

C & V SURVEY **Condition & Valuation**

Client: _____ Date of report: January 2006
Our File #: _____

Location: Mission Bay Yacht Club Date of inspection: January 2006

San Diego, CA 92109

VESSEL DESCRIPTION

Builder:	Catalina Yachts	Doc. #:	
Model/type:	Sloop Sail	Engine/MFG:	Universal Diesel
Year:	1987 (model)	H.P. per:	24
Length:	29' 11" *	Serial number:	Not legible
Draft:	5' 3" *	Type of instal. :	Diesel, 3-cylinders, freshwater cooled, inboard
Beam:	10' 10" *	Hailing Port:	
Name:		*BUC – Used Boat Price Guide	
HIN:			

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HULL & STRUCTURE

The vessel was inspected while afloat. Hull construction material is fiberglass. Deck and above deck structures are constructed of fiberglass. Coring is unknown. Bulkheads are constructed of plywood. Overall condition of the hull structure appears good. Exterior rails and hardware appear satisfactory. Mast, tabernacle, standing rigging and chain plates, where visible, appear satisfactory – good except the starboard forward shroud exhibits loose wires at the swage. Cosmetic condition of vessel appears satisfactory – good externally and good internally. Vessel's external colors are white with blue stripes. Below waterline through hull fittings appear good. The vessel is equipped with one (1) manual and one (1) electric/automatic bilge pumps that appear satisfactory and the bilge is holding minimal standing water. The ventilation system consists of one (1) blower and natural ventilation and appears good. General housekeeping appears good.

Summary: Good

MACHINE SYSTEMS

Engines external surfaces appear good and exhibit no significant rust, oil or coolant leaks. Engine hour meters exhibit 147 hours. Motor mounts appear good. Cooling systems appear good but there are signs of the raw water pump starting to leak. Fuel

systems and components appear good. Exhaust systems and components appear satisfactory – good. Electrical systems and components appear satisfactory. Engine control systems appear good and shaft log appears good. Steering control systems appear good and rudder port appears satisfactory (minimally accessed). Propulsion components were not inspected externally. Waste systems and components appear satisfactory but the head system is not equipped with anti-siphon valves. General service seawater systems appear satisfactory but below waterline hose connections are not double clamped.

Summary: Satisfactory – Good

FUEL SYSTEM

There is a 17-gallon capacity in one (1) tank located below the aft berth. Fuel tank surfaces, where visible, appear excellent and the securing mechanism appears good. The fuel fill, vent, feed and return lines and components appear good. Fuel fill to tank bonding appears good. Fuel shutoff valves are located at the tank and appear good.

Summary: Good

ELECTRICAL SYSTEMS

The AC shore cord and connections appear good. The AC wiring and outlets appear good. The AC main feeds are protected with circuit breakers. Battery arrangement appears good. Batteries are equipped with a disconnect switch. DC wiring appears satisfactory – good. Circuit protection for the AC and DC branch system appears satisfactory. Wire terminations and connections appear satisfactory. Wire organization and arrangement appears satisfactory.

Summary: Satisfactory – Good

SAFETY AND LIFE SAVING

Vessel has two (2) portable fire extinguishers with expired certification. Vessel has no fixed fire suppression system. The safety components include: over eight (8+) PFDs and one (1) throwable PFD; distress flares with expired certification; suitable first aid kit; three (3) anchors with chain and line and appears good. Navigational and anchor lights appear satisfactory. Other safety equipment includes: THOR-X handheld spotlight, MOB pole and a boson's harness.

Summary: Satisfactory

CNG GAS SYSTEMS

Vessel is equipped with CNG that fuels the range. Tanks external appearance is satisfactory and it is properly secured. Ventilation appears satisfactory. Tank valves were opened and an odor was not noticed. Feed line is equipped with a reducing regulator and a pressure gauge and feed lines appear satisfactory.

Summary: Satisfactory

DOCKING

The vessel was inspected at its normal slip location. Line condition and arrangement appears satisfactory. Boarding hazards appear insignificant. All entry points were found locked. Other security consists of a gated yacht club.

Summary: Satisfactory

ELECTRONICS, TENDER(S), ACCESSORIES

Accessories include: Cornea CT1702T TV, Bell ships clock, JVC KD-G210 stereo receiver/CD player, StatPower portable inverter, DC amp gauge, West Marine dehumidifier, stainless steel radar arch, Seaward 6-gallon water heater, Gas Systems 2-burner range/oven, double basin stainless steel sink, Adler Barbour refrigeration, top load refrigerator, Tabernacle electric winch, canvas/isinglass dodger, MLR VALSAT 02L GPS, ICOM IC-M402 VHF, Signet MK 172 depth alarm, Navman 3100 wind point/speed, Signet knotmeter, JVC radar, Autohelm ST4000 autopilot, Ritchie compass, two (2) Lewmar # 40 ST winches, two (2) Lewmar # 16 winches, Simpson Lawrance electric windlass

SUMMARY

The vessel is a fiberglass production sloop rigged sailboat equipped with an auxiliary power diesel engine. The client reportedly purchased the vessel in September 2005 and has upgrades limited to carpet. The vessel appears actively maintained, structurally sound and suitable for its intended purpose as a near coastal pleasure cruiser.

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Overall Summary: Good

VALUES

ACTUAL CASH VALUE	NEW REPLACEMENT VALUE	INVESTMENT
\$28,000 - \$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. The actual cash value is best determined by a thorough market search to determine what vessels are available on the market, followed by negotiations between the interested parties. 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.

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

RECOMMENDATIONS

1. Replace the starboard forward shroud as it exhibits damaged/loose wires at the swage.
2. Install double hose clamps on all seawater carrying hoses when possible.
3. Re-caulk the standing rigging chain plates to eliminate leaks at the deck penetrations.
4. Monitor the engine's raw water pump for leaks, servicing if/as required.
5. Consult with the manufacturer of the head regarding use of anti-siphon loops and install if/as recommended.
6. Certify the portable fire extinguishers per N.F.P.A. recommendations and provide three (3) distress signal flares with current certification.

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. This inspection was performed for the expressed purpose of obtaining insurance, and should provide the information necessary for underwriting purposes. If any additional information is required, please contact the undersigned. This survey report is not intended for use as a "buyer's survey".

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Christian & Company, Marine Surveyors, Inc.

By: Christian & Company, Surveyor

Dated