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CONFIDENTIAL REPORT OF CONDITION AND VALUATION SURVEY for purposes of pre-purchase evaluation

Survey #10/16-XXXX
C & C 110
Survey performed for XXXX, purchaser,
with the vessel hauled out,
on 10/21/16



This report is the exclusive property of this company and the client whose name appears herewith and its use by any unauthorized persons is prohibited.

MEMBER:
Society of Accredited Marine Surveyors® - Accredited Marine Surveyor®
American Boat and Yacht Council (ABYC)
International Association of Marine Investigators (IAMI) - Certified Marine Investigator I

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It is the opinion of this firm that, with all deficiencies corrected, this vessel will continue to be suitable for her intended purpose (recreational boating in protected and coastal waters).

VALUATION

OPINION OF FAIR MARKET VALUE: \$XX,XXX

With all deficiencies and non-routine maintenance corrected

REPLACEMENT VALUE: \$XXX,XXX

Current like production, equally equipped

NOTE: The valuations are solely a statement of our opinion of the value. We assume no liability for the information used on which this valuation is based. The information came from reported asking prices on Internet sites advertising vessels for sale, reported selling prices from soldboats.com and values given by BUC, ABOS and NADA. The fair market value, unless otherwise stated, is based on BUC Condition Number 3 -- with the vessel requiring no additional work and normally equipped for her size. A copy of the worksheet used to calculate the fair market value is provided with the original report.

DEFICIENCIES and **NON-ROUTINE MAINTENANCE** (these are items which, in this firm's opinion and in accordance with NFPA and ABYC standards, state and 33 CFR regulations, are necessary to bring this vessel into sound condition and fit for its intended service and/or to ensure the proper operation of systems already installed)

SURVEY INFORMATION

VESSEL INFORMATION:

Year Registered:

Unknown -- *ensure that the registration is current.*

TANKAGE

FUEL TANK(S):

Fuel filler deck plate(s) grounded to the fuel tank(s):

Not sighted -- *ensure that the filler deck plate is grounded (per ABYC H-33.15.1).*

INTERIOR

INTERIOR:

Smoke detector(s):

No -- all vessels 26 feet or more in length, with accommodation spaces intended for sleeping, shall be equipped with a single station smoke alarm -- *provide a minimum of one smoke alarm (per NFPA 302-44.12.3).*

DECK & SAFETY EQUIPMENT

DECK AND SAFETY EQUIPMENT

Life jacket(s):

Two adult Type II in main saloon locker still in their plastic bags -- in good condition -- *remove and dispose of the plastic bags for the individual life jackets.*

USCG placards:

"Discharge of Oil Prohibited" placard is posted. MARPOL (Garbage) placard not sighted -- *post in the galley facing the waste containment per USCG requirements (CFR 151.59).*

Anchor light:

Anchor light not tested -- *ensure that the light is operational.*

ELECTRICAL SYSTEMS

110V SYSTEMS:

AC source selector switch(es):

No, and the vessel is equipped with an inverter -- *provide AC source selector switch(es) (per ABYC E-11.5.3.6).*

INVERTER(S):

Warning label(s):

No -- *post a warning label stating "Electrical shock hazard. Vessel is equipped with a DC to AC power inverter. Disconnect inverter DC input before servicing vessel's electrical systems." at or near the main electrical panel (per ABYC A-31.8.6.1).*

FIRE FIGHTING & BILGE PUMPING EQUIPMENT

FIRE FIGHTING EQUIPMENT:

All currently certified:

No -- *have all portable fire extinguishers currently certified (or replace) (per NFPA 10 and California State Fire Marshall).*

ROUTINE/DEFERRED MAINTENANCE ITEMS (these are items which, in this firm's opinion, should have been corrected at the time that they occurred and/or items that should be part of a routine maintenance schedule -- they do not, at the time of this survey, constitute a structural nor safety deficiency; however, if left unattended, they may lead to further deterioration)

HULL

BOTTOM:

Bottom paint:

Minor areas of flaking bottom paint noted, mostly on the keel, that require attention prior to renewal of bottom paint -- *sand keel and spot sand other areas of the hull prior to renewal of the anti-fouling bottom paint.*

NOTE:

The seal around the perimeter of the sail drive has lifted up in one spot and fits differently on one side of the drive compared to the other, although no internal leakage noted -- *correct, as required.*

MAIN DECK:

Stanchions/side rail(s):

Stainless steel -- numerous stanchions are loose in their bases -- *tighten, as required.*

BILGE SPACE(S):

Keel bolts:

Rusting noted -- *treat (de-rust), as required.*

MAIN ENGINE(S)

MAIN ENGINE(S):

Oil level and condition:

Oil is dirty -- *recommend oil change.*

STEERING SYSTEM(S):

Mounting(s):

Quadrant at the top of the rudder stock -- possible corrosion noted at the quadrant -- *investigate and correct as/if required.*

Wheel brake(s):

Yes -- unit does not hold the wheel when tightened -- *recommend adjustment.*

UNDERWATER APPENDAGES

ZINCS:

Replacement required?:

One zinc is wasted and the other has useful life remaining -- *replace the wasted zinc.*

TANKAGE

LPG (PROPANE) TANK(S):

Tank(s) condition:

Corrosion (rusting) noted on some tank surfaces -- *replace the tank.*

INTERIOR

INTERIOR:

Cabin lamp(s):

Operation of the starboard 12V cabin light in the V-berth is intermittent -- *correct, as required.*

GALLEY:

Refrigeration:

Isotherm 12V -- unit not heard to power up when the distribution panel switch was activated -- *investigate and correct as/if required.*

Water system:

Manual cold only; pressurized hot and cold -- when the pressurized system taps are operated, water comes out of the manual tap -- *investigate and correct as/if required.*

HEAD(S):

Shower(s):

Handheld in stall -- pin missing from one of the cupboard hinges in the stall -- *correct, as required.*

FIRE FIGHTING & BILGE PUMPING EQUIPMENT

BILGE PUMPS:

Automatic float switch(es):

Yes -- float switch not tested -- *ensure operational condition of the automatic float switch.*

THROUGH-HULLS

THROUGH-HULLS AND SEA VALVES:

Valve(s) operational?:

Not all valves are operational -- *service (lubricate) or replace those valves that are frozen or stiff.*

MAST(S) & RIGGING

STANDING RIGGING:

NOTE:

Discoloration noted at the deck level for the port and starboard chain plates -- *remove the fasteners, inspect for condition, replace, if required; re-seal the deck plates.*

DECK EQUIPMENT:

Winch(es):

Two Harken 46 two speed self-tailing in cockpit -- internal components of port winch sound worn when operated -- *disassemble, inspect for condition and correct as/if required.*

ITEMS TO MONITOR (these are items which, in this firm's opinion, are generally the result of normal wear and tear and do not require correction at this time -- they do not, at the time of this survey, constitute a structural nor safety deficiency; however, they will require correction if the condition worsens)

HULL

BOTTOM:

Keel(s):

Lead ballast keel bolted on -- minor separation noted -- *monitor and correct if condition worsens.*

UNDERWATER APPENDAGES

RUDDER(S) AND SKEG(S):

Condition:

Possible delamination but no gel coat cracking noted along the areas where the rudder shaft is embedded in the rudder -- *monitor at future haul outs and correct if condition worsens.*

Minor play noted in way of rudder stock -- *monitor and correct if condition worsens.*

TANKAGE

FUEL TANK(S):

Tank(s) on flat surface:

No, but the tank is touching at the outboard edge -- *monitor for dampness (that might create corrosion).*

INTERIOR

INTERIOR:

Chain plate(s) leakage?:

No evidence sighted, although some discoloration of the tie rod and the bolts noted -- *monitor and correct if conditions worsen.*

RECOMMENDATIONS (these are items which, in this firm's opinion, will enhance the safe operation of this vessel and/or ensure its continued structural condition but are not mandatory and do not affect the insurability of this vessel)

HULL

BILGE SPACE(S):

Bilges accessible:

Not all bilge spaces are readily accessible -- *recommend providing easy access to all bilge spaces for inspection purposes.*

UNDERWATER APPENDAGES

ZINCS:

Condition:

One zinc is materially wasted away -- *strongly recommend having a corrosion survey performed if the*

vessel is kept in her current location.

TANKAGE

FUEL TANK(S):

Manufacturer's label(s):

None sighted -- per CFR 183.514, each fuel tank is to have a label that contains (at minimum) the fuel tank manufacturer's name (or logo) and address, the month (or lot number) and year of manufacture, the capacity in US gallons and the material of construction -- *ensure existence of said label and post if not already in place.*

FRESH WATER TANK(S):

Inspection/cleaning access:

Limited -- *recommend providing easy access to the forward tank and connections for inspection purposes.*

HOLDING TANK(S) (BLACK WATER):

Type(s) of marine sanitation device(s):

Type III -- when operating this vessel on a body of water where the discharge of untreated sewage is prohibited by the EPA under 40 CFR 140.3, the operator must secure each Type III device in a manner which prevents discharge of sewage -- this may be accomplished by: 1) closing each valve leading to an overboard discharge and removing the handle; 2) padlocking each valve leading to an overboard discharge in the closed position; or 3) using a non-releasable wire tie to hold each valve leading to an overboard discharge in the closed position -- *recommend securing as/if required (per 33 CFR 159.7.2.c).*

WATER HEATER(S):

Drain fixture(s)/plug(s):

Yes -- *recommend plumbing the drain fixture overboard.*

GENERAL TANKAGE COMMENTS:

Shut off valve(s):

Not sighted for the fresh water nor holding tanks -- *recommend providing a readily accessible means of shutting off tank supply or discharge lines in case of piping failure.*

INTERIOR

INTERIOR:

Carbon monoxide detector(s):

No -- *provide a minimum of one marine grade (equipped with a self-wiping sensor) carbon monoxide detector.*

DECK & SAFETY EQUIPMENT

DECK AND SAFETY EQUIPMENT

Anchor(s):

CQR/plow type 25# located at the bow with approximately 20 feet of 5/16" chain and approximately 150 feet of 1/2" three strand nylon -- bow shackle not wire seized -- *recommend wire seizing anchor rhode bow shackle with stainless steel seizing wire.*

No second anchoring system sighted -- *recommend provision of a secondary anchoring system of adequate size and with adequate rhode.*

Throwable device(s):

Two Type IV cushions in V-berth and two Type IV cushions in v-berth locker in good to fair condition -- no heaving line sighted -- *recommend attachment of a heaving line or placement nearby.*

Flares (visual distress signals):

Yes -- flares are outdated -- *recommend disposal and replacement (this is only mandatory if the vessel is operated outside of the Golden Gate).*

First aid kit(s):

None sighted -- *recommend provision of at least one first aid kit (if not already on board).*

ELECTRICAL SYSTEMS

110V SYSTEMS:

ELCI protection:

No equipment leakage circuit interrupter (ELCI) sighted; however, this vessel was manufactured prior to this requirement -- *recommend installation of an ELCI within 10 feet of the shore power inlet (per ABYC E-11.11.1) and in a readily accessible location (per ABYC E-11.11.1.4).*

FIRE FIGHTING & BILGE PUMPING EQUIPMENT

FIRE FIGHTING EQUIPMENT:

More extinguishers needed:

Recommend provision of at least one additional currently certified Type B:C Size I or Size II portable fire extinguisher.

Automatic fire quench system in engine space(s):

No automatic type fire quench system installed in the machinery space -- *recommend installation of automatic system of adequate size.*

Inspect annually

Annual external examination (physical condition of the extinguisher and the hanger [or bracket] and verification that the pressure gauge or indicator is in the operable range, at minimum) of all extinguishers is strongly recommended.

BILGE PUMPS:

Manual:

Yes -- permanently installed -- *recommend storing the handle for the manual bilge pump in close proximity to the pump.*

High bilge water alarm(s) installed:

No -- *recommend installation of at least one high bilge water alarm.*

THROUGH-HULLS

THROUGH-HULLS AND SEA VALVES:

Routine servicing:

Recommend exercising all sea valves on a routine basis (monthly) and provision of wooden plugs in close proximity to each through-hull.

MAST(S) & RIGGING

MAST(S):

How stepped?:

Keel -- *recommend drilling at least one drain hole at the base of the mast.*

Mast step(s):

It has been an unknown time since the mast has been removed and the mast step inspected -- *recommend removal of the mast and mast step inspection at least once every six years.*

This vessel was manufactured prior to the enactment of some of the USCG (33 CFR) and state requirements, NFPA and ABYC recommendations that are in effect today. This survey addresses those recommendations thought to be necessary for safety, but it does not suggest complete compliance with current requirements or standards.

SURVEY INFORMATION

SURVEY INFORMATION:

Survey No.: 10/16-XXXX
Date of Survey: 10/21/16
Date of Report: 10/23/16
SCOPE OF SURVEY: This survey was performed at the request of the purchasers, one of whom was present at the time of the survey, for purposes of pre-purchase evaluation.
Intended Service: Pleasure
Waters to be Navigated: Protected and near coastal
Where Vessel Can Be Surveyed: Svendsen's Boat Works, Alameda, CA
Person to contact & phone number: Mr. XXXX XXXXXXXXX, purchaser, XXX-XXX-XXXX
Survey conducted with vessel: Hauled out

CLIENT INFORMATION:

Client Name: XXXX XXX XXXXX XXXXXXXXXX
Mailing Address: XXXX
City/State/Zip: XXXX
Business Phone: XXX-XXX-XXXX
Cellular Phone: XXX-XXX-XXXX

VESSEL INFORMATION:

Vessel Type: 2002 C & C 110 auxiliary sloop
Vessel Name: "Wicked Fun"
Hull ID number: TCM360631102
Hull ID number verification attached: A true digital photograph of the hull ID number of the referenced vessel is incorporated herein.



Registration No.: 1120 902
Year Registered: Unknown -- *ensure that the registration is current.*
Registration sighted: A copy of the document was sighted on the Coast Guard Vessel Documentation web site.

HULL

HULL:

Manufacturer/Builder: C & C Yachts, Ontario, Canada
Year: 2002 model year, built in 2001
Type: Auxiliary sloop
Construction material: Fiberglass
LOA: 36'4"
Beam: 12'
Loaded draft: 7'3"
Loaded freeboard: 3'6" to the bottom of the toe rails

Survey #10/16-XXXX - XXXX XXX XXXXX XXXXXXXXXX - 2002 C & C 110 auxiliary sloop

Displacement: 10,900# approximate dry weight
Ballast: 4,200# (reportedly)
Last date of dry dock: Two years ago (reportedly)
General construction: Light (for type)

BOTTOM:

Construction material: Fiberglass
Keel(s): Lead ballast keel bolted on -- minor separation noted -- *monitor and correct if condition worsens.*



Bottom paint: Minor areas of flaking bottom paint noted, mostly on the keel, that require attention prior to renewal of bottom paint -- *sand keel and spot sand other areas of the hull prior to renewal of the anti-fouling bottom paint.*



Blistering: None noted.
Grounding damage: None noted.
Delamination(s): None found (by tap inspection).

NOTE: The seal around the perimeter of the sail drive has lifted up in one spot and fits differently on one side of the drive compared to the other, although no internal leakage noted -- *correct, as required.*



HULL EXTERIOR:

Construction material: Fiberglass
Stem: Flared
Rub rail: Molded plastic with insert
Transom: Reverse transom
Transom storage: Transom compartment opens to serve as a step to the cockpit -- hinged boarding ladder stored inside the compartment
Hull cosmetics: Scrape in hull surface, port aft quarter, and surface abrasion just aft of port beam; minor chips out of the edges of the cove stripe, both port and starboard sides.



MAIN DECK:

Construction material: Fiberglass over balsa
Delamination(s): None found (by tap inspection)
Cockpit: Aft -- handheld shower installed
Cabin (house): Trunk
Cabin (house) to deck joint: Molded in -- no stress cracks noted.
Cabin access: Companionway drop board from the cockpit
Window(s): Fixed
Docking lines: Yes
Fenders: Yes
Canvas: Cockpit dodger
Seats: Molded in cockpit bench seats
Storage: Cockpit lockers accessed through the cockpit seats
Bow anchor locker(s): Yes
Bow anchor roller(s): Yes
Bow pulpit/rail: Stainless steel
Stern pulpit/push pit: Stainless steel
Stanchions/side rail(s): Stainless steel -- numerous stanchions are loose in their bases -- *tighten, as required.*
Lifeline(s): Double
Grab rail(s): Sides of dodger and cabin top
Toe rail(s): Aluminum holey rail
Chocks and mooring cleats: Horn mooring cleats
Cockpit drain(s): Yes -- with screens
Escape hatch(es): Forward

BILGE SPACE(S):

Engine room(s) and bilge(s) well kept: Spilled coolant and oil soaked absorb pad cleaned up toward the end of this surveyor's attendance.
Bilges accessible: Not all bilge spaces are readily accessible -- *recommend providing easy access to all bilge spaces for inspection purposes.*
Bulkheads: No deterioration noted by tap inspection (where accessible).
Keel bolts: Rusting noted -- *treat (de-rust), as required.*

MAIN ENGINE(S)

MAIN ENGINE(S):

Number of units: One



Type: Inboard engine with sail drive
Manufactured by: Volvo Penta
Serial number(s): 5102127689
Model number(s): MD2030-C BT
Naturally aspirated? Yes
Horsepower: 28 HP (reportedly)
Number of cylinders: Three
Year: Unknown
Engine(s) location(s): Aft of companionway
Engine space hatch(es): Beneath companionway steps and in aft cabin
Fuel type: Diesel
Fuel pump(s): Engine mounted
Fuel filter(s): Volvo Penta 861477-8
Hoses and clamps: Good
Belts and pulleys: Good
Engine mounts and beds: Good
Throttle and shift control(s): Single lever
Alternator(s) approved type: Yes
Drip pan(s) beneath engine(s): Oil absorb pad
Cooling system(s): Heat exchanger cooled
Oil level and condition: Oil is dirty -- *recommend oil change.*
Oil filter(s): Volvo Penta 3581621
Ventilation: Natural
Insulation: Hatch and cover fully insulated
Engine alarm(s): High water temperature and engine oil pressure alarms installed.
Accessibility: Very good
Last major overhaul: Unknown -- reportedly serviced in 2014
Engine(s) operated: Engine not operated for purposes of this survey but the vessel came to the yard under her own power.

TRANSMISSION(S):

Manufacturer: Volvo Penta sail drive
Serial number(s): 8101105655
Model number(s): 120SE 248 3856828
Fluid level and condition: Good
NOTE: Unit is marked April 2008.

GAUGES AND INSTRUMENTATION:

Hour meter(s): Digital -- not read at the time of the survey
RPM: Yes

EXHAUST(S):

Discharge location(s): Transom
Piping: Hose
Hose connections double clamped: Yes
Riser(s): In visually good condition
Muffler(s): In line

STEERING SYSTEM(S):

Number of steering stations: One



Steering station location(s): Cockpit
Type: Wheel -- rim has been wrapped with rawhide.
Manufacturer: Whitlock
Mounting(s): Quadrant at the top of the rudder stock -- possible corrosion noted at the quadrant -- *investigate and correct as/if required.*



Rudder stock(s): Visually sound
Wheel brake(s): Yes -- unit does not hold the wheel when tightened -- *recommend adjustment.*
Emergency tiller: Yes
Autopilot: Raytheon ST5000+

UNDERWATER APPENDAGES

PROPELLER(S):

Number of propellers: One
Manufacturer: Gori 75646
Number and type of blades: Two folding
Material: Not determined
Pitch and diameter: 16-1/2" diameter
Age: Unknown

RUDDER(S) AND SKEG(S):

Number of rudders: One
 Type: Spade
 Material: Fiberglass
 Condition: Possible delamination but no gel coat cracking noted along the areas where the rudder shaft is embedded in the rudder -- *monitor at future haul outs and correct if condition worsens.*
 Minor play noted in way of rudder stock -- *monitor and correct if condition worsens.*

ZINCS:

Sail drive(s): Yes
 Replacement required?: One zinc is wasted and the other has useful life remaining -- *replace the wasted zinc.*



Condition: One zinc is materially wasted away -- *strongly recommend having a corrosion survey performed if the vessel is kept in her current location.*

TANKAGE

FUEL TANK(S):

Number of tanks: One
 Capacity: 26 USG (reportedly)
 Supply lines: Spec hose
 Diesel return line(s): Spec hose
 Shut off valve(s): Manual
 Filling line(s) located: Side deck
 Tank material: Aluminum
 Tank(s) vented: Yes
 Tank(s) grounded: Yes
 Tank(s) secured: Yes
 Tank(s) on flat surface: No, but the tank is touching at the outboard edge -- *monitor for dampness (that might create corrosion).*
 Tank(s) location(s): Beneath starboard settee
 Inspection/cleaning access: Good
 Tank(s) condition: Visually good (where accessible)
 Manufacturer's label(s): None sighted -- per CFR 183.514, each fuel tank is to have a label that contains (at minimum) the fuel tank manufacturer's name (or logo) and address, the month (or lot number) and year of manufacture, the capacity in US gallons and the material of construction -- *ensure existence of said label and post if not already in place.*
 Fuel filter(s): Racor R24S
 Fuel filler lines double clamped: Yes
 Fuel filler deck plate(s) grounded to the fuel tank(s): Not sighted -- *ensure that the filler deck plate is grounded (per ABYC H-33.15.1).*
 Gauge(s): Gauge on the tank and at the distribution panel

FRESH WATER TANK(S):

Number of tanks: Two
 Capacity: 70 USG (reported total)
 Supply lines: MDPE
 Shut off valve(s): No -- see General Tankage comments
 Filling line(s) located: Side deck
 Tank(s) vented: Yes
 Tank(s) material: One tank sighted is ABS
 Tank(s) secured: Yes
 Tank(s) location(s): One tank is located beneath the port settee; the second tank is most probably beneath the V-berth
 Inspection/cleaning access: Limited -- *recommend providing easy access to the forward tank and connections for inspection purposes.*
 Tank(s) condition: Visually good (where accessible)
 Water pump(s): 12V
 Filter(s): In line

HOLDING TANK(S) (BLACK WATER):

Number of tanks: One
 Type(s) of marine sanitation device(s): Type III -- when operating this vessel on a body of water where the discharge of untreated sewage is prohibited by the EPA under 40 CFR 140.3, the operator must secure each Type III device in a manner which prevents discharge of sewage -- this may be accomplished by: 1) closing each valve leading to an overboard discharge and removing the handle; 2) padlocking each valve leading to an overboard discharge in the closed position; or 3) using a non-releasable wire tie to hold each valve leading to an overboard discharge in the closed position -- *recommend securing as/if required (per 33 CFR 159.7.2.c).*
 Capacity: 20 USG (reportedly)
 Lines: Hose
 Shut off valve(s): No -- see General Tankage comments
 Discharge line(s) located: Deck pump out or overboard
 Y valve(s) installed: Yes
 Tank(s) vented: Yes
 Tank material: ABS
 Tank(s) secured: Yes
 Tank(s) location(s): Port aft cockpit bilge
 Inspection/cleaning access: Fair
 Tank(s) condition: Visually good (where accessible)

WATER HEATER(S):

Number of heaters: One
 Manufactured by: Atlantic Marine
 Capacity: 6 USG
 How powered: 110V/heat exchanger
 Supply lines: MDPE
 Tank(s) material: Stainless steel
 Tank(s) secured: Yes
 Tank(s) location(s): Aft cockpit bilge
 Inspection/cleaning access: Good
 Tank(s) condition: Visually sound (where accessible)
 Pressure relief valve(s): Yes
 Drain fixture(s)/plug(s): Yes -- *recommend plumbing the drain fixture overboard.*

LPG (PROPANE) TANK(S):

Number of tanks: One
 Secured: Yes
 Tank(s) location(s): Cockpit locker
 Locker(s) vented: Yes
 Fume detector(s): Xintex S-1A
 Tank(s) fitted with OPD valve(s): Yes
 Currently date qualified: Unknown -- see condition.
 Regulator(s): Yes
 Remote shut off valve(s): Yes
 Supply lines: Hose
 Inspection/cleaning access: Fair
 Tank(s) condition: Corrosion (rusting) noted on some tank surfaces -- *replace the tank.*

GENERAL TANKAGE COMMENTS:

Shut off valve(s): Not sighted for the fresh water nor holding tanks -- *recommend providing a readily accessible means of shutting off tank supply or discharge lines in case of piping failure.*

Tankage only inspected visually, not pressure tested.

INTERIOR

INTERIOR:

Style: Contemporary



Berths: Six



Curtains: No
 Heating/Air conditioning: Portable 110V heater
 Smoke detector(s): No -- all vessels 26 feet or more in length, with accommodation spaces intended for sleeping, shall be equipped with a single station smoke alarm -- *provide a minimum of one smoke alarm (per NFPA 302-44.12.3).*
 Carbon monoxide detector(s): No -- *provide a minimum of one marine grade (equipped with a self-wiping sensor) carbon monoxide detector.*
 Flammable(s) stored inside cabin: None sighted
 Cabin fans: Yes -- 12V
 Cabin lamp(s): Operation of the starboard 12V cabin light in the V-berth is intermittent -- *correct, as required.*
 Flooring: Teak & holley cabin sole installed in the main saloon -- water and wear stains noted.



Upholstery: In very good condition
Condition: Interior is in well kept condition, aside from the aforementioned flooring.
Window leakage?: No evidence sighted.
Chain plates: The chain plates are attached to the internal bulkheads and are readily available for inspection.
Chain plate(s) leakage?: No evidence sighted, although some discoloration of the tie rod and the bolts noted -- *monitor and correct if conditions worsen.*



GALLEY:

Stove: Force 10 two burner LPG with oven -- stove is gimbaled -- not tested
Refrigeration: Isotherm 12V -- unit not heard to power up when the distribution panel switch was activated -- *investigate and correct as/if required.*
Water system: Manual cold only; pressurized hot and cold -- when the pressurized system taps are operated, water comes out of the manual tap -- *investigate and correct as/if required.*
Sink(s): Two stainless steel
Storage: Adequate
Microwave: Emerson -- not tested

HEAD(S):

Number of heads: One



Toilet(s): Jabsco manual
Type(s) of marine sanitation device(s): Type III -- when operating this vessel on a body of water where the discharge of untreated sewage is prohibited by the EPA under 40 CFR 140.3, the operator must secure each Type III device in a manner which prevents discharge of sewage -- see Holding Tank section.
Shower(s): Handheld in stall -- pin missing from one of the cupboard hinges in the stall -- *correct, as required.*

DECK & SAFETY EQUIPMENT

DECK AND SAFETY EQUIPMENT

<i>Anchor(s):</i>	CQR/plow type 25# located at the bow with approximately 20 feet of 5/16" chain and approximately 150 feet of 1/2" three strand nylon -- bow shackle not wire seized -- <i>recommend wire seizing anchor rhode bow shackle with stainless steel seizing wire.</i> No second anchoring system sighted -- <i>recommend provision of a secondary anchoring system of adequate size and with adequate rhode.</i>
<i>Life jacket(s):</i>	One adult Type III vest and four Youth Type III vests in V-berth locker -- in good condition Three adult Type II in main saloon locker -- in good condition Two adult Type II in main saloon locker still in their plastic bags -- in good condition -- <i>remove and dispose of the plastic bags for the individual life jackets.</i>
<i>Throwable device(s):</i>	Two Type IV cushions in V-berth and two Type IV cushions in v-berth locker in good to fair condition -- no heaving line sighted -- <i>recommend attachment of a heaving line or placement nearby.</i>
<i>Bell(s):</i>	No -- not mandatory for a vessel of this length.
<i>Horn(s):</i>	Handheld air
<i>Flares (visual distress signals):</i>	Yes -- flares are outdated -- <i>recommend disposal and replacement (this is only mandatory if the vessel is operated outside of the Golden Gate).</i>
<i>First aid kit(s):</i>	None sighted -- <i>recommend provision of at least one first aid kit (if not already on board).</i>
<i>Inland Navigation Rule Book (12M-39'4" or longer):</i>	Yes
<i>USCG placards:</i>	"Discharge of Oil Prohibited" placard is posted. MARPOL (Garbage) placard not sighted -- <i>post in the galley facing the waste containment per USCG requirements (CFR 151.59).</i>
<i>Running lights:</i>	Operational
<i>Anchor light:</i>	Anchor light not tested -- <i>ensure that the light is operational.</i>

AUXILIARY EQUIPMENT

SPECIAL EQUIPMENT:

<i>Boarding ladder(s):</i>	Yes -- hinged ladder bolted onto the transom.
<i>Sail cover(s):</i>	Main
<i>Compass(es):</i>	4" Suunto in binnacle
<i>Charts:</i>	Northern California
<i>Wind direction:</i>	Raytheon ST60 wind speed/wind direction and windex
<i>VHF radio(s):</i>	Standard Horizon Intrepid
<i>Radar:</i>	Raymarine -- not tested
<i>Multi-function instrument(s):</i>	Garmin GPS chartplotter and Raytheon ST60 depth/speed/knot log
<i>Boat hook(s):</i>	Yes
<i>Cockpit cushion(s):</i>	Yes
<i>Television(s):</i>	26" Vizio flat screen
<i>DVD/VCD/CD player(s):</i>	JVC XV-N670 DVD/SUPER VCD/VCD/CD PLAYER -- not tested
<i>Stereo(s):</i>	Pioneer DEH-P2600 AM/FM/CD player with Sirius radio
<i>Stereo power amplifier(s):</i>	Coustic 100A

Electronics only tested for powering up, not accuracy. 110V systems not tested.

ELECTRICAL SYSTEMS

12V SYSTEMS:

Batteries: Two 6V lead acid stored on a shelf in the aft cockpit bilge
 One Group 24 sealed stored on a shelf in the aft cockpit bilge

Battery(ies) secured: Yes

Battery(ies) covered: Not applicable

Battery selector (on/off) switch: Yes

Distribution panel: Yes

Breaker(s)/fuse(s): Yes -- breakers and fuses

DC volt meter(s): Yes

DC AMP meter(s): Yes

12V wiring secured: Yes

Charging system: Alternator and battery charger (see Battery Charger section below)

NOTE: Balmar Advanced Battery Monitoring System installed.

BATTERY CHARGER(S):

Make: Charles C-Charger

Operation manual: Operation manual on board.

Output status indicator(s): An ammeter has been installed for the output current.

Charger(s) in acceptable location(s): Yes

110V SYSTEMS:

Shore power inlet(s): One Marinco 30 AMP

Shore power cord(s): One 30 AMP -- not sighted at the time of the survey

ELCI protection: No equipment leakage circuit interrupter (ELCI) sighted; however, this vessel was manufactured prior to this requirement -- *recommend installation of an ELCI within 10 feet of the shore power inlet (per ABYC E-11.11.1) and in a readily accessible location (per ABYC E-11.11.1.4).*

AC source selector switch(es): No, and the vessel is equipped with an inverter -- *provide AC source selector switch(es) (per ABYC E-11.5.3.6).*

Main breaker(s): Yes

Distribution panel(s): Yes

Reverse polarity indicator(s): Yes

GFCI protection: GFCI equipped 110V outlets have been installed in all wet locations.

110V wiring secured: Yes

Wire type: Boat cable

INVERTER(S):

Number of units: One

Year: Unknown

Manufacturer: Xantrex

Serial number(s): A01230120

Model number(s): Freedom Marine 20

Status indicator: Yes -- status panel installed.

Warning label(s): No -- *post a warning label stating "Electrical shock hazard. Vessel is equipped with a DC to AC power inverter. Disconnect inverter DC input before servicing vessel's electrical systems." at or near the main electrical panel (per ABYC A-31.8.6.1).*

Operation manual(s) on board: Yes

Location(s): Aft cockpit bilge

Accessibility: Fair

FIRE FIGHTING & BILGE PUMPING EQUIPMENT

FIRE FIGHTING EQUIPMENT:

<i>Portable fire extinguisher(s):</i>	One Type B:C Size I dry chemical B:C in V-berth -- this extinguisher was manufactured 12 years ago (or more) One Type B:C Size I dry chemical B:C in aft cabin -- this extinguisher was manufactured 12 years ago (or more)
<i>More extinguishers needed:</i>	<i>Recommend provision of at least one additional currently certified Type B:C Size I or Size II portable fire extinguisher.</i>
<i>Automatic fire quench system in engine space(s):</i>	No automatic type fire quench system installed in the machinery space -- <i>recommend installation of automatic system of adequate size.</i>
<i>All currently certified:</i>	No -- <i>have all portable fire extinguishers currently certified (or replace) (per NFPA 10 and California State Fire Marshall).</i>
<i>Inspect annually</i>	<i>Annual external examination (physical condition of the extinguisher and the hanger [or bracket] and verification that the pressure gauge or indicator is in the operable range, at minimum) of all extinguishers is strongly recommended.</i>

Per CFR 25 SUBPART 25.30 (1) -- When the date on the inspection record tag on the extinguisher(s) shows that 6 months have elapsed since the last weight check ashore, then such extinguisher is no longer accepted as meeting required maintenance conditions until re-weighed ashore and found to be in a serviceable condition and within required weight conditions.

BILGE PUMPS:

<i>Bilge pump(s):</i>	One 12V centrifugal -- the intake is located in the deep bilge and the discharge is located in the hull side above the LWL and equipped with an automatic float switch One manually operated positive displacement -- the intake is located in the deep bilge and the discharge is located in the transom above the LWL
<i>Pump(s) operational:</i>	Bilge pump motor powered up.
<i>Automatic float switch(es):</i>	Yes -- float switch not tested -- <i>ensure operational condition of the automatic float switch.</i>
<i>Manual:</i>	Yes -- permanently installed -- <i>recommend storing the handle for the manual bilge pump in close proximity to the pump.</i>
<i>High bilge water alarm(s) installed:</i>	No -- <i>recommend installation of at least one high bilge water alarm.</i>

THROUGH-HULLS

THROUGH-HULLS AND SEA VALVES:

<i>Through-hull(s):</i>	Engine raw water intake located in the engine bilge; piped with hose; bronze ball valve installed -- valve is operational Galley sink drain located in the galley bilge; piped with hose; Marelon ball valve installed -- valve not operational Toilet flush water intake located in the aft cockpit bilge; piped with hose; Marelon ball valve installed -- valve not operational Toilet overboard discharge located in the aft cockpit bilge; piped with hose; Marelon ball valve installed -- valve not operational Holding tank overboard discharge located in the aft cockpit bilge; piped with hose; Marelon ball valve installed -- valve not operational
<i>Below LWL hose connections:</i>	All below LWL hose connections have been double clamped.
<i>Valve(s) operational?:</i>	Not all valves are operational -- <i>service (lubricate) or replace those valves that are frozen or stiff.</i>
<i>Routine servicing:</i>	<i>Recommend exercising all sea valves on a routine basis (monthly) and provision of wooden plugs in close proximity to each through-hull.</i>
<i>Below LWL through-hull(s) condition:</i>	Marelon -- in good condition

ABYC "Seacocks, Thru-hull Connections and Drain Plugs" Standard H-27 requires, in part, that all sea valves be of the lever activated type. Gate valves are not recommended, as they jam easily and open/closed status is difficult to visually discern. In addition, it is recommended that all below LWL hose connections be double clamped, but only if the nipple/hose barb is long enough to support the second clamp.

SAILS

SAILS:

Sail(s): Factory dacron main with flattener and two reefs in good condition
Factory dacron 135% genoa in very good condition
Dacron jib not unfurled
North stabilized nylon asymmetrical spinnaker in very good condition -- sail is stored in its sock when not in use.

MAST(S) & RIGGING

MAST(S):

Main mast(s): Selden anodized aluminum double spreader mast head rig with a slot for the sail
How stepped?: Keel -- *recommend drilling at least one drain hole at the base of the mast.*
Spreaders: Aluminum
Gooseneck(s): Black anodized aluminum fixed gooseneck
Main boom: Anodized aluminum
Main boom vang: Selden Rodkicker adjustable hard vang
Furling system(s): Furler 200S -- not tested
Mast step(s): It has been an unknown time since the mast has been removed and the mast step inspected -- *recommend removal of the mast and mast step inspection at least once every six years.*

STANDING RIGGING:

Stay or shroud: Main backstay is manually adjustable 5/16" 1 x 19 S/S wire with split tails
Main upper and lower shrouds are 9/32" 1 x 19 S/S wire
Main intermediate shrouds are 1/4" 1 x 19 S/S wire
Ends: Swaged
Turnbuckles: Chromed bronze open barrel
NOTE: Discoloration noted at the deck level for the port and starboard chain plates -- *remove the fasteners, inspect for condition, replace, if required; re-seal the deck plates.*

RUNNING RIGGING:

Halyard(s): Main halyard is yacht braid
Jib/genoa halyard is yacht braid
Spinnaker halyard is yacht braid
Main sheeting: 3/4ths aft boom with traveler and car across cockpit
Head sail(s) sheeting: Yacht braid
Spinnaker/gennaker(s) sheeting: Yacht braid
Lazy jacks: Yes
NOTE: All controls have been led aft to the cockpit.

DECK EQUIPMENT:

Winch(es): Two Harken 46 two speed self-tailing in cockpit -- internal components of port winch sound worn when operated -- *disassemble, inspect for condition and correct as/if required.*
Two Harken #32 two speed self-tailing on cabin top
Track: Holey rail and anodized aluminum
Blocks: Harken
Cleats: Horn and jam
NOTE: Selden adjustable bowsprit (for the asymmetrical spinnaker) stored on deck

Mast and rigging surveyed from deck level only.

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Unless otherwise specifically requested and provided for and noted in the survey report, this survey report is founded on a comprehensive inspection, including percussion testing of the accessible portions of the hull and deck and including visual evaluation of the fluids, belts and hoses of the propulsion machinery (where accessible), subject to the following listed exceptions: permanently attached bulkheads, ceilings, paneling and other portions of the vessel's structure are not opened up; permanently mounted machinery, tanks and equipment are not dismantled to expose portions of the vessel ordinarily concealed; propulsion machinery, auxiliaries, electrical and electronic circuits and equipment, tanks, tenders, plumbing systems and fittings, miscellaneous equipment, sails and rigging are not operated, sea trialed, tested or opened for internal examination; borings and nondestructive test procedures are not conducted to determine thickness or internal condition of structural members.

Included in the assessment of the values of the vessel is all that belongs to the vessel and may be presumed to be the property of the owner, including (but not limited to) the hull, machinery, equipment, sails and rigging, tenders, furnishings and all that is on board for the purpose of the use of the vessel, excepting only that which, in customary usage, is considered the personal property of the owner or crew or which is specifically excepted at the time of survey. The market value quoted is the best estimate of the price that a willing buyer would pay to a willing seller, both parties having reasonable access to the relevant facts, neither party under any compulsion to buy or sell, and under market conditions at the time and place of survey.

The services rendered herein and the report furnished herewith are done with the distinct understanding that the undersigned, his agents or employees, are not responsible or liable under any circumstances whatsoever for any error, omission, negligence or failure to properly perform the requested services and that all matters and statements contained in this report are of opinion only. The undersigned certified that, to the best of our knowledge, the statements of fact contained in this report are true and correct. This survey report does not constitute a warranty nor a guarantee, either expressed or implied, and is the opinion of this surveyor based upon the observation of conditions and of items present at the time and on the day of the survey. No statement made herein or with services performed hereunder or work done in connection herewith shall be the basis for any claim, demand or action against the undersigned, his agents or employees. Limitation of liability is \$1,000 per occurrence for property damage and \$2,500 per occurrence for personal injuries or death.

