



Bunker A. Hill

Marine Surveyors



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SPECIALIZING IN PLEASURE CRAFT AND FINE YACHTS

★ SAIL

P.O. BOX 3348 NEWPORT BEACH, CA. 92659
(949) 646 - 3038

VESSEL SURVEYED			
VESSEL NAME:	Aandeel	HAILING PORT:	Zephyr Cove, Nevada
VESSEL MFG. BY:	Goetz Custom Boats	MFG. AT:	Bristol, R.I.
OFFICIAL NUMBER:	1044825	HULL NUMBER:	DGG0001F696
LENGTH:	77'	MODEL:	Custom ultralight cruising sloop
YEAR BUILT:	1996	YEAR MODEL:	1996
SURVEY REQUESTED BY:	Mr. Jim Voorhees	DATE OF SURVEY:	January 10/11, 2024
OWNERS NAME:	Aandeel LLC	DATE OF REPORT:	January 14/15, 2024

GENERAL DESCRIPTION AND HULL LAYOUT:

This vessel is a Custom sloop built as "Sleighride" by Goetz Custom Boats to a Sparkman and Stevens design in 1996 as a ultra-light daysailer. The original interior was reportedly fitted by Derecktor shipyard of New York. In 2011 the current owner purchased this vessel, moved it to Westerly Marine in Southern California and embarked on a 2 year refit. The purpose of the refit was to convert this vessel into a cruising sailboat. In Spring of 2013 she was relaunched as Aandeel. The exterior appears good with noticeable cosmetic flaws in the paint work, the contemporary interior appears the same and has the following layout: forward bilges and chain locker are accessed on deck. Next aft is the forward head with shower followed by Vip stateroom. Next aft an additional stateroom and opposite is the master stateroom with adjoining head. The galley follows with standard features and moderate storage. Up steps to the main salon with contemporary navigation station aft to starboard followed by a large settee. Opposite is a full size dinette. Below decks are bilges with access to mast step, water ballast pumps, keel bolts, sea chest and battery management controls and chargers. Following the main salon is the open cockpit with port and starboard settee followed by port and starboard helm stations. The engine compartment is below the salon and fitted with main engine "Donkey Motor", watermaker and other ancillary equipment. Aft is the in transom storage garage with tender storage.

SUMMARY: The hull top-sides, foredeck, and interior areas that were inspected appear to be in serviceable condition and structurally sound (given the survey limitations as mentioned in this report) with no signs of grounding or other damage and or structural failure unless stated in recommendations section of this report.

MACHINERY:

This vessel is fitted with following machinery: The main engine is a yanmar marine diesel engine model 4AH4-THE. The engine is four cylinder, turbo-charged, freshwater cooled and rated at 110 horsepower. It is fitted with a Kanzaki transmission, 1.5" Stainless steel shaft and Gori folding propeller. The Donkey motor is a Beta diesel engine fitted with large hydraulic pump and water ballast pump. This engine does not provide propulsion. Its primary purpose is to support ancillary systems and charge ships batteries.

SUMMARY: The undersigned did not perform a mechanical survey, not being certified mechanics, but the following observations were made regarding machinery:





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VALUATION			
MARKET VALUE:	N/A	REPLACEMENT COST:	\$ 4.500,000 Est.
GENERAL OVERALL CONDITION:		BASIS FOR VALUE:	Current condition, Yachtworld.com, Soldboats.com

The estimated value "FAIR MARKET VALUE" stated in this report is based upon comparable reported sales, current availability and current market trends of like vessels or vessels of similar size, type, quality and vintage year. Price Guides such as the NADA, BUC or ABOS are generally not used as they are often well off the current trends and have never been able to verify the source of the information leading to their values. We believe that our sources of Yachtworld.com, Soldboats.com and current information provided by yacht sales professionals lead to an accurate market value for the vessel reported.

The estimated "FAIR MARKET VALUE" is the most probable estimated price in terms of money (US Dollars) which a vessel should bring in a competitive and open market under all condition requisite to a fair sale, a willing buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustment and current condition of the vessel, it is the undersigned surveyor(s) opinion that the estimated "FAIR MARKET VALUE" of the subject vessel is as stated above.

The estimated "REPLACEMENT COST" indicates the retail cost (US Dollars) of a new vessel of the same make/model or as close to similar as possible, with similar equipment offered by the same or comparable manufacturer. The "ESTIMATED REPLACEMENT COST" of the mentioned vessel is as stated above.





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HULL PARTICULARS:							
LOA:	77'	BEAM:	18' 4"	DRAFT:	12'	TONNAGE:	25 Tons Est.
GENERAL CONSTRUCTION:		Pre-Preg carbon fiber laminates over balsa wood core.					
HULL DESIGN:		Sparkman and Stevens Sloop					
HULL MATERIAL:		Carbon Fiber composite		FASTENINGS:		Carbon laminate	
FRAMES:		Carbon fiber over composite core material					
SHAFT SIZE & MAT'L:		1 1/2" St. Steel		RUDDER MAT'L:		Composite	
PROPELLER SIZE:		Gori 22" 3-blade folding		STRUT MAT'L:		Composite	
ZINC ANODE CONDITION:		Fair		LOCATION:		Bow Thruster/Shaft/Propeller	
SHAFT SEALS:		Tides Strong seals		RUDDER SEALS:		Dripless	
BOW THRUSTER:		Lewmar Drop down, 10" tube		STERN THRUSTER:		None	
THRU HULL FITTINGS & VALVE TYPE:		Forespar Marlon 1/4 Turn & Flow tech					
THRU HULL FITTINGS & VALVE CONDITION:		serviceable unless noted in recommendations					
BELOW WATERLINE RAW WATER HOSE CONDITION:		Serviceable unless noted in recommendations					
PREVIOUS DAMAGE:		No damage noted or reported					
REMARKS:		This vessel is a complex sailing vessel with high modulus composite construction. Full understanding of all systems would be necessary to safely sail in spirited wind conditions.					

MACHINERY:					
MAIN ENGINES AND TRANSMISSIONS					
ENGINES:	1	MAKE & MODEL:	Yanmar 4AH4-THE	FUEL:	Diesel
SERIAL #:	E23933	DRIVE TYPE:	Shaft to propeller		
HP. EACH:	110	YEAR BUILT:	1995 Est	REBUILT:	Unknown
FUEL SHUT OFF LOCATION:	At filters		DRIP PANS:	No	
NUMBER OF CYLINDERS:	Four		TURBO CHARGED:	Yes	
FUEL DELIVERY:	Mechanical Injection		FLAME ARRESTORS:	Air filters	
ENGINE ROOM VENTILATION:	Natural				
TRANSMISSIONS:	Kanzaki	MODEL:	KM4A2	RATIO:	2.03:1
CRUISE SPEED/RPM:	9 Knots Est		MAX SPEED/RPM:	Not determined	
ENGINE HOUR METER LOCATION:	On engine tachometer				
ENGINE HOURS:	546.1 Main				
REMARKS:	A full exterior inspection of this engine was done dockside and underway, it included but not limited to inspecting for leaks, hose conditions, loose motor mounts, shaft coupling condition. Additionally thermal scan was done using a Flir E-8 thermal imaging camera. Recommendations will be included in the recommendation section of this report. Oil and coolant samples were drawn sent out for laboratory analysis.				



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DONKEY MOTOR					
MAKE & MODEL:	Beta diesel (Kubota)	FUEL:	Diesel		
SERIAL #:	CE8094	H.P.RATING:	20	HOURS:	51.8
VOLTAGE:	24 VDC output only				
REMARKS:					
This engine is fitted in a sound shield and in need of random service work (see recommendations). This engine was inspected in the same manor as the main engine. Oil samples have been sent, results not yet received.					

SAFETY EQUIPMENT AND USCG REQUIRED POSTINGS:					
# OF USCG APPROVED FIRE EXTINGUISHERS:	5	TYPE:	USCG Approved B:C Size I		
FIRE EXTINGUISHER CERT DATE:	See recommendations				
FIXED SYSTEM:	Fireboy HFC-227				
FIXED SYSTEM CERT. DATE:	See Recommendations				
LIFE PRESERVERS WEARABLE:	USCG Approved Ample, Type I, 2, Type V				
THROWABLE LIFE PRESERVERS:	Life sling, No Type IV see recommendations				
LIFE PRESERVER CONDITION:	Serviceable				
LIFE RAFT:	Ocean Safety 6-Person	CERT. DATE:	See Recommendations		
SIGNAL FLARES:	Hand Held & Aerial	EXPIRATION DATE:	Expired		
NAVIGATION LIGHTS:	Lopo led	ANCHOR LIGHT:	Lopo led		
HORN:	Hand Held Can	BELL:	Stowed		
EPIRB:	None Sighted	SEARCH LIGHT:	None sighted		
CO DETECTORS:	None	SMOKE DETECTORS:	See Recommendations		
NAVIGATION RULES & REGULATIONS:	Yes	HIGH WATER ALARM SWITCHES:	Yes		
OIL PLACARD:	Posted onboard	TRASH PLACARD:	Posted onboard		
ADDITIONAL SAFETY EQUIPMENT:					
First aid supplies, Ditch bag, fireboy discharge manual, fireboy manual pull cable discharge, wood bung plugs					
REMARKS: the fire suppression system is not installed to meet mfg recommended standards.					
All first aid gear and equipment in the ditch bag, should be inventoried and refresh, replenish as needed.					

BILGE PUMPS:			
AUTOMATIC:	5 Automatic, various ratings	LOCATION:	Fwd/Midships/eng rm/aft
MANUAL:	12 vdc with scavenger hose	LOCATION:	Midbilge
ENGINE ASSISTED:		LOCATION:	



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ELECTRICAL SYSTEM			
DC POWER			
DC VOLTAGE:	12/24 VDC	DC WIRING:	Stranded copper
CIRCUIT PROTECTION:	Fuses and Breakers	DC PANEL LOCATION:	Main Salon
DC VOLT METERS:	Digital	DC AMP METERS:	Digital
# OF BATTERIES:	4 lithium 24 vdc, 2 G24	BATTERY CONTAINMENT:	Secured/Boxed
INVERTER(S):	Mastervolt 24/3000/70	DISCONNECT SWITCHES:	Blue Seas Electric
BATTERY CHARGER(S):	Pro-Mariner Pro-sport 12, dual bank		
ADDITIONAL EQUIPMENT:	Victron DC to DC convers, Mastervolt DC to DC Converter, Mastervolt 300 amp shut fuse.		
REMARKS:	The batteries (boxed aft of the donkey engine are a agm and wet cell in series and parallel. The same type of battery should be used when in this configuration.		

ELECTRICAL SYSTEM			
AC POWER			
AC VOLTAGE:	120 Vac	HZ:	60
AC WIRING:	3-Wire	CIRCUIT PROTECTION:	Breakers
VOLT METER:	Digital	AMP METER:	Digital
SHORE POWER CONNECTION(S):	30 ampere	ELCI PROTECTION:	For inverter
SHORE POWER ISOLATOR/TRANSFORMER:	Not sighted		
MAIN AC BREAKERS & TYPE:	30 ampere 2-Pole		
SWITCH PANEL LOCATION:	Main Salon	MANUAL OR AUTOMATIC:	Manual
SUBPANELS:	Main Salon		
ELECTRICAL CONNECTIONS AND WIRING CONDITION:			
The electrical system is relatively straight forward, well routed and the panels are well labeled to clearly identify their functions.			
ADDITIONAL ELECTRICAL EQUIPMENT:			

STEERING & CONTROLS			
STEERING:	Dual Helm cable to quadrant	LOCATIONS:	Aft of cockpit
CONTROLS:	Single lever cable	LOCATIONS:	At each helm
STEERING GEAR:	Dynema steering cable with composite quadrant. Hydraulic electric ram for autopilot.		

FUEL SYSTEM:			
# OF FUEL TANKS:	1	FUEL CAPACITY:	75
TANK MAT'L:	ATL Fuel Bladder		
FUEL TANK(S) LOCATION:	Below salon sole forward to starboard		
FUEL TANK(S) CONDITION:	Not reasonably visible		





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FUEL SHUT OFF LOCATION:	At filters	VENTED:	To atmosphere
TYPE OF FUEL LINES:	Type A-1	FUEL FILTERS/SEPARATORS:	Racor
FILL PIPE LOCATION:	To weather deck	SPILLAGE DIRECTION:	Overboard
REMARKS:			
The fuel tank is mfg. by Aero technologies laboratories. This is a flexible bladder type tank used in many various configurations to an extremely high standard. further research will need to be done to verify if it meets u.s.c.g. or A.B.Y.C. standards for use in this application.			

FRESH WATER SYSTEM:			
# OF FRESH WATER TANKS:	1	FRESH WATER CAPACITY:	75 Gallons
FRESH WATER TANK MAT'L:	ATL Bladder	FRESH WATER PUMP:	12 VDC demand type
PLUMBING:	Whale 14 MM tube/Vinyl Hose	ACCUMULATOR TANK:	Yes
WATER HEATER:	Torrid 20 gallon	FILTRATION:	Yes
WATER MAKER:	Sea Recovery Ultra Whisper	WATER MAKER HOURS:	Not Det.
REMARKS:			
The watermaker show random areas of potential leaking and was not operated. It is suggested this unit is fully serviced prior to further use. new filters, change oil on high pressure pump and replace membranes as advised by qualified technician.			

WASTE SYSTEM (BLACK WATER) :			
# OF WASTE TANKS:	2	WASTE TANK CAPACITY:	20 gallons each
WASTE TANK MAT'L:	Polyvinyl	WASTE TANK DISCHARGE PUMP:	Shur-flo
PLUMBING:	Mostly sanitation hose	VENT FILTER:	Yes
HEAD TYPE:	Planus	WASTE DISCHARGE:	To tank
REMARKS:			
Vent filters due for renewal and all waste hoses should be cleaned.			

GRAY WATER & RAW WATER SYSTEM:			
GRAY WATER SUMP/TANKS:	2-sump tanks	DISCHARGE PUMP(S) :	Johnson submersible
RAW WATER WASHDOWN:	Yes	RAW WATER WASHDOWN PUMP:	12V demand type
REMARKS:			





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DECK EQUIPMENT

# OF ANCHORS & TYPE:	105# CQR, Fortress FX85		
CHAIN SIZE & LENGTH:	3/8" x 350' Est. Main anchor, 3/8" x 30' Est. Stern anchor		
RODE SIZE & LENGTH:	300' 1" nylon		
WINDLASS:	Lewmar Hydraulic	WINDLASS POWER:	Hydraulic
FOREDECK RAILING:	St. Steel	NON-SKID:	Stipple
DECK HARDWARE:	St. Steel	DECK HATCHES:	Flush
SWIM LADDER:	St. steel	SWIM STEP:	See remarks below
REMARKS:	The reverse transom lowers into a large platform for launching the tender stowed aft and doubles as a swim platform.		

ELECTRONICS & NAVIGATIONAL AIDS:

VHF. RADIO:	Icom IC-M424	COMPASS:	C-Plath
CHART PLOTTER:	Furuno TZ touch	FATHOMETER:	Furuno
RADAR:	Furuno	G.P.S.:	Furuno
AUTO PILOT:	Brooks & Gatehouse		
OTHER:	B&G 20/20 displays (6), Sony blue ray dvd, fusion stereo, kvh mini-sat		
REMARKS:	Port compass has an air bubble		

SAILS, RIGGING AND WINCHES:

MAST:	Hall Spars Carbon fiber, triple spreader (swept back)	BOOM:	Forspar carbon fiber with roller
SPINNAKER POLE:	Carbon Sprit	MAIN SAIL:	North Sails
HEAD SAIL:	Roller furling (North)	SPINNAKER:	North (Not deployed)
TURNING BLOCKS:	Harken	TRAVELERS:	Custom w/harken hardware
STANDING RIGGING:	Stainless Steel rod	Running Rigging:	Spectra and dynema
BACK STAY:	Adjustable		
WINCHES	Harken 960 3-speed, 964 3-speed (2), 74 3-speed)2)		
Remarks:	A full rig survey was performed by Michael Blunt of Blunt rigging. The results of his findings will be submitted separate and independent of this report. The stainless steel keel bolts are fitted with bronze bolts. It is suggested to install stainless steel bolts of same grade to mitigated corrosion as a result of dissimilar metals.		





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INTERIOR ACCOMMODATIONS & SYSTEMS

GUEST BERTHING:	6+	STATEROOMS:	3	GALLEY:	Port Down
HEADS:	2	SHOWER:	2		
TYPE STOVE:	Force 10	TYPE OVEN:	Force 10		
OVEN/STOVE FUEL:	Propane	REFRIGERATOR:	Cold plate		
MICROWAVE:	Avanti	HEAT/AC:	Reverse cycle		
FLOORING:	Carbon Fiber panels/area rug	WINDOW COVERINGS:	Tint only		
REMARKS:					

DINGHY/TENDER:

MANUFACTURER:	AB	MODEL:	10 VL	LENGTH:	10'
HIN #:	XMO42022B212	OFFICIAL #:	NV 6948 KZ		
ENGINE MFG:	Mercury	HORSEPOWER:	3.5 HP		
ENGINE SERIAL NUMBER:	OR249559	ENGINE MFG DATE:	April 2008		
STEERING:	Tiller	CONTROLS:	On engine		
GENERAL CONDITION:	Average				
REMARKS:					
The tender is in need of proper detailing to improve overall cosmetics					

CONCLUSION:

This vessel was surveyed at the request of Mr. Jim Voorhees for condition and valuation purposes only. The conditions reported are from the date of survey only. No warranty or guarantee of this vessel, its condition or valuation is expressed or implied with this report. As equipped, maintained and with recommendations met, "Aandeel" should be considered suitable for her designed use as an offshore cruiser.





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SURVEY RECOMMENDATIONS AND NOTES:

SURVEYORS COMMENTS:

The vessel was surveyed while afloat at Bahia Marina, Oxnard, CA and while hauled out at Ventura Harbor Boatyard, Ventura, CA. A trial run was performed off the coast of Ventura, CA.

During this inspection, the onboard systems were mostly operated unless it appeared that operating a particular system would jeopardize the equipment, or a full understanding of the equipment's operation was not known. During survey, the exterior was closely inspected and the decks and cabin were sounded for voids, delamination and other anomalies. The underwater metals were scratch tested for galvanic corrosion. The underbody was closely inspected for corrosion and impact damage. Deficiencies found during this survey will be noted below.

STANDARDS:

The recommendations are based upon the mandatory standards promulgated by the United States Coast Guard (USCG) and known deficiencies found at the time of survey. These standards are under the authority of Title 33 and Title 46 Code of Federal Regulations (CFR) and the voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC), and the standards of the National Fire Protection Association (NFPA), have been used as guidelines in the conduct of this surveyed. Complete compliance with these standards is not determined or guaranteed.

NOTE TO UNDERWRITERS:

IMMEDIATE ACTION RECOMMENDATIONS: These are recommendations needed to be performed before any offshore use of this vessel.

GENERAL RECOMMENDATIONS: These recommendations are to notify the owner or potential owner of items "recommended" to be done as general yacht maintenance, but not intended to restrict use of this vessel or insurability.

NOTES AND OBSERVATIONS: These are general notes intended to assist the vessel owner. Definitely not intended to restrict use of this vessel or to restrict insurance coverage.





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RECOMMENDATIONS: AANDEEL

IMMEDIATE ACTION ITEMS:

1. Service and tag the fire suppression system by an authorized agent, this service is to be performed annually and include all serviceable handheld units. Additionally, there is no apparent automatic shutdown system to shut down the engines and blowers, install. The bottle is not rated to fill the lazarette space, the hatch in the bulkhead needs to be closed when vessel is underway.
2. Renew the non-serviceable handheld fire extinguishers onboard, expired.
3. Board currently dated emergency distress marine signal flares, all flares sighted onboard are expired.
4. Board a u.s.c.g. approved type IV personal flotation device with 75' floating retrieval line. Currently none
5. Install a smoke detectors and CO monitors in each cabin and the main salon.
6. Post the vessels official documentation number
7. Post the hull identification number on the transom in accordance with u.s.c.g. regulations.
8. Service the life raft by an authorized agent, out of date.

GENERAL RECOMMENDATIONS:

9. The nuts on the stainless steel keel bolts are bronze, these should be replaced with stainless steel.
10. The sea strainer for the water maker is adrift, properly re-secure.
11. There is rust on the main engine motor mounts, descale and repaint to preserve.
12. There is mild blooming at the thru hull valve in the top/forward side of the sea chest, clean/monitor and correct as needed if condition persists.
13. There is salt spray on the water maker and surrounding components indicating leaking at the system, further inspect to determine source and correct as needed. This system was not operated at the time of survey to prevent water exposure to the electrical components adjacent the water maker unit.





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RECOMMENDATIONS:

GENERAL RECOMMENDATIONS:

14. Provide chafe protection for the water maker high pressure hose where it contacts the stainless-steel elbow on the aft end of the membrane. Additionally, the stainless steel elbow is rusted, descale to further inspect and renew as needed.
15. There is evidence of leaking at the coolant cap on top of the donkey engine, clean/monitor and correct as needed.
16. There is indication of pinhole leaking in the stainless-steel exhaust elbow on the donkey engine, repair or renew as needed.
17. The zinc anode in the donkey engine cooling system is used up, renew. It is suggested to have a full cooling system service performed.
18. The stainless steel Y-fitting on the discharge side of the ballast pump off the donkey engine shows evidence of pinhole leaking, renew.
19. The cooling hoses on the donkey engine appear original and are cracking in areas, renew. Additionally, renew the rusted hose clamps at the hose off the forward end of the heat exchanger.
20. Sections of the exhaust hoses for the donkey engine are cracking, renew.
21. The stainless steel raw water Y-fitting located inboard of the fresh water pump shows evidence of pinhole leaking, renew.
22. There is rust/blooming and evidence of possible weeping at the cooling feed fitting in the shaft seal, descale to further inspect and service as needed.
23. The thermostat housing on the main engine is corroded and blooming, remove for further inspection and service or renew as needed.
24. There is evidence of a coolant leak around the fresh water pump on the main engine, consult mechanic to determine specific source and correct as needed.
25. The cockpit sole is soft and flexible under foot. Two penetrations centerline aft in the engine room overhead that show evidence of water weeping and when sounding this area, there is a noticeable tonal difference. It is clear there is water intrusion into deck core, destructive discovery required to determine full





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RECOMMENDATIONS:

26. extent. Repairs not immediate action items, however this should be completed in the next few years.
27. Clean the bilge area around the bilge pump forward in the lazarette, the float switch hangs up when operated.
28. Properly cap off or remove the abandoned wiring in the port aft corner of the lazarette.
29. There is a severely corroded electric component laying in the bilge below the shelf for the hydraulics located starboard forward in the lazarette, determine its purpose and remove or renew as needed.
30. There is blooming and evidence of leaking at the rudder seal, drop rudder to further inspect and service as needed.
31. There is weeping at the hydraulic ram for the adjustable backstay to port in the lazarette, clean/monitor and service as needed.
32. The port side foredeck hatch is soft on the underside and sounds dead when sounding, indicating water intrusion into the core. Further inspect and repair as needed.
33. The chain tensioner on the windlass has a broken spring, repair.
34. Remove, measure and mark all ground tackle prior to use, no markings sighted.
35. Service the intake thru hull valve for the air conditioning cooling pump.
36. Provide chafe protection for the wiring into the electrical box for the air handler below the aft berth.
37. There is cracking in the laminate finish in the bulkhead aft of the mast, further inspection condition and repair as needed.
38. There is a severely rusted hydraulic fitting at the mast to the starboard side, renew.
39. There is evidence of water build up at the master step, refit/reseal mast at deck.





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RECOMMENDATIONS:

GENERAL RECOMMENDATIONS:

40. Properly secure the Rule 2000 bilge pump in the forward bilge, currently adrift.
41. Service the motor for the Lewmar bow thruster.
42. Properly secure the propane bottle in the port side propane locker. Additionally, the bottle is pressed up against one of the propane lines causing it to kink, correct.
43. The thru bolts in the flange for the bow thruster tube show evidence of galvanic activity, descale to further inspect condition and renew as needed.
44. The grounding plate forward of the keel shows areas of galvanic activity, determine cause and correct.
45. There is cracking at hull to keel joint, grind back and correct as needed.
46. The cutlass bearing is slack, renew.
47. There sounds to be a small void in the port forward upper edge of the rudder, monitor condition and repair as needed.
48. There is standing water in the main salon bilge, evacuate and determine source/correct.





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NOTES AND OBSERVATIONS:

VESSEL SPECIFIC:

- A. There are areas of checking/cracking in the paint throughout the vessel's exterior. This mostly appears to be cosmetic with some suspected stress cracking at high load areas, such as winch areas. Due to the type of finish on this vessel, for it to be restored to Bristol condition, extensive paint work would be required.
- B. The coolant reservoir for the donkey motor is partially adrift and should be properly secured.
- C. There is surface rust and oxidation on the water maker boost pump.
- D. There is mild skin cracking in the main engine exhaust discharge hoses.
- E. Cleaning/detailing of all bilges is needed.
- F. The waste tank vent filter is in need of replacement.
- G. The deck hatch gaskets are in need of replacement.
- H. The aluminum plate inside the drop-down thruster housing is showing signs of galvanic corrosion, this condition should be cleaned and monitored.
- I. It is suggested to install a vent line for the sea chest with a shutoff valve in the even of an air lock.
- J. It is strongly suggested to remove the propeller for cleaning/service.
- K. There is mild water staining in the blackout screen over the overhead hatch in the forward stateroom.
- L. Random cabinet doors throughout the vessel are in need or adjustment/realignment.
- M. the emergency drinking water found onboard is expired.
- N. There is cracking in the floor flange for the forward hatch in the forward stateroom.





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NOTES AND OBSERVATIONS:

- O. The inside of the electronics cabinet in the starboard stateroom is in need of cleaning free of moisture.
- P. The door handle on the door from the galley into the adjacent head is adrift.
- Q. The keel bolts are 1" diameter stainless steel, there are 23 total bolts.
- R. The door jam into the starboard head is cracked.
- S. The door edge into the mid cabin is cracked at the in areas at the hinge end.
- T. The engine driven hydraulic pump has reportedly been disable so it doesn't run continuously.
- U. There are two oil cooler outboard of the main engine to port that have been abandoned.
- V. The pullies on the belt driven alternator on the main engines are rusting and should be descaled.
- W. There is paint blister in the base of the water maker housing. Additionally, the high pressure gauge is low on fluid.
- X. The sump box outboard of the main engine to starboard is adrift and should be secured.
- Y. All valves on the ballast system were proven at the time of survey and appear to function normally.
- Z. The engine room insulation is beginning to come loose in random areas.
- AA. The wiring below the compass for the port helm is disconnected.
- BB. The steering lines show mild fraying in areas, consideration should be given to renewal.
- CC. There is condensation seating at the insulated refrigeration cooling line where it passes through the deck.





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NOTES AND OBSERVATIONS:

DD. There sounds to be a small void in the port outboard forward seat hatch in the cockpit.

VESSEL SPECIFIC:

EE. The waste systems hoses are due for replacement.

FF. The door into the mid cabin binds at the striker plate and there are areas of cracking in the door edge.

GG. Clean/dry out moisture from vessel's interior.

HH. There is minor separation of the skin laminate in the floor frame forward in the mid cabin bilge.

II. There is rust on the housing for the tender winch.

JJ. There is skin cracking in the gelcoat around the starboard chain plate for the backstay.

KK. There is cracking in the fairing around the strut on the vessel's underbody.

LL. There is cracking/loose fairing around the rudder bearing housing.

MM. The antifouling underbody paint is due for renewal.





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NOTES AND OBSERVATIONS:

GENERAL NOTES AND OBSERVATIONS:

- NN. Non-rechargeable fire extinguishers must be inspected monthly by the owner, operator or his agent. Rechargeable extinguishers must receive maintenance annually by a qualified technician.
- OO. Personal flotation devices should be kept in a readily accessible location.
- PP. Throwable flotation devices should be ready for immediate deployment.
- QQ. This survey does not include a mold testing. Any concerns about mold or mildew onboard it is suggested to consult a mold testing specialist.
- RR. The accuracy of the fuel tank, waste tank or water tank gauges that may be on board are not verified in this report.
- SS. Tankage for fuel, water and waste can only be inspected in the accessible areas. No opinion of condition is given to inaccessible areas. Consideration should be given to pressure testing any or all Tankage if the requestor of survey has any concerns regarding the tanks integrity.
- TT. The condition of the audio/visual system is not included in this report.





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Above shows the vessel surveyed

Below shows the Documentation Number



CONSULTANT



Aandeel 77' Goetz: Page 18 of 25

PROJECT MANAGEMENT



SURVEYOR



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Above shows the port helm

Below shows the starboard helm





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Above shows the cockpit

Below shows the main salon





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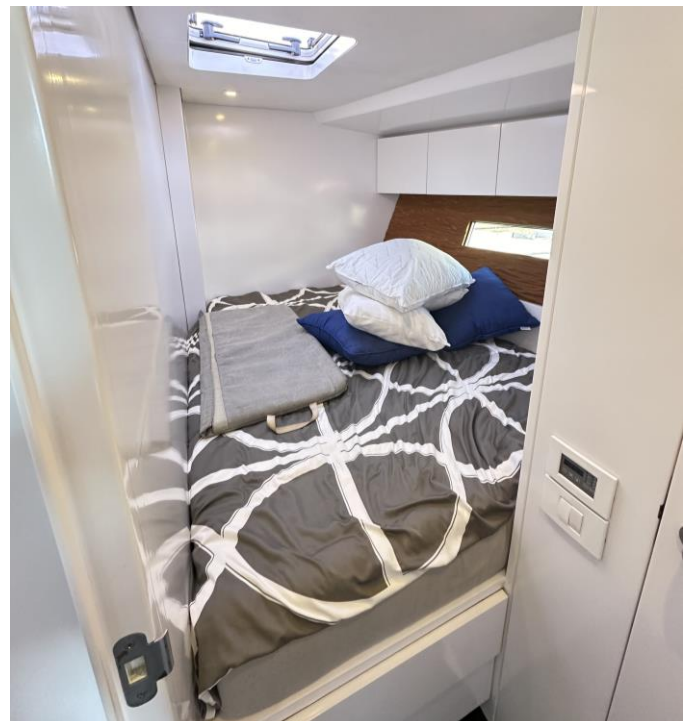
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Above and below shows the interior cabins





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Above shows the leaking at the rudder bearing

Below shows the corrosion at the shaft log cooling hose





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Above shows the weeping from the overhead centerline aft in the engine room

Below shows the kinked propane hose





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Above and below shows the vessel at haul out





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TERMS AND CONDITIONS

It is the intent and spirit of this survey to provide a true and unbiased report on the vessel and its equipment, elaborating on the defects and the equipment needing to be added, replaced or repaired. Latent defects and damages not to be found without removing or opening up ceiling, joiner work, deck coverings, fittings, or tanks, etc., and/or disassembling machinery, plumbing, concealed wiring or other parts of the vessel or its components, are not intended to be covered by this survey. The undersigned shall suffer no liability for not being able to properly evaluate parts, machinery, and equipment of the hull as stated above. This survey is based on my opinion, facts discovered and presented, and is in no way to be deemed a guarantee and/or warranty either specified or implied. It is understood that the undersigned Marine surveyor and/or office will not under any circumstances be responsible for errors in judgment, inaccuracy, negligence, omission, misstatement, unforeseen or undetected defects or damages that may exist. Acceptance of this report shall constitute agreement to the foregoing. Fees for services rendered and expenses incurred are due and payable upon receipt of this report.

Note: Areas left blank are either not applicable or the condition(s) are not verified.

Respectfully Submitted,

Bunker A. Hill
Marine Surveyor
SAMS-AMS® 1124



Bunker A Hill Jr.
Associate
Marine Surveyor

Member Society of Accredited Marine Surveyors
Member American Boat and Yacht Council
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