

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: August 12, 2021

Our file #: 21 – 20193web

Current owners: Removed for privacy

This inspection was performed upon the request of the client listed above on August 10, 2021 while the vessel was hauled at Driscoll Boatworks, Shelter Island and afloat at San Diego guest dock, Shelter Island, San Diego, CA and the current owners 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:	Privilege / Jeantot Marine	U.S. Doc. #:	Removed for privacy
Model/type:	P43 / catamaran	HIN:	Removed for privacy (transom)
Year:	1991		Removed for privacy (document)
Length:	43'	Engine:	Two Yanmar
Draft:	4' 2"	Name:	Removed for privacy
Beam:	22' (measured), 24' (research)	Hailing port:	Lake Tahoe, NV
		Weight:	Travel lift's scale inoperative
		Displacement:	18,700 lb. (research)

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, reportedly single skin solid fiberglass below the waterline, fiberglass keels (unknown core, ballast or attachment method), blue anti-fouling paint, molded fiberglass underbody

Topsides & transom: Molded fiberglass construction, reportedly foam core, gray paint finish, rub rail

Decks & superstructure: Molded fiberglass construction, unknown core, fiberglass toe rails, painted nonskid deck surface

Deck hardware: Cockpit hard top, stainless steel bow and stern rails, double fiber lifelines on stainless steel stanchions, thirteen deck hatches, double anchor rollers, three bow cleats and two chocks, two trampolines, transom storage rack, aluminum forward cross member, set of side cleats, set of stern cleats

Longitudinals/stringers: Fiberglass stringers, unknown core

Athwartships/bulkheads/frames: Composite bulkheads, plywood bulkheads and composite ring bulkheads

Layout/interior components: Catamaran, interior and exterior bridge deck, exterior helm to starboard, starboard hull has cabin aft with berth, head forward of aft cabin, cabin forward with inboard berth and head forward. Forward in both hulls are sail lockers with deck hatch access and on centerline forward of mast is cabin with deck hatch access. Port hull has cabin aft with berth, galley amidships and cabin forward with inboard berth and head forward

Bilge: Holding moderate water

Comments: The vessel was inspected while hauled and afloat. The hull bottom and keel were visually inspected and randomly sounded. The hull bottom and keel are in satisfactory structural condition. There were a few audible differences on the hull bottoms and keels, their significance is beyond the scope of this survey. The hull bottom was not pressure washed and there was marine growth which can mask anomalies. The hull sides and transoms were visually inspected and randomly sounded. The hull sides and transoms are in satisfactory structural and cosmetic condition. There are a

few scrapes on the port bow and rub marks on the port hull side forward. Both bows have metal rub rails, the port bow rub rail is dented. The aluminum rub rail aft is corroded. The HIN on the transom is difficult to read and it does not match the documented HIN. The current owners have an official document allowing the new HIN to be affixed to the transom, but they have not done so. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory structural and cosmetic condition. There was miscellaneous coatings failure on the deck. The deck hardware including safety rails, mooring devices and hatches was visually inspected and most hatches and the port lights were opened and closed. The cockpit deck flexes underfoot. There was a soft sound noted when percussion testing the starboard foredeck at the bow. Overall the deck hardware is in satisfactory – marginal condition. The windows and deck hatches are heavily crazed. There is miscellaneous damage to seals and different types of “caulk” about the windows. The starboard forward chalk is missing a roller. There is miscellaneous damage about the deck hatches’ trim. One dog is broken on the inboard portlight in the port aft cabin and the outboard port light is seized shut and was not opened. There is corrosion about the port light aft in the galley and the forward portlight was stiff and was not opened. The deck hatch in the port forward head has no lock. The transom shower door is not secure. The structural reinforcements including the stringers and bulkheads were visually inspected and randomly sounded. There is miscellaneous work around the engines. The current owners believe the vessel was previously equipped with sail drives. There is epoxy on stringers and the interior of the hull in the engine room. The bulkhead aft of the port engine sounds “soft” on the bottom and there are several holes through this bulkhead. Both of the forward crash bulkheads have been cut away and reinstalled. The current owner stated that he had done this work and had cut the tops open again to install hardware. He stated that he did not install the hardware and instead filled this area with expansion foam. There is a patch in the starboard forward sail locker sole. The structural reinforcements appear to be in “as-built” condition. The bilge is holding moderate water in several locations, including both engine rooms. The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in marginal cosmetic condition. Most of the lockers were full and very few were emptied. The sideliner is failing in many places and many of the lockers are unfinished. The cosmetic finishes throughout the interior of the vessel are basic and rough. This survey is not a mould inspection. The condition of the coring, in the hull, deck and elsewhere as applicable is beyond the scope of this inspection. The vessel has a Mexican temporary importation permit (MTIP).

Summary: Satisfactory

MACHINE SYSTEMS

Main engine: Two Yanmar model 3YM30, 22.1 Kw @ 3,600 rpm, hour meters port – 1,610 and starboard – 1,613

Engine application: Diesel, three cylinders, freshwater cooled, inboard

Serial numbers: Port – E04517, starboard – E04544

Transmissions: Kanzaki model KM2P, ratio 2.62, port serial no. 07891, starboard serial

no. 13274

External/peripherals: Suitable application, satisfactory installation, remote plastic coolant reservoirs, belt driven seawater pumps

Engine controls: Push / pull cables, single lever controls, single starboard aft station

Exhaust systems: Wet system, flexible hoses, plastic water lift mufflers, aft hull side discharges

Propulsion gear/shaft logs: Volvo dripless seals, 3cm (2cm at aft end appx.) stainless steel propeller shafts, 17 x 12 three blade bronze RH propellers (M404866), one stainless steel strut per shaft

Steering system/rudder ports: Cable / quadrant system, cable on starboard rudder, tie bar to port rudder, linear drive on starboard engine, starboard aft station, fiberglass encased rudders (unknown core), fiberglass rudder tubes (unknown type seal)

Ventilation: Natural

Generators: None

Through hulls & components: Bronze through hulls, plastic and bronze valves, not bonded

Location of through hulls as visible: see chart

Seawater systems: Reinforced hoses, single and double clamped connections

Bilge pumps: 750 gph submersible / automatic in port engine room and one per side in forward sail lockers, Rule-mate 750 submersible auto in starboard engine room, starboard hull amidships and port hull amidships

Comments: The engines and transmissions were visually inspected and tested during a sea trial. This survey is not a mechanical survey, please consult with a qualified technician for greater detail as to the condition of the machine systems. The external surfaces and peripheral components of the engines and transmissions appear satisfactory – marginal. There is rust externally on the engines and motor mounts. The prior engines were reportedly equipped with sail drives. The vented loop for the starboard engine's seawater discharge is secured with plastic ties. The starboard transmission oil dipstick is stripped. The starboard tachometer was intermittently functional and apparently not functional at wide open throttle. The engine hour meters indicated 1,610 to port and 1,630 to starboard, but the hour meter was intermittent to starboard. The engines were started cold and started quickly. The second time the port engine was started there was a delay, likely indicative of low battery voltage. Wide open throttle was 2,900 rpm to port and 2,200 rpm to starboard, per the tachometers. The starboard tachometer is apparently inaccurate and functioned intermittently. The engine controls functioned normally. The engine control levers are corroded. The exhaust system is properly arranged and installed. There is a stain on the starboard engine's exhaust elbow. The propulsion components including the propeller, propeller shaft, strut

and shaft seal were visually inspected. The propeller was percussion tested and spun with a fixed object adjacent to the blades. The propeller shaft was manipulated in the strut and observed while underway. Overall the propulsion components are in satisfactory – marginal condition. The port propeller had rotational play on the shaft. The propeller nut was tightened while the vessel was hauled. There is pitting on the starboard propeller shaft. The struts are different sizes, the starboard strut is shorter. There was more vibration noted from the starboard side than the port side underway. There was play between the starboard propeller shaft and strut bearing. The steering system was visually inspected and test operated. The steering system functioned normally. Overall the steering system is satisfactory, however there is lateral play between the rudders and the ports, more significantly to starboard. The starboard rudder was damaged and has a temporary 4" diameter repairs on the upper leading edge inboard. The current owners report a line with a weight was caught on the propeller and damaged rudder. The port rudder stops with the rudder arm against a structural member. The vessel was previously equipped with a generator, it has been removed. Several generator components remain installed including an AC source selector switch and circuit breakers. The through hulls were visually inspected and the valves were manipulated. The through hulls are in satisfactory condition. We did not see the galley foot pump intake through hull (in the bilge). A sea strainer which was previously used in the port engine room is connected to an above waterline through hull. There is a plugged through hull inboard forward in the starboard engine room, above the waterline. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory. We attempted to energize the electric bilge pumps with their float switches. The amidships bilge pump did not energize with their float switches. The starboard engine room bilge pump is not secure. The sail locker bilge pumps did not energize with their float switches. The manual bilge pumps were not tested. There are Y valves serving the pickups for both manual bilge pumps, one hose is disconnected from each of these Y valves. The insulation is failing in the engine rooms.

Summary: Satisfactory

TANKAGE

Fuel: Two stainless steel tanks, one per side aft of amidships, 50 gallon capacity each (reported)

Fill & vent: One deck fill fitting per side amidships, labeled "diesel", flexible hoses, no visible markings on hoses

Feed & return: Flexible hoses, not labeled per US convention

Water: One deck fill fitting per side amidships, labeled "water", two tanks, 60 gallon stainless steel to starboard, 28 gallon plastic tank to port, (capacities reported), mostly inaccessible

Holding: Deck fitting to starboard forward, labeled "diesel", plastic tank to starboard forward, 12 gallon approximate capacity, composting head to port forward

Comments: The fuel system including the tanks, fill, vent, feed and return lines was

visually inspected as installed. Where visible the fuel system components are in satisfactory condition. There is a fuel odor by both tanks. We saw no labels on any of the hoses. Bronze fuel transfer lines are disconnected in both engine rooms. The Racor filter bowls have debris, more significantly to port. The port fuel supply has a primer bulb which is hard. There is a normal feeling primer bulb to starboard. The current owners report that the port water tank was replaced with a smaller plastic tank. The water pressure system functioned normally. The washdown pump was not secure. There is a leak at the starboard amidships shower fixture. The starboard amidships and forward showers drain into the bilge, neither have sump pumps. The port forward shower reportedly has a sump pump, it was not tested. Neither of the water level gauges nor one of the fuel level gauges functioned. Accuracy of the one functional tank level gauge is beyond the scope of this survey. There is corrosion and staining on the plumbing fittings below the galley sink. The condition and age of the fuel (and water) and the integrity of the tanks (fuel, water, holding) and hoses is beyond the scope of this survey. Please consider filling all tanks for a simple, practical test of their integrity. Accuracy of tank level gauges is beyond the scope of this survey.

Summary: Satisfactory

ELECTRICAL SYSTEMS

AC system: 50A / 125 / 250V shore power inlet to starboard aft, two shore power cords, 110 volt system

DC system: Four Trojan T-105 6 volt wet cell batteries in secure and covered plastic boxes aft in port engine room and four outboard in starboard engine room, group 27 wet cell battery inboard in starboard engine room, three battery switches in inboard locker amidships in starboard hull, 12 volt system

Wiring: Multi-strand wires

Circuit protection: Main AC circuit breaker in starboard engine room, GFCI outlets, sub panel in locker amidships inboard in starboard hull, primary distribution panel to starboard in interior bridge deck includes main and branch AC circuit breakers, branch DC circuit breakers, AC and DC voltmeters, two DC ammeters, subpanel below port forward berth, main AC circuit breaker in starboard engine room

Comments: The electrical system including the shore power cords, shore power inlet, batteries, wiring, circuitry components and circuit protection equipment was visually inspected and most components were tested. Overall the electrical system is in satisfactory – marginal condition. The condition and age of the batteries is beyond the scope of this inspection. When the vessel was briefly plugged into shore the batteries were bubbling. The shore power inlet has heat damage. The shore power cord had no locking ring on the boat end. The AC electrical panel is currently only used to provide power to outlets and extension cable type fittings in the starboard amidships locker. There is corrosion on circuit breakers in the port engine room by the solar controller. The water heater plugs into an outlet. The water heater has a heat exchanger, but it is not in use. There is a switch outboard in the starboard engine room which has no face plate. There is corrosion visible in the AC duplex outlet outboard in the starboard aft cabin. Wire connections near a junction box in the starboard forward sail locker are not

contained within the junction box. The windlass was tested in the free spool mode and had friction. There is an unsecured (windlass apparently) solenoid in the starboard locker in the center forward cabin. There are subpanels in both hulls, they are not properly covered. Overall the wiring is basic and rough. One light in the port aft cabin is inoperative and the light above the galley sink is inoperative.

Summary: Satisfactory – Marginal

SAFETY AND LIFE SAVING

Portable fire extinguishers: Type B:C size I (2016) in port engine room, (2000) in starboard engine room, (2000) in starboard aft cabin, (2010) starboard forward cabin, (2016) in port aft cabin

Fixed fire system: None

Flotation devices: Horseshoe buoy, several adult type II, several type III (including child size)

Horn/distress flares: None seen

Navigational/anchor lights: Separate side lights, stern light, masthead / seaming light, all-around / anchor light, tri-color light

Anchor & ground tackle: Rocna type anchor, chain and line rode, Fortress FX-23 anchor

Other equipment: SOS Dan buoy, 6 person Avon life raft (no paperwork seen), emergency tiller handle, abandon ship kit, EPIRB with 01/2024 battery expiration, two hull bottom escape hatches, first aid kit

Comments: Safety equipment for fire fighting protection appears satisfactory however the extinguishers have not been inspected, tagged and maintained per N.F.P.A. recommendations. Personal flotation devices are minimal. We did not see flares or sound signaling devices. No CO alarms are aboard. We saw an oil placard, we did not see a waste placard, waste management plan or navigation rules. The navigational and anchor lights are properly arranged and installed. We could not determine if the all-around and tri-color lights were illuminated. The port side navigation light was blinking. The ground tackle including the anchors and rode was visually inspected as installed and appears satisfactory. The entire length of the anchor rode was not inspected.

Summary: Marginal

LP GAS SYSTEMS

Tanks: Two tanks in dedicated locker to port forward in cockpit

Devices: Reducing regulator, pressure gauge, electric solenoid valve, galley range

Comments: The LP gas system including the tanks, tank locker devices and galley range was visually inspected and the galley range and electric solenoid valve were

tested. There are no thermo couplers on the stove burners. The propone pressure gauge is illegible. There is no LP alarm. Overall, the installation of the LP system is satisfactory.

Summary: Satisfactory

SAILING SYSTEM

Mast & rig type: One aluminum deck stepped mast, Catamaran rig

Standing rigging: Stainless steel multi-strand wires with mechanical end fittings and fiber (Dyneema reportedly) lines, forestay, inner forestay, two sets of jumper shrouds (diagonals), lower and upper shrouds, cross member stay and strut

Hardware: Aluminum boom, two sets of aluminum spreaders, Profurl roller furling head sail assembly, compression post, lazy jacks

Winches: Two Lewmar 52 self-tailing, four Lewmar 43 self-tailing (two on mast)

Sails: Roller furling jib, main sail (fully battened)

Comments: The mast and associated rigging were visually inspected from the deck level only. The mast is likely original. The current owners report that they replaced the diamond and lower shrouds one year ago with dyneema. They stated that the upper shrouds and the forestays are 9 years old, they are stainless steel with mechanical end fittings. The survey is not a rig survey, please consult with a qualified rigger for greater detail as to the condition of the sailing system. The vessel was taken on a sea trial and sailed during the survey. Overall the sailing system is in satisfactory condition. The main sail is in better condition than the jib. The jib is somewhat tattered near the tack.

Summary: Satisfactory

ACCESSORIES

Isotemp water heater, Parmax 3.0 raw water pressure pump, outlook MX-60 MPPT solar charge controller, Parmax 2.9 freshwater pressure pump, oil placard, Guest 60 amp galvanic isolator, water maker, Xantrex Freedom SW 3012 inverter, Zodiac aluminum hulled inflatable tender with HIN XDC1Y707H819, Horizon Ram 3 and vhf, engine instruments include tachometers with hour meters and audible engine alarm, Raymarine wind instrument, Raymarine ST7002 smart pilot autopilot, Ritchie compass, three solar panels, 15 h.p. Yamaha outboard, solar courtesy boarding lights, boarding ladder, transom shower, cockpit table, various covers, Lofrans project two direction electric windlass with foredeck and cockpit controls, spare propeller, tools, spare parts, Cafrano cabin fans, foredeck floodlight, sink in starboard at cabin, indel model 1090BC1MK0000 refrigerator, two fuel and two water level gauges, Garmin GPS map 741xs plotter / radar / AIS, SCS modem, Xantrex LinkPRO battery monitor, Xantrex Xanbus system control, Autohelm Tridata, Horizon Matrix AIS / GPS, Dual MX0M66 stereo, West Marine handheld vhf, sink in port aft cabin, double galley sink, Wedgewood Vision three burner lp gas range, galley foot saltwater pump, Waeco galley refrigerator, port forward head includes composting head and sink / shower fixture, starboard forward head has electric

head and sink / shower fixture and starboard amidships head includes electric head

SUMMARY

The vessel is a composite fiberglass sailing catamaran equipped with two diesel engines. The vessel was built in France. The current owners report purchasing the vessel in 2013 in Riviera Beach, Florida. They believe that the engines are 2005 vintage and installed in 2007 and they believe the engines and transmissions were replaced at that time. They stated that the bottom was painted in 2020 in Puerto Peñasco, Mexico. They disclosed that there are leaky deck hatches, the starboard tachometer is functioning intermittently, the starboard amidships head leaks water and has been removed from use (through hull valve shut). They disclosed that at one point the vessel had a generator and HVAC components, all of which have been removed. The current owners disclosed no knowledge of any significant events in the vessel's history, such as submersions, collisions, fires, etc. The vessel is basically structurally sound. While the current owners have maintained the vessel in a functional condition, it is in rough cosmetic condition internally and on the deck, the engines exhibit corrosion and the electrical system is in marginal condition. Upon completion of the recommendations the vessel should be suitable for its intended use as a coastal cruising vessel and potentially as a blue water cruising vessel.

Overall Summary: Satisfactory

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

Removed

NEW REPLACEMENT VALUE

Removed

INVESTMENT

N/A

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 sale prices and the listing prices obtained from various on-line sources, including the listing for this vessel asking \$169,000 (negotiable). The best comp is the 1992 Privilege 435 asking \$200,000 in Tarpon Springs, FL. That boat has been modified or built with the forward center cabin accessible from the main interior spaces. The location of this vessel increases the value but the condition lowers the value.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
43	Privilege Privilege 435	2001	14-Jun-21	240,000	250,000	Fort Lauderdale, FL, USA
43	Privilege 435 EZC	2003	2-Oct-20	291,000	325,000	Saint Augustine, FL, USA
43	Privilege 435	2000	6-Sep-20	250,000	260,000	Brunswick, GA, USA
42	Lagoon TPI 42	1991	24-May-21	80,000	130,000	USVI, U.S. Virgin Islands
41	Grainger 41	1990	15-Mar-21	176,264	182,874	Hope Island, Queensland, Australia
40	Catana 40S	1992	26-Jan-21	50,000	69,900	Cortez, FL, USA

Privilege 43 1991

- 2 weeks ago
- by us4byrds
- 2. Sailing Catamarans 40ft to 60ft
- USA/Canada
- 205 views

\$ 169,000(Negotiable)

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More information is available at <https://4strangebyrds.com/>

Contact

Location

San Diego Bay, USA/Canada

Contact Number

+14805271XXX

[Click to reveal phone number](#)

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[Visit Website](#)

- Selling Status : Available
- Catamaran Name : Strange Byrds
- Make/Brand : Privilege
- Model : P43
- Year Built : 1991
- Builder : Jeantot Marine
- Construction : Fiberglass
- Loa : 43
- Beam : 24
- Headroom : 6'4"
- Draft : 4
- Mast Height : 65.5'
- Fuel Tanks : 100gal
- Water Tanks : 88gal
- Cabins : 5
- Heads : 3
- Galley Location : Down
- Engines : Yanmar 3YM30
- Engine Hours : 3600

- Sails : Fully battened main 120 genoa Code 0 storm jib

43' Privilege 43

Year	Length	Beam	Draft	Location	Price
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1993	43'	23'	5'	Florida	\$230,000
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Description:	From her original build as a 5 Cabin Wild Orchid has been professionally modified to 3 cabins Two aft guest cabins and one master forward. Double sized berths with folding two-part mattresses. King size in master. Further interior changes have been accomplished via the removal of the aft port head allowing for the fitting of a full standup fridge/freezer in the galley. Fitted with a roller furled boom Main Sail by Leisure Furl, along with approx. 5 additional feet in transom extensions. She has been painted with upgrades to her cockpit to include a starboard table along with fitted starboard seating. She has been equipped with an upgraded Hardtop, metalwork and additional cockpit helm seat that are all well done and in excellent condition.
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Privilege 435 Catamaran

US\$224,950 *

43 ft / 2001

West Palm Beach, Florida, United States

Yacht Search

Privilege 435

US\$200,000 *

43 ft / 1992

Tarpon Springs, Florida, United States

Preferred Yachts

Privilege 12 4 Cabin 2 Head

US\$149,500 *

39 ft / 1988

Deltaville, Virginia, United States

Sale Pending

YaZu Yachting

Alliaura Privilege 37

US\$240,460 *

38 ft / 2001

Sicily, Italy

XBOAT headoffice

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. Maintain the fire extinguishers per NFPA recommendations. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six years.
2. Assure the vessel has all legally required carriage items including suitable sound signaling device (available at the helm), federally approved, required and current distress signal flares, waste placard, waste management plan and a current copy of the navigation rules.
3. Service and prove the port navigational light properly functional, it was blinking.
4. Assure that the all-around / anchor light is properly functional and the tri-color light as desired.
5. Modify/service the propane system, the pressure gauge is illegible. We encourage installation of thermo couplers on the stove burners and the installation of propane and CO alarms in conjunction with the propane system.
6. Clean the fuel filter bowls and fuel as necessary.
7. Modify the fuel system to comply with ABYC (or similar) recommendations. There are primer bulbs in line and the bulb in the port cabin is hard. Ideally there will be no primer bulbs installed or necessary.
8. Properly secure the seawater washdown pump, it is not secure.
9. Service and prove the water and fuel tank level gauges properly functional.
10. Determine the significance of the fuel odor by both fuel tanks, eliminate the source of the odor.
11. Display the current HIN on the transom per federal regulations.
12. Determine the significance of the soft sounds noted when percussion testing the bottom of the bulkhead aft of the port engine and address appropriately.
13. There is "epoxy" about both engine rooms including on structural reinforcements and hull interior. Determine the significance and address if / as necessary.
14. The cockpit / bridge deck sole flexes under foot, determine the significance and cause and address appropriately.
15. The vessel currently has a Mexican temporary importation permit which will need to be cancelled to allow it to re-enter Mexico under different ownership, cancel the MTIP.
16. The windows and deck hatches are crazed and the seals around them are of different material and condition, address these conditions, eliminate the reported "leaky deck hatches".

17. There was a soft sound noted when percussion testing the starboard foredeck at the bow, determine the significance and address appropriately.
18. The starboard forward chock is missing a roller, replace the roller and assure all rollers are properly functional.
19. Eliminate water from the bilge including both engine rooms. Eliminate the sources of the water as applicable.
20. Holes have been cut out of the top of the crash bulkheads forward in both hulls, fill the holes to return the watertight integrity.
21. Determine the prior function of the hoses disconnected from the manual bilge pump Y valves and reconnect and return this function as desired.
22. Address external rust and corrosion on both engines and their mounts. Eliminate any causes, clean and paint to allow detection of future weeps or leaks.
23. The port rudder stops on the rudder arm against a structural member of the vessel, modify to prevent this contact and assure that the rudders stop on designed stops and not on structural members or on the linear drive.
24. Properly secure the vented loop for the seawater discharge for the starboard engine, it is currently secured with plastic zip ties.
25. Replace the starboard gear oil dipstick and receiver as necessary, it is stripped.
26. Remove the stain from the starboard engine's exhaust mixing elbow to allow detection of any weep or leak in this location. Address any weep or leak appropriately.
27. Service and prove the starboard tachometer properly functional and once it is functional assure that both engines turn up to the designed wide open throttle specifications.
28. Properly secure all bilge pumps and prove them properly functional. Several are loose and the forward pumps did not energize with their automatic switches.
29. The port propeller was found loose on the shaft, it was tightened during the haul out, monitor and address any repetition of this condition.
30. There is play between the starboard propeller shaft and the strut bearing and more vibration was noticed from the starboard side, address the cause of the vibration, and address the play between the shaft and strut bearing appropriately.
31. There is pitting on the starboard propeller shaft, have it inspected by a qualified technician and address as necessary.
32. The struts are different sizes, the starboard strut is shorter. Determine the significance and ramifications and address if / as necessary or desired.
33. Access and inspect the galley foot pump through hull, which was not inspected, address any deficiencies.
34. The port engine started slowly the second time, apparently due to low battery voltage, determine the cause and address appropriately.
35. Replace the heat damaged shore power inlet.
36. Provide and install a locking ring on the shore power cord.
37. Due to many conditions noted throughout the vessel electrically we encourage having the system inspected by a qualified marine electrician and modifying as necessary for safety. Comply with ABYC (or similar) recommendations. Conditions noted include very few of the AC circuit breakers in use, extension cords and devices plugged into inlets have replaced normal wiring methods, and the subpanels are not properly covered.
38. Address corrosion on the circuit breakers by the solar controller in the port engine room, eliminate the cause and repair and replace components as necessary.

39. The batteries were heard to be bubbling when the vessel was plugged into shore power. Assure that the batteries and charging system are suitable for continued use or address appropriately.
40. Provide and install a faceplate for a switch in the starboard engine room which currently has no face plate.
41. Replace the outlet outboard in the starboard cabin which exhibits corrosion.
42. Properly secure the wires which have loose connections at a junction box overhead in the starboard forward sail locker.
43. Service and prove the free spool function of the windlass properly functional, it exhibited friction.
44. Properly secure the unsecured solenoid in the starboard locker in the forward center cabin.
45. Complete the temporary repair on the starboard rudder.
46. The hull bottom was not pressure washed for inspection, we encourage the hull bottom to be pressure washed during the next haul out, inspected and deficiencies revealed be addressed.

SECONDARY

1. There are miscellaneous coating failures on the deck, address as desired.
2. There were a few areas which exhibited audible differences when percussion testing the hull bottoms and keels, determine the significance and address if / as necessary.
3. The stern aluminum rub rail is corroded, address as desired.
4. The port bow metal tube rub rail is dented, address as desired and address any other damage associated with that impact.
5. There are miscellaneous cosmetic deficiencies including dings on the port bow and rub marks on the port hull side forward, address as desired.
6. Service and prove the inoperative lights properly functional including the light above the galley sink and one light in the port aft cabin.
7. The water heater has a heat exchanger, it is not in use, turn it to use as desired.
8. The vessel previously was equipped with a generator and HVAC systems, assure there is no liability associated with the components which have been removed. Several related components including selector switches and control panels remain installed.
9. The insulation in the engine rooms is failing, address appropriately.
10. Assure that any unused seawater components including through hulls are either removed and fiberglassed or properly and permanently capped. There are unused through hulls above the waterline in both engine rooms.
11. There is corrosion on the engine control handles, address as necessary.
12. There is lateral play between both rudder posts and their ports, more to starboard. Address appropriately.
13. The transom shower door is not secure, properly secure.
14. All lockers throughout the vessel were not emptied during the inspection and many are packed full. We encourage removing stored components, inspecting lockers and addressing deficiencies.
15. There are numerous structural repairs visible internally including in the engine room and in the sail lockers, there are unfinished interior lockers and raw fiberglass in many locations, address deficiencies including cosmetics as

- desired. Most of these areas were percussion tested and none exhibits audible differences.
16. The interior of the cabin is basic cosmetically, much of the sideliner is damaged, address these conditions as desired.
 17. Address the broken and seized dogs on the portlights in the port aft cabin and corrosion and seized dogs on the portlights in the galley.
 18. Provide and install a lock for the deck hatch in the port forward head.
 19. Assure there is no liability associated with fuel transfer lines which are disconnected and unused in both engine rooms. Address any liabilities.
 20. Eliminate the leak at the starboard amidships shower fixture.
 21. Eliminate the reported leak at the starboard amidships head and prove it properly functional as desired.
 22. The starboard showers have no sump pumps and drain into the bilge, address as desired.
 23. Address corrosion and staining on plumbing fittings below the galley sink. Service or replace components and remove stains to allow detection of future weeps or leaks.
 24. Address the damage at the tack of the jib appropriately. The condition of the sails is beyond the scope of this survey.
 25. The following components were not tested or inspected: abandoned ship kit, emergency tiller handle, starboard amidships head (motor briefly tested only), two underbody hatches, inverter, outboard engine, tender, davits, AC electrical outlet in starboard sail locker, manual bilge pumps, shower sump pump, all functions of entertainment devices and all functions of navigational electronics (power up 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.



August 12, 2021

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

Date