

CAROLINA YACHT SERVICES, INC.



SURVEY OF *Sea Mour*

CAROLINA YACHT SERVICES INC.
24 Nuffield Rd., Charleston, S.C. 29407
(843) 571-5808 or 607-3834

PRE PURCHASE SURVEY PERFORMED ON BEHALF OF:

NAME: xxxxxxxxxxxxxxxxxxxx TELEPHONE
ADDRESS: xxxxxxxxxxxxxxxxxxxx HOME:
xxxxxxxxxxxxxxxxxxxxxxxxx MOBILE: xxxxxxxxxxxx

This is a pre-purchase, condition and value survey performed on the vessel "Sea Mour", Catalina 380, April 5, 2019, located at Ross Marine, Charleston, S.C. The purpose of this survey is to determine the general condition and integrity and inspect all accessible machinery, mast, rigging, steering, hull, deck, bulkheads, bottom, fuel system, electrical, plumbing, and structural members and to establish a fair market value. Following is a full condition and value survey report and list of exceptions and recommendations. This report is not meant to detail inventory.

The general condition is evaluated by the following method. The criteria are: average wear and tear, ordinary depreciation of the vessel and equipment.

Vessels are rated in the following categories on a scale of 1 to 5, (1 being Bristol, 5 being poor).

1. Bristol condition, maintained in mint fashion, better than new with many extras.
2. Above average care and equipped with extras.
3. Average condition ready for sale, normally equipped requiring no repairs.
4. Fair condition requiring usual maintenance, and repairs.
5. Poor condition substantial yard work needed and no extras installed.

GENERAL COMMENTS

As a whole the vessel was found to be in above average condition, for a vessel of this age. When the exceptions have been corrected, she will be an able yacht for inland, coastal, and offshore waters.

The surveyor has inspected the vessel both inside and out, consulted with the local market, used all available publications that may apply or furnish an unbiased opinion as to the estimated value of this vessel.

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The value of this vessel has been estimated based on, BUC book, Soldboats, and Yachtworld values, and a free market, with a willing buyer, and a willing seller, in this locality, and market. It is our opinion that a fair value in the present condition is:

Market Value: \$ xxxxxxxx
Replacement Value: \$ xxxxxxxx

The hull is structurally sound, the cosmetic condition good, the interior is clean and well maintained. It should be considered a good insurance and financial risk at a value of \$ 86,000.00

SPECIFIC INFORMATION

VESSEL NAME: "Sea Mour"	TYPE: Sail	YEAR: 1999
L.O.A.: 38'5" L.W.L. 32'5"	BEAM: 12'4"	DRAFT: 5'4"
DISPLACEMENT: 19,500 lbs.	BALLAST: 7,300 lbs.	
GROSS TONS: 14	NET TONS: 12	
H.I.N.: CTYJ0192C999	DOCUMENTATION NO: 1086679	
BUILDER: Catalina	HULL MAT: Fiberglass	
ENGINE: Westerbeke	HOURS: 853	YEAR: 1999
MODEL: 42B4	SERIAL NO.: 42349 D 812A	
COOLING: Fresh water	NO. CYL: 4	H.P.: 42
MARINE GEAR: Hurth HWB150A – 2.5 2.63-1 reduction	SN: 02 21569 F	
FUEL: Diesel – 34 gal.	ENGINE SURVEY NOT PERFORMED	

- Measurements taken from publications, not taken in the field by this surveyor.

DECK & HOUSE

The deck is molded non-skid. The deck was inspected visually and by sounding. Its condition was found to be good. The hull to deck joint was inspected outside and inside where accessible. The joint appeared sound and tight with no signs of visible leaks. **The side rail stanchions appear to be weeping into cabin, re-bed all.**

DECK GEAR

Deck gear was inspected and found to be in good condition. Included were:

1. Winches-Primaries – 2 ea. Lewmar 54 TS self tailing, Cabin Top - 2 ea. Lewmar 40 TS self tailing and (10) line stoppers. **Primary winches need to be cleaned and greased.**
2. Adequate cleats – 6 s.s.
3. Bow and stern pulpits – s.s.
4. Anchor locker in bow w/ hatch.
5. S.S. anchor guide & roller.
6. Lifelines-Double vinyl coated cable.
7. Table, wheel & instrument cover.
8. Fold down, fiberglass, cockpit table.
9. (2) Corner seats in stern pulpit.
10. Bimini top/Dodger w/ s.s. frames – new Bimini top, **dodger, in garage, unseen.**
11. (2) Lockers on swim platform.
12. Cockpit cushions – **in garage, unseen.**

MOORING PACKAGE

1. Delta plow 16 kg. anchor, 50' chain, 200' twisted nylon rode.
2. Windlass-Maxwell 12v. – retriever, only, control button in anchor locker.
3. Anchor locker in bow w/ hatch.

MAST AND RIGGING

The mast, boom, standing and running rigging were inspected from the deck with high powered binoculars. The mast, boom & 1 x 19 stainless steel standing rigging are in good condition. The turnbuckles and swags show no signs of deterioration. The Schaeffer furling system for the genoa is in good condition and working smoothly. All of the running rigging is in serviceable condition.

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The vessel is equipped with a rigid boom vang (**dent in side, but not affecting function**), amidships traveler, halyards led to the cockpit, and a Windex wind vane. The mast is aluminum and deck stepped. The goose neck is in good condition. The main sail furls into mast. There is a spinnaker pole and track on the front of the mast.

The wind direction indicator, and anemometer were inoperable. The starboard spinnaker, turning block is stiff.

SAILS

The sails inspected and on board at the time of the survey included:

1. Mainsail – Dacron, new condition.
2. Genoa – Dacron, new condition. Schaffer furler – **dirty along leach, and foot, have cleaned by sail maker.**

NAVIGATION LIGHTS

This vessel is carrying navigational lights as prescribed in the international regulations for preventing collisions at sea or inland waters. The running lights, steaming light, and stern light are working. **Anchor light and deck light did not illuminate.**

INTERIOR JOINERY

The interior is clean and neat. The cabin sole is teak and holly with heavy vinyl in the galley. The bulkheads, paneling, doors, dinette table, and drawers are teak with wood slats on the hull. The cushions are fabric covered through out. There are fabric blinds over port lights. The dinette table converts to a berth. The counter tops are corian with teak trim. The headliner is molded fiberglass. The head has a molded fiberglass sole and overhead with mica covered walls. There is a molded fiberglass counter w/ sink in v-berth.

There was mildew around salon overhead hatch. There was water staining on wood veneer at companionway entrance (typical). There were several areas of weeping, appear to be from deck stanchions, at each aft cabin port light, microwave, and port salon shelf.

BULKHEADS

The bulkheads were inspected where accessible and showed no signs of working or deterioration. The vessel appeared to be structurally sound.

PLUMBING

The plumbing lines, hoses, water tanks, and thru-hull fittings incorporating the plumbing systems were examined and proved if possible. There are (3) plastic water tanks with a total capacity of 96 gals. One is located below the port dinette, one below the aft berth, and the other is located below the v-berth. There is a Seaward 11 gal. water heater, – **not working**, installed below the galley sink. There is a 30 gal. black plastic holding tank equipped with a deck pump out, and a working macerator pump, below the starboard settee. It is well secured and properly vented.

The seacocks were tested and proved where possible. They are double clamped and in serviceable condition. It is good practice to have the proper size wooden plug attached to each seacock on a string or wire so they are readily available in an emergency.

NOTE: Seacocks should be serviced on a regular basis. A visual inspection is not sufficient alone. All seacocks should be periodically opened, closed and lubricated if necessary. This prevents tight fitting surfaces from binding and assures safe operation of seacocks. **Remember: Close head seacock before raising sails.**

ELECTRICAL SYSTEM

The 110 and 12 volt electrical systems were examined and proved where possible. The main electrical panel is equipped with a volt meter, amp. meter, circuit breakers and a polarity indicator. There is one battery selector switch below the navigation table. There are two 4-D batteries installed in acid proof boxes and well secured below the companionway steps. There is a Promatic 30-3 battery charger in the starboard aft lazarette, on the starboard side. The wiring installation is up to marine standards. **The overhead shower light did not illuminate and was missing lens. The aft cabin starboard reading light did not have a bulb.**

NOTE: All bonding/grounding wires may not utilize a device (seacocks, tanks, etc.) as a conductor. Wires entering and leaving a device must be connected on the same terminal to insure the proper protection. The seacocks are Marelon, and therefore don't need to be bonded.

GALLEY

The galley is equipped with a (3) burner Princess LPG stove/oven that is built-in and gimballed. The one LPG tank is properly installed in a LPG locker in the port lazarette, with LPG solenoid control by sink. A double stainless steel sink with pressure hot & cold water, Whale manual fresh water faucet, Princess microwave oven, and an in-the-counter Adler-Barbour refrigerator/freezer, complete the galley. The counter tops are corian with teak trim. Trash bin, counter space, storage and drawers are good. **The fresh water manual faucet had a minor leak at handle.**

MARINE SANITATION

The forward head is equipped with sink, separate shower stall w/glass door – **hose for shower wand is mildewed**, manual toilet, adequate counter space and ventilation. It is equipped with a proper holding tank, below starboard settee, deck pump out fitting, and a macerator. The v-berth has a vanity w/ molded corian counter, and sink w/ hot & cold water. **Shower stall over head light did not illuminate and was missing lens.**

FIRE

Onboard fire extinguishers consist of: Kidde ABC dry chemical at the steps, Kidde BC dry chemical in the starboard lazarette, and a Kidde ABC dry chemical port in the v-berth. All gauges were in the green indicating a good charge. *We are of the opinion all boat owners should be aware of the proper inventory and location of all fire extinguishers on board.*

SAFETY EQUIPMENT

The safety equipment inventory included the proper PFD's (10) Type II adult, (2) Type II youth, (1) Type III, a handheld horn, a throw able square cushion, and flares **(exp. June 2020)**. **There was not a first aid kit, onboard, at time of survey.** *We are of the opinion all boat owners should be aware of the proper inventory and location of all safety gear onboard.*

VENTILATION

Ventilation to the living areas, engine compartment and bilges is good. There is (1) companionway hatch w/ slates – **finish worn**, and mosquito screen, (6) opening hatches – **v-berth, one port and one starboard in salon, are crazed**, (1) solar vent, (9) opening ports w/ rain shields – **starting to craze**, (5) 12 v. fans, (1) portable HVAC/dehumidifier, and (1) engine compartment blower – **the end of duct work, below engine, was torn. The varnish for companionway slats was worn. V-berth hatch was leaking (minor) at the starboard hinge. Mildew around overhead hatch frames.**

ENGINE

The vessel is equipped with a 1999 Westerbeke, 42 hp diesel engine with 853 hrs. The engine was visually inspected only and the following is noted: hoses, belts, strainer, fuel filter, etc. appeared in good condition. It started easily and ran smoothly with no excess smoke.

The engine compartment bilge was dirty, there was surface rust on the engine mounts, and corrosion on the sea water pump. The paint was flaking on heat exchanger, cooler, and around engine. The sea water strainer was extremely dirty. The shaft packing gland was leaking excessively – repack.

WOT	2900	6.2 kts. against tide	8.4 kts. w/ tide	speed over ground
Cruise	2200	5.5 kts “	7.3 kts. “	speed over ground
Temp	160			
Volts	14.5 @ panel,	gauge at helm was fluctuating.		

NOTE: If a more inclusive analysis is desired, it is suggested that an engine survey be performed by a competent marine engine technician. This would include such items as compression test and oil analysis, etc.

FUEL SYSTEM

There is one 34 gal. aluminum fuel tank below the aft stateroom bed. It is well secured and vented. The system is tight, equipped with proper valves and bonded. The primary fuel filter is a Racor 500 FG element type filter mounted below aft cabin bunk, and the secondary filter is engine mounted. **The Racor bowl had heavy sludge – polish fuel tank, fuel, and clean Racor.**

BILGE PUMPS

The vessel is equipped with a Jabsco automatic bilge pump w/float switch in the keel sump – **float switch not working**, and Whale Gusher manual pump in the cockpit. Both were tested and proved to be working. **Clean keel sump. The sound insulation on navigation station sole hatch panel had fallen off.**

STEERING

The steering is pedestal mounted with an Edson wheel. The steering gear was inspected from the quadrant to the wheel. All cables were tight and in good condition. There is an emergency tiller access aft in the cockpit sole.

ELECTRONICS

The electronic equipment observed aboard the vessel at the time of the survey included: **The wind indicator, and anemometer were inoperable. The old radar array does not link to newer electronics. The touch feature of Hybrid Touch was locked, off.**

1. Depth/wind/speed – Raymarine.
2. (2) VHF - West Marine 500dsc handheld, Uniden handheld.
3. Autopilot - Raymarine.
4. GPS/radar/sounder/AIS – Raymarine Hybrid Touch.
5. Sony stereo/CD – Sirius radio, w/ (2) Bose speakers.
6. Philips flat TV.
7. Ritchie Powerdamp, magnetic, compass.

All powered up and appeared to be in working condition, **except as noted above.**

AUXILIARY EQUIPMENT

The auxiliary equipment aboard the vessel at the time of the survey includes the following but is not intended to be a complete inventory:

1. S.S. swim ladder.
2. Cockpit cushions – **in garage, unseen.**
3. Shore power cord - (1) 30 amp. x 50 ft.
4. Hot & cold shower on transom.
5. Dinghy – Zodiac w/high pressure floor.
6. Outboard motor mount port aft rail.
7. Hubbell TV/phone outlet.
8. CO/smoke detector – First Alert, working.

HULL TOPSIDES

The hull topsides was inspected visually and by sounding and appeared to be in good condition overall. The hull is white w/ blue shear, and boot stripe. Overall the hull was in very good condition. **There were minor dock scuffs on each side, and in blue shear stripe.**

BOTTOM

The vessel was hauled by travel lift on Friday, April 5, 2019 at Ross Marine in the presence of John & Laura Brummer (buyers), Greg Williamson (broker), Richard Brackett (surveyor) and David Hill (surveyor). The bottom of the hull was inspected, sounded and found to be structurally sound with no delaminations or voids. Further observed were the keel, rudder, thru hulls, 3 blade self feathering propeller, 1 1/4" stainless steel shaft, strut and cutlass bearing. The shaft and propeller are running true. The cutlass bearing is snug and in very good condition. The shaft is double nutted with a cotter pin securing. There is one zinc on the shaft in good condition and one cap zinc on the propeller.

The rudder bushing is snug, and working smoothly. There is little to no play in the rudder bushing. **The bottom paint is ablative, and was worn along the waterline and bow. There are a few blisters on the both sides of the keel. They are small, and in the coating over the keel. They are cosmetic only.**

EXCEPTIONS

Exceptions, in this surveyor's opinion, include all those corrections necessary to restore and maintain the original integrity of the vessel. The standards and practices used as guidelines are those used of the American Boat & Yacht Council, National Fire Protection Association, and the U. S. Coast Guard.

1. Repair or replace the bulbs in the anchor light, and deck light.
2. Equip vessel with first aid kit.
3. Have fuel tank polished, clean Racor fuel filter, and engine sea water strainer, before long distance travel.

RECOMMENDATIONS

Recommendations represent changes that effect normal comfort and safety functions. The vessel's intended usage is considered. Employing these suggestions is recommended as part of an ongoing maintenance program.

1. Have Genoa professionally cleaned.
2. Tighten/re-pack shaft packing gland.
3. Primary winches need to be cleaned and greased.
4. Re-bed all side rail stanchions.
5. Repair leak at the v-berth overhead hatch.
6. Repair wind direction indicator, and anemometer.
7. Properly wire the holding tank macerator tank, as needed.
8. Repair shower stall overhead light.

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9. Clean shower wand hose.
10. Monitor/replace crazed port lights and hatches, as needed.
11. Prove Raymarine Hybrid Touch, touch screen feature.
12. Replace radar array, as needed.
13. Repair/replace water heater, as needed.
14. Clean, buff and wax the exterior.
15. Clean mildew on overhead hatches, and weeping around port lights, and microwave.
16. Repair scuffs in boot stripe, as needed.
17. Replace bulb in aft cabin reading light.
18. Repair leak at manual fresh water faucet, in galley.
19. Clean keel sump.
20. Clean/protect corrosion, and rust on engine mounts, and sea water pump.
21. Re-paint flaking paint on engine, as needed.
22. Trim end of engine compartment blower duct.
23. Remove old sound insulation, from navigation station bilge hatch, and add new, as needed.

LEGAL LIMITATIONS & WAIVER OF LIABILITY

This survey represents the observations of the undersigned regarding the vessel “*Sea Mour*”, Catalina 380. Reasonable care has been taken to visually inspect the vessel, without opening up areas ordinarily concealed. No observations are expressed regarding defects not readily discoverable by normal inspection. All details and particulars in this report are believed to be true, but are not guaranteed accurate. All judgments, conclusions, and recommendations are expressions of opinion of the undersigned based upon his skill, training and experience, after a routine examination of the vessel and after discussions with owners or others familiar with the vessel.

No part of this report is issued as an expressed or implied warrant of the condition of the vessel, of the value of the vessel, or the cost of any repairs. Unless specifically stated otherwise in this report, the undersigned has not removed fasteners, has not removed fixed structures or equipment, has not disassembled hull or machinery for inspection or testing. Therefore, this report does not cover latent defects not readily discovered without such removal or disassembly. Unless specifically stated otherwise in this report, the undersigned has not operated the engines, machinery, equipment, or appurtenances.

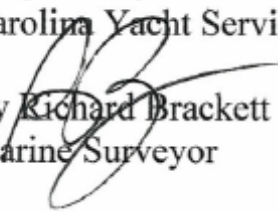
The undersigned has conducted his survey and issued this report for the sole use of John & Laura Brummer for an agreed fee based on the intended use of the report and the legal liability of the undersigned. Accordingly, others are not to use this report and not to rely upon the contents of this report without payment to the undersigned of an additional agreed fee based upon reevaluation of the same factors.

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Further, the undersigned shall have no liability for consequential damages; no liability for personal injury damages; no liability for property loss damages; and no liability for punitive damages, all of which shall be deemed to have been knowingly and voluntarily waived upon use of this report. Further, in no event shall the legal liability of the undersigned for this report ever exceed the fee paid by the requesting party for issuance of this report, regardless of the number of claims or suits and regardless of whether under theory of tort, contract, warranty, products, outage, or otherwise.


All of the foregoing is entered without prejudice and is so signed.

Respectfully Submitted,
Carolina Yacht Services, Inc.

By  Richard Brackett
Marine Surveyor

Member S.A.M.S.: Surveyor Associate

Respectfully submitted,
CAROLINA YACHT SERVICES, INC.

By David Hill, AMS #889
Marine Surveyor & Appraiser
A.B.Y.C. Standards-Accredited
Member: S.A.M.S., A.B.Y.C.*N.F.P.A.*B.U.C.

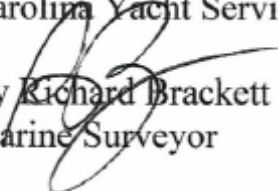


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HIN: CTYJ0192C999
VESSEL: Sea Mour

Respectfully Submitted,
Carolina Yacht Services, Inc.

By  Richard Brackett
Marine Surveyor

Member S.A.M.S.: Surveyor Associate

