

HIGH TECH



MARINE SURVEYS

REPORT OF MARINE SURVEY

**Condition & Value
of the vessel**

PASSING WIND

1992 CARPENTER 62



REQUESTED BY:

Fred Mills

172 Sherwood Drive

Portsmouth Rhode Island 02871

CONDUCTED BY:

Patrick Goodrow

on

October 3, 2022

High Tech Marine Surveys

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SUMMARY OF MY QUALIFICATIONS

This report is based on my thirty years experience in the marine industry. I am a member in good standing in the Society of Accredited Marine Surveyors with a rank of Accredited Marine Surveyor. I am also a member of the American Boat & Yacht Council. I am an ITC Certified Level One Infrared Thermographer.

I have been a project manager on several yacht building projects. This experience has given me a good practical sense of all facets of yacht construction. I have been responsible for the design, co-ordination, of hull components, mechanical systems, power plants, mast design and rigging. I have vast experience in carbon fiber, fiberglass, and the use of different cores. Strong lightweight construction is my specialty. I have modified many racing sailboats to increase their speed and efficiency.

In the past thirty years I have competed, in sailboats, on a professional level both internationally and here in the United States. My racing experiences range from, dinghies, to one design, to the America's Cup class sailboats.

I have been the manager, coordinator and participant in many successful racing campaigns. I have also worked as a sail maker and yacht rigger.

In April 2008 I attended the Infrared Training Center. I achieved a Level One certification. I incorporate the use of thermal imaging to troubleshoot electrical, delamination, water infiltration, and lightning strikes in vessels.

As part of my commitment to the Society of Accredited Marine Surveyors I regularly attend educational seminars to constantly upgrade my knowledge in the latest technologies and techniques.

SCOPE OF SURVEY & GENERAL INFORMATION

SCOPE OF SURVEY

Report file no:	Fred Mills3.
Inspection date(s):	10/03/2022.
Date report written:	10/04/2022.
Survey requested by:	This survey was performed at the request of the owner, Fred Mills, who was present at the time of the survey.
Purpose of survey:	<u>This is a Limited Condition Inspection Survey.</u> Per the request of Fred Mills, the subject vessel was only inspected for structural integrity and moisture/delamination condition. NOTE: <i>This type of survey should not be misconstrued as being a much more thorough and more detailed buyers pre-purchase condition & value survey and is not intended to be assumed as such. If a component is not identified in this report, it was not inspected.</i>
Conducted by:	Patrick Goodrow.
Vessel surveyed at:	Casey's Marina, Newport RI.
How survey conducted:	The vessel was surveyed in the water only while resting in it's assigned slip. The bottom and underwater machinery was inspected on 11/08/21.
Sea trial:	A sea trial was performed as part of this survey. The results are included in the Sea Trial section.
Weather conditions:	Overcast & damp, Temperature was 58°F.
Areas inspected:	See Survey Report Table of Contents for complete list of all vessel areas that were inspected.
Electrical systems checked:	DC power was used to check DC electrical systems.
Moisture checks:	The vessel is primarily made of wood. Random percussion testing was used.
Sailboat rigging:	All standing rigging was installed and checked only at eye level and below unless otherwise specified.

VESSEL CONDITION & VALUE

Condition rating:	ABOVE AVERAGE CONDITION.
Market Analysis	The Carpenter Custom Yachts 62 is a one of kind racer cruiser. Built specifically for Vic Carpenter the vessel is truly magnificent. There are no true comparables and no listing in the BUC Used Boat Guide 117th Edition. There are two similar boats. The first is built by Swan. It is a 1975 65 foot sloop. It is listed for \$753,045.00. The second is a 1993 Goetz built 68 foot sloop and is listed for \$1,200,000.00. Taking into consideration the above average condition amenities and upgrades I place the fair market value of the 1992 Carpenter Yachts 62 at \$790,000.00.
Estimated fair market value:	\$790,000.00.
Estimated Replacement Value	1,600,000.00.
NOTE:	<i>The overall vessel condition and value is for the vessel in its current <u>condition at the time of survey</u> prior to any repairs or maintenance and was established after a complete inspection of stated vessel, the results of which are included in this report of survey. The estimated fair market value and replacement cost includes all listed</i>

auxiliary equipment. See "Condition & Value Summary" section for additional details.

SURVEY REQUESTED BY

Client name: Fred Mills.
Street address: 172 Sherwood Drive.
City/State/Zip: Portsmouth RI 02871.
Cellular phone: 401-678-1505.

VESSEL INFORMATION

Vessel Yr/Make/Model: 1992 Carpenter 62.



Vessel name: PASSING WIND.
Hailing port: NEWPORT RI.
Manufacturer/Builder: Carpenter Custom Yachts Port McNichol Ontario Canada.
Year built: 1992.
Vessel description: This is a one of kind vessel. Built exclusively by Vic Carpenter, for his personal yacht. Carpenter Custom Yachts are well know for their artistry in wood. This vessel is no exception. Built in mahogany using the cold molding style of building. One inch strips of mahogany are bonded together with epoxy, and fastened to mahogany frames, creating a beautiful strong hull and deck.

VESSEL SPECIFICATIONS

Type: Wood, Auxiliary sloop.
Length overall (L.O.A.): 62 per manufacturer spec's.
Beam: 15.67 per manufacturer spec's.
Draft: 9.5 per manufacturer spec's.
Displacement: 12,000 lbs per manufacturer spec's.
Ballast: 6,000 lbs per manufacturer spec's.

U.S.C.G. OFFICIAL DOCUMENTATION

Official Documentation No: 1307867 The vessel documentation was sighted aboard and documented information listed below.
Documented name: PASSING WIND.
Documented use: Recreational.
Documented hailing port: NEWPORT RI.
Documented length: 64.
Documented breadth: 15.5.
Documented depth: 6.0.
Documented gross tons: 31 GRT.

Documented net tons: 28 NRT.
Documented restrictions: No Coastwise. No fishery.
Documentation current: Documentation has Expired.

SURVEY STANDARDS

Standards followed: *This survey was completed using as reference the federal regulations and amendments issued and enforced by the United States Coast Guard under the authority of Titles 33 and 46 of the United States Code of Federal Regulations (CFR's) in effect at the time of the survey inspection. In addition the American Boat and Yacht Council (ABYC) and National Fire Protection Association (NFPA-302) voluntary standards in effect at the time of the survey were used as reference. These ABYC and NFPA voluntary standard practices are generally followed by most vessel manufacturers today. 100% adherence is not guaranteed.*

SURVEY INSPECTION COMMENTS

- Comments:**
- *All systems and components inspected and described herein apply only at Time of Survey and are considered serviceable and/or functional except as indicated in the survey report and listed in the Recommendations section. Electronic devices and instruments were checked for power up only - not for functionality. Areas not inspected include vessel structure areas which are covered, unexposed or inaccessible such as screwed down or false panels or bulkheads, moldings or any area that was not readily open for visual inspection. If a component is not identified in this report, it was not inspected.*
 - *It is the nature of marine vessels that deterioration, wear and accidents do occur and as such, this report therefore represents the condition of the vessel only on the date the survey was conducted. It provides no guarantee and no prediction of the vessel's condition on any later date.*
 - *"Priority I Recommendations" are related to Safety & Regulatory findings*
 - *"Priority II Recommendations" are related to Maintenance & Standards*
 - *"Other Observations" are findings that are relatively minor in nature.*
- Report terms used:**
- *FRP: Fibre reinforced plastic-Also known as Fiberglass. This is the typical construction material for most modern day yachts and small craft.*
 - *APPEARS: Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e. g. no power available, behind screwed down panels, or requirements not to conduct destructive tests).*
 - *FUNCTIONAL/OPERABLE: Functions as intended.*
 - *POWERS UP: Device was tested for Power Up only, not for full design functionality.*
 - *SERVICEABLE: Sufficient for a specific requirement.*
 - *EXCELLENT CONDITION: New or like new.*
 - *GOOD CONDITION: Shows minimal wear with possible minor cosmetic discrepancies.*
 - *FAIR CONDITION: Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)*
 - *POOR CONDITION: Requires repair or replacement of system, component or item to be considered fully usable.*

EXTERIOR HULL & BOTTOM INSPECTION

HULL EXTERIOR-SIDES

Construction material: The hull sides are one inch thick mahogany planking on mahogany frames.



Hull cosmetics: Excellent condition-Well protected and no severe external scratches chips or abrasions sighted. The hull was recently stripped to bare wood. West system special clear epoxy was applied. The exterior was finished using Awl Grip clear coat.



Stem: Solid, no cracks on external inspection.



Other notes: Exterior pictures are from 11/08/2021.

TRANSOM

Transom type: Reverse transom.



Stress cracks: None sighted.

Transom thru hull fittings: All well secured and functional.

Other notes: Exterior pictures from 11/08/2021.

HULL BOTTOM

Construction material: One inch mahogany planks applied to mahogany frames.



Bottom paint: Anti-fouling bottom paint in good condition.

Stress cracks: None sighted.

Grounding damage: None noted.

Strainers/Scoops/Screens: All strainers/screens are well secured to hull bottom. Clear of debris & mussels.

Transducers: Transducers for speed and depth are adequately sealed and bonded to the hull.

Thru Hull fittings: Mushroom type bronze fittings for all below water line sea cock locations. Well secured to hull bottom.



Other notes: Pictures from 11/08/2021.

KEEL

Keel type: Deep fin - lead bulb type.



Keel condition: Keel is well secured and well faired into hull. No cracks or separation sighted at hull to keel joint.

Other notes: Pictures from 11/08/2021.

PROPELLER(S)/SHAFT(S) / STRUT(S)

Prop(s) description: Prop has two blades and is made of bronze alloy, Prop is folding/feathering type. Prop is in excellent condition. No chipped bent or damaged prop blades.



Shaft size / material: Shaft size is 1-1/2" and made of Stainless steel. No pitting, cracks or corrosion sighted. Shaft appears straight with no visible bends. The image shows what looks like a bronze shaft. The shaft is protected with a product that resists mussels and other marine growth.



Strut(s): Single bronze P-Strut per shaft. Strut appears to be in line.



Cutlass (shaft) bearing(s): Good condition. No play found in cutlass bearing.
Other notes: All pictures from 11/08/2021.

RUDDER(S)

Rudder type: Wooden rudder transom hung. Well secured. No abnormal horizontal or fore/aft movement in rudder. No cracks or bending or damage sighted in rudder.



Rudder alignment/swing: Full rudder swing to both port and starboard shows equal amount of travel. Rudder is not bent and in full alignment with the keel.

Other notes: Pictures from 11/08/2021.

MAIN DECK

MAIN DECK & FITTINGS

Deck Surface: Flush deck, cold molded, with fiberglass cloth covering. Light Grey Applied Awlgrip non skid. Good condition. Deck is solid under foot, no soft spots discovered and no visible cracks or chips sighted.



Moisture/Delamination: Percussion hammer used to test deck surface and no apparent delamination was found.

Anchor platform: Stainless steel with anchor roller. Well secured-no cracks sighted.



Anchor/chain locker: Yes accessed from top deck with hatch lock. Functional.



Bow pulpit/rail: Stainless steel with side rails, Well secured.



Stanchions/side rail(s): Stainless steel.

Lifeline(s): Double stainless steel.

Boarding gate: Port and starboard sides have boarding gates.

Toe rail(s): Slotted aluminum toe rails - well secured to deck.



Cleats & fairleads: Horn cleats are all well secured to deck and side deck and are functional.

Joinery stress: None noted.

Deck hatches: Yes, well secured, seals in good condition, support arms in place. Some hatches have crazed glass but are serviceable.



COCKPIT

Cockpit & Helm seating Very custom shaped helm seat.



Sole: FRP (fiber reinforced plastic) with applied in non skid.

Scuppers/deck drain(s): Yes. Drains are clear, hoses secure.

Cabin entrance: Sliding custom entry hatches aft and amidships.



INTERIOR HULL & STRUCTURAL INSPECTION

HULL INTERIOR & STRUCTURAL COMPONENTS

Hull to deck joint: Overlap (Shoe box type), Deck joint was covered with FRP (Fiber reinforced plastic), no cracks sighted where it could be sighted.

Bilge(s): Clean and dry.



Keel bolts: Visually sound, no corrosion sighted, no loose bolts. Hammer test does not appear to indicate internal keel bolt corrosion.



Stringers: Wooden "floors" were found to be solid when percussion tested where accessible.



Bulkheads: Athwartships reinforcement enhanced by structural bulkheads bonded to the hull with FRP (fiber reinforced plastic). All tabbing appears serviceable and sound with no cracks or separation of tabbing sighted in any compartments. No visual evidence of movement sighted in any bulkhead.

Stem: Solid stem, no cracks or separation sighted inside.

Inside of transom: Reinforced. Secure-no cracks or separation sighted.

ALL THRU HULL FITTINGS

Sea valves: Bronze seacock ball valves installed, Sea valves sighted are used for: Air Conditioner raw water intake, Deck wash down inlet, Engine raw water intake, Head raw water flush intake. Waste discharge
Tapered wooden plugs tied to sea valves were found.



Sea valve condition: Some Valves works stiff-difficult to open/close. **RECOMMENDATION:** Recommend valve be serviced or replaced.

Sea valves piping: Sanitation hose. Marine rubber covered reinforced hose. Hoses are double clamped. Monitor all hoses periodically and replace if cracks appear.

Sea strainers: Internal strainer installed for engine raw water, Sea strainer is clear of debris.

Transducers: Speed & Depth transducers are adequately sealed. No leakage sighted inside hull.

CABIN INTERIOR APPOINTMENTS

MAIN SALON

Style: Traditional layout with forward bulkhead.



Cabin steps: Mahogany.

Sole: Mahogany planks with mahogany grate access to the bilge.

Bulkheads/Trim: Mahogany.

Headliner: Mahogany wood paneled. Clean and well fastened.



Grab rails: Mahogany grab rails well secured.

Doors: Mahogany doors.

Engine access: Mahogany doors behind cabin steps.

Water intrusion signs: No evidence sighted.

Seat cushions: Ultra leather, Excellent condition-No holes or tears sighted.



Navigation station: Table with storage under top. Swivel seat.



Light fixtures: 12 volt cabin lights throughout the vessel.

Storage: Adequate.

Overall interior condition: Interior is in overall excellent condition.

GALLEY

Location: Starboard side parquet mahogany top.



Stove: Viking commercial stove four burner, LPG, with oven.



Refrigeration: Refrigerated compartment serviced by a Gurnet engine driven compressor.

Water system: Pressurized hot and cold.

Sink(s): Twin stainless steel deep well.



DINETTE

Table type: Custom mahogany table.



Seating: U-shaped seating around table.

BERTHS / STATEROOMS

Berths: 14 total berths 12 single and two in master stateroom.



HEAD(S)

Number/Location: Two heads on Port side.



Toilet(s): Jabsco, Manual flush pump, Appeared functional when tested. No leaks sighted.



Raw water supply: Raw water intake thru bronze seacock. Hose secure.

Sink: Stainless steel.

Shower(s): Handheld, pull out shower fixture.

Medicine cabinet: Yes available and fully functional.

Shower pump: Located in sump tank with auto float and automatic bilge pump. Not tested-Float inside sealed sump container.

AIR CONDITIONING

Manufacturer & Type: Cruisair, 120 volt - reverse cycle.

Locations / BTU Capacity: Main salon- BTU: 12,000 BTU.

Temp Controls: Cruisair SMX II digital temperature controls.

Filter(s) Condition: Filters appeared clean. *Recommend that A/C filter(s) be checked and cleaned frequently to allow the A/C unit to operate at maximum efficiency.*

Drip trays: Yes, one for each condensing unit. Functional with drains.

Condensate drain: Drains into sump tank.

A/C Raw water Bronze sea cock for A/C Raw water intake. Fully functional and hose is double clamped.

Thru hull strainer: Strainer located at A/C raw water pump inlet seacock. Strainer is clear. Hoses are clamped and secure on all fittings sighted.

Hoses & connections: Hoses appear to be adequate size and serviceable for application. No cracks or hose damage sighted.

Raw water cooling pump: 120 Volt pump, appears to be properly sized - Not tested.

ELECTRICAL SYSTEMS

D.C. ELECTRICAL SYSTEMS

D.C. Voltage system: 12 Volt system.

Primary batteries: There are four batteries located in the engine compartment that are, Group 24 Lead acid batteries which provide service to the house electric
Batteries are well secured with straps. Cables are properly color coded and positive terminals are properly covered with boots.



Battery Set Two: There is one battery located in the engine compartment that is a Group 27 Lead acid which provide service to the main engine.

Battery selector switch: Yes Rotary switch is functional.



Battery monitor: Xantrex Switched digital gauge to test battery condition.



Charging system: Engine mounted alternator plus the battery charger is a Mastervolt. 12/50-3.



Distribution panel: Yes located at navigation station.



Breaker(s)/fuse(s): All D.C. circuits are adequately protected by branch or switched breakers.

D.C. wiring: All wiring runs are properly secured every 18" per ABYC E11.14.6.9 recommendations.

DC Electrical ground: DC electrical system is properly tied into vessels electrical ground system using the engine as a common ground.

12 volt outlet(s): DC outlet not tested.

A.C. ELECTRICAL SYSTEMS

A.C. Voltage system: 30 Amp - 120 Volt system. Shore Power: provided by Marincor 30 Amp capacity. The cover is missing repair or replace.



Shore power cord(s): 30 AMP-length not measured.

Shore power breaker: Dual pole breaker for shore power at main power distribution panel per ABYC recommendations.

Distribution panel(s): Yes combined with DC power panel.

Branch breakers: All A.C. circuits are adequately protected by branch breakers.

Reverse polarity indicator: Yes- Not tested. No AC Power to vessel.

A.C. wiring: Stranded copper boat cable- size and rating, where sighted, appears correct and serviceable for intended use.

Galvanic Isolator: None sighted.

Other A.C.: It is believed that the 110V circuit is just for the battery charger.

INVERTER/CONVERTER

Type: DC to AC Inverter ProWatt 1000.



Location: Engine compartment.

Input (volts) 12 Volts.

Output 110 volts.
Ignition protection: Inverter is marked as Ignition protected.
Warning labels: Yes, Appropriate Warning label in place and readable.

HELM & NAVIGATION ELECTRONICS

NAVIGATION ELECTRONICS

Helm station: Wheel pedestal helm in open cockpit.



Compass(es): 4" Plastimo.



VHF radio(s): ICOM IC M-504.



Autopilot(s): B & G Network Pilot.
Depth sounder(s): B & G Network Hydra 2000.



Speed instrument(s): B & G Network Hydra 2000.
Wind : B&G Network.

GPS: Furuno Waas Navigator. GP-32.



Radar: Furuno 1715.

Other electronics: Qual Comm Sat Phone.

Findings:	Recommendations:
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NOT all instruments powered up. Repair or replace.

ENGINE INSTRUMENTS AND CONTROLS

Throttle and shift controls: Single lever for throttle/shift controls, Controls work smoothly.



Engine alarm/Shutdown: Alarm tested and found functional.

Engine status: All engine instruments are OEM. (Original Equipment Manufacturer)

OTHER ELECTRONICS AND CONTROLS

Antenna(s): VHF, GPS.

Bilge pump switches: One bilge pump switch-- powers up bilge pump.

Emergency Start: Emergency start crossover switch available-- not tested.

PROPULSION SYSTEM

INBOARD ENGINE

No./Type/Cylinders: Inboard, Shaft driven, Diesel, Four cylinders, Turbo Aftercooled.

Make / Model: Volvo Penta MD 40. 80 HP.



Serial no(s): Engine: 1 000 481.

Engine(s) hours: No meter sighted.

Hoses and clamps: Good condition-No cracks sighted.

Belts and pulleys: Belts condition are serviceable. No cracks or splits sighted. Pulleys/belts appear to be in line.

Cooling system(s): Fresh water / heat exchanger cooled, -- coolant level is full and appears to be in good condition.

Fuel pump(s): Engine mounted.

Fuel supply lines: USCG A1 flex.

Fuel filter(s): Engine mounted, Racor water separator, fuel filter/water separator. Clear- No water sighted in lower bowl.



Drip pad(s) available: Pads in place to catch fluid drippings.

Engine mounts and beds: Engine mounts appear to be well secured to the support stringers.

Engine ground cable: Engine is properly grounded with a proper size conductor cable.

Last major overhaul: Unknown.

Engine(s) operated: Yes on sea trial. See sea trial section for details.

EXHAUST SYSTEM

Discharge location(s): Transom.

Piping/Clamps: Flex hose- No cracks sighted. Securely double clamped as required.

Exhaust manifold: No cracks or water tracks sighted. Appears to be in good condition as sighted.

Anti Siphon Valve: Appears functional. Check and clean at least annually to ensure proper operation.

Muffler(s): In line.

TRANSMISSION(S)

Manufacturer/Model: Manufacturer name not sighted. Mechanical gear box.



Propeller shaft(s): 1-1/2", Stainless steel.

Stuffing box(es): Packless shaft seal system. Bellows and carbon collar is secure and appears functional.



TANKAGE / PLUMBING

FUEL TANK(S)

No & Location: One tank located incorporated in the keel box.

Tank type & capacity: Tank is constructed of Fiberglass. The tank capacity is 50 gallons.

Manufacturer' s label(s): Tank manufacturer label was not sighted on fuel tank but appears to meet all USCG requirements.

Fuel supply lines: USCG A1 flex hose from tank to fuel pump.

Diesel return line(s): Engine uses grade USCG Type A1 return line. No cracks, soft spots or splitting sighted. Serviceable.

Shut off valve(s): At filter.

Vent line/location: Vent located on hull side.

Fill line(s) located: On tank, clearly marked for diesel fuel per ABYC H-33.12.3 recommendations.

Fuel fill grounded: Fuel fill is properly grounded to fuel tank.

Tank(s) grounded: Yes- tank is properly grounded.

Inspection/cleaning access: Good.

Tank(s) condition: Visually good (where accessible)

FRESH WATER TANK(S)

No & locations of tanks: Two tanks under cabin seating area.

Tank(s) type & capacity: Aluminum with a total capacity of 100 gallons.

Tank(s) secured: Yes.

Filter(s): In line filter. Filter appears clean.

Inspection/cleaning access: Good.

Tank(s) condition: Visually good (where accessible)

Water pump(s): 12 Volt, pump powers up and pressurizes the water lines.

Supply lines: Reinforced flex plastic hose. No leaks sighted.

Shut off valve(s): Manifold available and is functional.

Filling line(s) located: Top of tank.



HOLDING TANK(S) - BLACK WATER

Marine Sanitation Device: Certification Type: MSD U.S.C.G. Type III. (Holding tank). Waste tank is connected to deck waste fitting for pump out.

No & Location of tanks: Two holding tanks located under quarter berth area.

Tank(s) type & capacity: Two Plastic with a total capacity of 20 gallons.

Tank(s) secured: Yes.

Tank(s) condition: Visually good (where accessible)

Inspection/cleaning access: Good.

Lines: Sanitation hose.

Discharge line(s) located: Deck pump out or overboard discharge thru an opened seacock.

Y valve(s) installed: No.

Vent(s) location(s): Side hull.

Macerator pump(s): 12V, pump powers up.

WATER HEATER

Tank location: Engine compartment.



Manufacturer/capacity: ISOTEMP.

How powered: 110V with heat exchanger coil.

Pressure relief valve(s): Yes- Drains into bilge area.

Drain fixture(s)/plug(s): Yes- Appears functional.

Supply lines: Reinforced plastic.

Heat exchanger hoses: Heat exchanger hoses appear to be in good condition where sighted. No cracks or leaks sighted.

Outer tank material: Stainless steel.

Tank(s) secured: Yes, Tank is well secured to base.

Inspection/cleaning access: Good.

Ignition protected: Yes, Water heater is marine type and ignition protected.

LPG (PROPANE) TANK(S)

No & location of tanks: One tank, Cockpit dedicated LPG locker with proper ventilation overboard.



Secured: Tank is properly secured to prevent upset or displacement that could place a strain on fuel distribution or appliance fittings per ABYC A-1 recommendations.

Tank type & OPD: Aluminum alloy Tank is properly fitted with the Overflow Protection Device (OPD)

Regulator(s): Yes-Appropriate LPG regulator.

Pressure gauge(s): Pressure gauge is installed.

Shut off valve(s): LPG shut off valve at the tank top. In addition an LPG electrical solenoid shut off valve switch is available near the galley and is functional.



Supply lines: Flex LPG type hose. Good condition where could be sighted.

Locker(s) vented: Yes, LPG locker opens to the atmosphere and also has a bottom vent that vents overboard.

Inspection/cleaning access: Good.

WATER MAKING SYSTEM

Type: Reverse Osmosis.

Manufacturer: Spectra Water Maker has been disabled.

STEERING SYSTEM

STEERING SYSTEM

Type: Custom Wheel steering, Chain and sprocket to stainless cable.



Lines and fittings: Flex cable lines.

Pulley, cable, chain: Cable appeared to be in good condition - No broken cable wires sighted and cable pulley / sheaves are well secured. Keep this cable properly lubed and inspect steering often.

Mounting(s): Secure with stops in place.

STANDING RIGGING

MAST(S) & BOOM(S)

Main mast(s): Wooden, Sitka spruce. Good condition. No cracks or rotted areas sighted. Wood is varnished for protection from elements.



Mast track(s): Mast sail track appears serviceable.

Main mast step: Keel stepped mast. Mast step is in good condition..

Main spreaders: Double spreaders are wooden blade type. .

Gooseneck(s): Stainless steel - Well secured and no signs of abnormal wear.

Masthead fittings: Anchor light, VHF antenna, Wind speed anemometer.

Boom(s): Sitka spruce booms for main and mizzen masts in excellent condition. No soft or rotted areas sighted. Wood is varnished for protection from elements.

Notes Mast and boom was removed and taken down to bare wood. The mast was inspected then sealed against the elements using the same procedure as the hull.

STAYS & SHROUDS

Material & Condition: Stainless steel rod. Hydraulic manual pump backstay adjuster. Appears serviceable. No hydraulic leaks sighted.

Ends: Secure and no split or corroded ends/wires.

Turnbuckles: Navtec style, Stainless steel closed barrel design . Stainless steel closed barrel design . No cracks or corrosion sighted on turnbuckles.

Chainplates: Chain plates well secured to deck, side hull and or bulkheads for portions that were visible..



RUNNING RIGGING

HALYARDS / SHEETS

All halyards: All halyards sighted are colored yacht braid and in good condition.

Main sheeting: Braided main sheet, Main sheet in good condition. No frayed or severely worn areas as sighted.

Head sail(s) sheets: Yacht braid.

WINCHES

COCKPIT:

Type / Condition:

The following winches were sighted on both sides of the cockpit:

There are 24 Barient winches.
There is a set of coffee grinders.
All winches are functional and
are well conditioned.



OTHER SAIL HANDLING

Traveler(s):

Blocks and track appear
serviceable and well secured.
Traveler car runs smoothly side to
side.



Running lines:

All running rigging lines lead back to cockpit area.

Boom Vang:

Navtec hydraulic.



Backstay adjuster:

Navtec Hydraulic - appears serviceable.



Blocks:

Fully functional and well secured to deck.

Genoa Sailtracks / Cars: Athwart ship tracks Securely mounted on both side decks.



Main Reefing: Reefing line led back to cockpit.

SAILS INVENTORY

SAILS COMMENTS

Sail inspection note: As with any racing program, there are multiple sails available. The mainsail is made by Hood and is reported to be made in 2022. The jib also is Hood and built in 2021.



SAFETY EQUIPMENT

U.S.C.G. REQUIRED

Navigation lights: All Navigation running lights were tested and found fully operational unless otherwise stated.

Life Jackets(PFD's): USCG Type II, Over 10 sighted aboard.

Throwable type PFD's: USCG approved Lifesling rescue system device, All Throwable PFD's sighted appear to be in good condition.



Visual Distress Signals: Hand held aerial type, Signals are current.

USCG placards: Both USCG mandated placards (Oil & Garbage) are properly posted.

FIRE FIGHTING EQUIPMENT-U.S.C.G. Required

Dry Chemical Size II: Three USCG approved, All gauges read full.

Fixed /Clean Agent: One USCG approved, Clean agent automatic fire extinguisher.

BILGE PUMPS

ELECTRIC PUMPS: One electric pump. Located at: Engine compartment bilge.

MANUAL PUMPS: Whale manual operated bilge pump. Appears serviceable.

GROUND TACKLE

Primary anchor: CQR, with undetermined length of raw chain 5/8" anchor line.

AUXILIARY SAFETY EQUIPMENT

First aid kit: Yes and appears well equipped.
Carbon monoxide detectors: Carbon monoxide fume detector was not sighted but have been required since 2001 by both ABYC and NFPA. ----- Install Carbon Monoxide detectors in any enclosed accommodation spaces per ABYC A-24.5 and NFPA 302 recommendations.
Search light: Hand held 12 volt-not tested.
EPIRB: ACR Satellite 406, Class 2, manually deployable-



AUXILIARY EQUIPMENT

MISCELLANEOUS EQUIPMENT & ACCESSORIES

Dock lines: Multiple assorted length dock lines.
Fenders: Several fenders of various sizes sighted and appear serviceable.

SEA TRIAL RESULTS

SEA TRIAL DETAILS

Date & Time: 10/03/2022.
Vessel operated from/to: In the confines of Newport Harbor.
Water temperature: 58°F.
Ambient air temp: 58°F.

SEA TRIAL DOCKSIDE OBSERVATIONS

Engine alarms: Engine alarms were fully functional with ignition key on before starting engines.
Cranking: The engines started without excessive cranking.
Exhaust smoke: The engines exhaust smoke was minimal at dock side.
Cooling water: The cooling water exhaust appeared adequate and normal at dock side.
Instruments: The engine instruments all operated and within normal operating limits at idle. (See "Engine Instrument Readings" below.)
Shaft Creep: There was NO noticeable shaft creep with engines running and with gears in neutral.
Stuffing Box/Log: The packless shaft seal system remained dry throughout the sea trial for both shafts.
Leaks: There were no oil, coolant or other leaks observed during or after the sea trial.
Air Conditioner: Not tested.

UNDERWAY TESTS / OBSERVATIONS

Throttle levers:	The throttles operated normally/smoothly.
Instruments:	The engine instruments all operated and within normal operating limits at various speeds and at maximum throttle during the sea trial.
Transmissions:	The transmissions operated normally/smoothly.
Vibrations:	There were no excessive vibrations noted at any time during the sea trial run.
Exhaust smoke:	The engines exhaust smoke was minimal and appeared normal throughout the sea trial.
Cooling water:	The cooling water exhaust appeared adequate and normal during the sea trial. Temperature gauge also reflected an adequate amount of cooling water.
Compass:	Compass operated properly and appeared to continually showed correct headings thru out the sea trial.
Steering:	The steering system operated normally/smoothly from stop to stop in wide sweeping turns.
Backdown:	The back down test was satisfactory. Engine mounts secure & No unusual movement of the engines was sighted.
Engine shut down:	Engine shut down properly using the ignition key.
Max Throttle:	Manufacturer' s recommended max RPM is 3200 - Engines reached 3200 RPM at full throttle while under load.

SEA TRIAL ENGINE INSTRUMENT READINGS

RPM:	RPM readings are all within the normal range.
VOLTS:	Voltage readings are all within the normal range.
WATER TEMP:	Water Temp readings are all within the normal range. Under normal use these temps should be below 200F.
OIL PRESSURE:	Oil Pressure readings are all within the normal range.
SPEED at WOT:	Due to the sea and wind conditions. WOT was achieved only for a moment.
Other observations:	All above readings of instruments were within normal comparative range unless otherwise specified.
Notes	Due to high winds the sails were not raised.

INSPECTION RECOMMENDATIONS SUMMARY

PRIORITY I - SAFETY & REGULATORY RECOMMENDATIONS:

(MAY BE MANDATORY)

The items listed are required by state laws or federal laws and U.S.C.G. regulations or are considered by the attending surveyor to represent unsafe operating conditions. Recommend these items be corrected before next use of vessel.

PRIORITY II - MAINTENANCE & STANDARDS RELATED RECOMMENDATIONS:

(NOT NORMALLY MANDATORY)

These are important maintenance items sighted which in this firm's opinion should be performed. They may also include recommendations to conform to current ABYC and NFPA-302 voluntary standards which may not have been in effect or may not have been adhered to by the builder when the vessel was constructed. Some of these, if not addressed, could lead to a Priority I safety issue and/or may result in a reduced vessel market value.

INTERIOR HULL & STRUCTURAL INSPECTION

ALL THRU HULL FITTINGS

Sea valve condition:

Some Valves works stiff-difficult to open/close. RECOMMENDATION: Recommend valve be serviced or replaced.

ELECTRICAL SYSTEMS

A.C. ELECTRICAL SYSTEMS

A.C. Voltage system:

30 Amp - 120 Volt system. Shore Power: provided by Marinco 30 Amp capacity.

The cover is missing repair or replace.



HELM & NAVIGATION ELECTRONICS

NAVIGATION ELECTRONICS

Findings:

NOT all instruments powered up. Repair or replace.

OTHER OBSERVATIONS:

These are other less significant maintenance items or observations that if not addressed, could lead to more important priority issues and/or could lead to a reduced vessel market value. The cost of addressing these

recommendations is generally minimal.

SAFETY EQUIPMENT

AUXILIARY SAFETY EQUIPMENT

Carbon monoxide detectors:

Carbon monoxide fume detector was not sighted but have been required since 2001 by both ABYC and NFPA. ----- Install Carbon Monoxide detectors in any enclosed accommodation spaces per ABYC A-24.5 and NFPA 302 recommendations.



**HIGH TECH
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DECLARATION:

Rating of vessel condition was determined upon completion and review of all reported survey information including recommendations and comparing vessel to the same or similar age models. Possible vessel condition ratings are as follows:

- **EXCELLENT** - Essentially as new or bristol in appearance.
- **ABOVE AVERAGE** - Has had above average care with no obvious defects or limitations.
- **AVERAGE** - Ready for sale but needs some maintenance or repairs, updates or cleaning.
- **BELOW AVERAGE** - Needs significant maintenance, repair or service.

Estimated fair market value was determined by cross referencing data from Soldboats.com, BUC, ABOS, NADA, Powerboat Guide and other brokerage listings or local dealers. Adjustments are then made for condition or equipment as necessary. The fair market value is for the vessel in it's current condition prior to any repairs or maintenance.

Estimated replacement cost was determined using information obtained from BUC, ABOS or local dealer prices using the same or similar make and model with similar equipment options.

RATING OF VESSEL CONDITION..... ABOVE AVERAGE- Has had above average care with no obvious defects or limitations.

- **INTENDED USE OF VESSEL..... Personal Pleasure**
- **ESTIMATED FAIR MARKET VALUE.....\$790,000.00**
- **ESTIMATED REPLACEMENT COST..... Excess of \$1,600,000.00 per 122th Edition BUC Used Boat Guide**
- **SUITABILITY FOR INTENDED SERVICE: Vessel IS considered fit for it's intended use and upon correction of all listed Priority I recommendations.**

NOTE: All "Priority II" and "Other Recommendations" should be thoroughly reviewed to bring vessel up to current standards and or improve the value of the vessel.

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This report is submitted in confidence for the exclusive use of Fred Mills without prejudice to the rights and/or interests of other concerned parties and may not be used for any other purpose or relied upon by any other person. This report is not a complete inventory of the vessel nor is it meant to be.

Parts of most vessels cannot be examined due to inaccessibility. Some removal procedures add greatly to the time involved or may even cause damage to the vessel. Therefore such procedures are not performed unless specifically requested or recommended.

Engine surveys and oil analysis are separate surveys and are recommended, and should be performed by specialist in this field.

The vessel's supply tanks are not tested for tightness or leaks. Only visual inspections are performed.

Sailboat mast, boom and rigging are checked visually only. Further scientific tests, such as x-ray, ultra sound or thermal imaging, are not performed unless requested and should be carried out by a specialist in the respective field.

The vessels systems are checked whenever possible. Lack of the proper power or winterization of systems may make this testing impossible. Electronics are only tested to see if the appliance "powers up" not tested for range or reliability. Galley and vessel systems are also tested to "power up" whenever possible. Any additional testing on these items should be performed by an expert in the particular field.

This report is based on over 30 years in the marine industry and as an AMS in good standing within the Society of Accredited Marine Surveyors and as a member of the ABYC.

This report is confined to the surveyor's opinion as to the general physical condition and estimated value of the vessel, it is not to be considered a warranty either specified or implied. I cannot be responsible for errors, omissions, or mistakes in my judgment. Acceptance of this report constitutes acceptance of the conditions.

ATTENDING SURVEYOR: Patrick Goodrow



This is a true digital photograph of my signature Date: October 3, 2022
SAMS AMS # 1146, Member ABYC, ITC Level One Thermographer