

STANDARD SURVEY

Client: Removed for privacy

Date of report: May 24th 2006

Our File #: Removed for privacy

Chandler, AZ 85244

This inspection was performed upon the request of the client listed above on May 22nd 2006 while the vessel was hauled at Driscoll Boat Works, 2500 Shelter Island Drive, San Diego, California and while afloat in SunRoad Marina, 955 Harbor Island Drive, San Diego, California and Mr. X's broker and the owner attended.

VESSEL DESCRIPTION

Builder:	Bayliner Marine	Doc. #:	Removed for privacy
Model/type:	Avanti 4085 (per listing)	HIN:	Removed for privacy
Year:	1998 (model) 1997 (build)	Engine # & MFG.:	(2) Cummins
Length:	42' *	Name:	Removed for privacy
Draft:	3' 5" *	Hailing Port:	San Diego, CA
Beam:	13' 5" *	Weight:	27,000 lbs. (travel lift)

* BUC – Used Boat Price Guide

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, coring unknown, modified V with propeller tunnels, anti-fouling paint

Topsides & transom: Molded fiberglass construction, coring unknown, white gelcoat finish with a blue boot stripe

Decks & superstructure: Molded fiberglass construction, coring unknown, white gelcoat finish with blue accent stripes, pattern nonskid surface

Deck hardware: Stainless steel safety and grab rails, three aluminum framed deck hatches, docking cleats

Longitudinals/stringers: Fiberglass stringers

Athwartships/bulkheads/frames: Plywood and fiberglass liner

Layout/interior components: The vessel is boarded into the cockpit via swim platform and transom door. The cockpit is arranged with seating to aft, wet bar to port, helm to starboard forward and seating to port. The salon is enter from a sliding doorway companionway and arranged with settee to starboard and galley to port. Foremost is the master berth with head and shower stall to port and guest berth is to aft.

Bilge: Holding minimal standing water

Comments: The vessel was inspected while hauled and afloat. The hull bottom was

visually inspected and randomly hammer sounded and appears in good – excellent condition with no significant audible differences or noticeable osmotic blisters. The hull sides and transom were visually inspected and randomly hammer sound and appear in good – excellent condition. There are no significant scrapes to the gel coat surfaces but, the finish exhibits oxidation. The decks and superstructure were randomly hammer sounded appear in good – excellent condition with no significant audible differences or noticeable “soft spots”. The gel coat finish is original and does exhibit oxidation. The stringers, bulkheads and related structures appear in sound condition with no noticeable delamination/fractures to fiberglass tabbings or deterioration to bulkheads. The through hull fittings, sea strainers and related fittings appear in good condition except the engine raw water through hull valves are seized. Deck hardware, mooring devices, rails and hatches are in good order. The vessel has a bimini top with isinglass enclosure and as it had rained the night prior to the inspection it was found that the bimini top is not waterproof. The bilge was holding minimal standing water at the time of inspection. The interior cabin spaces are clean, orderly and in excellent condition overall but there are minor tears on the vinyl wall coverings for the head’s door and bulkhead.

Summary: Good - Excellent

MACHINE SYSTEMS

Main engines: Cummins model 6BTA5.9-M3, hours; port-310 stbd.-310

Engine application: Diesel, 6-cylinders, turbocharged, freshwater cooled, inboard, 370-hp

Serial Numbers: Port – 46496054 and Starboard – 46497024

Transmissions: ZF Marine, model HSW 800 VI, ratio 1.64:1, serial number Port – 0134207E, Starboard – 0134215E

External/peripherals: 12-volt alternators, raw water pumps

Engine controls: Push/pull cable

Exhaust systems: Wet system, flexible hose, fiberglass water lift and elbows, hull side discharge

Propulsion gear/shaft logs: Dripless shaft logs, 2” stainless steel shaft, 22 x 24 4-blade bronze propellers, single bronze strut

Steering system/rudder ports: Hydraulic control, bronze spade rudders, bronze rudder ports (external mount)

Ventilation: One forced air blower and natural

Generator: Westerbeke 8 KW, engine serial # 106888D612, generator serial # 26872

External/peripherals: 12-volt alternator

Through hulls & components: Bronze through hulls, bronze ball valves

Seawater systems: Flexible hose, hose clamp connections

Bilge pumps: Two electric/automatic, two electric

Comments: The engines, transmissions and generator were visually inspected and the engines test run en route to haul out. As this is not a mechanical survey, consider having a mechanic inspect the machinery to better determine their condition. The engines were cold when started and did not exhibit any significant hesitation at start up indicating good compression. There was minor smoke at start up that quickly cleared after placing load on the engines. The engines were run at wide open throttle and had no significant increase in water temperature and oil pressure was good. Overall, the engines and transmissions appear in excellent condition with no significant corrosion, oil or water leaks. Engine cooling systems appear good – excellent with no leaks sighted and cooling hoses in good condition. There are some stains about the port engine's raw water pump indicating the shaft seal may be beginning to fail but did not exhibit leaking during the inspection. Engine electrical systems appear good and fuel systems appear good. Engine control systems appear excellent except there is a bolt missing from the port engine's throttle cable mount. The engine exhaust system appears properly arranged and installed and in good condition overall with no significant corrosion to components. The steering control system appears good – excellent with no hydraulic leaks sighted. The shaft logs and rudder ports are in good condition but there is moderate corrosion to the port side rudder port's grease fitting. The propellers, shafts and struts are in good condition with no noticeable damage to propeller blades or significant wear to cutlass rudder bearings. The vessel is equipped with a generator that was reportedly test run on sea trial, placed under load and properly functional. The generator's exhaust system and related components appear in excellent condition. Cooling systems appear good and electrical systems appear good. External surfaces appear excellent with no significant corrosion. The generator is fitted with a sound shield that exhibits minor corrosion to the bottom edges. The engine compartment is equipped with one forced air blower that was energized and functional. The bilge system is equipped with two electric/automatic bilge pumps and two electric bilge pumps. The engine compartment bilge pumps were tested and functional but the bilge pumps below the entry steps were not accessed. Potable water systems include a pressure pump, accumulator tank and water heater. All systems were energized and functional. Waste systems include an electric head and holding tank macerator pump. The macerator pump was not tested and as the owner stated the head system and holding tank are not used, the head was momentarily energized and appears functional. Galley equipment was energized and all components in working order.

Summary: Good – Excellent

TANKAGE

Fuel: * 330-gallon capacity in two aluminum tanks outboard of engines

Fill & vent: Flexible hose

Feed & return: Flexible hose, inline water separator/filters, manifold valve system

Water: * 77-gallon capacity in one tank

Holding: * 45-gallon capacity in one plastic tank below the entry steps

* Per listing

Comments: The fuel tanks are installed so as to render them partially inaccessible for inspection. Where visible, the tanks appear in good condition exhibiting no significant corrosion to components. The fuel fill, vent, supply and return hoses appear in good condition with no significant deterioration. The fuel fill to tank bonding appears good. The fuel system is equipped with a manifold valve system that appears good. The fuel supply system has suitable in-line water separators/filters that appear good and the filters are equipped with vacuum gauges. The water tank was not accessed. The holding tank is minimally accessible. Where visible, the tank appears in good condition. The integrity of the tanks and condition of the fuel and water is beyond the scope of this inspection. Consider filling all tanks as a practical and simple test of their integrity.

Summary: Good

ELECTRICAL SYSTEMS

AC system: Two 30-amp 125-volt inlets in transom, 110 volt service

DC system: Three 8-D and one group 27 sealed 12-volt batteries, 12 volt service, disconnect switches

Wiring: Multi-strand wire, crimp connections

Circuit protection: Circuit breaker

Comments: The AC and DC electrical systems including the batteries, wiring, circuitry components and circuit protection equipment was visually inspected and most systems test operated. The overall condition of the electrical system appears excellent. The AC shore power cord, inlets and connections appear good with no significant corrosion or noticeable heat damage to components. The 110 volt wiring and outlets appear good – excellent and the outlets are equipped with GFCI circuits that were tested and functional. Battery arrangement and installation appears satisfactory. The condition of the batteries is beyond the scope of this inspection. DC wiring appears good – excellent. Wire organization is good and all wire are properly secured. Wire terminations and connections appear good – excellent and are of crimp type connectors. Over current protection for both AC and DC systems appears excellent. The distribution panel is fitted with circuit breakers for non existent components (head blower, salt water wash down).

Summary: Good – Excellent

SAFETY AND LIFE SAVING

Portable fire extinguishers: Two dry chemical units

Fixed fire system: None

Flotation devices: Six adult and one child type II PFDs, two cushion and one ring – throwable PFDs

Horn/distress flares: Electric horn, U.S.C.G. approved distress flares

Navigational/anchor lights: Combination port/starboard, stern, steaming and anchor lights

Anchor & ground tackle: Lewmar electric windlass, chain rode, one anchor

Other equipment: Windshield wipers, remote control spotlight, engine alarms, fuel vacuum gauges

Comments: Safety fire fighting equipment appears satisfactory but the fire extinguishers have not been certified within the previous year per N.F.P.A. recommendations. Personal and throwable flotation devices are in good order. The vessel is equipped with an electric horn and remote control spot light that are functional. The distress signal flares have expired certification. The navigation and anchor lights are properly arranged and installed and all are working. The vessel is equipped with an electric windlass that was energized and functional but the anchor is not fitted with a safety snubber line. The vessel has a carbon monoxide alarm that is not installed.

Summary: Satisfactory

ACCESSORIES

Navigational & operational electronics: Raytheon R21 raster scan radar, Danforth compass, Raytheon Ray Chart 600, Raytheon 650 Raypilot, Autohelm Bidata fathometer/speed-sumlog, Horizon Eclipse VHF, Bennett automatic tab control, Bennett trim tabs, Bennett trim tab indicators

Galley equipment & cooking system: Origo 3-burner range/oven, Panasonic microwave, single basin stainless steel sink, Norcold DE-451 refrigerator/freezer

General equipment: Panasonic PV-M1357W TV with built-in VHS, Atwood 11-gallon water heater, JVC MX-D7T component stereo system, Heart Interface Link 20 battery monitor, cockpit shower nozzle, U-Line icemaker, Pro Mariner 30-amp battery charger, hydraulic engine hatch lift, fiberglass radar arch, bimini top with isinglass enclosure, (2) 16,000 BTU reverse cycle air conditioner/heaters, built-in cockpit wet bar, electric heads

SUMMARY

The vessel is a fiberglass production express cruiser equipped with twin inboard diesel engines. The current owner of the vessel was present during the inspection and stated that the manufacturer has performed warranty work on the vessel of installing new rudders and rudder ports. The vessel appears actively maintained on machinery systems but as the owner has not been using the vessel over the past year is due for exterior cleaning and waxing. The vessel's hull structure appears in sound condition and machine systems in excellent working condition. The vessel appears suitable for its intended purpose as a near coastal pleasure cruiser.

Overall Summary: Good – Excellent

VALUES

ACTUAL CASH VALUE	NEW REPLACEMENT VALUE	INVESTMENT
\$168,000	\$375,000	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. Monitor the port engine's raw water pump for leaks servicing if/as required.
2. Replace the missing bolt on the port engine's throttle cable mount.
3. Replace the grease fitting on the port side rudder port due to corrosion.
4. Service the seized thru hull valves for the engines raw water supply to be functional.
5. Mount the loose light in the aft berth's hanging locker.
6. Install the carbon monoxide alarm (in starboard salon cabinet).
7. Remove surface rust from isolated areas of engines and generator sound shield and paint to arrest further corrosion.
8. Provide a minimum of three portable fire extinguishers with current certification.
9. Provide a minimum of three distress signal flares with current certification.
10. Service the V-Berth and aft berth's aft reading lights to be functional assuring there is not an electrical wiring issue.
11. The engine hydraulic lift reservoir appears low on fluid. Fill to recommended level and monitor for any leaks.

NOTES

1. The bimini top is not waterproof.
2. V-Berth port side cabinet face is held in place by masking tape.
3. Engine hatch lift switch cover is deteriorated.
4. The electric head was minimally energized and the macerator pump was not energized.
5. The port trim tab exhibits minor corrosion to the outboard edge.
6. The water level indicator appears non functional and it is unknown if the holding tank monitor is functional.
7. The lock pin is missing from the ice maker latch.
8. There are minor tears on the head's door vinyl covering.

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. George Jarvie, Surveyor

Date