starboard engine.
WATER TEMPERATURE	Alarm is provided. Both engines are running at approximately 160 degrees, which indicate that the thermostat has been removed. Consideration should be given to refitting the thermostat especially if the vessel is to be used in cold water.
OIL PRESSURE	Alarm provided and working.
BLOWER	None. A passive system is provided.
EXHAUST SYSTEM	Wet with plastic water lock, no leaks seen.
ENGINE HOUR METER	2884.3 and 2906.1, accuracy is unknown.
GEARBOX	Yanmar sail drive SD20, in working order.

ELECTRICAL

AC	230v 50hertz supply with a Charles 3.8KVA transformer 93/1XFMR3/81-A serial number 20023291. The vessel is provided with 110v outlets throughout port and starboard hulls. The outlets are powered by the step down transformer. The air condition system is powered by the 230v directly from shore power or generator.
GENERATOR	HFL 230V 50hertz 17amp 4kw, serial #H1W4F1C#035/246. The generator shows 1733 hours. The generator did not work and was not tested.

INVERTER	Not seen.
DC	27 cell and 3 x 27 cell batteries in 2 separate 12 volt banks. The 27-cell battery is fitted to the port engine and also starts the starboard engine. Consideration should be given to providing a separate battery for the starboard engine to make both engines independent units.
DC CHARGING SYSTEM	Techsup hi-tech 12v 60 amp in working order.
MASTER SWITCH	Is provided.
REFRIGERATION	Norcold fridge of unknown model in working order. We note is corroded at the bottom.
OTHER EQUIPMENT	Whale gulper shower drain to port and starboard with a valve so that the pump can be used as a bilge pump. HLF air conditioner Coolmax, the air conditioner is fitted behind cabinetwork. The model and size could not be seen. The air conditioner was powered up and worked on shore power.

TANKS AND ASSOCIATED SYSTEMS

WATER TANKS	2 plastic tanks, very little visible. A gauge is provided and not working. The gauge should be repaired.
FRESH WATER SYSTEM	Par max with hot water tank in working order.
FUEL TANKS	1 x alloy tank, no defects where seen.
FUEL SYSTEM	Primary filters near the fuel tanks are very dirty. If the fuel filters have been cleaned in the last six months we recommend the fuel tank is polished.
WASTE TANKS	2 x plastic with gravity discharge. No defects where seen but very little of the tanks are visible.
MARINE TOILET	2 manual toilets, the starboard toilet leaks at the handle seal and should be repaired.

SAFETY EQUIPMENT

EMERGENCY TILLER	Is provided
ANCHORS & RODES	Delta Fastset with all chain rode and FX23 with warp and chain. The anchors are considered suitable for the vessel.

ANCHOR WINDLASS	Goiot #711, in working order.
FIRE EXTINGUISHERS	3 x Kidde 1A10BC in charged condition.
AUTO FIRE EXTINGUISHERS	Not fitted and not required.
BILGE PUMPS	Rule 800 automatic in both engine room with whale gulper shower drain pumps in the hulls and 1 x manual pump in the cockpit with a hose long enough to service either hull.
VHF RADIO	Standard Horizon Intrepid, in working order.
SSB RADIO	Not fitted.
SIGNAL HORN	Lung powered, in working order.
FLARES	3 x hand held expire in October 2008.
EPIRB	Not fitted.
LIFE JACKETS	7 Plastimo storm 2 built to BSEN395 equivalent to USCG type 1 and 1 x child.
MAN OVERBOARD RECOVERY	A horseshoe lifebuoy is provided. A minimum of 60ft of floating line and a man overboard light should also be provided. If the vessel is going to undertake offshore sailing a Danbouy with a light should also be provided.
INFLATABLE LIFE RAFTS	Not provided.
FIRE BLANKET	A light duty fire blanket is provided in the bottom of a locker. The fire blanket should be mounted in an accessible place near the stove.

NAVIGATION EQUIPMENT

RUNNING LIGHTS	Tri colour masthead light and steaming light. There are no deck level lights provided. With present configuration it is illegal to motor the vessel at night or in periods of limited visibility. We recommend that deck level running lights be provided to comply with collision regulations.
ANCHOR LIGHTS	Is provided.
COMPASS	Plastimo contest, last correction is unknown. The compass should be swung before sailing out of sight of land.
DEPTH INDICATOR	Raymarine ST60, in working order.

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LOG	Raymarine ST60, in working order.
WIND INSTRUMENTS	Raymarine ST60, in working order.
REPEATER	Raymarine ST60 multi at the navigation station, in working order.
GPS	Not fitted.
RADAR	Not fitted.
AUTOPILOT	Raymarine ST6001+ with repeater at navigation station.
OTHER	None

COMMENTS AND RECOMMENDATIONS

1. We recommend that the original door locking mechanism be bought back to working order or a different locking system designed, which would allow the doors to be locked in either the open or partially open position.
2. The oven door latch is broken and should be repaired. All of the burners including the oven have defective thermocouples. The thermocouples should be replaced.
3. The light on the propane switch indicating the solenoid is ON is not working and should be repaired.
4. The seal to the door to the propane locker is defective and should be replaced.
5. The starboard toilet intake seacock is loose and should be tightened.
6. A minimum of 60ft of floating line and a man overboard light should also be provided to the lifebuoy. If the vessel is going to undertake offshore sailing a Danbouy with a light should also be provided.
7. The fire blanket should be mounted in an accessible place near the stove.
8. We recommend that deck level running lights be provided to comply with collision regulations.

OTHER RECOMMENDATIONS AND SUGGESTIONS

1. The latch to the starboard engine room hatch is stuck and should be replaced.
2. The latch cover to the port engine room hatch is missing and should be replaced.
3. The diamond shrouds are rubbing where they cross over each other. Chafe protection should be provided.
4. The front of the starboard rudder is chipped with approximately 2" of gel coat missing this should be repaired.
5. Both rudders are showing extensive osmotic blisters. The osmosis should be treated when the hull osmosis is treated.
6. At 3200 RPM the port engine was running quite roughly compared to the starboard engine. The engine should be further investigated by a professional mechanic.
7. The engines are running at approx 160 degrees, which indicates that the thermostats have been removed. Consideration should be given to refitting the thermostat especially if the vessel is to be used in cold water.

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8. The generator did not work and was not tested.
9. Consideration should be given to providing a separate battery for the starboard engine to make both engines independent units.
10. The water tank gauge should be repaired.
11. If the fuel filters have been cleaned in the last six months we recommend the fuel tank is polished.
12. The starboard toilet leaks at the handle seal and should be repaired.
13. The hulls and rudders show extensive osmotic blistering. This is of no structural concern but we recommend that the osmosis is treated in the near future to prevent more costly repairs if left untreated.

VALUATION

Based on internet research and our knowledge of the local market, we value this vessel at between US\$290,000.00 and US\$300,000.00

William J. Bailey
SAMS Accredited Marine Surveyor #461
International Association of Marine Investigators #2601
BVI Certified Marine Loss Adjuster
Tonnage Measurer (Unlimited) Transport Canada

This report is presented by the undersigned following his survey on the vessel and I submitted by him in utmost good faith and represents the full findings of the attending surveyor on the date of survey, and is subject to the following limitations: No withdrawal of shafting undertaken, No opening of joiner work, paneling, void spaces or tankage rendered. No removals made or destructive testing undertaken. No disassembly of engines, machinery, electrical, plumbing or other equipment undertaken; assessment thereof is limited to what is externally visible, or ascertainable from operation. Survey does not contain a full inventory, and any items not mentioned, or items put aboard at a later date that would normally be included under insurance, should be listed and the list appended hereto. NO liability can be accepted for errors, inaccuracies, or omissions, which may occur. Every effort has been made to conduct such survey finding in accordance with marine surveyor's best practice. This survey is submitted without prejudice.