

## STANDARD SURVEY

Client: Removed for privacy  
Removed for privacy

Date of report: March 27<sup>th</sup> 2006  
Our file #: 06 - 25169

This inspection was performed upon the request of the client listed above on March 22<sup>nd</sup> 2006 while the vessel was hauled at Newport Harbor Ship Yard, 151 Shipyard Way, Suite 5, Newport Beach, California and while afloat in Balboa Marina in Newport Beach, California and the broker attended.

## VESSEL DESCRIPTION

Builder:	Hunter	Reg. #:	Removed for privacy
Model/type:	Hunter 30/Sloop	HIN:	Removed for privacy
Year:	1989 (model year)	Engine # & MFG.:	(1) Yanmar
Length:	30' *	Name:	<i>Removed for privacy</i>
Draft:	4' 3" *	Hailing Port:	Newport Beach, CA
Beam:	11' *	Weight:	13,000 lbs. (travel lift's scale)

\* sister ship listing specifications

## HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, bolt on external ballast, fin keel with bulb and winglets, blue anti-fouling paint, 3,800 lb. ballast \*

Topsides & transom: Molded fiberglass construction, transom stern, unknown core, white with light blue boot stripes and dark blue anchor stripe

Decks & superstructure: Molded fiberglass construction, unknown core, white with gray nonskid deck

Deck hardware: Molded fiberglass construction, unknown core, white with gray nonskid deck surfaces, horizontal flange with deck on hull - through bolt fastened through rub rail

Longitudinals/stringers: Molded fiberglass hull liner construction

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Aft cockpit, port and starboard aft lazarette lockers, center companionway to cabin, engine below saloon ladder, aft cabin access to starboard, berth aft, head to port aft in saloon, galley to starboard aft. Bench seat to port in cabin with navigation station aft, V-berth forward

Bilge: Dry but dirty

**Comments:** The vessel was inspected while hauled and afloat. The hull bottom and keel were visually inspected and randomly sounded. The hull bottom is in good structural condition. The age of the anti-fouling paint is unknown but it exhibits good

coverage. There is corrosion on the “ferrous” keel. There are blisters on the external keel coating. There is separation at the hull to keel joint forward and aft. The hull sides and transom were visually inspected and randomly sounded as possible while the vessel was hauled. The hull sides and transom are in satisfactory – good structural and cosmetic condition. There is damage on the port side of the transom edge. The vessel has a slight list to starboard, per the bottom paint and waterline. The deck and superstructure were visually inspected, randomly sounded and randomly tested with a moisture meter. Overall, the deck is in satisfactory structural condition. There are visual gelcoat cracks and high moisture on the deck to port forward of the turtle hatch cover. There are miscellaneous stress cracks on the deck. The deck hardware including safety rails, mooring devices and hatches was visually inspected and the hatches were opened and closed. Overall, the deck hardware appears satisfactory. There is no supporting device for the forward deck hatch. There are stress cracks about several stanchion bases. The cockpit deck exhibits stress cracks and flexes underfoot. The structural reinforcements including the fiberglass hull liner and bulkheads were visually inspected and randomly sounded. The structural reinforcements appear satisfactory – good and generally in as-built condition. There are stress cracks about the engine bearers. The interior cabin spaces are generally neat, clean and orderly. There is cosmetic damage visible including staining along the bottom of the wood in the saloon and cracked wall covering in the head. The bilge is somewhat dirty but dry. There is a diesel odor in the bilge. Portable propane canisters are stored in the lazarette.

**Summary: Satisfactory**

**MACHINE SYSTEMS**

Main engine: One Yanmar, model 2GM20F, 16 hp @ 3400-rpms

Engine application: Diesel, inboard, 2-cylinders, freshwater cooled

Serial Number: 10840

Transmissions: Kanzaki – identification tag not seen

External/peripherals: Suitable application, satisfactory installation, plastic remote coolant reservoir

Engine controls: Push/pull cables, double handle controls, kill cable with handle above engine

Exhaust systems: Wet system, flexible hoses, fiberglass muffler, aft discharge

Propulsion gear/shaft logs: 1” diameter bronze propeller shaft, bronze strut, 16 RH 11 2-blade bronze propeller, dripless shaft seal

Steering system/rudder ports: Cable/quadrant system, pedestal/wheel control, spade type fiberglass encased rudder (unknown core)

Ventilation: Natural

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

Location of through hulls as visible in travel lift slings: Port – Three by propeller shaft, transducer forward, Starboard – paddlewheel transducer forward, one amidships

Seawater systems: Reinforced hoses, single and double clamped connections

Bilge pumps: Rule 800 electric/automatic in saloon bilge

**Comments:** The engine and transmission were visually inspected and briefly tested during a sea trial. This survey is not a mechanical survey; please consult with a qualified mechanic for greater detail as to the condition of the engine and transmission. The engine was somewhat hard to start and required the throttle to be advanced. The external surfaces and peripheral components of the engine appear satisfactory. There is a significant diesel leak at the engine. Wide-open throttle was approximately 200-rpms. There is vibration from the engine or propulsion components; the source is beyond the scope of this survey. There is significant corrosion on the exhaust riser. The engine controls functioned normally, however the throttle control is stiff. The safety retaining wire is missing from the two set screws for the propeller shaft to transmission coupler. The propulsion components including the propeller shaft, strut and shaft seal were visually inspected and the propeller was observed underway. The propeller shaft exhibits a wobble/vibration underway. The steering system was visually inspected and test operated. The steering system functioned normally. There is play between the rudder post and the rudder tube. The through hulls and related components were visually inspected and most valves were tested. Overall, the through hulls appear satisfactory. The seawater systems were visually inspected and most components were tested. Overall the seawater systems appear satisfactory. The head did not pump water.

**Summary: Satisfactory**

## TANKAGE

Fuel: One aluminum tank in aft bilge, 18-gallon capacity

Fill & vent: Flexible hoses

Feed & return: Flexible hoses, valve on tank

Water: Aluminum tank below forward berth, 37 gallon capacity \*

Holding: Aluminum tank in head

**Comments:** The fuel system including the tank, fill, vent, feed and return lines were visually inspected as installed. Where visible the fuel system components appear satisfactory. The condition and age of the fuel (and water) and the integrity of the tanks (fuel, water and holding) is beyond the scope of this survey. Please consider filling all tanks for a simple, practical test of their integrity. The water pressure system functioned normally. The waste discharge pump was not tested.

**Summary: Satisfactory**

## ELECTRICAL SYSTEMS

AC system: One 30A shore power cord "hard wired" into vessel through port lazarette, 110-volt system

DC system: Two 12V maintenance free batteries below aft berth, 12-volt system, battery switch at aft berth

Wiring: Multi-strand wires

Circuit protection: Main AC & DC circuit breakers on panel to port in saloon, branch AC & DC circuit breakers on panel

**Comments:** The electrical system including the shore power cord, batteries, wiring, circuitry components and circuit protection equipment was visually inspected and most components were test operated. Overall, the electrical system appears satisfactory. The condition of the batteries is beyond the scope of this survey. The wind direction instrument is not accurate. The light to starboard in the forward cabin is loose and does not function.

**Summary: Satisfactory**

## SAFETY AND LIFE SAVING

Portable fire extinguishers: Dry chemical unit in lazarette – 1996, dry chemical in galley – 2000

Fixed fire system: None

Flotation devices: Horseshoe buoy, four type II, two type IV cushions, three type III

Horn/distress flares: Canister air horn, flares aboard (6/06)

Navigational/anchor lights: Separate side lights, masthead/steaming light, stern light, all around/anchor light

Anchor & ground tackle: Danforth type stern anchor which chain and line rode, Danforth bow anchor with chain and line rode

Other equipment: Emergency tiller handle, life sling, handheld spot light, first aid kit

**Comments:** Safety equipment for fire fighting protection appears satisfactory but the extinguishers have not been inspected and tagged in the past year per N.F.P.A. recommendations. Flotation devices appear satisfactory for near use. I did not sound the horn. Current distress signal flares are aboard. The navigation and anchor lights are properly arranged and installed. The port navigational light is inoperative. The emergency tiller handle was not test fit. The handheld spotlight was not illuminated.

**Summary: Satisfactory**

## SAILING SYSTEMS

Mast and rig type: One aluminum deck stepped mast, aluminum boom, two sets of aluminum swept back spreaders, fractional B & R style rig

Standing rigging: Multi-strand stainless steel wires, swage end fittings, forestay, split backstay, one lower, one intermediate and one upper shroud per side

Hardware: Harken roller furling head sail assembly, winches: two Barient 21 self tailing, Barient 17 self tailing

Sails: Roller furling head sail, main sail, spinnaker (in a bag)

**Comments:** The mast and associated rigging was visually inspected at the deck level only. The vessel was taken on a sea trial and sailed. The main and jib were inspected, the spinnaker was not removed from its bag. The sails' age is unknown, they appear satisfactory. This survey is not a rig inspection or a sail inspection. Overall, the sail system components appear satisfactory. The starboard cockpit winch has a self tailing mechanism that is not suitable and does not function properly.

**Summary: Satisfactory**

## ACCESSORIES

Navigational & operational electronics: Navman sailing instruments include 3100, speed 3100 and depth 3100

General equipment: Integral swim platform, boarding ladder, walk through transom, transom locker, rail mount type LP gas grill, cockpit stereo control, Ritchie Powerdamp compass, engine instrumentation includes tachometer and indicator lights, hour meter, audible engine alarm, cockpit speakers, Origo 6000 2-burner liquid fuel (apparently alcohol) range, "Mischief" pendant, icebox, double stainless steel galley sink, internal sea strainer, manual head, Clarion TMD/stereo, Clarion DC625 CD changer, two winch handles, chart table, manual waste discharge pump, numerous throw pillows, cockpit cushions, Ionic Breeze Quadra unit, Seaward S700 water heater, water pressure pump, Sharp Aquos flatscreen TV, dehumidifier

## SUMMARY

The vessel is a production fiberglass sailboat manufactured in Alachua, Florida and equipped with a diesel inboard engine. The purchase, ownership and maintenance history was not obtained. No disclosure statement was obtained regarding any known problems with the vessel or any significant events in the vessel's history, such as collisions, submersions, fires etc... The vessel appears basically structurally and mechanically sound, with some deferred mechanical maintenance. The vessel should be suitable for its intended purpose as a near coastal cruising vessel upon completion of the recommendations.

**Overall Summary: Satisfactory**

**VALUES**

<b>ACTUAL CASH VALUE</b>	<b>NEW REPLACEMENT VALUE</b>	<b>INVESTMENT</b>
\$30,000	\$95,000	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.

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

## RECOMMENDATIONS

1. Determine why the engine is somewhat hard to start and requires advanced throttle, address appropriately.
2. Service to eliminate the diesel leak at the engine and clean spilt diesel to allow detection of any future leaks.
3. Remove the portable propane canisters from the vessel.
4. Either address the play in the rudder post as necessary or monitor and address when required.
5. Either repair the various fiberglass maladies as mentioned in hull and structure comments above or monitor and repair as necessary. These include the cockpit deck flexing, cracks and high moisture to port forward of the turtle hatch cover.
6. Service and prove the port navigational light properly functional.
7. Address and eliminate the engine vibration.
8. Service and prove the engine throttle control properly functional, it is stiff.
9. Remove the corrosion about the exhaust riser, inspect, service and replace components as necessary.
10. Provide a thermal blanket for the dry section of the exhaust riser.
11. Provide and install a safety retaining wire between the transmission to propeller shaft coupler set screws.
12. Service and prove the head properly functional.
13. Certify the portable fire extinguishers per N.F.P.A. recommendations.

## NOTES

1. Adjust the wind instrument so it is accurate.
2. Provide and install the proper self tailing device for the starboard cockpit winch.
3. Remove the corrosion and blisters from the keel, service as a result of the keel working and the visible separation of the hull to keel joint. All of these conditions are normal and not of catastrophic significance.
4. Repair the fiberglass damage to port of centerline on the transom edge.
5. Adjust the apparent minor list to starboard as desired.
6. Adjust the cosmetics in the saloon, including the stains along the bottom of the wood in the saloon, cracks in the wall covering in the head and cracks about the engine bearers as desired.
7. Provide support hardware for the forward deck hatch.
8. Service and prove the light to starboard in the forward cabin properly functional and secure.
9. The range and CD player were not 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. 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 Surveyor, Surveyor

\_\_\_\_\_  
Date