

ALL BOAT & YACHT INSPECTIONS, LLC

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PRE-PURCHASE CONDITION AND VALUATION SURVEY

GENERAL DATA

ABYI File # 07XXX
Client John C. Boatbuyer
Mailing Address 123 Waterview Drive
..... Watertown, USA
Survey Date March 8, 2007

VESSEL DATA

Vessel Name ***Planned Poverty***
Hailing Port Annapolis, MD
Year, Make & Model 1987 Bertram 46.6 Convertible motor vessel
Hull ID # BERXXXXXXXX87
Registration # USCG Documentation #XXXXXX
Registered Owner Joe Gearhead
Hull Length 46' 6"
Beam 16' 0"
Draft 4' 6"
Displacement 45,000#
Hull Material Fiberglass composite
Fuel Type Diesel
Top Speed 27 Knots
Intended Areas of Navigation Coastal, Bays & Tributaries

VALUATION

Fair Market Value \$ 207,000
Replacement Value \$1,000,000

INTRODUCTION	
Purpose of Survey	The expressed purpose of this inspection is to conduct a condition and valuation survey for consideration of purchase of the vessel, and to identify any readily detectable defects that may render the vessel at a greater risk to the perils of the sea when compared to other vessels of similar age, size and class.
Conditions of Survey	<p>The vessel was inspected on March 8, 2007 while afloat and while hauled in Travelift slings at Rocky Point Marina in Watertown, MD. Weather at the time of inspection was clear and dry with temperatures at approximately 45 - 50 degrees.</p> <p>A brief sea trial was conducted on March 12, 2007 for testing of the propulsion machinery. Weather was clear and dry with temperatures at approximately 45 – 50 degrees.</p>
People in Attendance	<p>The survey inspection on March 8, 2007 was conducted by Derek Rhymes of All Boat & Yacht Inspections, LLC and was attended by Mr. John Boatbuyer, who is the prospective purchaser, and Mr. Bill Gladhand of Big Boat Yacht Sales. The owner and a friend attended the haulout portion of the survey.</p> <p>A sea trial conducted on March 12, 2007 was attended by Mr. Gladhand, the owner and a friend, and by Mr. Tom Lugwrench of Tom’s Marine Engines. The vessel was operated during sea trial by the owner.</p>
General Description & Condition of Vessel	<p>The vessel <i>Planned Poverty</i> is a production 1987 model Bertram 46.6 Convertible fishing vessel fitted with two Detroit Diesel 8V92TI diesel engines rated at 600 horsepower each. The vessel is constructed of fiberglass composite materials in accordance with very good boat building practices for its age, size and class.</p> <p>The general overall condition of the vessel is considered to be average for its age, size and class. Below average attention has been paid to routine maintenance of the propulsion machinery. Average attention appears to have been paid to routine maintenance and housekeeping of the vessel’s finishes. The AC generator was renewed in 2006. Most of the electronic equipment appears to be original to the vessel and are in need of renewal.</p>
Limitations of Inspection	<p>The air conditioning systems, potable water systems, toilet systems, clothes washer, and seawater washdown had been decommissioned for winter storage and were not tested. The navigation instruments were not checked for accuracy. The fishing outriggers were not aboard the vessel during inspections and were not sighted or evaluated.</p> <p>The propulsion engines and auxiliary AC generator were evaluated for their operation and serviceability by Tom Lugwrench of Tom’s Marine Engines. This report defers to any information provided by Mr. Lugwrench, including recommendations for service, repair or replacement.</p>
Value Assumptions & Methodology	The above stated “Fair Market Value” reflects the condition of the vessel at the time of survey and assumes that the propulsion engines are in serviceable condition and do not need major repair or replacement. This value also assumes that portions of the vessel that were not accessible for inspection or were not able to be operationally tested have no damage and are in serviceable conditions. The vessel’s fair market value was derived by comparison of this vessel with the average of recent actual sales data of the same model vessel of similar age found on soldboats.com. The average value was adjusted up or down for positive and negative issues found on this vessel.

SECTION 1	CONSTRUCTION	CONDITION
Hull Specifics	<p>The hull is constructed of fiberglass composite materials in accordance with very good boat building practices. Where inspection was possible, no damage or significant deterioration was noted. Hammer percussion soundings indicated no significant areas of delamination or voids. There is an approximately 6" diameter void on the port forward hull topsides which appears to be the result of a flaw in the original construction.</p> <p>Analysis of the hull bottom with a Sovereign moisture meter where antifouling paint had flaked off indicated relatively low moisture content when compared with readings taken above the waterline. There were no signs of osmotic blistering.</p> <p>There is a hinged fiberglass door in the transom which is typically used for bringing large fish on-board. However, the function of the door has been largely negated by the addition of a swim platform on the transom, which limits the swing of the door to approximately 45 degrees.</p>	Appeared Serviceable
Deck Specifics	<p>The decks and superstructure are constructed of fiberglass composite materials using plywood and balsa wood core materials in accordance with good boat building practices. Where inspection was possible, no damage or significant deterioration was noted. Hammer soundings indicated no significant areas of delamination or voids. Minor areas of delamination were found at the aft corners of the flying bridge sole around the attachment of the aft vertical braces of the top over the flying bridge; on the cockpit sole; and on the starboard side of the cockpit coaming cap around a tread plate.</p> <p>Analysis of the decks with a Skipper moisture meter indicated moisture incursion into the core material in the same areas as the delamination, as well as throughout most of the starboard half of the cockpit and on the large hatch lid at the aft end of the cockpit; on the starboard side deck around the sewage/waste pumpout deckplate; on the foredeck around the attachment of the bowsprit and anchor windlass, and around several fasteners that secure the flying bridge cowling to the superstructure.</p>	SEE RECOMMENDATIONS
Structural Reinforcements	<p>Molded fiberglass liners, fiberglass encapsulated longitudinal and athwartship hull reinforcements, plywood bulkheads and interior cabinetry provide strength and stiffness to the hull and deck structures. Reinforcements are attached to the hull with fiberglass cloth tabbing and adhesives in accordance with generally accepted boatbuilding practices. Where inspected, no signs of damage, significant deterioration, or failure of reinforcements were noted.</p> <p>The hull and deck are joined in a shoebox lid fashion with stainless steel bolts and adhesive sealant. The joint is covered by an aluminum extrusion rub rail. Inspected from the exterior there were no signs of significant damage. There is minimal access for inspection of the hull to deck joint from the interior of the vessel.</p>	Appeared Serviceable

Hull & Deck Appendages	<p>A fiberglass composite bowsprit used primarily for anchor handling and storage is fastened to the deck structure with stainless steel bolts. Analysis of the bowsprit with a Skipper moisture meter indicated elevated moisture throughout, which is not unusual considering the age of the vessel. The bowsprit appears to remain structurally sound.</p> <p>A fiberglass composite transom swim platform is supported by stainless steel pipe braces. No damage or significant deterioration was noted.</p> <p>A welded aluminum pipe frame is installed above the flying bridge area for mounting antennas and for supporting canvas. Visual inspection indicated no signs of damage or significant deterioration.</p>	Appeared Serviceable
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SECTION 2	FEDERALLY REQUIRED & OTHER SAFETY EQUIPMENT	CONDITION
Navigation Lights	The navigation light configuration appears to meet requirements set forth in navigation rules. Required visibility from distance was not tested.	Operational
Personal Flotation Devices (PFDs)	Three Adult USCG Type I, three Adult USCG Type II and two USCG Type III Child wearable PFDs were sighted aboard. Two USCG Type IV life rings were also found aboard. It is the responsibility of the vessel's operator to ensure a proper number of USCG-approved wearable and throwable PFDs are carried aboard.	Appeared Serviceable
Portable Fire Extinguishers	Three USCG Size B-1 hand portable dry chemical fire extinguishers with full charges indicated on their pressure gauges found aboard appear to comply with minimum Federal requirements for vessels of this size.	Appeared Serviceable
Fixed Fire Extinguishers	An automatic CO2 fire suppression system is installed in the engine compartment, although the CO2 bottle does not have a current inspection.	SEE RECOMMENDATIONS
Engine & Fuel Compartment Ventilation	The natural ventilation of the engine compartment appears to be suitable for the installed machinery. However, the 32V DC blowers for the engine compartment did not work when tested, and the 32V DC blower for the generator space made a noise typically associated with worn or corroded bearings.	SEE RECOMMENDATIONS
Emergency Flares	Three handheld day/night signal flares with expiration dates of November 2008 and three 12-gauge aerial flares with expiration dates of October 2008 found aboard appear to comply with minimum Federal requirements.	Appeared Serviceable
Horns & Bells	A 32V DC powered Buell air horn with a compressor in the engine compartment and a momentary switch at the helm tested as operational. However, no bell was sighted aboard, which fails to comply with Federal requirements for vessels of this size and class.	SEE RECOMMENDATIONS

Placards	A Federally required "Discharge of Oil" placard was sighted in the engine compartment. However, no Federal required "Disposal of Trash" placard was found.	SEE RECOMMENDATIONS
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SECTION 3	MECHANICAL SYSTEMS	CONDITION									
Propulsion Engines	<p>Two Detroit Diesel Model 8V92TI diesel engines rated at 600-hp each are installed beneath the saloon sole. The engines have signs of below average periodic maintenance. During operational testing, both appeared to operate within normal parameters for RPM and temperature. However, the starboard engine had excessive vibration which may be due to deteriorated rear mounts. Nuisance oil leaks were noted on both engines, although no significant oil leaks were found. Both engines produced a moderate amount of smoke in their exhaust which mostly cleared once the engines were warm.</p> <p>The engines were evaluated by Tom Lugwrench of Tom's Marine Engines. This report defers to any information that may be provided by Mr. Lugwrench.</p> <table border="1"> <thead> <tr> <th></th> <th><u>Serial #</u></th> <th><u>Op. Hours</u></th> </tr> </thead> <tbody> <tr> <td>Port</td> <td>8VF111XXX</td> <td>2,485</td> </tr> <tr> <td>Starboard</td> <td>8VF111YYY</td> <td>2,483</td> </tr> </tbody> </table>		<u>Serial #</u>	<u>Op. Hours</u>	Port	8VF111XXX	2,485	Starboard	8VF111YYY	2,483	SEE RECOMMENDATIONS
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Port	8VF111XXX	2,485									
Starboard	8VF111YYY	2,483									
Transmissions	Allison reduction gear transmissions are fitted to the engines. The port transmission was noted to have minor play in the gears when the port propeller shaft was rotated by hand.	SEE RECOMMENDATIONS									
Engine Exhaust	Exhausts consist of sections of dry exhaust welded stainless steel piping which are fitted with insulation jackets; rubber hoses, and fiberglass piping. Although the insulation jackets were not removed for inspection of the dry sections of piping, there are clear signs of leaks in the port engine's exhaust piping.	SEE RECOMMENDATIONS									
Engine Controls	<p>Morse mechanical gear shift and throttle controls are coupled to the machinery with jacketed push-pull cables.</p> <p>A Glendening engine synchronizer is fitted.</p>	<p>Appeared Serviceable</p> <p>Operational</p>									
Engine Instruments	<p>Analog tachometers, oil pressure, coolant temperature, gear oil pressure, and alternator voltage output gauges are mounted on the helm console. The meter for the starboard engine alternator output appeared to indicate lower than actual voltage output.</p> <p>There are warning lights and alarms on the helm console for low oil pressure, low gear oil pressure, high coolant temperature, and high exhaust temperature. The warning lights for the port engine did not work when tested with the built-in test button.</p>	SEE RECOMMENDATIONS									
Propeller Shafts	2-1/4" Diameter stainless steel propeller shafts are coupled directly to the transmissions. No signs of damage or significant deterioration were noted.	Appeared Serviceable									
Propellers	Three bladed bronze propellers marked 27" diameter by 29" pitch are fitted. Both propellers have minor damage, with the starboard being worse than the port.	SEE RECOMMENDATIONS									

Shaft Struts & Bearings	Two I-section bronze struts with cutless bearings are fitted to each shaft. No signs of damage or significant deterioration were noted. There was a minor amount of play between the port shaft and cutless bearings, although it did not appear to result in excess vibration.	Appeared Serviceable
Shaft Glands (Stuffing Boxes)	Traditional bronze stuffing boxes are fitted to the propeller shaft logs. No signs of damage or significant deterioration were noted. However, both stuffing boxes leak excessively.	SEE RECOMMENDATIONS
Steering Systems	A Hynautic hydraulically operated steering system is fitted. The system pressure was noted to be significantly lower than the equipment manufacturer's recommended pressure, and the hydraulic pump at the steering wheel had signs of wear when operated. The steel tie rod between the two rudder post arms is heavily corroded at the tie rod end fittings.	SEE RECOMMENDATIONS
Rudders	Two bronze spade rudders are fitted. No signs of damage or significant deterioration were noted.	Appeared Serviceable
Rudder Post Glands	The rudder post bronze packing glands have signs of excess leaking and general deterioration, and the mild steel bearings at the top of the rudder posts are heavily corroded.	SEE RECOMMENDATIONS
Trim Tabs	Two Boat Leveler Co. stainless steel trim tabs are fastened to the aft end of the hull bottom. Each trim tab is fitted with one hydraulic cylinder.	Operational
Auxiliary AC Generator	An 11.5-kW diesel powered Onan Model 11.5MDKBM-5177C generator with 120V AC 60-Hz output is installed in a sound enclosure beneath the aft end of the cockpit deck on centerline. The generator, which is reported to have been installed new in 2006, appeared to run well and provided suitable output under varying loads. The generator was operationally evaluated by Tom Lugwrench of Tom's Marine Engines. This report defers to any information that may be provided by Mr. Lugwrench.	Operational
Generator Exhaust	The exhaust consists of a steel seawater mixing elbow, double clamped rubber hoses, a fiberglass waterlift muffler, and what appears to be a check valve. NOTE: To prevent seawater from backing up into the generator engine, the generator should be running whenever backing down hard on a fish or similar situations.	Appeared Serviceable
Observations During Sea Trial		
The propulsion engines were operationally evaluated by Tom Lugwrench of Tom's Marine Engines during a sea trial of approximately 30 minutes duration. The sea trial had to be stopped at one point due to low fuel pressure to the starboard engine. At this point, the fuel filter for the starboard engine was changed and the sea trial resumed without further incident. There is probable contamination of one or both fuel tanks, indicating a need to have the fuel and tanks cleaned prior to future operation.		

SECTION 4	DECK HARDWARE, FITTINGS & GEAR	CONDITION
Railings, Ladders & Handholds	Stainless steel railings with mechanical joints are fitted around the foredeck and the aft end of the flying bridge. Stainless steel handrails are fitted on the sides of the superstructure. A stainless steel ladder is installed to access the flying bridge from the cockpit.	Appeared Serviceable
Cleats	Marine quality metal cleats appear to be securely fastened to the deck structures.	Appeared Serviceable
Hatches	Three Bomar aluminum framed deck hatches with plastic lenses are installed in the forward cabin trunk top. No signs of significant deterioration or leaks were noted.	Appeared Serviceable
Windows & Portlights	There are fixed and sliding tempered glass windows with welded aluminum frames fitted around the saloon. A tempered glass sliding door is fitted at the aft end of the saloon. No significant deterioration or signs of leaks were noted.	Appeared Serviceable
Dock Lines & Fenders	Nylon dock lines and inflatable fenders found aboard appear to be suitable for the size and class vessel.	Appeared Serviceable
Ground Tackle	A 55-lb. Simpson Lawrence Delta anchor with an all chain rode is stowed at the bow. The shackle between the anchor and chain is corroded.	SEE RECOMMENDATIONS
Anchor Windlass	A 32V DC anchor windlass is mounted on the foredeck with foot switches located adjacent the windlass and a remote control switch at the helm. The windlass responded to power but did not function properly. A plate is missing off of the top of the windlass which may be affecting the clutch mechanism.	SEE RECOMMENDATIONS

SECTION 5	THROUGH HULL FITTINGS & SEA WATER SYSTEMS	CONDITION
Through Hull Fittings	Bronze through hull fittings are installed above and below the waterline for seawater intake and discharge functions. There are two large diameter PVC pipes that run from the engine compartment to the transom, the functions of which were not determined. The pipes are plugged at each end.	Appeared Serviceable
Seacocks	Marine quality bronze ¼-turn seacocks are installed on through hull fittings below the waterline. Seacocks that were checked tested as operational. However, the seawater intake hoses for the toilets are disconnected from their common through hull valve, and the valve was not tested.	SEE RECOMMENDATIONS
Hoses	Reinforced rubber and reinforced plastic hoses appear to be well installed and in generally good condition. However, the discharge hose for the bilge pump on the starboard side of the engine compartment needs to be secured as high as possible to prevent possible backflow of seawater into the vessel.	SEE RECOMMENDATIONS

Bilge Pumps	A 32V DC Rule 2000 submersible bilge pump with an automatic float switch and a manual override switch installed in the forward bilges tested as operational. A 32V DC Par/Jabsco diaphragm pump with an automatic float switch is installed in the engine compartment and has recently been renewed. A 32V DC Jabsco submersible bilge pump with an automatic float switch and a manual override switch is installed in the aft bilges but did not work when tested.	SEE RECOMMENDATIONS
Cockpit Drains	Two scuppers on the aft sides of the cockpit sole appear to be suitable for removal of normal amounts of rainwater and sea spray.	Appeared Serviceable
Auxiliary Sea Water Pumps	A 120V AC seawater washdown pump is installed in the engine compartment outboard of the port engine. The pump was not tested. However, its electrical junction box on the side of the pump is damaged.	SEE RECOMMENDATIONS

SECTION 6	FUEL SYSTEMS	CONDITION
Fuel Tanks	Two fiberglass fuel tanks are installed, with one located beneath the forward end of the cockpit and the other amidships. The tanks are not readily accessible for inspection.	Not Fully Inspected
Fuel Tank Fill Deckplates & Hoses	Two chrome plated bronze deckplates marked "Fuel" located on the starboard side deck are connected to the tanks with hoses marked "USCG Type A". The deckplates tested as being properly grounded. However, the fill hose for the aft tank was noted to have cracking in its outer cover.	SEE RECOMMENDATIONS
Fuel Tank Vents	The fuel tanks are vented overboard with copper tubing.	Appeared Serviceable
Fuel Delivery Hoses & Piping	Fuel is delivered to and from the machinery with high quality rubber hoses marked "USCG Type A1". Most are original to the vessel and may be nearing the ends of their service lives, although no signs of damage were noted.	Appeared Serviceable
Fuel Filters	Two Racor 1000MA replaceable element fuel filter/water separators are installed at the forward end of the engine compartment for the propulsion engines. Each propulsion engine is also fitted with a replaceable element filter. A Racor 500MA replaceable element fuel filter/water separator is installed under the cockpit deck for service to the AC generator. No signs of leaks or significant deterioration were noted.	Appeared Serviceable
Fuel Pumps	Mechanical fuel pumps are installed on the propulsion engines and a 12V DC pump is installed on the AC generator. A DC fuel pump is installed for priming the large Racor fuel filters at the forward end of the engine compartment but was not tested for proper function.	Operational Not Tested
Fuel System Shut-off Valves	¼-Turn shut-off valves are installed on top of the fuel tanks and are accessible from outside of the engine compartment. Fuel distribution valves are installed between the propulsion engines.	Appeared Serviceable

	Emergency fuel shut-off pull controls located at the helm were found to be seized.	SEE RECOMMENDATIONS
Fuel Gauges	Analog fuel gauges installed on the helm were not checked for accuracy. There are also small analog gauges fitted on top of both tanks.	Operational

SECTION 7	DC ELECTRICAL SYSTEMS	CONDITION
Batteries	<p>There are two sets of four 8V DC lead acid wet cell batteries installed in fiberglass trays beneath the cockpit deck which are joined in series for 32V DC service. The electrolyte levels were noted to be very low in many of the cells and the batteries may be in need of renewal.</p> <p>There is a 12V DC Group 27 lead acid wet cell battery securely installed on a plastic tray on the port side of the generator space, and a 12V DC Group 31 lead acid wet cell battery that is installed on a fiberglass tray on the starboard side of the generator space but is not secured. Both batteries were renewed in 2006. However, the positive terminals on the batteries are exposed to accidental contact.</p>	SEE RECOMMENDATIONS
Wiring & Connections	<p>Multistranded copper wiring is generally well routed, bundled and secured. However, the battery cables are made of welding cable which fails to comply with U.S. boat building standards.</p> <p>There is a DC relay just forward of the AC generator that is heavily corroded and should be renewed.</p>	SEE RECOMMENDATIONS
Overcurrent Protection	The DC circuit protection appears to be accomplished in accordance with good boat building practices.	Appeared Serviceable
DC Charging Systems	A Raritan Crown 32V DC 40-Amp output charger, and a Raritan Crown 12V DC 40-Amp charger, are installed at the forward end of the engine compartment. A Raritan Crown charger installed at the aft end of the engine compartment is believed to be another 32V DC output charger, but the markings on its data label are no longer legible.	Operational
Battery Switches	Two Guest heavy-duty On-Off switches are installed between the two 32V DC battery banks, and two rotary battery selector switches are installed in the generator space.	Appeared Serviceable

SECTION 8	AC ELECTRICAL SYSTEMS	CONDITION
Wiring & Connections	Multistranded copper wire is generally installed in accordance with good boat building practices. However, the engine block heaters are plugged into an AC outlet in the engine compartment, but should be hardwired into the vessel's AC system with dedicated overcurrent protection.	SEE RECOMMENDATIONS
Overcurrent Protection	AC circuits are protected by remote double pole master breakers, reverse polarity indicators, double pole branch circuit breakers, and GFCI protected outlets.	Appeared Serviceable

SECTION 9	NAVIGATION EQUIPMENT & INSTRUMENTATION	CONDITION
Steering Compass	A large Ritchie Powerdamp oil filled magnetic steering compass is installed on the flying bridge helm console. No damage or significant deterioration was noted.	Appeared Serviceable
Radios	<p>An Icom IC-M80 VHF radio and a Regency Polaris VHF radio are installed in an instrument pod above the helm. The Icom VHF radio powered up when tested, but the Regency Polaris VHF radio appears to be no longer serviceable.</p> <p>An Icom IC-M700 single sideband transceiver is installed in a cabinet at the aft end of the saloon. However, the unit did not respond to attempts to power it up.</p>	SEE RECOMMENDATIONS
Electronic Navigation	<p>A Garmin GPS 172C GPS receiver with electronic charting function is installed on the helm console.</p> <p>A Northstar 800 LORAN receiver is installed in an instrument pod above the helm console.</p> <p>A Furuno GP-50 GPS receiver and a Il-Morrow EZ Nav electronic chart plotter are installed in an instrument pod above the helm console. The units responded to power but did not function properly. The Furuno display did not illuminate.</p>	<p>Powered Up</p> <p>Powered Up</p> <p>SEE RECOMMENDATIONS</p>
Depth Finders	A Datamarine International Offshore digital depth finder and a Furuno FCV-582 Color Video Sounder are installed in an instrument pod above the helm console.	Powered Up
Speed Instruments	A Datamarine Navigator digital knot/log instrument is installed in the instrument pod above the helm console. The unit did not respond to power. The paddlewheel is missing from the transducer on the hull bottom.	SEE RECOMMENDATIONS
Radar	A Furuno 48-mile radar is installed with a CRT display recessed in the helm console and an open array antenna mounted on the aluminum pipe frame above the flying bridge.	Powered Up
Autopilot	A Robertson AP200DL electronic autopilot is installed. The display above the helm console responded to power but the unit is reported to be disconnected from the steering gear.	SEE RECOMMENDATIONS
Additional Equipment	<p>A 12V DC Dytek digital seawater temperature gauge is installed on the helm console.</p> <p>120V AC flood lights mounted on the aluminum pipe frame over the flying bridge are installed for the cockpit and foredeck areas.</p>	<p>Powered Up</p> <p>Operational</p>

SECTION 10	TOILET & WASTE SYSTEMS	CONDITION
Toilets	Two 32V DC Galleymaid Delta marine toilets are plumbed to discharge to either a plastic holding tank or directly overboard. The toilet pumps responded to power but were not tested for proper function.	Not Tested
Holding Tank	A molded plastic waste holding tank is installed in the forward bilges. The holding tank can be emptied through a pumpout deckplate or discharged overboard with a Whale Gusher manual diaphragm pump located in the forward bilges. The opening inspection port on top of the holding tank has signs of a leak. The Whale manual pump also has signs of a possible leak.	SEE RECOMMENDATIONS

SECTION 11	FRESH WATER (POTABLE WATER) SYSTEMS	CONDITION
Water Tanks	Two rectangular stainless steel water tanks are securely installed beneath the forward outboard ends of the cockpit sole, and another stainless steel tank is installed at the forward end of the engine compartment on centerline. The tanks are not readily accessible for full inspection.	Not Fully Inspected
Pumps	A 32V DC Galleymaid pump is installed at the port forward end of the engine compartment. The pump responded to power but was not tested for proper function.	Not Tested
Water Heater	An approximately 20-gallon 120V AC water heater is installed at the port forward corner of the engine compartment. The unit is corroded around its base but appears to remain secure. The heating element responded to very brief power but was not tested for proper function.	Not Tested
Showers	There is a shower stall in each head compartment, both of which drain into a sump with an automatic 32V DC pump.	Not Tested

SECTION 12	GALLEY EQUIPMENT	CONDITION
Ice Box & Refrigeration	A KitchenAid household-style 120V AC refrigerator-freezer with internal icemaker is installed in the galley. The refrigerator-freezer function tested as operational. The icemaker function was not tested.	Not Fully Tested
	There is a 120V AC top-loading bait freezer located at the starboard forward end of the cockpit.	Operational
Stoves & Ovens	A Princess 3-burner 120V AC stove top is installed in the galley. A Quasar Superwave 120V AC microwave/convection oven is installed in the cabinetry above the stove top.	Operational
Other Equipment	A 120V AC Kenmore garbage disposal is installed in the galley sink. A 120V AC Malber WD80 clothes washer/tumble dryer is installed opposite the galley and appears to have been recently renewed. Both responded to power but were not fully tested.	Not Fully Tested
	A 120V AC central vacuum cleaner tested as operational.	Operational

SECTION 13	HEATING & AIR CONDITIONING SYSTEMS	CONDITION
Heating & Air Conditioning Systems	120V AC Cruisair 16,000, 10,000 & 7,000 Btu reverse cycle heating and air conditioning systems are installed. The systems were not tested at the request of the owner.	Not Tested

SECTION 14	ENTERTAINMENT EQUIPMENT	CONDITION
Stereos	<p>A 120V AC Proton household-style stereo tuner is installed in a cabinet at the aft end of the saloon with speakers in each cabin and the cockpit.</p> <p>A 12V DC Cybernet automotive-style stereo with integral cassette player is installed on the flying bridge console. The unit powered up but its cassette player appears to be broken.</p>	<p>Powered Up</p> <p>SEE RECOMMENDATIONS</p>
Televisions	A 19" Sony TV is installed in a cabinet at the forward end of the saloon. A 13" Sony TV is installed in the forward stateroom. A TV antenna is installed beneath the forward end of the flying bridge cowling.	Powered Up
DVD/VCR Players	A 120V AC Sylvania DVD/VHS cassette player is installed beneath the TV in the saloon. The unit responded to power but was not tested for proper function.	Not Tested
Other	A 120V AC Proton household-style cassette player is installed adjacent the stereo in the saloon. The unit responded to power but was not tested for proper function.	Not Tested

SECTION 15	FINISHES, FABRICS & HOUSEKEEPING	CONDITION
Hull Topsides	The original white gelcoat finishes on the hull topsides with black boot stripe appears to reflect less than normal wear and tear for the age and class of vessel.	Appeared Serviceable
Decks & Superstructure	The original white gelcoat finishes with textured nonskid surfaces appear to reflect less than normal wear and tear for the age and class of vessel. There are two small areas of repair in the nonskid finishes on the port forward end of the foredeck. There is a small area of flaking gelcoat on the starboard side of the flying bridge cowling.	SEE RECOMMENDATIONS
Hull Bottom	The antifouling paint has a moderate amount of flaking of underlying layers and is in need of annual maintenance renewal. Where paint had flaked off, the original gelcoat finish appears to be intact beneath the antifouling paint. No signs of damage or prior repair were noted.	SEE RECOMMENDATIONS
Canvas & Covers	<p>A vinyl fabric awning at the forward end of the cockpit has a stainless steel pipe frame. The fabrics are reported to have been renewed in 2006. A vinyl fabric cover fitted over the saloon's front windows and a vinyl fabric top over the flying bridge appear to be in generally good condition.</p> <p>Clear vinyl windows are installed around the front and sides of the helm console. The snap attachments on the starboard side of the console are broken.</p>	<p>Appeared Serviceable</p> <p>SEE RECOMMENDATIONS</p>

Exterior Upholstery	Vinyl fabric cockpit bolsters and vinyl fabric cushions for the flying bridge bench seat have been recently renewed. The vinyl fabric seat cushions for the helm seats appear to be in good condition.	Appeared Serviceable
Interior Upholstery	Cloth fabric seating and bedding appear to be in generally good condition. No damage or significant deterioration was noted. Note: Curtains are missing from the windows around the saloon.	Appeared Serviceable
Interior Finishes	Finishes consist of oak veneer, solid oak trim, vinyl fabric overhead liners, mica countertops, carpet in the saloon, and teak and holly veneered plywood sole in the galley and forward cabin. The finishes appear to reflect less than normal wear and tear for the age of the vessel.	Appeared Serviceable
Bilges	Bilges appear to reflect normal soiling for the age of the vessel but are in need of a general cleaning, including the forward bilges.	SEE RECOMMENDATIONS

RECOMMENDATIONS

Recommendations in **BOLD** are considered essential for the safety and proper function of the vessel.

SECTION 1 – CONSTRUCTION

- A. The fastenings that secure the aft vertical braces of the awning's aluminum pipe frame; the fastenings that secure the bowsprit to the foredeck; the waste pumpout deckplate; and the anchor windlass should be rebbeded in marine grade sealant to prevent further moisture incursion into the deck core material.

SECTION 2 - FEDERALLY REQUIRED & OTHER SAFETY EQUIPMENT

- A. **The CO2 fire suppression system bottle should be inspected, serviced if necessary, and tagged to ensure its proper function in case of a fire in the engine compartment.**
- B. A suitable bell should be provided to comply with Federal requirements for vessels of this size.
- C. **The generator compartment exhaust blower makes a noise normally associated with worn bearings, which could lead to a locked rotor condition. The engine compartment blowers did not work when tested. The blowers should be repaired or replaced to ensure proper functions.**
- D. A "Disposal of Garbage" placard should be affixed to the vessel in compliance with Federal requirements.

SECTION 3 - MECHANICAL SYSTEMS

- A. **The propulsion machinery was operationally evaluated by Tom Lugwrench of Tom's Marine Engines. Mr. Lugwrench's recommendations as to service or repair should be followed.**
- B. **There are apparent leaks in the port engine's stainless steel exhaust piping, which is a fire hazard. Considering the age of the exhaust systems, the insulation jackets should be removed from both exhaust systems and all piping inspected by a mechanic for condition. The mechanic's recommendations as to repairs or replacement should be followed.**
- C. The voltmeter for the starboard engine's alternator appeared to indicate less than actual alternator voltage output and should be adjusted, repaired or replaced.
- D. **The warning lights on the helm console for the port engine did not work when checked with the self-test button and should be repaired to restore their function.**
- E. **Both propellers have minor damage and should be reconditioned to prevent excess vibration.**
- F. **The rudder shaft packing glands and rudder post bearings are in generally poor condition and should be repaired or replaced to ensure their sound condition.**
- G. The pressure in hydraulic steering system's reservoir is low and should be adjusted in accordance with the equipment manufacturer's specifications.
- H. **The steel tie rod between the rudder posts is heavily corroded at its tie rod ends. The tie rod should be replaced to ensure the sound condition of the steering system.**
- I. **The packing glands (stuffing boxes) for both propeller shaft logs leak excessively and should be repacked or tightened as necessary.**

SECTION 4 - DECK HARDWARE, FITTINGS & GEAR

- A. **The shackle between the anchor and chain rode is corroded and should be replaced with a galvanized steel shackle that is more suitable for use in a saltwater environment.**
- B. A lanyard with a shackle, or other device, should be installed at the bow to prevent accidental unshipping of the anchor while underway.
- C. **The windlass did not function properly when tested and is missing a part from its top. The windlass should be repaired to restore its proper function.**

SECTION 5 – SEAWATER FITTINGS & SYSTEMS

- A. The hoses for the toilet seawater intakes should be properly connected to their seacock.**
- B. The bilge pump in the aft bilges did not work when tested and should be repaired or replaced.**
- C. The discharge hose for the bilge pump on the starboard side of the engine compartment should be secured as high as possible prior to its connection to the through hull fitting.**
- D. The seawater strainers for both engines leaked during operation of the engines at speed. The strainers should be serviced or repaired to restore their watertight integrity.**
- E. The electrical junction box housing on the seawater washdown pump located at the port outboard side of the engine compartment is broken and should be repaired or replaced.**

SECTION 6 – FUEL SYSTEMS

- A. The aft fuel tank's fill hose has signs of minor deterioration and should be replaced in accordance with ABYC Standard H-33 which requires fuel fill hoses comply with UL 1114 or SAE J1527 standards and be marked "USCG type A2".**
- B. The emergency fuel shut-off controls at the helm console were found to be seized. The pull cables should be replaced to restore their function.**

SECTION 7 – DC ELECTRICAL SYSTEMS

- A. The Group 31 DC battery on the starboard side of the generator space should be properly secured to prevent more than one inch movement in any direction, and the positive terminals of both of the 12V DC batteries should be covered to prevent accidental contact with metal objects, to comply with ABYC Standard E-10.**
- B. The 8V DC batteries joined in series for 32V DC service are likely no longer serviceable and should be serviced, tested for condition, and replaced if necessary.**
- C. The DC positive terminals of the engine starter solenoids and alternator, and the anchor windlass relay located beneath the forward cabin berth, are exposed to accidental contact. ABYC Standard E-11 requires continuously energized connections be physically protected with boots or other forms of protection that cover all energized surfaces. All connections should be protected with boots to comply.**
- D. The battery cables used in the 32V DC system are comprised of welding cable, which does not comply with ABYC Standard E-11 and has a neoprene jacket that is easily attacked by contact with fuel and oil, or exposure to excess heat. The cables should be replaced with multistranded "Boat Cable" copper wire to comply.**
- E. There is a DC relay located on the bulkhead just forward of the AC generator that is heavily corroded and should be replaced.**

SECTION 8 - AC ELECTRICAL SYSTEMS

- A. The AC block heaters for the propulsion engines should be wired directly to the vessel's AC electrical system and provided with dedicated overcurrent protection for each heater.**

SECTION 9 - NAVIGATION EQUIPMENT AND INSTRUMENTATION

- A. The Regency Polaris VHF radio installed in the instrument pod above the helm was not confirmed to function properly and should be replaced if desired.**
- B. The Icom IC-M700 SSB transceiver did not respond to power and should be demonstrated as operational, repaired or replaced.**
- C. The Furuno GP-50 GPS receiver and II-Morrow EZ Nav electronic charting system did not function properly. The units are obsolete and should be replaced with a new GPS chart plotter if desired.**
- D. The Datamarine knot/log instrument is non-functional and is obsolete. The unit should be replaced if desired.**
- E. The Robertson AP200DL autopilot is reported to be non-operational and should be repaired or replaced if desired.**

SECTION 10 – TOILET & WASTE SYSTEMS

- A. There are signs of leaks at the cleanout port on top of the waste holding tank and at the tank's manual diaphragm discharge pump. The tank and pump should be repaired or replaced to correct the leaks.

SECTION 13 – HEATING AND AIR CONDITIONING SYSTEMS

- A. The three air conditioning systems were not tested during survey at the request of the vessel's owner and should be tested and proven operational prior to purchase of the vessel.

SECTION 14 – ENTERTAINMENT EQUIPMENT

- A. The cassette player function of the Cybernet stereo installed on the helm console appears to be broken. The stereo should be replaced if desired.

SECTION 15 - FINISHES, FABRICS AND HOUSEKEEPING

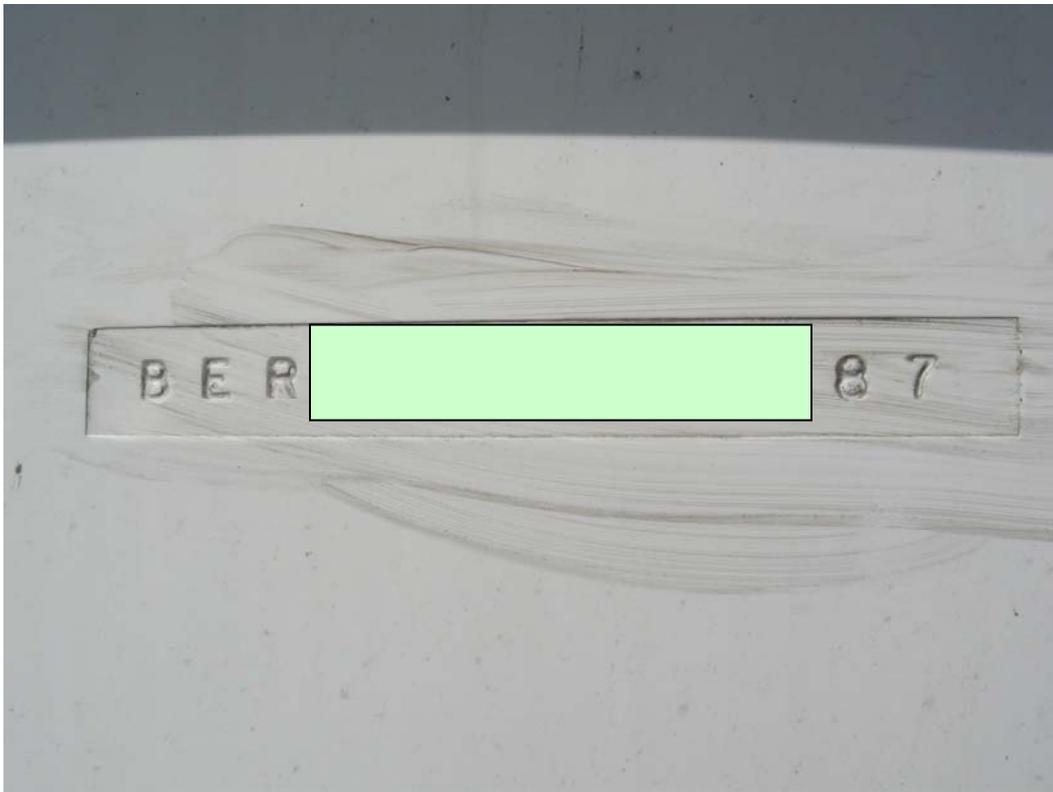
- A. There is an area of flaking gelcoat on the starboard side of the flying bridge cowling which should be repaired to restore the vessel's yacht-like appearance.
- B. The antifouling bottom paint is flaking in areas and no longer appears effective, and should be renewed. Surface preparation and paint application should be in accordance with the paint manufacturer's instructions.
- C. The snap attachments for the clear vinyl curtain on the starboard side of the helm console are broken and should be repaired.
- D. The bilges are dirty and should be cleaned.

ADDITIONAL FINDINGS & RECOMMENDATIONS

- A. The courtesy light for the hanging locker in the guest cabin is broken and should be repaired or replaced.
- B. The courtesy lights for the electrical circuit breaker panels in the saloon did not work and should be repaired or replaced.
- C. The Guest chart light mounted next to the radar display on the helm console did not work when tested and should be repaired or replaced.
- D. There are several broken teak pull handles on exterior lockers that are broken and should be replaced.



Photograph of the **Planned Poverty** as seen from the starboard stern quarter, taken at the time of survey on March 8, 2007.



Photograph of the hull identification number located on the starboard side of the transom, taken at the time of survey on March 8, 2007.



Photograph of the ***Planned Poverty*** as seen from the port beam, taken at the time of survey on March 8, 2007.



Photograph of the AC generator located beneath the cockpit deck as seen from the starboard corner of the cockpit, taken at the time of survey on March 8, 2007. The generator is reported to have been renewed in 2006.

Understanding this Survey Report:

All Boat & Yacht Inspections, LLC endeavors on behalf of our clients to exercise our best judgment and to follow accepted professional marine surveying practices. Our inability to evaluate portions of the vessel due to construction methods, including use of molded fiberglass liners, paneling, furniture, coverings, etc., as well as the inaccessibility of areas beneath tanks and machinery, makes it possible that inaccuracies or omissions may occur. Except where discussed in this report, no portion of the vessel was examined that would require removal of structural components, permanent affixed cabinetry, or movement of installed equipment. No destructive analysis of the structures was conducted. No opinion is offered as to the future serviceability or condition of machinery and other equipment installed on this vessel. If the machinery and equipment were not operated and tested during survey in a manner and environment for which they were intended, no opinion is offered as to their current serviceability. All Boat & Yacht Inspections, LLC shall not be held responsible for errors, omissions or inaccuracies resulting from the above-mentioned limitations of inspection. No determinations as to seaworthiness, stability or handling characteristics have been made.

This survey report and its recommendations were developed using generally accepted boatbuilding standards as guidance. This includes the U.S. Code of Federal Regulations (CFR); the American Boat & Yacht Council (ABYC) Standards and Technical Information Reports for Small Craft; and the National Fire Protection Association (NFPA) Fire Protection Standard for Pleasure and Commercial Motor Craft.

Osmotic blistering of fiberglass hulls affects many vessels. Blistering is typically a sign of an underlying condition that may affect the fiberglass laminates. The factors that can cause osmotic blistering include the quality of materials and workmanship used during the original lay-up of the fiberglass laminates, temperature and salinity of the water that the vessel is immersed in, and the vessel's history of maintenance and repair. Evaluation of a fiberglass hull to determine the presence and extent of this condition would require destructive testing, which is beyond the scope of this survey.

If you have any questions regarding the contents of this report, feel free to contact me at 410-268-4404, or via e-mail at drhymes01@hotmail.com. Thank you very much for allowing me to be of service.

Respectfully Submitted,

Derek T. Rhymes, NAMS-CMS & SAMS A.M.S.
All Boat & Yacht Inspections, LLC