

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed

Date of report: February 14, 2023

Our file #: 23 – 20688aweb

Current owner: Removed *

This inspection was performed upon the request of the client listed above on February 10th, 2023 while the vessel was afloat at Marina Cortez, San Diego, CA and XXX (captain), XXX (client), XXX (broker), Danny Steevens (apprentice surveyor) and Kells Manthei (surveyor, SAMS SA) attended.

Scope of Services

The vessel was examined by surveyor and/or surveyor's agents from all accessible areas of the interior without removal of secured panels, destructive testing or disassembly. The hull bottom laminate, plating and/or planking was examined by percussion sounding and visual inspection only. No moisture content readings were taken, and no destructive testing was performed. The surveyor may have used a moisture meter if/when they deemed it useful or if specifically requested by client. Exterior hardware was visually examined for damage and drive components were tested by sight only. The inspection of engines, generators, machinery and related mechanical systems is not within the scope of this survey. Only a brief cursory inspection of the machinery was conducted, and no opinion of their overall condition was formed. Client shall retain the services of a qualified mechanic, engine surveyor or other expert to inspect such engine, generators, machinery and related mechanical systems. Tankage was inspected from visible surfaces only and no opinion was rendered as to their overall condition. On sailing vessels, the rig was not inspected aloft, nor were sails inspected unless they were visible during a sea trial. Client shall retain the services of a qualified rig surveyor or other expert to inspect sails, rigging and equipment. The electrical system was visually inspected where accessible, and electronic and electrical components powered only with permission of or in the presence of the vessel's owner or agent. No in-depth testing or examination of the electrical system or electric schematic was conducted. Specifications were taken from published sources, measurements if made, should be considered approximate. The recommendations are based on federal and state regulations, industry standards, and/or surveyor's own personal experience. The market value is based on research of available new/used comparable vessels, with consideration of geographic area where the vessel is located and reported sale prices where available. The surveyor will refer to and may reference CFRs, NFPA and ABYC recommendations (and/or other services) as the surveyor deems reasonable but not all regulations and recommendations will be applied nor should this report be relied upon as full compliance with the aforementioned entities. Every vessel inspection is different, and limitations may alter the scope of this survey, some limitations will be implied in the text of the report and some will be explicitly detailed. A Marine Survey Agreement which is reviewed and signed by the client details the terms governing this marine survey.

Marine Claims Assistance - Vessel Inspections
1276 Scott Street – San Diego, CA 92106
TEL 619.223.7380 800.944.4789 FAX 619.223.7390
office@themarinesurveyors.com - themarinesurveyors.com

VESSEL DESCRIPTION

| | | | |
|------------------------------------|-------------------|---------------|--------------|
| Builder: | Beneteau | Reg. #: | Removed * |
| Model/type: | Antares 7 | HIN: | Removed |
| Year: | 2023 (model year) | Engines: | One Mercury |
| Length: | 25' (LOA) | Name: | None |
| Draft: | 2' 6" | Hailing Port: | None |
| Beam: | 8' 6" | Weight: | 3,600 |
| * California Certificate of Number | | Displacement: | 4,157 lb. ** |
| ** builder's specifications | | | |

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, single hard chine, two lifting strakes per side, blue antifouling paint

Topsides & transom: Molded fiberglass construction, unknown core, white gelcoat, black and silver accent stripes, aluminum rub rail with rubber insert

Decks & superstructure: Molded fiberglass construction, unknown core, white gelcoat, black stripes, fiberglass toe rail

Deck hardware: Stainless steel bow rail, stainless steel grab rails, sliding salon windows, Skylight, left sliding salon door, two sets of cleats, swim step

Longitudinals/stringers: Fiberglass liner

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Cabin cruiser, cockpit aft with transom door to starboard, left sliding door leads to the cabin, dinette to port, helm is to starboard forward, a V-berth is forward and a "head" is to starboard forward

Bilge: Dry and clean

Comments: The vessel was inspected while afloat and while hauled. The hull bottom was visually inspected and randomly sounded. The hull bottom is in excellent condition, except where noted. The antifouling paint has long "scrapes" on either side (apparently from trailering). There are five areas on the hull bottom where there is no antifouling paint. The hull sides and transom were visually inspected and randomly sounded. The hull sides and transom are in excellent structural and cosmetic condition, except where noted. There is a small radiating crack in the starboard hull side just aft of the aft sling mark. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in excellent structural and cosmetic condition. The deck hardware including safety rails, mooring devices and hatches was visually inspected and most hatches were opened and closed. Overall the deck hardware is in excellent condition, except where noted. There is a chip in the gelcoat on the starboard side of the cockpit seat. There is a "sticky substance" on the skylight. The structural reinforcements including the fiberglass liner and bulkheads were visually inspected and

randomly sounded. The structural reinforcements appear to be in “as-built” condition. The interior spaces are clean, neat and orderly. General housekeeping appears excellent. The top hinge for the locker below the helm chair is loose. The bilge is dry and clean. The condition of coring material in the hull, deck, reinforcements and elsewhere as applicable, is beyond the scope of this survey. This survey is not a mold inspection. The California registration numbers are not displayed and the California Certificate of Number is not aboard.

Summary: Excellent

MACHINE SYSTEMS

Main engine: One 175 h.p. Mercury model 11750006A (175XL)

Engine application: Gasoline, four-stroke, outboard

Serial number: 33224823

Transmission: Outboard application

External/peripherals: Suitable application, satisfactory installation

Engine controls: Electronic controls, single lever controls, single helm

Exhaust systems: Outboard application

Propulsion gear: Quick Silver Black Diamond 3 blade right hand QA1916x19P propeller

Steering system: Outboard hydraulic steering, single actuator, single helm

Ventilation: Natural

Through hulls & components: None

Seawater systems: None

Bilge pumps: Manual pump to starboard aft in the cockpit, Whale Super Sub Smart 650 in the aft cockpit bilge

Comments: The engine was visually inspected and tested during a sea trial. This survey is not a mechanical inspection, please consult with a qualified technician for greater detail as to the condition of the machine systems. The engine hours were recorded as 2.3 at the start of the survey and 3.8 at its conclusion per the hour meter. Wide open throttle was recorded as 4,800 rpm per the tachometer with a top speed of 34 mph per the multifunction device in one direction in San Diego Bay in clear and calm conditions. The external surfaces and peripheral components of the engine appears excellent, except where noted. The cowling has scuffing and minimal damage to forward on the cowling. The engine controls functioned normally. The propeller was

visually inspected and is in excellent condition. The steering system was visually inspected and test operated. The steering system functioned normally. The steering was “tight” when turning to port. The electric bilge pump was energized with its toggle switch. The manual bilge pump was tested.

Summary: Excellent

TANKAGE

Fuel: 180 liter capacity (47.5 gallons) in one aluminum tank located aft in the cockpit bilge

Fill & vent: USCG type A2 hose (date not seen), USCG type vent hose (by appearance, date and type not seen), fill fitting to starboard on the transom, marked with a “gas pump”

Feed: USCG type A1-15 feed hose (09/23/21)

Water: None

Holding: None

Comments: The fuel system including the tank, fill, vent and feed lines was visually inspected as installed. Where visible the fuel system components are in excellent condition. The condition and age of the fuel and the integrity of the tank (fuel) is beyond the scope of this survey. Please consider filling the tank for a simple, practical test of its integrity. The function of the fuel tank level gauge is beyond the scope of this inspection.

Summary: Excellent

ELECTRICAL SYSTEMS

AC system: None

DC system: 12 volt system, one West Marine Group 24 12 volt maintenance free battery located forward in the cockpit bilge in a secured plastic box

Wiring: Suitable multistrand wires

Circuit protection: DC toggle switches at the helm with fuses located below the aft bench seat in the cabin

Comments: The electrical system including the battery, wiring, circuitry components and circuit protection equipment was visually inspected and most components were tested. Overall the electrical system is in excellent condition, except where noted. The battery had no charge at our arrival, it was exchanged with a group 24 West Marine 12 volt maintenance free battery. The access hatch to inspect to starboard forward on the fuel

tank is pinching a wire. There is no cover for the battery box or terminal covers on the battery. The condition of the batteries is beyond the scope of this inspection.

Summary: Excellent

SAFETY AND LIFE SAVING

Portable fire extinguishers: None

Flotation devices: Seven adult type II PFDs, one type IV

Horn/distress flares: Electric horn, three handheld distress flares (05/2024 expiration)

Navigational/anchor lights: Separate side lights, all-around / anchor light

Anchor & ground tackle: West Marine Traditional 8 anchor with chain and line rode

Other equipment: Whistle, dead man's switch

Comments: Safety equipment for firefighting protection appears faulty. There is no fire extinguisher aboard. Personal flotation devices are suitable for near coastal use. Current distress signal flares are aboard. A suitable sound signaling device was seen. There is no carbon monoxide or smoke alarm. No oil or garbage placards were seen. The navigational and anchor lights are properly arranged, installed and functional. The ground tackle including the anchor and rode was visually inspected as installed and appear satisfactory. The entire length of the anchor rode was not inspected and should be inspected prior to use.

Summary: Good

ACCESSORIES

Sliding cockpit bench seat, salon includes dinette with adjustable back, sink, Plastimo compass, Lenco electronic trim tabs, fuel level gauge, engine instruments include tachometer with digital meter, Simrad Cruise multifunction device with plotter/sounder, V-berth, "head" includes sink basin, Standard Horizon HX210 handheld vhf, stainless steel boarding ladders, windshield wipers

SUMMARY

The vessel is a production “pocket” cabin cruiser equipped with a single gasoline outboard engine. The vessel was built in France. The current owner reported that the vessel was purchased for Freedom Boat Club in June 2022 from Beneteau. He reported that the antifouling paint is approximately five months old. He reported that the engine is original. He provided no disclosures and had no knowledge of any significant events in the vessel’s history, such as submersions, collisions, fires, etc. The vessel was inspected while hauled, afloat and underway on a sea trial in San Diego Bay and briefly offshore. The vessel is basically structurally and mechanically sound and should be suitable for its intended purpose as a near coastal cruising vessel.

Overall Summary: Excellent

Standard form key: We use subsection and overall ratings to summarize conditions found, based upon their appearance. Ratings include: Not examined, Not applicable, Faulty, Marginal, Satisfactory, Good, Excellent

VALUES

ACTUAL CASH VALUE

\$XXX

**NEW REPLACEMENT
VALUE**

\$XXX

INVESTMENT

\$XXX

The actual cash value is the value that our research approximates the selling price of this vessel should be, at the time and place of our inspection. Consideration is given to vessel’s condition, geographic location, published listings and guides, comparable sales and listings, and market conditions. The new replacement value is the cost of this or a similar, new vessel, comparably equipped. The investment is the reported investment including purchase price and significant upgrades. No values include maintenance costs, storage or tax. The most relevant data found while researching the value is included below. We primarily use market value analysis methodology for determination of value.

Explanation of value opinion: The value is based on the Soldboats.com reported sales prices and yachtworld.com current listings below. We were unable to find exact matches in our Soldboats.com reported sales data, so we expanded to include “newer” similarly sized and equipped vessels. The 2022 Beneteau Antares 7 listed for \$99,000 in San Diego, CA is the surveyed vessel. The surveyed vessel has limited equipment. Our data includes vessels that are listed outside the US and vessels that sold on the East Coast. Vessels that sell outside the US and on the East Coast typically hold a different value than those that sell on the West Coast. The values of vessels have continued to be influenced upward by the Covid-19 induced demand; the future of which is uncertain.

| Length ft | Boat | Year | Sold Date | Sold Price | Listed Price | Boat Location |
|-----------|-------------------------|------|-----------|------------|--------------|------------------------|
| 22 | Jeanneau 795 | 2022 | 28-Oct-22 | 101,213 | 111,709 | Port Moody, BC, Canada |
| 23 | Parker 2320 SL SC | 2022 | 15-Jul-22 | 105,299 | - | Bayville, NJ, USA |
| 21 | Parker 2120 Sport Cabin | 2022 | 15-Jul-22 | 83,699 | - | Bayville, NJ, USA |
| 23 | Parker 2320 SL SC | 2022 | 15-Jul-22 | 105,299 | - | Bayville, NJ, USA |
| 24 | Cutwater C-24C | 2022 | 30-Mar-22 | 145,402 | - | Grasonville, MD, USA |

Beneteau Antares 7

US\$99,000

25 ft / 2022
San Diego, California, United States
Infinity Yacht Sales

[Request Info](#)

Beneteau Antarès 7

US\$78,876

25 ft / 2021
Poole, Dorset, United Kingdom
Parkstone Bay Yachts

[Request Info](#)

Beneteau Antarès 7

US\$48,291

25 ft / 2022
France, Ain, France
AVENTURA Boats

Beneteau Antarès 7

US\$72,808

25 ft / 2021
Saint Helier, Jersey
South Pier Marine

Beneteau Antarès 7

US\$66,740

25 ft / 2019
Saint Helier, Jersey
South Pier Marine

Beneteau Antarès 7

US\$72,808

25 ft / 2021
Saint Helier, Jersey
South Pier Marine

Beneteau Antares 7 OB

US\$112,434

25 ft / 2023
Greystones, Ireland
BJ Marine (Dublin)

Beneteau Antares 7 OB

US\$103,119

25 ft / 2023
Pwllheli, Gwynedd, United Kingdom
BJ Marine (Pwllheli)

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2023 Beneteau Antares 7

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Beneteau Antares 7 OB

US\$91,075

25 ft / 2023

Penarth, Cardiff, United Kingdom

BJ Marine (Cardiff)

RECOMMENDATIONS

These recommendations are the surveyor's ideas and suggestions for addressing deficiencies with damaged or suspect components or systems found during survey or general improvements. The primary recommendations address safety items, structural issues, operational issues or deficiencies which the surveyor determines are of greater importance or more expense than secondary deficiencies. For instance, items that pose a risk to passenger safety or immediate property damage are listed under primary deficiencies and cosmetic concerns are addressed under secondary deficiencies. Most of the recommendations have been addressed in the comments and usually they are discussed at the time of the inspection.

PRIMARY

1. Provide at least one portable fire extinguisher per federal regulations.
2. Display the registration numbers and bring aboard the vessel's registration document per federal regulations.
3. The HIN on the California Certificate of Number does not match the HIN on the vessel. Assure that the numbers match or address appropriately.
4. Provide lid for the battery box or terminal covers for the battery per ABYC recommendations, E-10.7.8, 10.7.8.1, 10.7.8.2 or 10.7.8.3.
5. An access hatch to inspect starboard forward on the fuel tank is pinching a wire. Determine the significance of this condition and address appropriately.
6. Determine why the steering is "tight" when turning to port and address appropriately or if/as necessary.
7. Provide a garbage and oil placard per federal regulations.

SECONDARY

1. There is scuffing and minimal damage on the top of the engine cowling's coatings. Address as desired.
2. There is a small radiating crack to starboard aft on the hull side just aft of the aft sling mark. Address as desired.
3. There is a chip in the gelcoat on the starboard side of the aft cockpit seat. Address as desired.
4. The top hinge for the locker door below the helm chair is loose. Address as desired.
5. The antifouling paint is missing in several spots on the hull bottom. Address as necessary or desired.
6. There are long "scrapes" in the antifouling paint on either side. Address as desired.
7. There is a "sticky substance" on the skylight. Address as desired.
8. The following components were not tested or inspected: all functions of navigational electronics (powerup and basic functions were tested).

This survey sets forth the condition of the vessel and components, as specifically stated only, at the time of inspection and represents the surveyor's honest and unbiased opinion. No part of the vessel was disassembled or removed and no assumptions should be made as to the condition of concealed components. Specifics were obtained from sources available at the time of inspection and are believed correct, but are not guaranteed to be accurate.

I/we certify that, to the best of my/our 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/our personal, unbiased professional analyses, opinions, and conclusions. I/we have no present or prospective interest in the vessel that is the subject of this report, and I/we have no personal interest or bias with respect to the parties involved. My/our compensation is not contingent upon the reporting of a predetermined 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/we have made a personal inspection of the vessel that is the subject of this report. This report should be considered as an entire document. No single section is meant to be used except as part of the whole. This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only. The submitting of this report creates no liability on the part of Christian & Company or the individual surveyor.

Christian & Company, Marine Surveyors, Inc.



February 14, 2023

By: Mr. Kells Christian, Surveyor
S.A.M.S. – A.M.S. # 301

Date



February 14, 2023

By: Mr. Kells Manthei, SAMS SA

Date