

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: December 8, 2013

Our file #: 13 – 28106web

Current owner: Removed for privacy

This inspection was performed upon the request of the client listed above on December 3 and 4 2013 while the vessel was hauled at Driscoll Boat Works, 2500 Shelter Island Drive, San Diego, California and while afloat at Kona Marina, Shelter Island Drive, San Diego, California and the brokers, current owner and owner's representative attended.

VESSEL DESCRIPTION

Builder:	Azimut	Doc. #:	Removed for privacy
Model/type:	Raised pilothouse motor yacht	HIN:	Removed for privacy (US given) Removed (apparently from Azimut)
Year:	1990 **	Engines:	Two MTU
Length:	97'	Name:	Removed for privacy
Draft:	4' 8" / 6' 2" *	Hailing Port:	Malibu, CA
Beam:	20' *	Weight:	Travel lift's scale inoperative
** U.S. Certificate of Documentation		Displacement:	Unknown
* listing specifications			

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, modified V-shape, shallow keel, hard chines, three lifting strakes per side forward, black anti-fouling paint

Topsides & transom: Molded fiberglass construction, unknown core, white with blue boot stripe

Decks & superstructure: Molded fiberglass construction, unknown core, white, blue about windows, teak planked main deck, white paint particle nonskid flybridge deck

Deck hardware: Two sets of stern mooring bits with fair leads and rollers, wood cap rail, stainless rail aft, numerous fender cleats, one set of amidships cleats, fiberglass bulwarks, freeing ports and deck drains, set of bow bits with hawse holes, two anchor hawse pipes, foredeck hatch, opening port lights, wing boarding gates, flybridge safety rail

Longitudinals/stringers: Fiberglass stringers, unknown core

Athwartships/bulkheads/frames: Bulkhead material unknown

Layout/interior components: Flybridge access via centerline steps from pilothouse forward or via ladder from aft deck to port aft with deck hatch. Flybridge has open area (boat deck) aft, seating on both sides forward of boat deck and port helm forward.

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Pilothouse is raised with helm forward and steps to starboard down to main deck. Swim platform aft with centerline ladder up to aft deck. Aft deck has dining table and walk around decks on both sides to foredeck. Foredeck has hatch with ladder down to crew area and sun pad. Sliding door forward on aft deck to saloon. Saloon has wet bar to port aft, sofas on either side and dining area forward. To starboard aft in saloon are spiral steps to aft cabin landing. To starboard aft in saloon are spiral steps down to aft cabin landing (VIP cabin in this report). Door to starboard forward in saloon leads to passageway. To port aft in passageway is sliding door to galley. Galley has engine room access hatch with ladder aft, dinette to port forward and wing door. Second wing door in passageway. Forward in passageway are inboard steps up to pilothouse and next forward are steps down to forward cabins' passageway. Forward in passageway is captain's cabin with bench aft, berth forward and ensuite head to port. Aft on lower deck is small landing and V.I.P. cabin with center island berth aft, sofa to starboard, ensuite head to port forward and spa tub to starboard forward. Space below pilothouse accessed via hatch on steps down to forward cabins. Passageway at base of steps with twin cabins aft with twin berths and ensuite heads aft and master stateroom forward with center island berth forward and two ensuite heads, one on each side aft. Crew area has small area forward with clothes washer / dryer and twin cabins aft with bunk berths and ensuite heads aft.

Bilge: Holding water and fluid in various areas

Comments: The vessel was inspected while hauled and afloat. The hull bottom was visually inspected and randomly sounded. The hull bottom is in satisfactory structural condition. We arrived to the vessel after the bottom was dry, limiting visibility of blisters. There were blisters scattered over most of the hull bottom, the larger ones were more visible aft. The blisters were not counted. There are likely over one hundred blisters over 1.25" in diameter. There are several hundred smaller blisters. We probed several blisters; some originate between the gelcoat and an external fairing / coating. Some originate within the laminate; all the blisters that were probed are "wet". The anti-fouling paint exhibits satisfactory coverage; the age of the anti-fouling paint is unknown. The vessel exhibits a list to port, per the waterline on the transom. The sacrificial zinc anodes on the transom were replaced while the vessel was hauled. The anodes on the trim tabs are wasted. The hull sides and transom were visually inspected and randomly sounded. The hull sides and transom are in satisfactory structural and cosmetic condition. There is no hull identification number on the transom. There is paint damage along both hull sides just above the waterline, including damage to the boot stripe. The hull sides are oxidized. Most of the metal covers on the port hull side are dented, a painted cover after amidships is blistered. The passerelle is a two piece ladder. The external piece is hinged up and secured with string on the transom. There is no way for the accidental swimmer to re-board. There are cracks visible about the freeing ports. There is rub damage outboard on the starboard forward cap rail, from contact with another vessel recently. There is impact on the starboard hull side above the waterline, 4' forward of the transom. The bow is banged up from the anchors. We found water dripping out of the starboard forward fair lead and stains down the hull. There is minor damage on the transom edges. Water was dripping from both sides of the swim platform externally, while the vessel was hauled. There are miscellaneous scrapes and scratches on both hull sides and there are a few "patches". The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in

satisfactory structural and satisfactory – marginal cosmetic condition. The teak decks are weathered and loose about the aft lazarette hatch. The blue areas on the superstructure have extensive cracks. The white areas just above the blue areas also exhibit extensive cracks. The fairing is failing on the port side of the foredeck near the sun pad. There are similar but smaller cracks to starboard and on the centerline in this area. There is paint failure on the interior of the bulwarks, mostly forward and just below the cap rail. There is a “soft patch” in the flybridge 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. Overall the deck hardware is in satisfactory condition. There is corrosion on the aluminum brackets securing the flybridge bench seats. The flybridge venturi windscreen is warped and cracked on the port side. The flybridge sun top has algae and leaked water during the rain. The locker to starboard forward on the aft deck is weathered and has various damage. The aft latch for the starboard forward saloon sliding window is not functional. There is corrosion on and about the wing doors. We could not open the forward port light in the port crew cabin. The spring loaded deck hatch for the crew area is unsafe; there is no positive means to keep the latch open. The gasket is missing from one of the port lights in the V.I.P. (aft) cabin. The gasket is loose in the port light in the starboard crew head and there is water damage in this area. There is a black substance on the port light to port in the master head and the gasket is extruding. The structural reinforcements including the stringers and bulkheads were visually inspected and randomly sounded. The structural reinforcements appear to be in “as-built” condition. The bilge is holding water and oil in various areas; the source of these fluids is beyond the scope of this survey. There is fluid in the lazarette bilge and a water line indicating prior water accumulation. The engine room bilge is oily. There is oil below a manual oil pump to port forward in the engine room. Several of the sole supports are missing throughout the vessel, including in the lazarette and in the cabin spaces. There is water in the master stateroom bilge to port. There is water visible below several of the heads. There are many French placards scattered throughout the vessel, the vessel was previously a French vessel named “*Toccata*” with official number – PAP399/06320. The vessel was also previously a British vessel, with official number – 730357. There are wood blocks used to support the engine room sole, to starboard aft. The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in satisfactory cosmetic condition. The age of the interior is unknown. There is deteriorated plywood below the transformer, to starboard in the lazarette. There are nails in several areas securing headliner panels including in the saloon and pilothouse. There is damage to the face plate for a locker door to port forward in the saloon. There is no formal dining table. There is miscellaneous damage to the sideliner throughout the vessel including color variances, stains and marring. There are stains on the headliner and sideliner in the pilothouse. Various locker and drawer pulls are sticking, damaged or missing. Several of the drawer locker faces in the V.I.P. cabin are loose. In general, the carpet is not tacked down or bound. The carpet is stapled in some areas in the master stateroom (forward). Overhead panels are loose and stained in the port cabin. There is a panel loose in the starboard cabin near the forward port light and there are rust stains in this area. Overhead panels are loose to port forward in the master stateroom. There are rust stains in this area. There is a soft spot on the bulkhead below the weather tight door to the crew area. This survey is not a mould inspection. The condition of the coring, in the stringers, deck, and elsewhere as applicable, is beyond the scope of this inspection.

Summary: Satisfactory

MACHINE SYSTEMS

Main engines: Two MTU, model 12V183TE *, 1000 h.p. *

Engine application: Diesel, inboard, V-12 cylinders, twin turbocharged, after cooled, P – 2596, S – 2600 hours on hour meters

Serial Numbers: S – VSGR0073/0290, P – VSGR0074/0290

Transmissions: ZF model BW165P1, ratios: 2.593:1A, port serial # 1264, starboard serial # 1258

External/peripherals: Suitable application, satisfactory installation

Engine controls: Hydraulic engine controls, reservoir to port forward in engine room pilothouse and flybridge stations

Exhaust systems: Wet system, dry risers at engines, hull bottom primary discharges in engine room, pressure relief discharges via hull side boxes at transom, flaps in main discharges

Propulsion gear/shaft logs: Bronze packing glands, 3.5" (or metric equivalent) diameter stainless steel propeller shafts, 1000MM x 1040MM four blade Schaffran counter rotating propellers, one bronze strut and one stern tube bearing per side

Steering system/rudder ports: Metal tubes to internal bearings mounted on shelf, unknown type seals, hydraulic system, single actuator to port, tie bar, metal rudders, pilothouse and flybridge stations

Ventilation: Engine room blowers

Generators: 25 KW Onan (port) model 25MDL6Z14527A, 45 KW Onan (starboard) model 45DMDLBBZ155A, serial # 6880144357, P – 8403, S – 1029 hours per the gauges

External/peripherals: Suitable application, satisfactory installation, sound boxes

Through hulls & components: Metal through hulls, gate and ball valves, bonding unknown

Location of through hulls as visible in travel lift's slings: Port – one aft of amidships with screen, exhaust aft of amidships, external cooler above chine aft of amidships, one amidships with screen, one forward of amidships, two transducers forward of amidships, two grounding plates forward of amidships, Starboard – transducer forward, three ground plates forward of amidships, one with screen amidships, exhaust aft of amidships, ground plate near exhaust, one aft of amidships with screen, one aft with screen

Seawater systems: Metal tubes, flexible hoses

Bilge pumps: Rule electric / automatic – lazarette, two Rule Mate 2000 in engine room, emergency engine pickups, two AC pumps to starboard in engine room, manual pump to starboard forward in saloon, Rule electric / automatic in aft cabin landing, Rule electric / automatic in port cabin, Rule electric / automatic in forward V.I.P.

Comments: The engines and transmissions were visually inspected and tested during a sea trial. The client had the engines and transmissions inspected by a mechanic, please refer to the mechanical survey report for greater detail as to the condition of the machine systems. The external surfaces and peripheral components of the engines and transmissions appear satisfactory. The oil in the starboard engine is clean. The port engine room tachometer registered 1200 rpms when the engine was off. The engine control reservoirs were low on pressure and there are no legible labels on the engine or steering control reservoirs. Two hoses connected to the port transmission oil cooler are cracked and weeping. Bonding straps near the propeller shaft seals are no longer in use. We did not operate the engines to wide open throttle, the broker and current owner /reports that the engines were operated to wide open throttle with Brown Engineering aboard the vessel (mechanical surveyors). The flybridge transmission oil pressure gauge was “pegged”. The engine oil pressure was higher to port on the flybridge gauges, 7 versus 9. The transmission oil pressure was higher on the starboard side on the pilothouse gauges, 17 versus 20. The transmission oil temperature gauge for the starboard engine in the engine room is inoperative. The engine coolant was higher to port on the engine room gauges, 79 versus 71. The engine controls functioned normally. The reservoir pressure was pumped up prior to the sea trial. The exhaust system is properly arranged and installed. The exhaust “pressure relief” discharges out of the transom, through what appeared to be integral boxes along both hull sides. The propulsion components including the propellers, propeller shafts, struts and shaft seals were visually inspected. There are “leak stains” from a water hose inboard forward on the port engine. The propellers were percussion tested and spun with a fixed object adjacent to the blades. The propeller shafts were manipulated in the struts and observed while underway. Overall the propulsion components are in satisfactory condition. There was slightly higher than normal vibration. The trim tabs are fixed in position and do not move. There is corrosion on a steering hose fitting to port in the lazarette bilge. There is corrosion on trim tab junction boxes on the transom. The steering system was visually inspected and test operated. The steering system did not function normally. An excessive number of turns are required to turn the rudders. The engine room blowers were energized. The generators were visually inspected, test operated and loaded. The generators functioned normally. The insulation in the port generator’s sound box is failing. There is an active water leak and stains on the port generator’s exhaust mixing elbow and the hose below it. The port generator’s oil was “clean”. The port generator would not start from the engine room controls. There are salt deposits in the starboard generator’s drip pan. The starboard generator runs at 3600 rpms and the port generator runs at 1800 rpms. The through hulls were visually inspected and the valves were manipulated. The through hulls are in satisfactory condition. We could not shut the engines’ or generators’ through hull valves. We did not check or test the bonding system. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory. Please see comments under tanks. A few of the electric bilge pumps were energized however

most were not. The passerelle is inoperative, the motor assembly exhibits corrosion and several wires appear to be cut. There is corrosion on the actuator and there are chafe damaged wires at the transom penetration. The davits were energized but only one davit would move at a time. Several plumbing valves on the interior of the transom are seized, stiff or corroded. The two forward engine room bilge pumps discharge through one unsecured hose.

Summary: Satisfactory

TANKAGE

Fuel: One metal tank per side aft in engine room, apparently steel, sight tube on port tank, 2,275 gallon capacity in five tanks *

Fill & vent: Metal pipes, valves and manifold in aft engine room bilge, pumps and manifold to starboard forward in engine room, one fill fitting on each side of superstructure aft of amidships

Feed & return: Metal tubes, flexible hoses, dual Racor filters inboard of engines, valves by the Racors

Water: Manifold to port forward in engine room indicates four tanks with 1200 liters in aft tank, four deck fill fittings per side, metal tank on centerline in aft cabin, tank in port cabin bilge (metal hatch on unknown type of material for tank), tank in forward cabin passageway bilge, 600 gallons in four tanks *

Holding: Metal tank (apparently waste tank) in bilge forward of engine room, plastic tank in starboard bilge aft cabin, metal tank in port bilge aft cabin (gray water - GW), metal tank in port cabin bilge, aluminum tank in starboard cabin bilge, metal gray water (GW) tanks in port and starboard cabin bilge, metal (GW) tank in crew bilge, 100 gallon waste capacity *

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. 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. We did not inspect a tank diagram or trace and inspect all tankage and plumbing. A sender has apparently been removed from the tank in the bilge forward of the engine room. There is limited access to this and most tanks. A holding tank pump out fitting on the transom has a plastic elbow installed, versus a cap. There are open plumbing fittings on the centerline aft in the lazarette. There are crimped fittings near the halon tank to starboard forward in the lazarette. The starboard forward water deck fill fitting has a plastic cap, the other water fittings have metal caps. The foredeck shower burped water and then the water stopped flowing. The shower fixture is missing and its connection point is damaged. We were unable to make water flow from the anchor wash downs. There is corrosion on a plumbing fitting on the port side of the space below the pilothouse. There is corrosion on a plumbing fitting outboard of the locker in the port cabin. There are water lines indicative of a prior water accumulation event visible in the port and starboard cabin bilge. The waterlines are up to the bottom of several tanks. The age of

hoses is unknown, several hoses are likely original. Aged hoses are visible in the port and starboard cabin bilge space. There was an odor from the port head. There is corrosion on a plumbing fitting below the port head in the master (forward) stateroom. There is a leak at the port shower fixture in the master stateroom. The starboard head in the master stateroom is inoperative. We encountered several tanks which are unlabeled and we are unsure of their purpose, including a metal tank on the centerline in the master stateroom and a plastic tank to starboard in the master stateroom. The plastic tanks are either additional tanks or replacement tanks. The seat and cover for the starboard crew head are loose. There is "sand" in both crew heads. Please consider filling all tanks for a simple, practical test of their integrity. The water pressure system functioned normally. The accuracy of tank level gauges is beyond the scope of this survey. The current owner reports he only uses the two aft tanks in the engine room.

Summary: Satisfactory

ELECTRICAL SYSTEMS

AC system: Two 50A/125/230V and one 380/415V/83A shore power inlets to starboard in lazarette, 220 volt system (per panel)

DC system: Two 8D and two smaller 12 volt wet cell batteries in bilge between engines, four Trojan L16E-AC 6 volt wet cell batteries to starboard forward in engine room, eight 12 volt wet cell batteries to starboard on flybridge, 24 volt system (per panel)

Wiring: Multi-strand wires

Circuit protection: Distribution panel in room forward of engine room includes AC relays for source selection, main AC & DC circuit breakers, branch AC & DC circuit breakers and a Hz meter, distribution panel to port in pilothouse includes AC source selector relay switches, branch AC & DC circuit breakers, three AC & three DC voltmeters, three AC & five DC ammeters, subpanel below port saloon sofa, one main circuit breaker by each generator, G.F.C.I. outlets, subpanel in locker forward on main deck, subpanel in galley, subpanel in master stateroom's starboard locker, many junction boards and subpanel below pilothouse, subpanels hold fuses, subpanel in port cabin locker, subpanels in lockers on both sides of master stateroom, subpanels below starboard crew berth and port crew berth

Comments: The electrical system including the shore power cords, shore power inlets, batteries, wiring, circuitry components and circuit protection equipment was visually inspected and most components were tested. Overall the electrical system is in satisfactory condition. The system is Italian and includes relays and numerous subpanels. The condition and age of the batteries is beyond the scope of this inspection. There are numerous interior and exterior lights which did not illuminate. The electric stern capstans were not functional upon our arrival and the owner's representative performed repairs and the capstans functioned. A light to port in the lazarette has no bulb, lens or cage. The cage was seen in the bilge. The indicator light on the port shore power cord's boat end connector was not illuminated. One of the spare shore power cords has a badly damaged connector. There is a water leak through the deck at the starboard stern capstan, onto the capstan and onto the capstan

and onto the transformer below. There is corrosion visible on the transformer, the condition of components inside the transformer is beyond the scope of this survey. There are loose wire connections near the starboard capstan. The lazarette water heater made a loud noise. The insulation is damaged to wires near the steering pump, to port in the lazarette. The circuit breaker for the "engine room port fan" was previously three breakers connected together, they all function independently now. The port aft engine room blower made a loud noise when energized. The Centaur battery charger, forward of the engine room, was not energized. Many of the motors are labeled 50 hertz, the U.S.A. uses a 60 hertz system. The center windshield wiper is inoperative. We could not deploy the port anchor with the remote control on the bow. The spotlight did not illuminate. Much of the electrical connections including the main and sub panels, circuit breakers and fuses are original. Several of the relay switches have broken covers at the main distribution panel to port in the pilothouse. The HF-SSB radio did not power up. Ice was forming in the saloon refrigerator. There is no power to the AC electrical outlet to starboard aft in the saloon, by the light switches. The transformer below the starboard saloon sofa felt hot. The lens for the Furuno sounder to port in the pilothouse is cracked. A fan in the air conditioner in the port cabin is in contact with something, making a noise. There was limited air flow from the air conditioner fan in the starboard cabin. The indicator light for the air conditioner in the captain's cabin is inoperative. The paddlewheel is missing from the transducer on the port hull bottom forward. A small water heater below the galley cabinet is not secure. There was a problem with many of the AC electrical outlets, there was an open ground to several of the outlets. The G.F.C.I. outlet in the galley would not trip with our tester. The open ground condition was found with both the starboard generator and the shore power. There was a reversed hot and neutral condition at an outlet in the aft head. The combination outlet and switch pulled out of the wall in the captain's head when we removed our tester. There are stains indicative of leaks on and near several of the sub panels, including in the master stateroom locker, port cabin locker and V.I.P. locker. There is an exposed electrical box in the locker outboard and forward of the spa tub. There were several electrical outlets in the port and starboard cabin which are not U.S. type outlets. There were also two prong type outlets. The air-conditioner in the starboard cabin is inoperative. The air conditioner in the starboard crew cabin is inoperative. There was very little air flow from the port crew air conditioner.

Summary: Satisfactory

SAFETY AND LIFE SAVING

Portable fire extinguishers: Two dry chemical units – tag date 12/5/2012, eight 10 lb. CO2 units – tag date 12/6/12, one French CO2 unit

Fixed fire system: Halon 1301, not U.S.C.G. approved, tag date – April 1997, fire hose forward of engine room, fire hose and station on foredeck, electric fire pump

Flotation devices: Twenty three type II adult, five life rings

Horn/distress flares: Flares aboard manufacturer date 8/13, air horn, canister air horn

Navigational/anchor lights: Redundant lighting, separate sidelights, stern light, masthead / steaming, all around / anchor

Anchor & ground tackle: Two Navy type anchors, chain rode

Other equipment: Emergency wooden dowel plugs, fire axe, Eastman Metro Marine 12 person life raft (no certification seen), two CO alarms, smoke alarms

Comments: Safety equipment for firefighting protection appears satisfactory. Many of the extinguishers are U.S.C.G. approved and have tag dates of December 15, 2012, they will come due for inspection shortly. The fixed fire extinguishing unit and several of the portable units are not U.S. Coast Guard approved units. The fixed extinguisher has no visible inspection tag and is original equipment. The AC fire pump would not energize and the system was not tested. The fire alarm system was not tested and the primary system is original (French) equipment. Personal flotation devices appear suitable for near coastal use. There are several PFDs which are not Coast Guard approved devices. Current distress signal flares are aboard. There are suitable sound signaling devices aboard. The navigational and anchor lights are properly arranged, installed and functional. There are redundant navigational lights. Based on the description of their function by the current owner, it appears that several of the primary lights are inoperative. The ground tackle including the anchor and rode was visually inspected as installed and appears satisfactory. We lifted a high water alarm sender though we did not hear a high water alarm sound. The propane grill on the flybridge uses portable cans. The current owner reports there was a door between the master (forward) stateroom and the crew owner. It has been covered. The entire length of the anchor rode was not inspected and should be inspected prior to use.

Summary: Satisfactory

ACCESSORIES

General equipment: Fiberglass swim platform, hydraulic / electric passerelle, transom hydraulic davits, two electric stern capstans, aft deck picnic table and chairs, Federigo Landucci 30 KVa transformer, spare shore power cords, Vantage Marine water maker, Bradford White water heater, The Water Fixer water sterilizer, only one makes noise, two Newmar PT-24-95F battery chargers, Centaur 12 volt 20 amp battery charger, internal sea strainers, engine room engine instrumentation includes tachometers, oil, temperature, gear box oil and temperature, oil storage tanks and manual pump, 24 volt fridge and freezer compressors, 220 volt freezer compression, two engine room cameras, AC & DC water pressure pumps with accumulator tanks, air compressor fuel and waste oil hand pumps, tool box, Marine Air air conditioning system, temperature gauges by both generators, starboard generator mounted instrumentation includes oil, amps, temperature and hour meter, manual and electric fuel pumps, nine Tank Sentry units, two aft deck cameras, aft deck hardtop, aft deck shower, foredeck sun pad, bolt cutters, Vacu-flow central vacuum, external courtesy lights, foredeck shower, three windshield wipers, two Lofran electric windlasses with foredeck and both helm controls, anchor wash down, two flybridge dinettes, six portable flybridge chairs, flybridge sink, flybridge venturi windscreen, Magma LP grill, AB pedestal helm chair and passenger bench seat, radar arch, flybridge sun top with rigid frame, flybridge engine

instrumentation includes tachometers, oil pressure, gear oil pressure and temperature, engine synchronizer instrument, Datamarine CD400 fathometer, sumlog, Ritchie Powerdamp compass, Furuno Navnet unit with sounder / plotter / sonar, remote controlled spotlight, rudder angle indicator, trim tabs, trim tab level gauges, Uniden ESUM525 VHF, Weems & Plath ship's clock and barometer, Furuno DFAX weather fax, electric steering pump, tank and bilge pump alarms, Furuno FMV-603 sounder, Skanti TRP8250S HF-SSB transceiver, pilothouse engine instrumentation includes tachometers, engine oil pressure, gear oil pressure and water temperature, Ritchie compass, Gyro compass, sumlog, rudder angle indicator, engine synchronizer gauge, two trim level gauges, Furuno FR-7112 radar, Standard Horizon CP500 GPS chart plotter, audible engine alarm, Robertson AP45 autopilot, sliding aft deck to saloon door, two aft floodlights, saloon wet bar, two saloon sofas with coffee table, saloon refrigerator 3.0 KVa transformer, two saloon occasional seats, Vizio TV, satellite TV system, Direct TV box, The Architect model 200 amplifier, Yamaha RX-A700 AV receiver, LG Blu Ray DVD, two stained glass sconces, intercom zinc anodes on trim tabs, transom, rudders and propeller shafts, Hotpoint four burner electric stove, double galley sink, GE dishwasher, U-line icemaker, Ariston water heater (galley), transformer (galley), galley fan, galley dinette, three section refrigeration, air conditioner controllers in saloon galley (two weather tight wing doors), captain's cabin, pilothouse, V.I.P. cabin, side cabins, master and both crew cabins, opening windows in pilothouse, pilothouse helm chair, Skanti WR6000 watch receiver, main deck forward head includes electric head, sink, shower enclosure and fan, sofa in master, spa tub in master, aft head includes two sinks and electric head, storm covers for port lights, port cabin has TV, DVD, stereo, twin berths and Pullman berth and ensuite head with electric head, sink and shower, electric waste macerator discharge pump, transformer in port cabin below outboard berth, second electric waste discharge pump, starboard cabin includes twin berths with Pullman berth, TV, DVD, stereo and ensuite head aft with sink, electric head and shower, electric waste discharge pump in starboard cabin, gray water discharge pumps, transformer in forward cabin, passageway's starboard locker, Bose stereo master stateroom includes heads on both sides aft with electric heads, showers, sinks and fans, sofa, Eurotec clothes washer / dryer, crew area water heater, twin crew cabins with bunk berths and ensuite heads with electric heads, sinks and showers, weather tight door to crew area, saloon window drapes, Coast Guard model boat

SUMMARY

The vessel is a composite fiberglass flybridge motor vessel equipped with two diesel engines and two diesel generators. The vessel was reportedly built for the charter business to Bureau Veritas (BV) class. The vessel is not currently in class and has not been maintained in class. The vessel has both French and British prior registry (see hull and structure comments above). The current owner purchased the vessel three to four years ago as repossession from a bank. The vessel was reportedly repossessed in Hawaii. The engines are reportedly original. The current owner's representatives disclosed that the port engine was rebuilt due to an overheating event (insurance claim) approximately two years ago. The repairs were done locally and in San Diego by an unknown vendor. The current owner disclosed that the trim tabs are fixed (do not move) and no other knowledge of any problems with the vessel. The current owner disclosed that a mechanic hit a valve and caused a minor fuel spill. The vessel appears basically structurally and mechanically sound. Many of the systems and components of the vessel are original, with no apparent or reported refits. Overall, the vessel is in marginal cosmetic condition. Upon completion of the recommendations the vessel should be suitable for its intended purpose as a near coastal cruising vessel. The value of the vessel is significantly less than similar vessels, mostly due to condition. Much of the vessel is original and there are many more deficiencies than "normal".

Overall Summary: Satisfactory

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. In most instances the data found while researching the value is stored in our file for this survey. We primarily use market value analysis methodology for determination of value. Consideration of the listing history was considered.

Standard Form Key: All systems are rated based upon their appearance, ratings include: Not examined, Not applicable, Faulty, Marginal, Satisfactory, Good, Excellent.

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. Display the hull identification number on the transom per federal regulations. Research and determine any significance of the U.S. provided hull identification number, versus an Azimut hull identification number, as desired.
2. Service and prove the passerelle properly functional if / as desired. Provide a boarding ladder which can be deployed from the water by an accidental swimmer. The passerelle is currently secured with a string, modify to eliminate any liabilities. The passerelle has wires cut near the relays, corrosion of the actuator, corrosion of the motor and chafed wires at their transom penetration.
3. Consider replacing the French informational placards with English placards as necessary.
4. Determine the extent and significance of the deteriorated plywood below the transformer to starboard in the lazarette and address as necessary.
5. Address the accumulation of water and fluid in the bilge in several locations including the lazarette, engine room and port and starboard cabin bilge spaces. Eliminate any leaks. Clean to remove the water/fluid to allow detection of any future weeps or leaks.
6. Clean the oil from the engine room bilge to prevent discharge of oil.
7. Free up and prove the engines' and generators' through hull valves properly functional.
8. Service as a result of leak stains from a water hose inboard forward on the port engine. Eliminate the leak and clean stains to allow detection of any future weeps or leaks.
9. There are wood blocks "wedged" in place and supporting the engine room sole to starboard aft, aft of the transmission and forward of the generator. Address this condition and assure it presents no liability and modify as necessary.
10. Either repair the blisters on the hull bottom or monitor and repair as necessary. There are a combination of types of blisters, including blisters in the laminate and blisters between the gelcoat and external coatings.
11. Either repair the impact damage on the starboard hull side 4' forward from the transom above the waterline or monitor and repair as necessary.
12. Determine the significance of the list to port, address appropriately.
13. Determine the significance of water dripping out of the starboard forward fair lead fitting and cut out. Service to eliminate the source of the water and repair any related damage.

14. Replace all the missing sole supports throughout the vessel including in the lazarette and cabin spaces. The sole supports are 2" x 2" wood supports, many receivers were found with no supports and the sole flexed excessively in areas including in the starboard cabin.
15. Service the various port lights which exhibit deficiencies including one in the port master head which has a black substance and an extruding gasket, starboard crew port light which has a loose gasket (and repair water damage about this port light), one forward in the port crew cabin which we could not open and one missing a gasket in the V.I.P. cabin.
16. Repair the area which exhibits deterioration (apparently) and cracks below the inboard side of the watertight door to the crew area. Eliminate the cause of this condition.
17. Provide a suitable positive latching mechanism for the crew area access hatch. It is currently spring loaded and presents a personal injury risk.
18. Service and prove the davits properly functional as only one davit would move at a time.
19. Assure there is no liability from the seized, stiff and corroded valves and open plumbing in the lazarette, including on the transom side and on the forward bulkhead.
20. Address the corrosion on the steering hose fitting to port in the lazarette bilge.
21. The two engine room bilge pumps discharged through one hose which is unsecured. We strongly encourage upgrading to allow each bilge pump to discharge from its own hose, to reduce liability and securing the hose. Comply with A.B.Y.C. or similar standards.
22. The port engine room tachometer registered 1200 while the engine was turned off, address as necessary.
23. The engine control reservoir was low on pressure, service the system to eliminate any leaks. Assure the system is properly functional.
24. Replace the hoses connected to the port transmission oil cooler, they are cracked and weeping. Assure any and all leaks are eliminated and clean stains to allow detection of any future leaks.
25. Replace deteriorated insulation in the port generator's sound box.
26. Service to eliminate the water leak at the port generator's exhaust mixing elbow. Clean stains on and below the leak to allow detection of any future leaks or weeps.
27. Service and prove the port generator's starting control in the engine room functional as it was inoperative.
28. Clean the salt crystals from the starboard generator's sound box to allow detection of any future weeps or leaks and address appropriately.
29. The transmission oil pressure gauge on the flybridge was "pegged" and address appropriately.
30. Determine if there is any significance in the variation for the engine oil pressure, higher to port on the flybridge instruments and address appropriately.
31. Determine the significance of the variation in the transmission oil pressure, higher to starboard on the pilothouse instruments and address appropriately.
32. Service and prove the starboard transmission oil temperature gauge in the engine room functional.
33. Determine the significance of the higher coolant temperature on the port engine per the engine room gauges and address appropriately.

34. The steering system took an excessive number of turns to turn the rudder. Have a qualified technician inspect and service the system and prove it properly and reliably functional.
35. Determine why a sender is apparently removed from the tank in the bilge forward of the engine room and address appropriately.
36. Address corrosion on a plumbing fitting on the port side of the space below the pilothouse. Eliminate any weeps or leaks and clean corrosion to allow detection of any future weeps or leaks.
37. Determine the significance of the corrosion on the plumbing fitting in the locker outboard in the port cabin. Eliminate any weeps or leaks. Clean corrosion to allow detection of any future weeps or leaks.
38. As a water accumulation event has allowed water to accumulate in the port and starboard cabin spaces, up to the bottom of the metal tanks. Determine the extent and significance of any damage resulting from the water accumulation and address appropriately. There was also water accumulation visible with waterlines visible in the lazarette. There was standing water in several locations, including the master bilge to port outboard.
39. The age of many hoses is unknown but several of them are likely original. Determine their condition and replace as necessary.
40. Service as a result of corrosion on plumbing fittings below the port head in the master stateroom. Eliminate any weeps or leaks and clean corrosion to allow detection of any future weeps or leaks.
41. Service and prove the starboard head in the master stateroom properly functional as it is inoperative.
42. Service as a result of corrosion on and about sub panels including in the port cabin locker, in a locker to port in the master stateroom and a sub panel in the V.I.P. cabin. Eliminate any sources of water and repair damage as necessary.
43. Replace the burnt connector on the spare shore power cord.
44. There is corrosion on the starboard stern capstan and on the transformer below it. Eliminate the leaks and repair damage as necessary.
45. Properly secure the loose wire connections near the starboard capstan. Comply with A.B.Y.C. or similar standards.
46. The water heater in the lazarette made a loud noise. Determine the significance and address appropriately.
47. Repair the damaged wire insulation by the steering pump in the port lazarette.
48. Repair the circuit breaker for the "engine room port fan" it used to have three separate sections connected and they are now separate.
49. Determine the significance of the 50 hertz motors and the 60 hertz system in the U.S. Address if / as necessary.
50. Service and prove the port anchor windlass functional in the deploy mode from the remote / foredeck switch.
51. Service the spotlight and prove it properly functional as it moved but did not illuminate.
52. Replace the broken relay switch covers on the main distribution panel to port in the pilothouse.
53. Service and prove the center windshield wiper properly functional.
54. Service and prove the air conditioner in the starboard cabin properly functional.
55. Service and prove the air conditioner in the starboard crew cabin properly functional.

56. Determine why there was very little air from the port crew cabin's air conditioner and address appropriately.
57. Service the AC electrical system and assure it is in compliance with A.B.Y.C. or similar standards. Several outlets have "open grounds", an outlet in the aft head has reversed hot and neutral and an outlet to starboard aft in saloon (by switches) had no power. The galley GFCI outlet did not trip with our tester.
58. The transformer below the starboard saloon sofa is hot, address as needed.
59. Service and prove the high water alarm properly functional.
60. Service the AC electric fire pump and system and prove them properly functional.
61. Assure all primary and secondary navigational lights are properly functional.
62. Service the fixed and portable fire extinguishers and the system as needed.
63. Store portable propane cans off the vessel, the grill uses portable cans.
64. Consider modifying the door between the master stateroom and crew area to allow it to function as an emergency escape.

SECONDARY

1. Address the cracks about the freeing ports as necessary.
2. Repair the minor rub damage on the starboard forward cap rail and assure no more significant damage occurred during the event.
3. Address the corrosion on the brackets for the transom bench seating.
4. Address the warmed and cracked venturing windscreen as desired.
5. Address the damage to the shad top on the flybridge as desired.
6. Address the damage to the starboard forward locker on the aft deck as desired.
7. Damage to interior components is extensive, address as desired. Deficiencies include: nails in the headliner panels, loose headliner panels, damage to a locker face to port forward in saloon, discoloration of side liner, stains, numerous problems with locker and drawer pulls, loose drawer locker faces in master,
8. Provide a formal dining table if/as desired.
9. Service the aft latch for the starboard forward saloon sliding window.
10. Replace the deteriorated zinc anodes on the trim tabs.
11. Damage to exterior components is extensive, address as desired. Deficiencies Include: anchor damage on the bow, damage to the transom edges, paint damage along both hull sides above the waterline, oxidized exterior finish, dented and blistered metal covers on hull sides, weathered teak decks, cracked blue and white areas on the superstructure (further possible problems with "fairing" is beyond the scope of this survey), paint and fairing failure about the foredeck sunpad (most significant to port forward), paint failure inboard on forward bulwarks, damage to boot stripe, miscellaneous scrapes and scratches on the hull sides,
12. Determine the significance of the water dripping from the edges of the swim platform while the vessel was hauled and address as necessary.
13. Numerous lights are inoperative throughout the vessel, repair and prove them properly functional. Inoperative lights include: two overhead in saloon, four in galley, top courtesy light on steps from pilothouse to flybridge, two courtesy lights on steps to master stateroom, one light in aft head, all courtesy lights on steps to forward cabins, port lazarette light, port forward engine room light, one port side exterior overhead light, one light to starboard in pilothouse, all flybridge courtesy

- lights, two arch lights, all main deck courtesy lights, all lights in port head, two lights in starboard cabin, three lights in starboard head, automatic lights in passageway lockers, all lights in crew cabins, lower bunk reading light in starboard crew cabin (also has loose switch cover), three lights in port crew head, one light in starboard crew head, one light in port master head, starboard aft saloon indirect light, several passageway lights on main deck, one light in captain's cabin
14. The port engine room fan is loud, address as necessary.
 15. Various areas including the port head and port and starboard cabins have electrical outlets not designed for the U.S. system and two prong outlets, change as desired.
 16. The stern capstans were found to be inoperative and repaired during the survey, assure they are properly functional and suitable for continued use.
 17. One of the shore power cord's connector's indicator lights were not illuminated, determine the significance and address as necessary.
 18. Determine the significance of the Centaur battery charger not being energized and address if/as necessary.
 19. The HF/SSB transceiver did not power up, address as desired.
 20. Address as the result of "icing" in the saloon refrigerator.
 21. The Furuno sounder to port in the pilothouse has a cracked lens address as desired.
 22. The air conditioner fan to port in the forward cabin is contacting something, address as needed.
 23. Replace the missing paddlewheel for the transducer on the port hull bottom forward.
 24. Properly secure the small water heater below the galley countertop.
 25. Properly secure the AC outlet in the captain's head.
 26. Provide a cover for the exposed electrical box in the locker outboard and forward of the spa tub.
 27. Several PFDs and fire extinguishers are not U.S.C.G. approved, they do not "count" toward the legal requirements.
 28. Determine the source and significance of the fluid/water in the lazarette bilge, eliminate the source and remove fluid/water to allow detection of any future weeps or leaks.
 29. Clean the oily engine room bilge, eliminate any oil leaks.
 30. Service as the result of oil below the manual oil pump to port forward in the engine room.
 31. Service as a result of corrosion on and about the wing doors.
 32. Rust stains on headliner in numerous locations is indicative of leaks, address any leaks and clean stains to allow detection of any future leaks.
 33. The carpet is not bound or tacked down. There are staples in use in the master. Improve carpet installation if/as desired.
 34. Inspect and service the vessel's bonding system as necessary. Reuse unused straps near the propeller shafts' seals.
 35. The trim tabs are "fixed" in place and the sacrificial anodes are wasted on the tabs. Consider the benefit of active tabs and modify/service if necessary. Replace the wasted anodes. Service the deteriorated junction devices on the transom.

36. Remove the fitting in the transom waste pump out fitting and install a suitable cap.
37. Determine if any liability exists as a result of the open plumbing fittings on the centerline aft in the lazarette and crimped fittings by the halon unit, eliminate any liabilities.
38. Replace the temporary fitting in the starboard forward water deck fill fitting, install a suitable permanent cap.
39. Service/repair the foredeck shower fixture and prove it properly functional.
40. Service and prove the anchor washdown system properly functional.
41. Service to eliminate the odor in the port head.
42. Service to eliminate the leak at the port shower fixture in the master stateroom.
43. Properly secure the head seat and cover in the starboard crew head. Clean "sand" in both crew heads and address the cause of this "condition".
44. The following components were not tested or inspected: all electric meters, HF transceiver, all entertainment devices, lp grill, air compressor, fuel pumps (oil pumps/hand pumps), vacuum, cameras, all refrigeration compressors, both fresh water pressure pumps, underwater light, water maker, clothes washer/dryer, most bilge pumps, AC bilge pump (function, power up only), fire fighting system.

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. The submitting of this report should not be construed as a warranty or guaranty of the condition of the vessel, nor does it create any liability on the part of Christian & Company or the individual surveyor. 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.

Christian & Company, Marine Surveyors, Inc.



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

December 6, 2013

Date