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Condition & Value Survey

April 8, 2019

Jean Marie

Prepared For: David P. Teichman



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Section 1 Introduction

1.1 Definitions

The following appraisal terms are used to describe the vessel or vessel components in this report:

- **Good Condition:** Indicates the system, component or item appears new or like new.
- **Serviceable Condition:** Indicates the system, component or item appears functional as is.
- **Poor Condition:** Requires repair or replacement of system, component or item to be considered fully usable.

1.2 Vessel Description

The subject of this survey is a Vicem Classic 58 built in 2004 by Vicem Yachts of Turkey [Figure 10.1].

1.3 Scope of Survey

This survey was performed to assess the general condition of the vessel by visual inspection, estimated market value and insurance risk. The vessel was inspected, inside a cold storage building ($\pm 41^\circ$), covered with light weight plastic, out of the water at Lyman-Morse at Wayfarer Marine in Camden, Maine while supported on jack-stands & blocking. A sea trial did not take place, and the main engines and generators were not run. Water systems were winterized and not tested. No inaccessible areas were inspected nor were any destructive tests performed. Moisture meter readings were made with an Electrophysics CT33 on clean and dry surfaces. Percussion testing was performed using a light plastic tipped hammer in appropriate locations and striking intervals. Non-invasive tests such as, ultrasonic testing and thermal imaging were not performed for this survey.

Systems were powered on when possible. Unless otherwise noted systems were not operated continuously or in all possible configurations. Comments made on non-tested systems are based on visual observation and whether they appear serviceable. This is an objective survey based on the vessel as equipped at the time of inspection. It is not an inventory, nor a warranty expressed or implied.

Section 2 General Information

Surveyed For: David P. Teichman
30841 Deer Run
Dade City, FL 33523
dave@aircraftinstruments.com

Vessel Name: *Jean Marie*

Port: Dade City, FL (per USCG documentation)

Designer: Vicem Yachts

Builder: Vicem Yachts

Model: Classic 58

Year Built: 2004

Hull Number (HIN): XVD58045F405 [Figure 10.34]

Documentation: 1161477; not observed (see section 7.1)

Displacement: 44000lbs (per broker)

Length on Deck: 58 ft 0 in (per builder)

Beam: 16 ft 7 in (per builder)

Draft: 5 ft 0 in ft (per builder)

Propulsion: Twin screw inboards

Survey Location: Lyman-Morse at Wayfarer Marine; Camden, ME

Inspection Date: April 3, 2019

People Present: Tom Lokocz Adams & Michael McHenry (surveyors); no other people present

Section 3 Hull & Deck Structure

| | |
|---|---|
| Hull Type: | V bottom Down-east sedan cruiser |
| Hull Material: | Cold molded khaya mahogany & epoxy, covered w/E-glass cloth |
| Decking Material: | Ply w/balsa core (per broker listing) w/glued & caulked teak overlay |
| Deck House Material: | Wood |
| Bulkheads: | Plywood |
| Cabin Ventilation: | Natural; opening portlights & windows |
| Bilge Ventilation: | Natural |
| Condition of Topsides: | Serviceable condition; minor scratches from normal use, paint flaw on port bow noted (see section 7.1) |
| Condition of Deck: | Serviceable condition; caulking material proud (see section 7.1) |
| Condition of Skylights & Windows: | Serviceable condition; evidence of leaks on forward windscreen windows; corrosion on sliding wheelhouse windows (see section 7.1) |
| Condition of Houses: | Serviceable condition; cracks in finish noted on radiuses |
| Condition of Bottom: | Serviceable condition; flaws noted (see section 7.1), areas of flaking bottom paint noted [Figure 10.6] |
| Condition of Bilges: | Serviceable condition; generally clean |
| Condition of Machinery Space(s): | Serviceable condition; generally clean |
| Condition of Access/Ventilation Openings: | Serviceable condition; cracks around hatch openings at radiuses & miters (see section 7.1) |
| Condition of Drains & Scuppers: | Serviceable condition; self-bailing cockpit |
| Condition of Deck Hardware: | Serviceable condition; s.s. appropriately sized and placed |

Section 4 Mechanical Systems

4.1 Propulsion Engine(s)

| | |
|--------------------------|--|
| Main Engine(s) Make: | MAN (two); manufactured 2004 |
| Fuel Type: | Diesel |
| Model: | D2840LE403 |
| Power: | ±1050hp each 2100hp total @ 2300rpm |
| Serial Number(s): | P: 4740614088A201; S: 4740614166A201 |
| Engine Hours: | P: 1268.1 S: 1114.7 on meters |
| Cooling System: | Heat exchangers; evidence of past/present leak on port engine intercooler thermostat (see section 7.2) |
| Exhaust System: | Wet exhaust; hump hose connectors need service/replacement (see section 7.2) |
| Engine Mounts: | Serviceable condition |
| Beds: | Serviceable condition |
| Fuel Lines: | Serviceable condition; fuel rated |
| Fuel Shut offs: | Serviceable condition; ball valves |
| Fuel Filters: | Serviceable condition; Racors |
| Engine Room Ventilation: | Serviceable condition; natural flow through via side vents & forced |
| Engine Controls: | Serviceable condition; ZF electronic single lever |
| Reduction Gear Make: | ZF |
| Gear Model: | ZF 550A |
| Gear Serial Numbers: | P: 20047066; S:20047067 |
| Ratio: | 1.525:1 |
| Propeller Shaft(s): | 3 1/8" stainless-steel |
| Propeller(s): | 4-blade bronze alloy 30x34; spares stored in midship bilge |
| Shaft Seal(s): | Serviceable condition; driplless |
| Cutlass Bearing(s): | Good condition; all appear new |
| Trim Tabs: | Rams appear new [Figure 10.4] |
| Bow Thruster: | Blades appear recently reconditioned; service needed prior to launch (see section 7.2) |
| Stern thruster | Blades appear new; service needed prior to launch (see section 7.2) |

4.2 Through Hulls

All Seacocks: Serviceable condition; bronze
All Through Hulls: Serviceable condition; bronze

4.3 Steering

Type of Steering: Wheel, hydraulic
Stations: One [Figure 10.10]
Visibility: Good
Rudder(s): Serviceable condition; recently serviced
Rudder Hardware: Serviceable condition; recently serviced
Auxiliary Steering: NA

4.4 Tankage

Fuel: Four aluminum tanks, 1050-gallons total (per builder), two tanks port & stb. outboard of engine, two tanks fwd. in engine room; secured
Fresh Water: Two, stainless steel 360-gallons total (per builder), port & stb. under cockpit deck; secured
Black Water: One 150-gallon stainless steel, centerline under galley sole; secured
Water Heater: Present
Propane Tank(s) & Locker: NA

Note: Comments regarding tanks can only be made about the portions of the tank(s) that are visible to the surveyor at the time of the inspection. If there is no evidence to suggest that a current or prior leaking condition exists, further testing of the integrity of the tank will be deemed not necessary. However, monitoring of all tanks is recommended and important to help prevent accidental discharges into the vessel and/or the environment.

4.5 Bilge Pumping

Electric Pumps: Four total; three w/float & auto switches, one w/float switch
Emergency Pumps: Two engine intake emergency pumps
Manual Pumps: NA

4.6 Electrical

4.6.1 AC

Shore Power Receptacle: 240V 50A
AC Panel(s): 110-volt & 220-volt
Wire Type: Jacketed, multistrand copper
Generator: Northern Lights 5kw model# M673L.3, ser#6732-33946C;
Northern Lights 16kw model#M844K.3, ser#8442-33090C

Inverter: None observed

4.6.2 DC

Voltage: 12 & 24-volt
Batteries: Six lead/acid 8D house, two lead/acid 8D engine start, one lead/acid grp 31 16kw gen. start, one lead acid 5kw gen start
Charging: Shore charger, alternator
Battery Location: House stb. under cockpit deck, engine start stb. side of centerline slightly aft of engine, 16kw start inboard of gen set, 5kw start fwd. of gen set; installations need service (see section 7.2)
DC Panel: Breakers
Wire Type: Jacketed, multistrand copper

4.7 Electronics/Navigation

VHF: Icom M602 /energized, Garmin GPS10 /not energized
AIS: Present / not energized
Compass: Richie $\pm 2 \frac{1}{2}$ " round card
GPS: Garmin Map 7215, Garmin Map 7212, Simrad 12VEO2 /units energized
Radar: Garmin / energized; poor paint adhesion & slight corrosion on base of radar antenna (see section 7.2.1)
Depth Sounder: Simrad forward depth sonar, B&G HS2000 / both energized
Speedometer: B&G HS2000 /energized
Auto Pilot: Simrad AP20 /energized
Wind Instrument(s): NA
Searchlight: ACR / energized

Section 5 Deck Outfit

5.1 Safety

Built in Fire Suppressant: FE-241; needs service/inspection (see section 7.3)
Hand Held Extinguishers: Need service/inspection, many mounted in unlabeled lockers (see section 7.3)
Smoke Alarm(s): Not present; recommended by NFPA (see section 7.3)
CO Alarm(s): Not present; recommended by ABYC (see section 7.3)
Bilge High Water Alarm(s): Present; operation not verified
Throwable Device: Present

| | |
|--------------------------------|--|
| Personal Flotation: | Present |
| Flares: | Present, stored w/expired flares (see section 7.3) |
| Life Raft: | Zodiac Offshore 6-person (per broker listing) not observed |
| Other Survival Equipment: | Ditch bag observed |
| Life Lines & Hand Rails: | Secured & appropriately placed |
| EPIRB: | Not observed, mounted case present |
| Horn: | Twin trumpets w/compressed air; operation verified |
| Navigation Lights: | Present, operation verified |
| Oil Discharge & Trash Plaques: | Present |
| Rules of the Road: | Not observed; requirement on vessel over 39.4' (see section 7.3) |

5.2 Ground Tackle

| | |
|-------------------|---|
| Anchor #1: | S.S plow on bow roller w/galvanized ±250' of 7/16" chain; appropriately sized |
| Anchor #2: | Not observed |
| Windlass/Capstan: | Lofrans Team 24; 24-volt /operation verified |

Section 6 Interior Outfit

| | |
|-------------------|--|
| Water Supply: | Pressure pump w/pex plumbing |
| Head(s): | Two; electric |
| Shower(s): | One in each head & by transom door |
| Heating: | Via AC heat pump |
| Air Conditioning: | Three units; one Cruiseair FX30C3-P, two FX12-CP (operation not verified) |
| Refrigeration: | Four; three SubZero in galley, one front small undercounter at wet bar in cockpit w/corrosion noted (see section 7.3) /all energized |
| Ice Maker: | Rartian; at cockpit wet bar /not energized |
| Cook Stove: | Gaggeneau 4-burner electric, Gaggeneau oven below electric stovetop / energized |
| Microwave: | Bosch Innnowave / energized |
| Washer/Dryer | Bosch / energized |
| Cushions: | Serviceable |
| Mattresses: | Serviceable |
| Entertainment: | Bose 321 stereo, 19" sharp flat screen in saloon, two 15" flat screens in staterooms, KVL Satellite; note: saloon flat screen is too large to retract into cabinet |

Section 7 Comments & Recommendations

Safety recommendations are based on recommended standards of the American Boat and Yacht Council (ABYC) and the National Fire Protection Association (NFPA). USCG safety requirements, experience and other considerations believed to be important for the safe operation of the vessel.

Key to recommendations codes:

- 1 Items below marked with a “1” are urgent and must be performed prior to getting underway to ensure safe operation of the vessel.
- 2 Items below marked with a “2” are mandatory and, unless otherwise noted, must be performed within 30 days and prior to leaving protected waters.
- 3 Items marked with a “3” are recommendations or observations only, are not urgent and will not prevent safe operation of the vessel in the immediate future. Level “3” recommendations are intended to be informative in nature and are not to be considered mandatory, either by vessel’s owner or insurance underwriters.

7.1 Hull and Deck Structure

Both the interior and the exterior of the cold molded hull were inspected, there was no evidence of structural deficiencies, the hull is fair to the eye with no deformities noted. There is no evidence of a hard grounding. All partitions, bulkheads and fastenings were examined where accessible and found to be in serviceable condition. The deck joint was inspected where viewable, no flaws or debonding was noted. The hull is strengthened by plywood bulkheads, wood structural members and fittings.

A few very small flaws in the epoxy/fiberglass coatings were observed below the waterline, these areas should be addressed to prevent water intrusion [Figure 10.16 & Figure 10.17]. The lifting rail and hull seam interface is compromised in several locations, cracks were noted creating voids between the lifting rail and the hull [Figure 10.14 & Figure 10.15].

Many of the stainless-steel lifting strap guard fasteners are missing or corroded [Figure 10.21].

An ±5”x5” area on the starboard bottom, forward of the bow thruster, brought reports from the percussion hammer indicating a possible void within the laminates, or separation of the fiberglass cloth covering the hull. Moisture readings in this area resulted in highly elevated moisture levels [Figure 10.19 & Figure 10.20]. This area should be explored in detail and repaired accordingly.

In the aft bilge of the engine room there is a scarf joint on the keel plank where the fairing and epoxy coating is slightly cracked, this imperfection is not of any structural concern but should be sealed to mitigate possible water intrusion.

The teak overlay on the deck appears to be nicely installed with the caulking well adhered to the planking. The caulking compound stands a bit proud from the teak, it could be sanded down if desired.

Numerous cracks were observed on the deck and cockpit structure joints, primarily around lockers, deck hatches and window openings [Figure 10.24 - Figure 10.26]. The cracks were noted at radiuses or miter joints of locker and hatch openings and contours in the cockpit deck, these areas should be monitored and sealed in the future to prevent water intrusion. No elevated moisture readings were recorded around these compromised areas.

Some of the underside swim platform framing is loose or unattached and needs repair [Figure 10.22].

The starboard outboard cockpit forward locker spring is broken, the middle locker push button knob does not work properly.

The topside paint has a good appearance, upon very close inspection a few minor cosmetic scratches were noted [Figure 10.5]. A paint flaw was observed on the port bow $\pm 4'$ below and slightly aft of the vessels name, this flaw is $\pm 2'$ in area and noticed upon close inspection (difficult to photograph due to reflections).

There are some flaws in the varnish on areas on the toe-rails and other areas of brightwork [Figure 10.27] but overall the brightwork has a good appearance.

The stainless-steel deflectors mounted over through hulls on the port & starboard topsides near the boot-top are slightly dented. The dents do not affect their operation but should be noted.

The port and starboard aluminum framed sliding wheelhouse window frames are corroded in areas and around their scupper drains [Figure 10.23]. The forward wheelhouse windows show evidence of leaks around the outboard lower corners.

The USCG documentation number plaque (or carving) was not observed. It is required for all federally documented vessels.

7.1.1 Recommendations, Hull and Deck Structure

- 1 Install USCG required documentation numbers to hull as required by law, if not currently present
- 2 Determine extent of void/lifting fiberglass on starboard bottom & repair accordingly if the condition warrants
- 2 Repair loose & unattached swim platform framing
- 3 Repair flaws in epoxy/glass below the waterline to prevent water intrusion

- 3 Seal scarp joint imperfections in keel plank located in aft engine room bilge
- 3 Repair cracks at lifting rails & hull interface to prevent water intrusion
- 3 Repair cracks on locker, window and deck hatch openings & other radiused areas
- 3 Replace missing & corroded fastenings on hauling strap guards at chine
- 3 Remove corrosion from aluminum sliding wheelhouse windows & paint
- 3 Repair leaks in forward wheelhouse windows
- 3 Replace broken spring in starboard forward cockpit locker & repair knob of starboard center outboard cockpit locker

7.2 Mechanical Systems

Dawn Marie has an abundance of amenities and ship systems available to the operator and guests. Fortunately, the volume of the hull provides space for organized and accessible system installations. The well-lit engine room has enough area to allow monitoring, maintenance and repair of system components. Good bilge access and volume below the cabin sole is adequate for the service of plumbing and wire runs. The eye level master electrical panel is easy to view and operate; the panel appears to comply with current industry standards.

Main Engines Observations:

- No evidence of any oil, coolant, water leaks or corrosion were noted on the main engines with exception of a valve cover leak on the port engine (inboard), it is not of any immediate mechanical concern but should be monitored [Figure 10.32].
- All the blue hump hose connectors on the main engine exhaust show signs of deterioration and are nearing the end of their service life. One port side hose is quite stressed due to poor alignment of the connected pipes, a crack in this hose was noted [Figure 10.29].
- The port and starboard raw water discharge 3-way splitters show evidence of leaking [Figure 10.30].
- The thermostatic control valve on the port engine intercooler appears to have been recently replaced, there is evidence of a past or perhaps a present leak that has caused surface corrosion on some engine components below the thermostatic unit [Figure 10.33].

Generator Observations:

- Surface corrosion was noted on the 16kw unit, no water or sources of coolant leaks were observed, all belts and hoses appear serviceable, no oil leaks were noted [Figure 10.31].
- The paint on the 5kw unit is in good condition, no oil, water or coolant leaks were noted, all belts and hoses appear serviceable

Thruster Observations:

- Both the bow and stern thrusters have had recent service, the blades have recently been reconditioned or replaced, the blades and zincs are not currently attached to the shafts.

Shafts, Rudders, Cutlass Bearings & Props

- All cutlass bearings appear new and work has been recently been done to the shafts, struts, rudders and their assemblies, the repairs all appear to be properly executed. Fairing compound has been applied to the starboard strut and hull interface that still requires sanding and finishing [Figure 10.18].

Electrical Observations:

- There is a 240-volt wire connection near the Cablemaster on the interior of the transom. The connection is covered with tape and not in a junction box as recommended by ABYC section E-11 [Figure 10.28].
- The batteries are installed in fiberglass lined boxes attached to the hull. Before getting underway the lid straps should be secured to prevent vertical movement of the batteries.
- Two bonding wires are unattached, one near the port rudder quadrant; the other is located in the engine room, slightly to port of the centerline, near the forward bulkhead.
- The covering on the microphone wire near the plug has deteriorated on the Garmin VHF.

Electronics:

- The auto pilot feedback sensor on the port rudder quadrant is not attached.
- The base of the radar antenna is corroded, and flaking paint is falling off.

7.2.1 Recommendations, Mechanical Systems

- 1 Replace blue hump hoses on main engine exhaust
- 1 Properly attach thruster blades & zincs to bow & stern thrusters
- 1 Complete repairs to starboard strut/fairing compound as scheduled
- 1 Install exposed 240V wire connection in junction box as recommended by ABYC section E-11
- 2 Determine if 3-row water splitters currently leak, repair if necessary
- 2 Determine if thermostatic unit on port engine intercooler is leaking & repair if necessary
- 2 Secure battery box lids to prevent vertical movement of batteries as recommended by ABYC section E-10
- 2 Attach auto pilot feedback sensor to port rudder quadrant
- 3 Remove loose paint & surface corrosion on base of radar antenna & paint

- 3 Remove any surface corrosion on port engine below intercooler thermostatic unit and paint
- 3 Monitor small oil leak on port inboard valve cover & tighten or repair if necessary
- 3 Determine if there are any current water or coolant leaks on 16kw generator and repair if necessary
- 3 Remove surface corrosion from 16kw unit and paint
- 3 Attach loose bonding wires to their proper locations
- 3 Repair Garmin VHF microphone wire covering

7.3 Deck & Interior Outfit

The interior is well appointed with attractive woods, well executed joiner work and high-quality finishes [Figure 10.9 & Figure 10.11]. The galley is nicely laid out with ample storage for galley items and provisions [Figure 10.12]. The decks are wide between the deck houses and the toe rail giving plenty of room for footing [Figure 10.8]. Secure handrails and robust outboard railings give a feeling of security while moving on deck.

The countertop on the cockpit wet bar has a small crack and the refrigerator under the counter is corroded around the hinges and door frame, the door is not aligned properly.

The varnish on the inlaid cockpit table is in very poor condition, damage to the wood is probable.

Mounts were observed for a life raft and an EPRIB but the devices were not onboard or inspected.

There are no smoke or carbon monoxide alarms installed. These inexpensive, easily installed devices will add another layer of safety aboard.

The hand-held fire extinguishers lack current inspection tags. Most extinguishers are mounted in lockers, hidden from view, with no exterior labeling indicating that a fire extinguisher is inside the locker.

The engine room fixed fire suppression system lacks a current inspection tag.

Numerous expired flares are kept with current flares. Expired flares should be clearly labeled as expired to avoid confusion in the event of an emergency.

7.3.1 Recommendations, Deck & Interior Outfit

- 1 Have hand held fire extinguishers serviced/inspected by certified technician
- 1 Consider visible locations to mount fire extinguishers
- 1 If fire extinguishers are mounted in locker, label outside of locker "FIRE EXTINGUISHER"
- 1 Have automatic fire suppression system in engine room serviced/inspected by certified technician
- 1 Install smoke alarms in accommodation spaces as recommended by NFPA

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- 1 Install carbon monoxide alarms as recommended by ABYC section A-24
- 1 Add USCG required Rules of Road to vessel's library if not currently present
- 1 Have all USCG required safety equipment onboard & up to date prior to operation
- 3 Clearly label expired flare storage containers "EXPIRED"
- 3 Repair crack in cockpit wet bar countertop
- 3 Repair corrosion & misaligned door or replace cockpit wet bar refrigerator
- 3 Replace or repair cockpit table

Section 8 Estimated Value

The estimated market value of this vessel is based on the experience of the surveyor as well as on current listings, and sales of comparable vessels (from www.soldboats.com) in similar condition, style, construction and with similar equipment. These values are subjective and a matter of opinion, they cannot be guaranteed.

The estimated market value for *Jean Marie* is approximately: US \$540,000.00


Section 9 Conclusions

Jean Marie was built by a notable builder using quality materials and accepted cold molding construction techniques, attention to detail is apparent throughout the handsome vessel. Much of the running gear has recently been overhauled. Systems are well organized, labeled and thoughtfully installed. A few hull imperfections should be repaired to mitigate any potential water intrusion and some mechanical maintenance should be performed to keep the vessel in top condition. It is apparent that the vessel has had the benefit of good care and maintenance.

Jean Marie, as seen, is in good condition and the opinion of this surveyor is suitable for coast wise service. Items marked with a “1” must be addressed prior to getting underway. Items marked with a “2”, unless otherwise noted, must be performed within 30 days and prior to leaving protected waters. In addition, all safety equipment should be kept up to date and inspected on a regular basis.

Vessels by their nature are subjected to harsh elements and their condition can change rapidly. This survey is intended to be taken in its entirety, not in part and should be considered invalid if any pages are missing or appear altered. The surveyor for this report declares his impartiality and has used his best judgment and experience in all findings, opinions and recommendations. This surveyor shall not be held liable for errors, omissions, oversights or misstatements contained in this report. The use and acceptance of this report constitutes acceptance of these conditions. I have personally inspected the subject vessel of this report and my fees for this report are independent of any findings or valuation. This survey is to be used only by its intended recipient. Use by any other party will render the survey null and void and is strictly prohibited.

Tom Lokocz Adams; SAMS, AMS  April 8, 2019

Mike McHenry; SAMS, SA  April 8, 2019

Section 10 Pictures



Figure 10.1 View of port bow



Figure 10.2 View of starboard quarter



Figure 10.3 View of port bottom



Figure 10.4 New trim tab & reinforcement assembly



Figure 10.5 View of port topsides



Figure 10.6 Bottom view looking aft



Figure 10.7 Cockpit



Figure 10.8 Side deck



Figure 10.9 Main cabin



Figure 10.10 Helm



Figure 10.11 Forward cabin



Figure 10.12 Galley



Figure 10.13 Looking forward in engine room



Figure 10.14 Flaw at lifting-rail hull interface



Figure 10.15 Crack in lifting rail/hull interface



Figure 10.16 Flaw in epoxy/fiberglass on stab. bottom



Figure 10.17 Circle marks flaws in epoxy/fiberglass on stb. bottom



Figure 10.18 Fairing compound at hull & starboard strut interface



Figure 10.19 X marks area of small void/lifting fiberglass



Figure 10.20 Elevated moisture on X mark on stb. bow



Figure 10.21 Missing & corroded fasteners on s.s. strap guards



Figure 10.22 Loose swim platform framing



Figure 10.23 Corrosion on wheelhouse sliding windows



Figure 10.24 Crack in corner of cockpit storage locker



Figure 10.25 Crack/split in cockpit storage locker



Figure 10.26 Cracks around deck hatch on top of wheelhouse



Figure 10.27 Imperfection in varnish



Figure 10.28 240-volt wire connections not in junction box



Figure 10.29 Stress on port hump hose



Figure 10.30 Stains indicate evidence of past/present leak on 3-way raw water diverter



Figure 10.31 Corrosion on 16kw gen set



Figure 10.32 Small oil leak around port engine valve cover



Figure 10.33 Surface corrosion beneath port engine intercooler thermostat



Figure 10.34 HIN