

ALL BOAT & YACHT INSPECTIONS, LLC

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PRE-PURCHASE CONDITION AND VALUATION SURVEY

GENERAL DATA

ABYI File # 07064
Client John E. Sailor
Mailing Address 33rd Ave
New York, NY 10024
Survey Date June 8, 2007

VESSEL DATA

Vessel Name **Summer Breeze**
Hailing Port Annapolis, MD
Year, Make & Model 1996 Beneteau 351 Sailboat
Hull ID # BEYXXXXXXXX96
Registration # USCG Documentation #XXXXXXX
Registered Owner Robert P. Calm
Hull Length 35'
Beam 12' 6"
Draft 5'
Displacement 12,000#
Hull Material Fiberglass composite
Fuel Type & Engine Horsepower Diesel – 27-hp
Top Speed (under power) 7 knots
Intended Areas of Navigation Long Island Sound & Coastal NE

VALUATION

Fair Market Value \$ 85,000
Replacement Value \$150,000

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	The vessel was inspected on June 8, 2007 while blocked ashore and while afloat at Billy Bob's Yacht Yard in Annapolis, MD. Weather at the time of inspection was clear and dry with temperatures at approximately 75 - 80 degrees.
People in Attendance	The inspection was conducted by Derek Rhymes of All Boat & Yacht Inspections and was attended by John and Sally Sailor, who are the prospective purchasers. The sea trial was attended by Joe Goodguy of Happy Yacht Sales, who is the selling broker.
General Description & Condition of Vessel	The vessel Summer Breeze is a production 1996 Beneteau Oceanus 351 sloop-rigged auxiliary sailboat. The vessel is constructed of fiberglass composite materials in accordance with generally accepted boat building practices for its age, size and class. The overall condition of the vessel is considered to be above average for its age, size and class. Above average attention appears to have been paid to routine maintenance and housekeeping.
Limitations of Inspection	Unless otherwise stated, the mast and rigging were inspected from deck level only. The navigation instruments were not checked for accuracy.
Value Assumptions & Methodology	The above stated "Fair Market Value" 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	The hull is constructed of fiberglass composite materials in accordance with generally accepted boat building practices. Where inspection was possible, no damage or significant deterioration was noted. Hammer percussion soundings indicated no areas of delamination or voids. Analysis of the hull bottom with a Sovereign moisture meter indicated highly elevated moisture content in the outer skin when compared with readings taken above the static waterline. A single blister was found on the aft hull bottom. Note: fresh coats of antifouling paint had been applied to the hull bottom a few days prior to the survey, which limited the ability to detect visible osmotic blistering.	SEE RECOMMENDATIONS
Deck Specifics	The decks and superstructure are constructed of fiberglass composite materials using a core material in accordance with generally accepted 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. Analysis of the decks with a Skipper moisture meter indicated moisture incursion into the core material at the aft end of the cabin trunk top around the fastenings for the companionway spray dodger.	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 on an inward turning hull flange using pop rivets and stainless steel bolts. The top of the joint is covered by a slotted aluminum toe 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	An external lead fin keel with a bulb and winglets at the bottom is fastened to the hull with stainless steel bolts, nuts and washers. No damage or signs of movement of the ballast were noted.	Appeared Serviceable

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)	<p>Six Adult USCG Type II PFDs, a USCG Type IV Horseshoe Buoy and a throwable Type IV seat cushion were aboard during inspection.</p> <p>It is the responsibility of the vessel's operator to ensure a proper number of USCG-approved wearable and throwable PFDs are carried aboard.</p>	Appeared Serviceable
Portable Fire Extinguishers	Two 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
Emergency Flares	Three 12-gauge aerial day/night signal flares with expiration dates of July 2008 found aboard appear to comply with minimum Federal requirements.	Appeared Serviceable
Horns & Bells	A handheld compressed gas canister horn found aboard appears to comply with Federal requirements.	Appeared Serviceable
Placards	Federally required "Discharge of Oil" and "Disposal of Trash" placards were sighted aboard.	Appeared Serviceable
Additional Safety Equipment	A Lifesling man-overboard recovery device was stowed on the stern rail but was not removed from its container for inspection or testing.	Not Tested

SECTION 3	MECHANICAL SYSTEMS	CONDITION				
Propulsion Engines	<p>A freshwater cooled Yanmar 3GM30F diesel engine rated at 27-hp is installed on flexible motor mounts behind the companionway steps. The engine has signs of very good periodic maintenance. No visible fluid leaks were noted.</p> <p>The engine started easily and ran well during a sea trial which lasted approximately one hour. It operated within normal parameters for RPM, temperature and alternator output. No excess smoke, vibration or crankcase pressure blow-by was noted.</p> <table border="1"> <thead> <tr> <th><u>Serial #</u></th> <th><u>Op. Hours</u></th> </tr> </thead> <tbody> <tr> <td>17298</td> <td>1,328</td> </tr> </tbody> </table>	<u>Serial #</u>	<u>Op. Hours</u>	17298	1,328	Operational
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Transmissions	A Kanzaki KM3P marine transmission with a 2.61:1 ratio reduction gear is fitted. The gear oil was found to be clean and at the correct level. No signs of leaks or unusual operation were noted.	Appeared Serviceable				
Engine Exhaust	The exhaust consists of a welded metal seawater mixing elbow, rubber hoses, and a Vetus plastic waterlift muffler. There are signs of a possible pin-hole leak at the metal elbow, although no signs of active leaks were noted.	Appeared Serviceable				
Engine Controls	A Volvo Penta single lever gear shift and throttle control on the steering pedestal is connected to the machinery with jacketed push-pull cables.	Appeared Serviceable				
Engine Instruments	A Yanmar instrument panel with an analog tachometer and warning lights and alarm for low oil pressure, high temperature and low alternator voltage output is installed on the steering pedestal.	Operational				
Propeller Shafts	A 1" diameter stainless steel shaft is coupled directly to the transmission. No damage was noted.	Appeared Serviceable				
Propellers	A 16" diameter bronze 3-bladed propeller with right hand rotation is fitted. No damage or significant deterioration was noted.	Appeared Serviceable				
Shaft Struts & Bearings	A cutless bearing for the propeller shaft is fitted in a fiberglass hull stub. No excess play between the shaft and bearing was noted.	Appeared Serviceable				
Shaft Glands (Stuffing Boxes)	A Volvo Penta dripless gland is fitted to the propeller shaft log. No signs of deterioration or leaking were noted.	Appeared Serviceable				
Steering Systems	A molded fiberglass steering pedestal with a 42" diameter stainless steel wheel is mounted in the cockpit.	Operational				
Rudders	A fiberglass spade rudder is fitted. No signs of damage or significant deterioration were noted.	Appeared Serviceable				

SECTION 4	DECK HARDWARE, FITTINGS & GEAR	CONDITION
Railings, Ladders & Handholds	<p>Double rail stainless steel bow and stern rails appear to be securely fastened to the deck. Teak handrails are installed on the sides of the cabin trunk top. A folding stainless steel ladder is mounted on the transom.</p> <p>Two vinyl coated stainless steel wire lifelines supported by stainless steel stanchions are installed along the side decks. The clevis pins at the ends of the lifelines are secured with split ring fasteners which are prone to accidental removal.</p>	<p>Appeared Serviceable</p> <p>SEE RECOMMENDATIONS</p>
Cleats	Cast aluminum cleats appear to be securely fastened to the deck structure.	Appeared Serviceable
Hatches	<p>Aluminum framed deck hatches with plastic lenses are installed on the cabin trunk top. No signs of leaks were noted.</p> <p>The cockpit seat locker lids need restraints installed to allow the lids to be secured in the open position.</p>	<p>Appeared Serviceable</p> <p>SEE RECOMMENDATIONS</p>
Windows & Portlights	Lewmar opening portlights are installed in the sides of the cabin trunk. Fixed portlights are installed in the hull topsides.	Appeared Serviceable
Dock Lines & Fenders	A suitable number of nylon dock lines and inflatable fenders for the size and class vessel were found aboard.	Appeared Serviceable
Ground Tackle	A 35-lb. Simpson Lawrence Delta anchor with a combination chain and 5/8" 3-strand nylon rode is stowed at the bow. A 25-lb. Danforth S1600 anchor and two small Danforth anchors were found stowed in a cockpit locker.	Appeared Serviceable
Anchor Windlass	A Lofrans Royal manually operated windlass is mounted in the foredeck anchor locker.	Appeared Serviceable

SECTION 5	THROUGH HULL FITTINGS & SEA WATER SYSTEMS	CONDITION
Through Hull Fittings	Marine quality bronze fittings are installed below the static waterline and marine quality plastic fittings are installed above.	Appeared Serviceable
Seacocks	Marine quality ¼-turn seacocks or installed on fittings below the waterline. All operated smoothly and there were no signs of leaks.	Appeared Serviceable
Hoses	Reinforced rubber and reinforced plastic hoses are secured with stainless steel band clamps. No signs of damage or significant deterioration were noted.	Appeared Serviceable
Bilge Pumps	<p>A 12V DC Rulemate 1100 automatic bilge pump with a manual override switch is installed in the bilges beneath the saloon sole. A 12V DC Par diaphragm bilge pump is installed beneath the dinette's outboard settee and has a remote pick-up hose.</p> <p>A Whale Gusher Titan manually operated diaphragm bilge pump is installed beneath the starboard side of the helm seat.</p>	Operational

Cockpit Drains	Rainwater and sea spray drain out of the cockpit through two tubes at the back of the cockpit, as well as through the walk-through opening in the transom.	Appeared Serviceable
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SECTION 6	FUEL SYSTEMS	CONDITION
Fuel Tanks	A molded plastic fuel tank is installed beneath the aft cabin berth on centerline. Where accessible for inspection, no signs of leaks were noted.	Not Fully Inspected
Fuel Tank Fill Deckplates & Hoses	An aluminum deckplate marked "Diesel" is installed at the aft end of the starboard side deck. The deckplate is connected to the fuel tank with rubber fuel hose marked "USCG Type A2".	Appeared Serviceable
Fuel Tank Vents	The fuel tank is vented overboard with rubber hose marked "USCG Type A1". The hose is hanging loose inside of the transom lazarette and needs to be better routed and secured.	SEE RECOMMENDATIONS
Fuel Delivery Hoses & Piping	Fuel is delivered to and from the engine with rubber fuel hose. No signs of damage or significant deterioration were noted.	Appeared Serviceable
Fuel Filters	A Racor replaceable canister fuel filter/water separator is installed at the aft end of the engine compartment. A replaceable element fuel filter is installed on the engine. No signs of leaks were noted. The fuel visible in the Racor filter's settling bowl appeared to be clean.	Appeared Serviceable
Fuel Pumps	A mechanical diaphragm pump is installed on the engine. No signs of leaks were noted.	Appeared Serviceable
Fuel System Shut-off Valves	A ¼-turn shut-off valve is installed on the fuel line connection to the fuel tank. The valve has a remote pull cable that is actuated by a handle in the galley.	Appeared Serviceable
LPG Systems	An approximately 10-lb. capacity aluminum LPG (propane) storage tank is stowed in a vented locker beneath the port side of the helm seat. A 12V DC remotely operated shut-off solenoid and a pressure gauge are fitted. Testing indicated no leaks.	Appeared Serviceable

SECTION 7	DC ELECTRICAL SYSTEMS	CONDITION
Batteries	A 12V DC Group 24 AGM battery is securely installed in a plastic battery box with a lid at the forward end of the engine compartment. A 12V DC Size 4D AGM battery is securely installed beneath the forward end of the aft cabin berth. Both batteries tested as being in good condition.	Appeared Serviceable
Wiring & Connections	Multistranded copper wiring is generally well routed, secured and bundled. However, the DC positive terminals of the engine alternator and starter solenoid are exposed to accidental contact.	SEE RECOMMENDATIONS
Overcurrent Protection	DC circuit protection is provided by a circuit breaker panel at the navigation station, as well as in-line fuses.	Appeared Serviceable

DC Charging Systems	A Cruisair Sentry 30-Amp marine charger is installed on the starboard side of the transom lazarette. The charger produced suitable DC output when tested.	Operational
Battery Switches	Two On-Off switches located at the forward end of the aft cabin are installed in the DC positive cables. NOTE: There is also a shut-off switch in the main DC ground cable. This switch should remain in the on position to comply with US boatbuilding standards.	Appeared Serviceable

SECTION 8	AC ELECTRICAL SYSTEMS	CONDITION
Wiring & Connections	The vessel is fitted with two 30-Amp 120V AC shore power circuits. Multistranded copper wiring appears to be generally well routed, secured and bundled. However, testing indicated that the AC safety ground (green wire) is not connected to the DC common ground.	SEE RECOMMENDATIONS
Overcurrent Protection	Two circuit breaker panels are installed at the navigation station, each with a double pole master breaker, reverse polarity indicator and branch circuit breakers. Outlet circuits are GFCI protected.	Appeared Serviceable

SECTION 9	NAVIGATION EQUIPMENT & INSTRUMENTATION	CONDITION
Steering Compass	A Plastimo oil filled magnetic steering compass is installed at the forward end of the cockpit table. No damage or significant deterioration was noted.	Appeared Serviceable
VHF Radio	A Standard Horizon Intrepid+ VHF radio is installed at the navigation station. A remote access microphone (RAM) mounts on the steering pedestal.	Powered Up
Electronic Navigation	A Garmin GPS Map 492 display with electronic charting function is installed on the steering pedestal. An Autohelm NavData data repeater is also installed on the steering pedestal.	Powered Up
Depth Finders	An Autohelm Tridata instrument with depth, knot/log and water temperature functions is installed on the steering pedestal. NOTE: The water temperature function did not work properly when tested.	Powered Up
Autopilot	An Autohelm ST4000 electronic autopilot is installed on the steering wheel.	Powered Up
Weather Instruments	An Autohelm wind speed and direction instrument is installed on the steering pedestal. A household-style Acu-rite digital weather station is installed on the bulkhead at the port forward end of the saloon.	Powered Up

SECTION 10	TOILET & WASTE SYSTEMS	CONDITION
Toilets	A Jabsco manually operated marine toilet is plumbed to discharge to either a plastic holding tank or directly overboard.	Operational

SECTION 11	FRESH WATER (POTABLE WATER) SYSTEMS	CONDITION
Water Tanks	Two molded fiberglass water tanks are installed beneath the V-berth and beneath the aft end of the galley countertop. The method of construction prevents full inspection of the tanks.	Not Fully Inspected
Pumps	A Shurflo 12V DC pressure activated pump is installed beneath the dinette's outboard settee. A Whale Galley foot pump is installed at the galley sink for supplying seawater.	Operational
Water Heater	A 120V AC Attwood 6-gallon water heater with an engine loop heat exchanger is installed beneath the dinette's aft settee.	Operational
Showers	A handheld shower is installed in the head. Shower drain water is discharged overboard with a 12V DC sump pump. A handheld shower (cold water only) is installed on the starboard side of the transom.	Operational

SECTION 12	GALLEY EQUIPMENT	CONDITION
Ice Box & Refrigeration	A molded fiberglass top-loading icebox installed beneath the galley countertop is fitted with 12V DC Adler Barbour refrigeration.	Operational
Stoves & Ovens	A gimballed 3-burner Eno propane stove with oven is installed in the galley. A Samsung 120V AC microwave oven is secured on the galley countertop.	Operational

SECTION 13	HEATING & AIR CONDITIONING SYSTEMS	CONDITION
Heating & Air Conditioning Systems	A 120V AC Cruisair 16,000-Btu reverse cycle heating and air conditioning system is installed beneath the dinette's forward settee.	Operational

SECTION 14	ENTERTAINMENT EQUIPMENT	CONDITION
Stereos	A 12V DC Insignia automotive-style stereo with integral CD player is installed at the navigation station. A Sirius satellite radio receiver is integrated with the stereo. Speakers are mounted in the cockpit and cabin. The stereo powered-up and tested as operational with the CD function. However, it had no radio reception, which may be a function of the Sirius receiver interface.	Powered Up

SECTION 15	FINISHES, FABRICS & HOUSEKEEPING	CONDITION
Hull Topsides	The original white gelcoat finishes with a green gelcoat boot stripe and silver vinyl tape accent stripe appear to reflect normal wear and tear for the age of the vessel. This includes several small scratches and scrapes, as well as small areas of prior gelcoat repair.	Appeared Serviceable
Decks & Superstructure	The original white gelcoat finishes with patterned nonskid surfaces appear to reflect less than normal wear and tear for the age of the vessel.	Appeared Serviceable
Hull Bottom	The antifouling paint has recently been renewed. The paint coatings appear to be generally smooth and well adhered.	Appeared Serviceable
Canvas & Covers	<p>An acrylic fabric spray dodger with clear vinyl windows and acrylic fabric covers for the windows is installed over the companionway hatch. The dodger is supported by a stainless steel tubing frame. No significant deterioration was noted. However, a twist fastener for one of the window covers has pulled free from the fabrics.</p> <p>An acrylic fabric bimini top with a stainless steel tubing frame is installed over the aft end of the cockpit. Nylon mesh bug screens attach along the edges of the bimini but were not fitted during survey. There is a minor amount of chafe damage along the forward top edge where the boom contacts the bimini.</p> <p>An acrylic fabric cover is installed over the steering pedestal and cockpit table. No damage was noted.</p> <p>A cotton canvas winter cover was found stowed in a cockpit seat locker in two bags but was not removed for inspection.</p>	<p>SEE RECOMMENDATIONS</p> <p>Not Inspected</p>
Exterior Upholstery	Cloth fabric covered cockpit seat cushions appear to reflect less than normal wear and tear for the age of the vessel. No damage was noted.	Appeared Serviceable
Interior Upholstery	Cloth fabric covered interior seat and berth cushions appear to reflect less than normal wear and tear for the age of the vessel. No damage was noted.	Appeared Serviceable
Interior Finishes	Interior finishes consist of molded fiberglass liners, varnished wood veneered paneling and solid teak trim, and mica covered countertops. Finishes appear to reflect normal wear and tear for the age of the vessel.	Appeared Serviceable
Bilges	Bilges were found to be generally clean and dry.	Appeared Serviceable

SECTION 16	DINGHIES	CONDITION
Dinghies	A 2001 Avon roll-up inflatable dinghy is reported on the brokerage listing but the dinghy was not aboard during inspection. Registration boards with the Maryland State registration number "MD XXYY AB" were sighted aboard.	Not Inspected

Motors	A Yamaha 5-HP outboard motor was found stowed on a bracket inside the seat locker on the port side of the cockpit. No visible damage was noted. The outboard was not started or tested.	Not Tested
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SECTION 17	SPARS, RIGGING & SAILS	CONDITION
Masts	The mast is a Z-Spars double spreader aluminum extrusion with in-mast furling that is stepped on the cabin trunk top. Inspected from deck level, no damage or significant deterioration was noted. The furling system functioned as intended during sea trial.	Appeared Serviceable
Booms	The boom is a Z-Spars aluminum extrusion with mid-boom sheeting and a rigid vang. No damage or significant deterioration was noted.	Appeared Serviceable
Standing Rigging	Shrouds and stays are 1 X 19 stainless steel wire with swaged terminal ends. Inspected from deck level, no damage or significant deterioration was noted. The lower terminals of both backstays are secured with split ring fasteners which are prone to accidental removal.	SEE RECOMMENDATIONS
Turnbuckles	Open barrel chrome plated bronze turnbuckles are fitted to the lower terminals of the shrouds and backstays.	Appeared Serviceable
Chainplates	Stainless steel chainplates on the side decks are connected to the molded fiberglass structural liner with stainless steel tie rods.	Appeared Serviceable
Mast Step	A cast aluminum plate on the cabin trunk top is supported beneath by a stainless steel compression post.	Appeared Serviceable
Running Rigging	Braided Dacron sheets, halyards and other control lines are fitted. No damage or significant deterioration was noted.	Appeared Serviceable
Roller Furling	A Profurl B29L roller furling gear is installed below decks inside of the foredeck anchor locker. No damage or significant deterioration was noted.	Appeared Serviceable
Sails	<p>A Dacron mainsail by Kappa Sails is fitted to the in-mast furling system. The sail has vertical battens along the leech. There is a minor amount of damage along the aft end of the sail's foot.</p> <p>A Dacron/Kevlar composite genoa by Kappa Sails is fitted to the headstay roller furling gear. The sail has a Dacron UV guard along the leech and foot. No signs of damage or significant deterioration were noted.</p> <p>A nylon asymmetrical spinnaker by Neil Pryde Sails was found stowed in a bag in the aft cabin. The sail is fitted with a self-dousing sock. The sail was removed from the bag inside the cabin, but not hoisted. No signs of damage were noted.</p>	SEE RECOMMENDATIONS
Winches	Two Lewmar #44 2-speed self-tailing winches are installed at the aft ends of the cabin trunk top.	Appeared Serviceable

RECOMMENDATIONS

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

SECTION 1 – CONSTRUCTION

- A. The fasteners on the cabin trunk top for the companionway spray dodger should be rebedded in marine grade sealant to prevent further moisture incursion into the deck's core material.
- B. Analysis of the hull bottom with a Sovereign moisture meter indicated relatively high moisture content of the bottom when compared with readings taken above the waterline. One gelcoat blister was found on the port aft hull bottom. Further analysis of the hull to determine the presence or extent of damage to the fiberglass laminates from moisture incursion would require destructive testing, which is beyond the scope of this survey. For further information to determine the condition of the hull, the vessel should be inspected by a qualified fiberglass repair technician, including the use of destructive testing such as a laminate profile.

SECTION 4 - DECK HARDWARE, FITTINGS & GEAR

- A. **The split ring fasteners that secure the clevis pins at the lifeline end fittings should be securely taped to prevent their accidental removal.**
- B. **The cockpit seat locker lids should have cords or straps permanently attached to allow the lids to be secured in the open position in accordance with ABYC Standard H-3.**

SECTION 6 – FUEL SYSTEMS

- A. The fuel tank vent hose should be better routed and secured where it passes through the starboard side of the transom lazarette to comply with ABYC Standard H-33 which requires vent hoses be self-draining and routed with no low spots which could collect fuel.

SECTION 7 – DC ELECTRICAL SYSTEMS

- A. **The DC positive terminals of the engine starter solenoid and alternator are exposed to contact and should be covered with rubber boots to comply with ABYC Standard E-11.**

SECTION 8 - AC ELECTRICAL SYSTEMS

- A. **The AC safety ground bus (green wires) should be connected to the DC common ground to comply with ABYC Standard E-11.**

SECTION 15 - FINISHES, FABRICS AND HOUSEKEEPING

- A. The companionway spray dodger has a twist fastener for one of its window covers which has pulled free. The bimini top has chafe damage along the forward top end. The bimini top and dodger should be repaired by a qualified canvas technician.

SECTION 17 – SPARS, RIGGING & SAILS

- A. **The split ring fasteners that secure the bottom terminals of the backstay should be replaced with properly sized stainless steel cotter pins to prevent their accidental removal.**
- B. The mainsail has minor chafe damage along the aft end of the foot and should be inspected by a qualified sailmaker and repaired.

ADDITIONAL FINDINGS & RECOMMENDATIONS

- A. The flag halyard to the port lower spreader is broken and should be replaced.
- B. The cover on the bottom of the instrument pod on the steering pedestal is loose and should be repaired.
- C. The foredeck spotlight on the mast did not work when tested and should be repaired.



Photograph of the **Summer Breeze** as seen from the port bow, taken at the time of survey on June 8, 2007.



Photograph of the hull identification number located on the aft end of the starboard hull topsides, taken at the time of survey on June 8, 2007.



Photograph of the **Summer Breeze** as seen from the port bow, taken at the time of survey on June 8, 2007.



Photograph of the **Summer Breeze** as seen from the starboard quarter, taken at the time of survey on June 8, 2007.

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 of the vessel 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