General Condition and Valuation Survey

"Swell Bound"

1996 Hunter 42 Passage CC

06-06-2023 & 06-13-2023

Report by:

Arran Flanagan
Marine Surveyor

For:

Mike Shelter

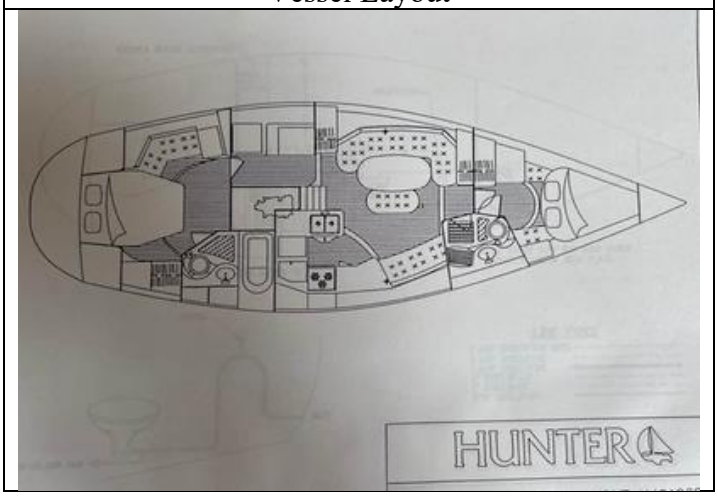
1762 Lisbon Lane, El Cajon, CA 92019

VESSEL DESCRIPTION

The vessel was observed afloat at a private residence, Coronado, CA.

The vessel “Swell Bound” was a 1996 Hunter 42 Passage center cockpit, auxiliary screw sloop with 55 HP Diesel inboard engine, full displacement, round bottom, winged, fin keel, sugar scoop-ended design, and fiberglass reinforced plastic construction, with Cockpit helm.

Vessel Layout



Housekeeping and general appearance are **Average**. The vessel is normally equipped for her size and type. The hull has a shine and is in overall satisfactory condition.
From examination afloat and hauled of accessible areas, the vessel appears to be sound, with no evidence of structural damage.

CONDUCT OF SURVEY

-- The Mandatory Standards Promulgated by the United States Coast Guard (USCG), under the Authority of Title 46 United States Code (USC); Title 33 and Title 46, Code of Federal Regulations (CFR), and the Voluntary Standards and Recommended Practices developed by the American Boat and Yacht Council (ABYC) and the National Fire Protection Association (NFPA) have been used as guidelines in the conduct of this Survey.

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SCOPE OF SURVEY

The Prepurchase survey was to check the operability of all systems and equipment on board in order to assess physical condition and establish the "Present Condition and Value" for PREPURCHASE purposes.
The survey started at 09:52 AM (-7 GMT) and finished at 01:30 PM (-7 GMT). 06-13-2023 09:10 AM (-7 GMT) 09:45 AM (-7 GMT)

This survey was conducted by means of visual and audial inspection and non-destructive testing, such as "tapping" a laminate and listening for acoustic anomalies. (a.k.a. "percussion testing.")

The DC electrical systems were "powered up". Observation of the machinery aboard was checked for both serviceability and operational within the capacities of this survey. Batteries were charged and verified at electric panels battery gauges.

The AC electrical system was "powered up". Observation of the machinery aboard was checked for both serviceability and operational within the capacities of this survey. Shore power was connected. The generator was tested for powering up the vessel while underway.

All areas accessible without the opening or removal of locked compartments and breaker panels, paneling, screwed or nailed boards, bulkheads, tacked carpet, clothing, spare parts, miscellaneous materials in the bilges, lazarette and lockers or other portions of her structure, anchors, and anchor chain and without the testing of or opening up of propulsion or auxiliary machinery, or disassembly of valves, were tested and/or inspected. Any locked compartments or inaccessible areas were precluded from this inspection. Tanks are not fully accessible for inspection, and surveyor cannot speak as to the condition of hidden tank surfaces. Liquid leakage above the tank level cannot be detected in slack tanks.

This Survey Report represents the condition of the vessel on the above date or dates and is the unbiased opinion of the undersigned, but it is not to be considered an inventory, warranty, or guarantee, either specified or implied. The items listed in this report were tested for proper operation at time of survey ONLY.

The engine was operated during survey. From external examination, the engine and the equipment in the engine room are in serviceable condition. This report is not an engine survey; a brief cursory inspection of the machinery was conducted.
The propeller shaft and rudder stock were not sighted where they pass through the gland, Pedro hose, log, rudder port and cutlass bearing; surveyor cannot speak as to their condition.

Alfredo Neri of Quality Marine performed concurrently an engine and generator survey to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.
The sails were opened during the survey. The vessels rigging was not examined aloft. This report does not include a rigging survey. Surveyor recommends, that the rigging should be professionally surveyed by a qualified rigging professional.

No determination of stability characteristics has been made and no opinion is expressed with respect thereto.
This signed report represents the findings of the Survey and supersedes any and all conversations, statements and representations, whether verbal or in writing.

GENERAL NOTE:

1. It is recommended to have all "Electronics" inspected by a Marine Electronics Surveyor to determine the condition of the electronics and associated hardware.
2. It is recommended to have all "Electrical" inspected by a Marine Electrical Surveyor to determine the condition of the electrical systems and associated hardware.
3. It is also recommended to have all "Corrosion" inspected by a Marine Corrosion Surveyor to determine the condition of all associated hardware.
4. It is recommended to have all "Machinery" inspected by a Qualified Marine Engine Technician to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

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DEFINITION OF TERMS

Adequate:	Sufficient for a specific requirement.
Appears:	Indicates that a very close inspection of the particular system, the component or the item was not possible due to constraints imposed upon the surveyor (i.e., power was not available, the inability to remove panels, or a non-destructive test was requested).
Excellent Condition:	New or Like New.
Fair Condition:	Denotes that the system, the component, or the item is functional as is with minor repairs. (MONITOR OFTEN).
Fit for Intended Use:	The use which is intended by Survey Purchaser (Present or Prospective Owner).
Good Condition:	Nearly new, with only minor cosmetics or structural discrepancies.
Operational:	A cursory test was performed to determine the items basic functionality but does not guarantee the item will remain functional.
Poor Condition:	Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.
Power(s) Up:	Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.
Serviceable:	Sufficient for a specific requirement.
Use of Letters:	The "Use of Letters A, B and C" in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" section pertaining to the item.

GENERAL INFORMATION

File no.:	23-7230606
Date of survey inspection:	06-06-202306-13-2023
Type of survey:	A pre-purchase survey was requested to determine a comprehensive physical condition and value of the vessel.
Survey prepared for:	Mike Shelter
Email:	Mike.shetler@mallardslm.com
Cell:	(619) 778-4940
Address:	1762 Lisbon Lane, El Cajon, CA 92019
Owner/Seller:	JAY DAVID LISSNER
Seller's broker:	Nathaniel Barre
By Request of:	Lelani Whales, buyer's broker
In Attendance:	Surveyor, buyer, owner, buyer's broker, seller's broker, engine surveyor

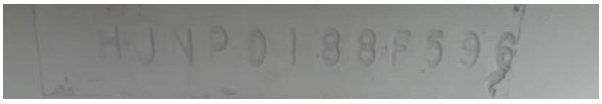
Overall, Vessel Rating:	**AVERAGE**
Estimate Market Value:	**$ 105,000.00**
Estimated Replacement Cost:	**$ 450,000.00**

VESSEL INFORMATION

Name of vessel:	"Swell Bound"
Make/model:	1996 Hunter 42 Passage CC
Builder:	Hunter Marine
Accommodation:	Sleeps 7
Hull no.:	HUNP0188F596
Off. no.:	1045777
Doc. onboard:	No (see recs)
Hailing port:	San Diego, CA
LOA:	42'6"
LWL:	38'0"
Height:	50' (estimated)
Sail Area:	949 sq.ft.
Beam:	14'0"
Draft:	4'11"
Dry weight:	24,000 lbs.
Lift:	29,300 lbs.
Ballast:	7,600 lbs. (lead)

Note: The dimensions above were taken from online information.

Note: The hull was properly labeled with the name and homeport on the transom and the vessel document number affixed to the vessel in the nav station.

Hin (hull identification number)	Official number
	

Results for Vessel: *SWELLBOUND*

Vessel Information:	Vessel Particulars:
Vessel Name: SWELLBOUND **Primary Vessel Number:** 1045777 *(Official Number (U.S.))* **Hull Identification Number:** N/A **Manufacturer Hull Number:** HUNP0188F596 **IMO Number:** N/A **Vessel Flag:** UNITED STATES **Vessel Call Sign:** N/A	**Service:** Recreational **Length:** 42.50 ft **Breadth:** 14.00 ft **Depth:** 9.00 ft **Build Year:** N/A **Alternate VINs:** N/A
Service Information:	**Tonnage Information:**
Service Status: Active **Out Of Service Date:** N/A **Last Removed From Service By:** N/A	**Cargo Authority:** N/A **Tonnage:** • 26 - Simplified, Gross Ton • 24 - Simplified, Net Ton

Vessel Documents and Certifications

Document	Agency	Date Issued	Expiration Date
CERTIFICATE OF DOCUMENTATION	USCG	October 13,2022	October 31,2023

HULL CONSTRUCTION

Type: Full displacement
Material: Fiberglass reinforced plastic
Fastenings: Fiberglass and resin
Structure: Wooden Bulkheads located throughout, bonded to the hull with FRP tabbing.
Condition: These were found to be sound, with no sign of water damage.
Stringers: Hull stiffness provided by FRP longitudinal stringers.

Note: Complete inspection was limited due to access. Serviceable where sighted.

Transom: Sugar scoop
Bilges: A painted surface was used in the bilges.
Recommend keeping the bilges clean & dry.
Water was observed in the bilges.

Note: Empty the standing water from the midship bilges. The source of any leakage should be determined and repaired as necessary.

Limber Holes: Limber holes are of adequate size and clear where sighted.

DECK CONSTRUCTION

Decking: Reportedly, cored FRP (fiber reinforced plastic) with grey gelcoat and textured non-skid.
Condition: The topside decks were in good condition.
Toe rails: Anodized aluminum toe-rails.

HULL-TO-DECK JOINT

Hull-to-deck joint: Flanged hull-to-deck joint bonded with mechanical fasteners and adhesive.
Condition: Observed to be sound and intact where possible.

DECK FITTINGS

Sprit/Anchor platform: Built-in stainless steel double anchor sprit with rubber roller anchor chock
Safety railing: Stainless steel bow pulpit, stanchions with (2) course coated stainless steel lifelines, and stern rails
Condition: The safety railings around the vessel are secure and in sound condition.
Cleats: Cleats throughout the vessel were horn type aluminum.
Grab Rails: Stainless steel handrails were located at convenient locations on the vessel.
Escape hatches: Alloy & acrylic
Amount: One (1) forward One (1) aft
Condition: In good working condition
Rub rails: Aluminum compression rails. Serviceable.

	Scuppers:	Self bailing deck drains at the port & starboard aft cockpit corners.
A	Thru hull valve:	Two (2) Bronze, ¼ - turn ball type
	Condition:	Thru hull valve was exercised. Found to be immobile.

ADDITIONAL EQUIPMENT AND ACCESSORIES

Blue canvas:	Steering pedestal, winches
Condition:	Serviceable
Lights:	foredeck floodlight, Recessed lights in arch.
Dock Lines:	Lines of various lengths, types and sizes were sighted on board. Satisfactory.
Equipment:	Swimstep shower, Teak cockpit table, Built-in fender rack
Arch:	Welded tubular stainless steel main sheet track arch
Condition:	In sound condition.

RIGGING AND SPARS

Mast/spars:	StarCraft Extruded aluminum mast, Marconi-rigged sloop, double spreader
Condition:	In overall good condition.
Type of rig:	Standard rig
Standing rigging:	9x19, Stainless steel, wire
Condition:	In overall good condition.
Running rigging:	Dacron
Condition:	Tested while sailing. In overall good condition.
Mast step:	Deck stepped.
Condition:	In overall good condition.
Keel Bolts:	Stainless steel with hex bolts.
Condition:	In serviceable condition, no corrosion observed.
Winches: Sheet:	(2) Lewmar 50
Halyard:	Lewmar 30, Lewmar 44
Condition:	Tested while sailing. Satisfactory condition.
B **Furler:**	Make/model unknown, roller furling jib E-Z Furl roller furling main
Condition:	Tested while sailing. Requires service.
Additional Equipment:	Main sheet traveler
Sails:	Dacron sails include genoa, main
Condition:	In overall good condition.

INTERIOR

Decking:	Teak and holly laminate over plywood
Overhead:	Textured FRP
Windows:	Acrylic
Portholes:	Plastic & acrylic
Skylights:	Acrylic

Additional equipment:	Weems & Plath, Brass, clock, barometer Tool kit, Sufficient rigging spares
Joinery and Finish:	The interior of the vessel is a combination of teak trim and Vinyl covered bulkheads., The cabinets, lockers, drawers and shelving appeared serviceable, where sighted.
Light Fixtures:	12V LED, provide lighting throughout the vessel.
Condition:	All lights were operable.
Storage Areas:	Under and over cabinet doors, hanging lockers, and under floor storage were located throughout the vessel.
Water Intrusion Signs:	No significant signs of water intrusion were observed at the vessel's interior, except where noted.

GALLEY EQUIPMENT

Stove:	Princess (3)-burner Propane, gimballed with sea rails
Area protected:	Adequate clearance
Shutoff solenoid:	Yes, Operational
Condition:	Tested elements for flame and solenoid shut off to cut off LPG. All elements are working.
Refrigeration:	Built-in Adler Barbour VDC deep, freezer Built-in Adler Barbour DC deep, refrigerator
Condition:	Refrigerator / freezer was cold to the touch. Operational.
Microwave:	General Electric microwave oven
Condition:	Operational. Tested by heating up a wet paper towel.
Sink:	Stainless steel, single
Additional equipment:	Black & Decker toaster oven

Note: The galley equipment mentioned above was secure. It was tested during the survey and was found to be in satisfactory condition.

Notes: The oven knob is inoperative. Diagnose and repair as appropriate.

PROPULTION

Alfredo Neri of Quality Marine performed concurrently an engine and generator survey to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.
Note: Checked oil levels in the engines and transmissions prior to starting engines.
Note: Checked coolant levels in the engines prior to starting engines.

Manufacturer:	Single Yanmar
Model:	4JH2-TE
Type:	Diesel, 4-cylinder
Rated HP:	55 @ 3600 RPM
Serial number:	14776
Engine hours:	1425.0
Engine controls:	Dual-lever, mechanical
Engine Shut Down:	Button for each engine on the helm.
Emergency steering:	None sighted
Engine alarm: Cockpit:	Audible/visual engine alarms at the helm. Operational.

Main engine	Main engine
	

	Engine gauges:	Cockpit: One (1) each, tachometer, oil pressure, temperature
	Engine Synchronizer:	Controlled by engine controls
	Propeller Shaft:	1¼" Stainless steel
B	**Propeller shaft gland:**	PSS (Packless Shaft Seal Systems). Monitor frequently.
	Condition:	Corroded.
	Hoses:	Found to be in serviceable condition.
	Belts:	In a serviceable condition.
	Preventative measures:	Oil absorbent pads under engine.
	Exhaust System	Fiberglass tubing flexible wet exhaust hoses. Double worm screw stainless steel clamps were sighted. The exhaust elbow was formed FRP connected by rubber hoses and clamps. In serviceable condition.
B	**Mounts & bed:**	Main engine beds were FRP longitudinal stringers inboard and outboard. Isoelastic engine mounts were thru-bolted to the stringers. Thread adjustments provide the ability to adjust the alignment vertically.
	Condition:	Were found to be corroded.
	Insulation:	Insulation was on the overhead forward and aft engine room bulkheads. Foil and foam.
	Engine room ventilation:	Natural
	Engine oil:	Oil levels were checked**.**

COOLING SYSTEM

	Type:	Closed reservoir type cooling with raw water-cooled exhaust with expansion tank.
	Coolant Level:	Coolant levels were checked.
	Engine Hoses and Clamps:	Reinforced rubber hoses with stainless steel clamps.
	Raw Water Strainers:	Rectangular scoop strainers
	Thru hull valves:	One (1). Bronze, ¼ - turn ball type
	Service:	Shaft gland
	Condition:	Thru hull valve was exercised. Operated and found in working order.

Sea strainers:	Bronze sea strainer
Condition:	Satisfactory, and clear of debris.

TRANSMISSION

Manufacturer:	Kanzaki
Model:	KBW20
Type:	Direct drive
Ratio:	2.62:1
Serial no.:	9120
Rotation:	Right hand
Transmission oil:	Oil levels were checked**.**
Couplers:	Coupler was on tapered shafts and nylon lock nuts. Shaft coupling bolted to the transmission output flange.

STEERING SYSTEM

Type:	Cable and quadrant
Number of Stations:	One (1)
Locations:	Cockpit
Condition:	Observed to be in a serviceable condition.
Packing Gland:	Flange & bolt stuffing box type packing glands. Monitor frequently.
Condition:	Observed to be in a serviceable condition.
Rudder Stock:	Stainless steel

FUEL SYSTEM

Fuel:	Diesel
Material:	Aluminum
Label:	Yes
Amount:	One (1)
Capacity:	71 gallons total.
Info:	On the tank
Gauges:	Yes, Gauge
Location:	Under aft bunk
Grounded:	Yes
Condition:	In satisfactory condition with no signs of leakage.
Secured:	Secured per ABYC H-33

Fuel filters

Engine filter:	Yanmar, 129470-55810
Primary:	Racor Parker 110A
Condition:	Satisfactory and clear of debris.
Secured**:**	Yes
Location:	Engine room
Deck fill:	Located Port side, aft. Fill marked “Diesel”
Grounded:	Not accessible due to access cover.
Labeled:	Yes

Fill pipe material: The fuel lines were all proper USCG type A hoses.
The hoses are older than 10 years.

Vent location: Below deck fill.

B **Fuel Lines and Fittings:** The fuel lines were all proper USCG type A hoses.
The hoses are older than 10 years.

Fuel shut offs: Accessible, On fuel tanks.

ELECTRICAL SYSTEMS (Generator)

Operation: The generator was started from the panel.
The generator was load tested and operated satisfactory for approx. 30 min.

Manufacturer: Kohler

Fuel Type: Diesel

Model Number: 9CC0Z23 No sound shield was installed.

Serial Number: 126117-23

Rating: 9.00 KW

Voltage Rating: 120V

Indicated Hours: 453.5 engine hours

Location: Above main engine

Cooling System: Closed reservoir type cooling with raw water-cooled exhaust
with expansion tank.

Raw Water Strainers: Bronze sea strainer

Condition: Satisfactory, and clear of debris.

Thru-hull Valve: One (1) Bronze, ¼ - turn ball type

Condition: Thru hull valve was exercised. Operated and found in working order.

Exhaust System: Marine grade hose to a water lift type muffler was sighted.
Double worm screw stainless steel clamps were sighted.
In serviceable condition.

Hose Clamps: Stainless steel clamps were sighted.

Fuel filters

Primary: Racor Parker 110A

Condition: Satisfactory and clear of debris.

Location: Engine room

Gen	Gen
	

ELECTRICAL SYSTEMS (DC System)

Voltage: 12 VDC
Panel: (1) 12 VDC
Gauges: (2) Analog selectable, voltmeter, operational power indicator
Breakers / switches labeled: Yes
Battery Switch: Two (2), Perko rotary switch.
Location: Engine room
Battery Paralleling switch: Battery Parallel Switch installed on the battery switch.

Note: Surveyor recommends that battery switches be labeled according to which bank they serve.

Alternators: (2) engine mounted alternators
Outlets: Receptacle type. Serviceable.
Wiring: Wiring is non-metallic sheathed copper.

Note: Bonding wires and connections were found to be corroded. Service as appropriate.

Fused: Batteries do have circuit protection within a distance of seven inches of the battery.

Batteries
House bank: 12V wired in series (2) 6 V Lifeline, 4CT,
Dates: 2-2021 (rptd. by owner)
Type: AGM
Location: Engine room
Condition: In serviceable condition. **(internal condition unknown)**
Secured, ventilated, contained, and terminals are covered.
Charger/inverter: Heat interface, Freedom Marine 20

House Bank

Starting bank: 12V wired in series (2) 6V Lifeline, 4CT,
Dates: 1-2021 (rptd. by owner)
Type: AGM
Location: Engine room
Condition: In serviceable condition. **(internal condition unknown)**
Secured, ventilated, contained, and terminals are covered.
Battery charger: Same as house bank

Starting Bank

Gen. starting bank: 12V individual (1) Duralast, Group 24
Dates: 8-2020 (sighted)
Type: Lead acid
Location: Engine room
Condition: In serviceable condition. **(internal condition unknown)**
Secured, ventilated, contained, and terminals are covered.

Gen. starting Bank

Notes: Batteries were not load-tested during survey; however, at the time of the survey 12VDC systems were operational as general usage would demand.

VDC Distribution Panel	VAC Distribution Panel
	

ELECTRICAL SYSTEM (AC System)

Shore Power Cord: One (1) yellow cord in serviceable condition.
Shore Power Inlet: Two (2) 30 amp.
Located: Starboard side, midships
Main Breaker: Three (3) Double pole breakers.
Located: Main Panel
Branch Breaker: Single pole breakers
Located: On AC electrical panel
Overcurrent protection: 30 Yes, Found to be in good working order.
Tested by tripping the breaker.
Location: At shore power connection
Panel: (2) 110 VAC, shore/generator
Gauges: (2) Analog selectable voltmeter, operational power indicator, reverse polarity indicator
Breakers /switches labeled: Yes
Routing/Support: Wiring is non-metallic sheathed copper.
Galvanic isolator: No galvanic isolator was observed.
Isolation transformer: No transformer was observed.
ELCI: An ELCI device was not installed.

Note: An ELCI (Equipment Leakage Current Interrupter) functions similar to a GFCI but provides current leakage protection for the entire onboard electrical system. Installation is highly recommended.

A **Outlets:** GFCI outlets are installed in most required places and have been tested using a GFCI tester and the receptacle trip button. Most were found to be in good working order.
Polarity: Shore power was connected.

Note: Polarity was checked at receptacles.

FRESH WATER SYSTEM (Potable water)

Storage Tanks:	Two (2) Under port salon sole & Vee berth (not sighted)
Secured:	In compliance per ABYC-H23
Capacity:	150 gallons total. (Online information)
Material Type:	Polyurethane
Fill pipe location:	Located Port side, midships, forward. Fill marked "WATER".
Plumbing material:	Appropriate hosses and fittings.
	In satisfactory condition with no noticeable leaks.
B **Gauge:**	Not sighted.
Pump:	Jabsco
Flow/Pressure:	50 PSI
Model:	PAR-MAX 3.0, 31395-3000
Condition:	In good working order
Powered up:	Yes
Located:	Under port settee
Accumulator:	None sighted
Vent:	Located below deck fill.
Shore water connection:	Yes

Notes: The condition of the dockside water pressure internal regulator/housing is not known; it could not be tested. In the event that shore water pressure is utilized on the vessel, it is suggested that the fresh water at the dock be turned off and the hose removed from the vessel when the vessel is not attended.

FRESH WATER SYSTEM (Hot water)

Type:	120V Electric, & Engine heated
Manufacturer:	Seaward
Model no:	S-600
Serial no.:	823393
Capacity:	6-gallon
Location:	Located Under port settee.
Pressure Relief Valve:	On tank.
Drainage:	Into bilge.
Ignition Protection:	Yes
Condition:	Tested and found to be operational and in good condition.

SANITATION (Black Water)

Manufacturer:	Electric marine sanitation devices
Number of Heads:	Two (2)
Discharge Hoses/Clamps:	Sani hose and clamps. Serviceable
Thru-hull valves:	Three (3) Bronze, ¼ - turn ball type
Service:	Head intake, Holding discharge
Condition:	Operated and found in working order.
Head Model:	Bemis

Macerator Pump:	Jabsco
Model no.:	18590-2092

Note: The holding tank discharge pump and thru-hull valve were not tested, due to the vessel's position in MARPOL-restricted waters.

Storage Tanks:	One (1) Under starboard salon sole (not sighted)
Secured:	In compliance per CFR 159.57
Capacity:	35 gallons total. (Owner's manual)
Material Type:	Polyurethane
Plumbing:	In satisfactory condition with no noticeable leaks.
USCG System Type:	Type III MSD Waste System (utilizes a holding tank or similar device that prevents the overboard discharge of treated or untreated sewage).
Condition:	Operational & is in good condition
Pump-Out Location:	Located Starboard, forward. Fill marked "WASTE".
Tank Gauge:	None sighted
Vent:	Below deck fill

SANITATION (Grey Water)

Basins:	The sinks drain directly overboard thru topside thru hull at each head sink location.
Sump Pumps:	Plastic box with 1500/800 GPH Rule pump with float switch.
Location:	Midship bilge under forward shower
Discharge Hoses:	The sump discharge hose was reinforced sani marine grade hose.
Powered up:	Yes

ELECTRONICS AND NAVIGATION EQUIPMENT

Cockpit:

Autopilot:	Autohelm ST7000
Powered up:	Yes
Multi-Function:	(1) Simrad
Model no:	GO9 XSE (plotter, radar, fishfinder)
Powered up:	Yes
Individual units:	Raymarine digital wind speed meter with analog wild direction indicator. Autohelm digital depth meter Autohelm digital depth meter
Powered up:	Yes
VHF Radio:	Uniden
Model no:	UM385
Powered up:	Yes
Compasses:	Spherical 3½", Ritchie
Antennas:	Antennas mounted on the mast.

ENTERTAINMENT ELECTRONICS:

Stereo & equipment: JVC KD-G340 stereo / CD player
TVs: 22" Sens

Notes: Surveyor recommends the installation of an AIS (automatic identification system) so as to better aid in navigation.
Notes: The entertainment electronic equipment mentioned above was tested during the survey and was found to be in satisfactory condition.

AIR CONDITIONING AND HEAT

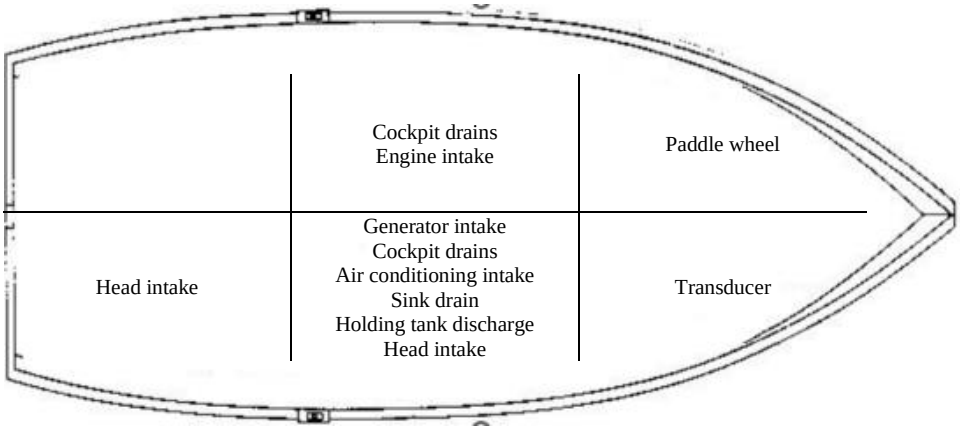
Manufacturer: (1) Marine Air Systems
Model: VHW9K-H
Serial no: #4-1112696
BTU capacity: 9,000
Condition: Tested and found to be in working order.
Location: Under aft bunk
Manufacturer: (1) Marine Air Systems
Model: VHE16K—H LP
Serial no: J4-M12581
BTU capacity: 16,000
B **Condition:** Tested and found to be inoperative.
Location: Under starboard settee
Type: Reverse heat pump type
AC cooling pump: CAT-581503
Model no: 3-MD-SD
Serial no: AB6580884
Raw Water Strainers: Bronze sea strainer
Condition: Satisfactory, and clear of debris.
Thru-hull Valve: One (1) Bronze, ¼ - turn ball type
Condition: Thru hull valve was Exercised. Operated and found in working order.

THROUGH HULL FITTINGS:

Operation: Accessible through-hull valves were exercised.
Valve type: Bronze, ¼ - turn ball type
Amount: (9) at or below waterline
Servicing: Engine intake, Generator intake, Head intake, Holding tank discharge, Cockpit drains, Sink drain
B **Condition:** Operated and found most in working order.

Note: Annual maintenance should be performed.
Note: Surveyor highly suggests the labeling of through hull valves throughout the vessel.
Note: A set of soft wood plugs should be maintained on board to plug any damaged through hull fittings in an emergency.

Thru hull Location Diagram



BONDING SYSTEM

B **Bonding system:** Bonding wires and connections were found to be intact.
Bonding wires and connections were found to be corroded.

Note: Bonding systems require periodic maintenance. I recommend checking the continuity each year with a meter at haulout and clean connections.

SAFETY EQUIPMENT (United States Coast Guard)

Personal flotation devices

Throwable: (1) each Horseshoe buoy, Lifesling
Condition: In working condition.
Located: Salon, stern rails

Wearable: (12) adult type II
(1) adult type III
Condition: In working condition.
Stowed: Salon

A **Portable fire extinguishers:** The mandatory minimum of fire extinguishers onboard the vessel complies with USCG Title 46 CFR fire extinguisher recommendations per the vessels size and type.

Stowed: Mounted conspicuously throughout the vessel.

Non-rechargeable: (3) USCG type 5-B (ABC)
Dates: 2013, 2020, in green.
Locations: aft cabin, salon

Notes: Non-rechargeable handheld dry chemical extinguishers as defined by NFPA 10/A.3.4.2. Should be replaced after discharge, or every 12 years per NFPA 10/7.3.6.3.

Distress signal kit

	Location:	Accessible for immediate use
A	Hand held flare kit (red)	Exp.: 8-2025
	Sounding Devices:	Yes, handheld, operational
	Bell:	Yes
	Navigation Lights:	Lights were operational.
	Stern Light:	Light was operational.
	Masthead Lights:	Light was operational.
A	**Anchor Light:**	Unable to observe.
	Oil Placard:	Yes
	Trash Disposal Placard:	Yes
A	**Waste Management Plan:**	Not sighted.
	Navigation Rule Book	Yes

Notes: A copy of the Navigation rules (COLREGS) is required on vessels 12 meters (40 feet) and over but is still highly recommended if not onboard already.

AUXILIARY SAFETY EQUIPMENT

	Bilge pumps:	Rule 1500
	Amount:	One (1)
	Indicator light:	Operational
	Condition:	Tested at the float switch, and is in good working order.
	Location:	Midship bilge
	Manual:	Bilge diaphragm
	Location:	Cockpit

Note: A check valve should be installed in bilge pump discharge hoses to help maintain dry bilges.

A	**Bilge high-water alarm:**	None sighted.
	Detectors	None sighted.
A	Carbon monoxide:	Not sighted.
A	Smoke:	Not sighted.
A	Fume & gas:	Not sighted.
	First aid kit:	Carrying a first aid kit is suggested, but not required. One was sighted on board.

Notes: First aid supplies should be maintained aboard.

Safety Labels

LPG operation sticker:	Yes
Shore power operation:	None sighted.
Life rafts & EPIRBS:	No life raft or EPIRB was carried or required.

Notes: Recommended prior to commencing any voyage exceeding 20NM from a port of refuge.

Swim ladder:	Flip-up stainless steel swim ladder was observed mounted on swim step.
Condition:	Functional and in compliance per ABYC H-41.

GROUND TACKLE

Primary:	20 lb. Aluminum Fortress anchor stowed on the bow
Rode:	5/16" galvanized chain and 5/8" nylon rode.
Bitter end:	Observed to be secured to the vessel
Condition:	The length of chain and line in rode unknown Adequate and in good condition.
Secondary/kedge:	Danforth, stainless steel anchor, stowed Lazarette
Rode:	5/16", galvanized chain and 1/2" nylon rode
Anchor winch:	Simpson / Lawrence electric, capstan, with gypsy
Breaker location:	At battery switches

Notes: The anchor winch foot switches were tested and appear to be operational and in satisfactory condition.

UNDERWATER RUNNING GEAR

Last haulout date:	2023 (rptd. by owner)
Hauled:	At Safe Harbor boatyard, San Diego, CA 06-13-2023
Keel:	winged, fin
Propeller:	One (1)
Size:	18 x 14
Number of blades:	Three (3)-fixed blade prop
Material:	Nibral
Propeller Shaft:	1¼" Diameter
Material:	Stainless steel
Shaft Bearing:	In serviceable condition.
Strut:	Cast bronze, I-beam
Rudder Material:	Fiberglass reinforced plastic
Rudder Mounting:	Spade
Strainers/Scoops/Screens:	Exterior clam shells were observed on some of the through hull fittings.
Condition:	Found to be clear of debris. Serviceable.
Transducers:	Depth and speed
Zincs:	Shaft zincs, Strut zincs
B Condition:	None sighted

CONDITION OF HULL (Above water portion)

Topcoat:	White gelcoat with black boot top and blue accent stripe.
Condition:	The hull has a shine and is in overall satisfactory condition.

CONDITION OF HULL (Underwater portion)

Bottom paint:	Bottom had been painted with black antifouling paint. The areas around the thru hulls had minimal marine growth.
Condition:	The bottom paint is in good condition. The hull bottom was in good overall condition, with no blisters noted.

Note: The hull bottom was tested by percussion testing only, as appropriate; no notable anomalies were detected at that time (Note that the hull bottom cannot be tested in the way of the lifting slings.)

TRIAL RUN

The vessel was sea trialed on San Diego Bay for a period of approximately 30 min

Weather: Overcast, low 60's
Trial run Captain: Owner
In Attendance: Surveyor, buyer, owner, buyer's broker, seller's broker, engine surveyor
Auto pilot test: Yes, tested by swinging 10º to port then 20º to starboard. In good working order.
All steering locations: Yes

Recorded engine performance at average speeds:

4.4 knots @ 1500 RPM	5.3 knots @ 2000 RPM
6.7 knots @ 2500 RPM	7.5 knots @ 3000 RPM

Cruise: 6 knots @ 2200 RPM
WOT: Not tested

Note: Several variables affect vessel speeds & engine RPM. (vessel trim, weight/load, running gear & wetted hull surface conditions, air, fuel and cooling water restrictions, atmospheric conditions, sea conditions, current, wind speed, depth, etc.)

Notes: The engine was not run up to wide open throttle. Due to owners request.

FINDINGS AND RECOMMENDATIONS

Deficiencies noted under **"SAFETY"** should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessels safe and proper operating condition. The following recommendations are made in accordance with NFPA-302, ABYC and applicable USCG codes (***findings may also be in violation of U.S.C.G. regulations)***.

Deficiencies noted under **"OTHER DEFIENCIES" should** be corrected in the near future (completed within 12 months or sooner) so as to maintain standards and to help the vessel to retain its value.

Deficiencies will be listed under the appropriate heading:

A: SAFETY DEFICIENCIES
B: OTHER DEFICIENCIES NEEDING ATTENTION
C: SURVEYORS NOTES AND OBSERVATIONS

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A: SAFETY DEFICIENCIES

1. The cockpit drains thru-hull valve is frozen (immobile) and must be repaired at the next available opportunity.
2. Surveyor was unable to determine if the anchor light is operational. Inspect and repair if needed to comply with COLREGS rules 20 through 30. (Navigation Rules)
3. A new MMSI number must be registered on your VHF radio with the new owner's information. https://www.boatus.com/products-and-services/membership/mmsi.
4. No distress signal kit (flare kit) was observed. Distress signals must be carried to comply with 33 CFR 175.110.
5. Carbon monoxide detectors are recommended in all boats with an enclosed accommodation compartment per ABYC A-24.7.1 recommendations.
6. Smoke detectors are recommended in spaces intended for sleeping per NFPA 302 Section 12.3 recommendations. Install where appropriate.
7. Gas/fume detectors are recommended in all boats with an enclosed accommodation compartment per ABYC A-14 recommendations.
8. The Propane tank should be requalified per 49 CFR 180.209. (Get refilled at a certified Propane dealer.)
9. No highwater alarm was observed. On vessels with an enclosed accommodation compartment, an audible alarm shall be installed indicating that the bilge water is approaching the maximum bilge water level, per H-22.7.3.
10. There are no documentation papers on board. Current papers must be kept on board as required by USCG documentation regulations.
11. Title 33 CFR 151.57 requires all oceangoing vessels 40 feet or more in length equipped with a galley and berthing to have a written waste management plan.
12. Only 2 flares where observed. Distress signals should be carried to comply with 33 CFR 175.110.

B: OTHER DEFICIENCIES NEEDING ATTENTION

1. 110-volt GFCI receptacle in the nav station is not operating properly and must be repaired or replaced per NFPA 302 section 8-11.1 recommendations.
2. The A type fuel hoses are older than 10 years. Type A fuel hoses according to manufactures standards must be replaced every 10 years. replace accordingly.
3. The anchor shackle should be moused.
4. Bonding wires and connections were found to be corroded. Service as appropriate.
5. The generator battery bank Per ABYC E 10.8.3 Battery cables shall not be connected to the battery with wing nuts.

6. Vessel rigging surveys are recommended after the first ten years of its life, and each five years thereafter. Due to the age of the vessel, surveyor recommends that the rigging should be professionally surveyed by a qualified rigging technician.
7. Several hose clamps throughout the engine compartment are significantly corroded and must be replaced.
8. The propeller shaft gland is moderately corroded. Clean, inspect and repair/replace if appropriate.
9. The raw water pump and heat exchanger on the generator has signs of "blooming" (slow saltwater leakage). Service the water pump, heat exchanger and raw water hoses, as necessary, repair or replace as appropriate.
10. Several of the hoses have signs of deterioration and dry cracking. Replace as appropriate. (Generator hoses)
11. Some of the zincs were missing. Replace at the next available opportunity.
12. The main engine mounts are corroded. Clean, inspect and replace as appropriate.
13. No spacing between engine mounts. Surveyor recommends checking the engine alignment.

C: SURVEYORS NOTES AND OBSERVATIONS

1. Empty the standing water from the midship bilges. The source of any leakage should be determined and repaired as necessary.
2. The foredeck flood light is inoperative. Diagnose and repair as appropriate.
3. Signs of water damage was observed on the aft cabin floor.
4. The galley refrigerator does not cool. Diagnose and repair as appropriate.
5. One of the oven knobs is inoperative. Diagnose and repair as appropriate.
6. The forward air conditioning does not produce a cool temperature. Diagnose and repair as appropriate.

STATEMENT OF OVERALL VESSEL RATING OF CONDITION

It is the surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF THE CONDITION after the survey has been completed and the findings have been organized in a logical manner.

The following is the accepted marine grading system of condition:

Excellent (Bristol)	A vessel that is maintained in mint or Bristol fashion - usually better than factory new - loaded with extras - a rarity.
Above average	Exceeds average condition, with extra equipment and well maintained. Slight repairs may be required.
Average/ BUC	Ready for sale requiring no additional work and normally equipped for her size.
Fair	Requires usual maintenance to prepare for sale.
Poor	Substantial yard work required devoid of extras.
Restorable	Enough of the hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** section of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is:

Overall Vessel Rating: **AVERAGE CONDITION**

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VALUATION:

Valuations are the opinion of the surveyor and are intended to be used for insurance or financing purposes only. The surveyor has no interest in the vessel, financial or otherwise.

Replacement Values are derived from current prices for new boats of similar size, type, use, and construction quality.

Market Valuation is primarily determined by comparison to comparable vessels listed in the SoldBoats.com database but may also be derived from consultation with manufacturers or knowledgeable boat brokers, personal experience, current listings of boats available for sale, and commercial boat value guides such as the BUC ValuPro and NADA online price guides.

The terms “Market Value” and “Replacement Value” are defined by Uniform Standards for Professional Appraisal Practice (USPAP) standards. Current local market values may vary widely from such valuation resources due to current local market conditions.

After consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is the Surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel is:

$ 105,000.00

The **“ESTIMATED REPLACEMENT COST’** indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. **“ESTIMATED REPLACEMENT COST”** of subject vessel is:

$ 450,000.00

BUC Value Extract

Current Retail Value Range	$91,900-$101,000 124th edition.
Fair Market Value Adjusted for BUC Condition in the Southern Pacific Coast	$97,400-$107,000
Replacement Value	$462,500

MARLOW-HUNTER LLC, ALACHUA, FL (MIC: MHL,HUN,JYA) HUNTER MARINE CORP, HUNTER			
Model Year	1996	Hull Material	Fiberglass
Model	PASSAGE 42	Hull Configuration	Wing Keel
Length Overall	42' 6"	Draft	4' 11"
Length On Deck		Beam	14'
Boat Type	Sailboat - Aft Cockpit | Sloop Rig	Weight	24000 lbs.
Engine Type	Inboard Single 62D Yanmar 4JH	Ballast	7600

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SUMMARY

In accordance the request for marine survey of the 1996 Hunter 42 Passage CC, "Swell Bound", for the purpose of evaluating its present condition and estimating the Fair Market Value for A pre-purchase survey was requested to determine a comprehensive physical condition and value of the vessel. purposes, I herewith submit my conclusion based on the proceeding report. The subject vessel was personally inspected by the undersigned and was found to be a well-constructed, appointed, and comfortable vessel. Subject to the correction of the deficiencies listed in section "Findings and Recommendations" **A.** and **B.**, **the vessel is considered to be suitable for intended use**. Other deficiencies on the list should be replaced or repaired in a timely manner.

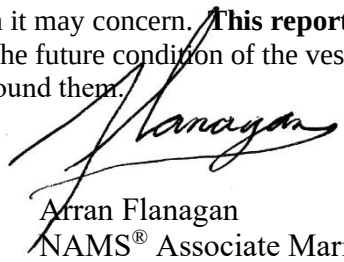
I certify that, to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.

I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved. My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event. I have made a personal inspection of the vessel that is the subject of this report.

This report should be considered as an entire document. No single section is meant to be used except as part of the whole.

This report is submitted without prejudice and for the benefit of whom it may concern. **This report does not constitute a warranty**, either express or implied, nor does it warrant the future condition of the vessel. It constitutes a statement of my opinion based upon the conditions as I found them.



AGF 06-13-2023

Arran Flanagan
NAMS® Associate Marine Surveyor
Flanagan Marine Services

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THE FOLLOWING PAGES ARE PHOTOGRAPHS ONLY

Port bow	Starboard bow
	
Port stern	**Stbd stern**
	
Cockpit	**Foredeck**
	

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Interior forward	Interior Aft
	
Galley	Nav station
	
Forward cabin	Aft cabin
	

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Port bow	Starboard bow
	
Port stern	Starboard stern
	
Propellers	Sails
	

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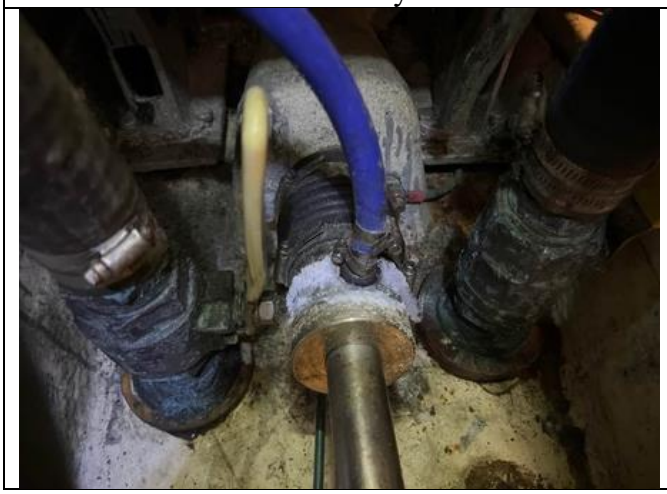
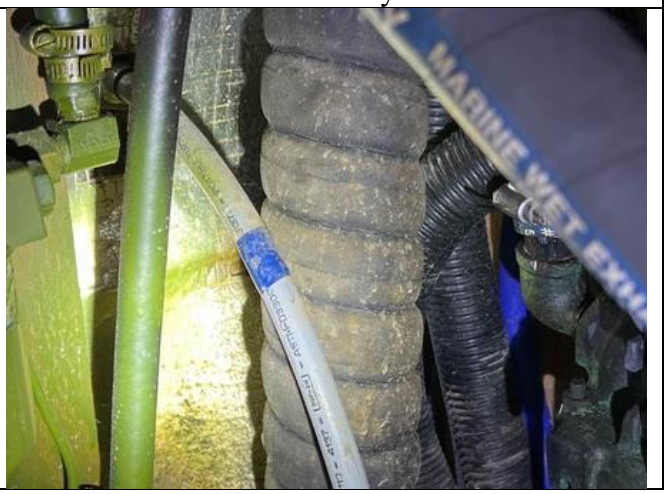
Forward bilge	Mid bilge
	
Engine room bilge	Aft bilge
	
Deficiency	Deficiency
	

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