

REPORT OF MARINE SURVEY

Condition Survey for Swiss Certification

of the vessel

"SAMURI"

2007 PDQ Antares 44i



Prepared Exclusively For:

Christian & Evelyne Nigg

Conducted By:

**George Gallup, AMS®
Gallup Yacht Surveying
Accredited Marine Surveyor®**

**on
October 2, 2010**

Confidential Inspection Report



Prepared for: Christian Nigg

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Report Table of Contents

GENERAL SURVEY INFORMATION	4
EXTERIOR HULL & BOTTOM INSPECTION	6
INTERIOR HULL & STRUCTURAL INSPECTION	6
TOP DECK & SUPERSTRUCTURE	6
RIGGING & SAIL HANDLING	8
SAILS INVENTORY	9
HELM & NAVIGATION ELECTRONICS	9
CABIN INTERIOR APPOINTMENTS	11
ELECTRICAL SYSTEMS	12
PROPULSION SYSTEM	15
STEERING SYSTEM	16
TANKAGE	16
SAFETY EQUIPMENT	18
AUXILIARY EQUIPMENT	22

GENERAL SURVEY INFORMATION

SCOPE OF SURVEY:

- 1.1 Survey file no: Nigg, Christian & Evelyne - 2007 PDQ Antares 44i. Nigg, Christian & Evelyne - 2007 PDQ Antares 44.
- 1.2 Date of survey: October 02, 2010.
- 1.3 Date of written report: October 04, 2010.
- 1.4 Type of survey: Condition Survey for Swiss Certification.
- 1.5 Survey conducted by: **George Gallup, AMS®, Gallup Yacht Surveying, Accredited Marine Surveyor®.** Member of the Society of Accredited Marine Surveyors; President, Society of Accredited Marine Surveyors (2009/2010); Executive Vice President, Society of Accredited Marine Surveyors (2008/2009); Secretary/Treasurer, Society of Accredited Marine Surveyors (2006/2007); Regional Director, Society of Accredited Marine Surveyors (2006); Board of Directors, American Boat & Yacht Council (ABYC) (2009/2010). Professional full time surveyor in business since 1997.
- 1.6 Scope of Survey: Acting upon the request of Christian Nigg, the attending surveyor did perform a Condition Survey on a 2007 PDQ Antares 44i at the Boston Harbor Shipyard & Marina, East Boston, MA on October 2, 2010. On the day of the survey, it was clear, dry and the temperature was 68 degrees Fahrenheit. The vessel was surveyed both in the water) at a dock. The mechanical and electrical systems were tested for "power up" only. A sea trial was no) conducted as a part of this survey. DC power was used to check DC electrical systems. AC power was used to check the AC electrical components. The survey was completed using as reference the Equipment Directives for yachts under the Swiss flag, the federal regulations and amendments issued and enforced by the United States Coast Guard under the authority of Title 33 and Title 46 of the United States Code of Federal Regulations (CFR's). In addition the American Boat and Yacht Council (ABYC) and National Fire Protection Association (NFPA-302) voluntary standards were used as reference during the survey.
- 1.7 Intended use: Liveaboard offshore cruising.
- 1.8 Vessel surveyed at: Boston Harbor Shipyard & Marina, Slip # F6, 256 Marginal Street, East Boston, MA.
- 1.9 Weather conditions: Clear, dry, and the temperature was 68 degrees fahrenheit.
- 1.10 How survey conducted: The vessel was surveyed in the water only and no bottom inspection was performed.
- 1.11 Sea trail: A sea trial was not conducted as a part of this survey.
- 1.12 Electrical systems checked: AC shore power was used to check AC electrical systems. DC power was used to check DC electrical systems.
- 1.13 Sailboat rigging: All standing rigging was installed and checked only at eye level and below unless otherwise specified.

VESSEL CONDITION:

- 1.14 Condition rating: **ABOVE AVERAGE CONDITION.**
- 1.15 NOTE: The overall vessel condition was established after a complete inspection of stated vessel, the results of which are included in this report of survey. See the "Condition Summary" section for additional details.

SURVEYED AT THE REQUEST OF:

- 1.16 Client name: Christian & Evelyne Nigg.
- 1.17 Mailing address: c/o C. Portmann - Caminada
Sonnfeld 9a
CH - 6212 St. Erhard
Switzerland.

VESSEL INFORMATION:

- 1.18 Vessel Yr/Make/Model: 2007 PDQ Antares 44i.



SY SAMARI

1.19 Vessel name:

SAMURI.



SY SAMARI

1.20 Hull ID number verification:

QPQ44024D708. The Hull Identification No (HIN) is in agreement with the vessel's Transport Canada Builder's Certificate For First Title and the Certificate of British Registry, Shipping (Jersey) Law 2002 (Part 3). Both of these official documents were onboard and available for inspection the time of the survey.

1.21 Manufacturer/Builder:

PDQ Yachts, 202 South Blair Street, Whitby, Ontario L1N8x9.

1.22 Year built:

2007.

1.23 U.S.C.G. Official Documentation No:

Previously documented in the United States under USCG (United States Coast Guard) Number Permanently affixed per USCG regulations. No longer in documentation.

1.24 British Registry - Official Number:

742238.

1.25 Tonnage:

Gross = 19
Registered = 19.

1.26 Vessel Data:

L.O.A.: 44' 00" 13.6 m
Beam: 21' 09" 6.6 m
Draft: 04' 00" 1.2 m.

SURVEY STANDARDS:*1.27 Standards followed:*

This survey was completed using as reference the Equipment Directives for yachts under Swiss Flag, federal regulations and amendments issued and enforced by the United States Coast Guard under the authority of Title 46 of the United States Code of Federal Regulations (CFR's). In addition the American Boat and Yacht Council (ABYC) and National Fire Protection Association (NFPA-302) voluntary standards were used as reference during the survey. These ABYC and NFPA voluntary standard practices are generally followed by most US vessel manufacturers today.

SURVEY INSPECTION COMMENTS:*1.28 Comments:*

- "Priority I Recommendations" are related to Safety & Regulatory findings and are listed in **RED** in the report.
- "Priority II Recommendations" are related to Maintenance & Standards findings and are listed in **BLUE** in the report.
- "Other Recommendations" are findings that are relatively minor in nature and are listed in **GREEN** in the report.
- Note: This report represents the condition of the vessel only at the time the survey was conducted.

EXTERIOR HULL & BOTTOM INSPECTION

HULL EXTERIOR*2.1 Construction material:*

Fiberglass (FRP) with white gelcoat surface in Above Average condition. A visual inspection of the cabin trunk, hard top, hulls, trampoline netting, side decks, cockpit, and interior compartments, bulkheads, and partitions showed no deficiencies, damages, or structural issues.

INTERIOR HULL & STRUCTURAL INSPECTION

HULL INTERIOR & STRUCTURAL COMPONENTS*3.1 Hull to deck joint:*

Secure and dry. Where accessible there were no leaks sighted along the hull to deck joint.

3.2 Bilge(s):

Clean and dry.

3.3 Bulkheads:

Athwartships reinforcement enhanced by structural bulkheads bonded to the hull with FRP (fiber reinforced plastic). All tabbing appears serviceable and sound with no cracks or separation of tabbing sighted in any compartments. No visual evidence of movement sighted in any bulkhead.

3.4 Stem:

Solid stems with no cracks or separation sighted from inside of the lockers.

3.5 Inside of transom:

Visually sound with no cracks or separation sighted.

ALL THRU HULL FITTINGS*3.6 Sea valves:*

Marelon type seacock ball valve(s) installed: secure and functional.

TOP DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS*4.1 Deck Surface:*

Molded fiberglass (FRP) deck construction with white gelcoat and molded in non skid fiberglass surface in Above Average condition.

4.2 Toe rail(s):

Slotted aluminum toe rails - well secured to the decks and hulls.

4.3 Windlass:

Quick 12 volt DC horizontal windlass, securely mounted.



Quick 12 Volt Horizontal Windlass

- | | |
|----------------------------------|---|
| 4.4 Bow pulpit/rail: | Stainless steel bow rail systems, well secured. |
| 4.5 Stanchions/side rail(s): | Stainless steel, well secured. |
| 4.6 Lifeline(s): | Stainless steel wire double lines vinyl covered in good condition. |
| 4.7 Cleats & fairleads: | Large 12" horn cleats with fairleads, well secured and functional. |
| 4.8 Joinery stress: | None noted. |
| 4.9 Cabin (house) to deck joint: | Molded in -- no stress cracks noted. |
| 4.10 Deck hatches: | The aluminum framed deck hatches were secure, the hatches dogged down tight, the gaskets were pliable, and the lenses were clear. |
| 4.11 Cabin house window(s): | Large wrap around fixed acrylic windows in the main salon: No visible signs of water intrusion around the frames. The lenses were clear. |
| 4.12 Port(s)/port light(s): | The inward opening aluminum framed portlights dogged down tight, the lenses were clear, and there were no visible signs of water intrusion around the frames. |



Hardtop and windows

4.13 Stern pulpit/push pit:

Stainless steel stern rail systems, well secured.

4.14 Grab rail(s):

Stainless steel safety hand rails, well secured.

BRIDGE DECK / COCKPIT

4.15 Sole:

FRP (fiber reinforced plastic) with molded in non skid in Above Average condition.

4.16 Door(s):

Sliding bridge deck/main salon door with a lock set.

4.17 Top/superstructure:

FRP hard top, secure and functional. Full bridge deck enclosure in Above Average condition.

RIGGING & SAIL HANDLING

MAST(S) / BOOM(S)

5.1 Main mast(s):

Deck steeped anodized aluminum Selden mast painted white with double diamond stay configuration. Appears to be in column and in very good condition. The mast is outfitted with operational steaming/deck light, spreader/deck lights, anchor, and a tricolor light.

5.2 Main mast step:

Deck stepped. Secure and functional with no signs of wear.

5.3 Gooseneck(s):

Well secured and no signs of abnormal wear.

5.4 Boom(s):

Selden anodized aluminum boom painted white in Above Average condition. Securely mounted Selden Rodkicker rigid boom vang.

FURLING GEAR

5.5 Type:

Harken genoa and screecher furling systems, secure and appeared functional with no signs of damage or wear.



Furling Systems

STANDING RIGGING

5.6 All Stays & Shrouds:

All stays and shrouds are stainless steel wire in good condition with no broken strands or corrosion sighted as seen from deck level visual inspection only.

5.7 Chainplates:

Stainless steel chainplates well secured to the hulls and/or bulkheads.

5.8 Ends:

Stainless steel swaged ends, secure with no split or corroded ends/wires.

5.9 Toggles:

Stainless steel in good condition with no bent or damaged toggles.

5.10 Turnbuckles:

Stainless steel open barrel design turnbuckles with no cracks or corrosion sighted.

HALYARDS & SHEETS

5.11 All halyards & Sheets:

All halyards and sheets sighted are colored yacht braid and in Above Average condition.

WINCHES

5.12 WINCHES:

The numerous Harken winches are all adequately sized self tailing two speed winches, solidly mounted, conveniently located, and fully functional.

OTHER SAIL HANDLING EQUIPMENT

5.13 Traveler(s):

Harken traveler(s) serviceable and well secured.

5.14 Rope clutches & cam cleats:

Fully functional.

5.15 Running lines:

All running rigging lines lead back to the cockpit/bridge deck area, fully functional.

SAILS INVENTORY

MAINSAIL(S)

6.1 Type of sail(s):

North high performance radial cruising sails (new in 2007): Mainsail, genoa (135%), furling screecher.

HELM & NAVIGATION ELECTRONICS

NAVIGATION ELECTRONICS

7.1 Compass(es):

6" Ritchie Powerdamp compass mounted on the helm station bulkhead, appears functional, clear lens, full fluid. Hand bearing compass.



Helm station & Instruments

7.2 VHF radio(s):

Raymarine RAY218 DSC.
Hand held Standard Horizon Floating 760S VHF.

7.3 Loud hailer(s):

Integrated with VHF radio, Tests OK with horn signal.

7.4 Autopilot(s):

Raymarine ST6001+, powers up.

7.5 Log:

Ship's Log book.

7.6 Wind :

Raymarine ST60+, powers up.

7.7 Multi-function instrument(s):

Two (2) Raymarine E120, powered up.

7.8 Tri-Data:

Raymarine ST60+ Tri-Data, powers up.

7.9 GPS(s):

Garmin hand held GPSmap 76.



Garmin GPSmap76

7.10 Single Side band radio:

Portable Sony ICF-SW7600 GR receiver.



Sony ICP-SW7600GR SSB Receiver

7.11 Other electronics:

KIVH Track Phone , satellite phone.
Sea Tel, satellite TV.



Sea Tel & Trac Phone

ENGINE INSTRUMENTS AND CONTROLS

- 7.12 *Throttle and shift controls:* Single lever for each engine throttle/shift controls. The controls worked smoothly.
- 7.13 *Engine status:*

OTHER ELECTRONICS AND CONTROLS

- 7.14 *Bilge pump switches:* Two (2) three (3) way Rule bilge pump rocker switches with indicator lights, functional.
- 7.15 *Courtesy lights:* Functional.

CABIN INTERIOR APPOINTMENTS

MAIN SALON

- 8.1 *Style:* Contemporary with composite bulkhead material well secured and exceptionally clean and unmarred.
- 8.2 *Sole:* Teak & holly cabin sole in Above Average condition.
- 8.3 *Water intrusion signs:* No evidence sighted.
- 8.4 *Seat cushions:* Excellent condition with no holes or tears sighted.
- 8.5 *Navigation station:* Starboard side of the main salon.
- 8.6 *Light fixtures:* 12 volt cabin lighting throughout the vessel.
- 8.7 *Condition:* Interior is in overall excellent condition.

ENTERTAINMENT ELECTRONICS

- 8.8 *Stereo(s):* Clarion CMD4A Sirius CD stereo.



Clarion CMD4A Sirius Ready Stereo

- 8.9 *Television:* Sharp flat screen TV.



Sharp flat screen TV

GALLEY

- 8.10 *Location:* Port side.
- 8.11 *Stove:* Princess LPG stove.
- 8.12 *Refrigeration:* Front loading Adler Barbour refrigerator.
Top loading Adler Barbour freezer located in the main salon.
- 8.13 *Water system:* Pressurized hot and cold.
- 8.14 *Sink(s):* Twin stainless steel sinks in good condition.

DINETTE

- 8.15 *Table type:* Full adjustable table in the main salon with an "L" shaped settee.

BERTHS / STATEROOMS

- 8.16 *Berths:* Master cabin, queen berth; port forward cabin, double berth; port aft berth queen berth.

HEAD(S)

- 8.17 *Number/Location:* Two (2): Master head with separate shower; port forward head with hand held shower.
- 8.18 *Toilet(s):* Two (2) Jabsco quiet flush heads.

AIR CONDITIONING

- 8.19 *Manufacturer & Type:* Three (3) Cruisair: two (2) 7,000 BTU and one (1) 16,000 BTU units.

ELECTRICAL SYSTEMS

D.C. ELECTRICAL SYSTEMS:

- 9.1 *D.C. Voltage system:* 12 Volt system.
- 9.2 *No. / Size of batteries:* Seven (7): Four (4) deep cycle house batteries; three (3) engine batteries. All securely stored in FRP boxes and/or trays with secure straps.
- 9.3 *Battery selector (on/off) switch:* Blue Sea Systems rotary type switch, secure and functional.
- 9.4 *Battery monitor:* xantrex Link 10 digital unit, functional.
- 9.5 *Distribution panel:* Clear labeled and properly wired 12 volt DC panel with functional switch activated indicator lights. Secure captive wire connections. The color coded and clearly labeled wires are well supported and bundled.



DC & AC Distribution Panel

9.6 Breaker(s)/fuse(s):

DC switched breakers.

9.7 Connectors:

Ring spade or crimp on connectors sighted for wiring connections.



AC & DC wiring

9.8 D.C. volt meter(s):

Analog type, functional.

9.9 D.C. AMP meter(s):

Analog type, functional.

9.10 Charging system:

Engine mounted alternators, Battery charger, and four (4) solar panels securely mounted on the FRP hard top.

9.11 Other DC:

Four (4) large 60 Watt Solar panels securely mounted on the FRP hardtop.



Four (4) 60 Watt Solar Panels

A.C. ELECTRICAL SYSTEMS:

- | | |
|---------------------------------------|--|
| 9.12 A.C. Voltage system: | Two (2) 30 Amp - 120 Volt system. |
| 9.13 Shore power inlet(s): | Two (2) 30 Amp - 120 Volt system. |
| 9.14 Shore power breaker: | Clearly labeled and functional. |
| 9.15 Distribution panel(s): | Clear labeled and properly wired 110 volt AC panel with functional switch activated indicator lights. Secure captive wire connections. The color coded and clearly labeled wires are well supported and bundled. |
| 9.16 Reverse polarity indicator(s): | Properly installed with an indicator light. |
| 9.17 GFCI protection: | Several GFCI outlets properly installed in various locations on the vessel. |
| 9.18 A.C. AMP meter(s): | Analog type, functional. |
| 9.19 A.C. Volt meter(s): | Analog type, functional. |
| 9.20 A.C. wiring secured: | All wiring is properly secured every 18" per ABYC recommendations. |
| 9.21 A.C. wiring properly terminated: | Yes. |
| 9.22 Wire type: | Size and rating, where sighted, appears correct and serviceable for intended use. |

GENERATOR(S):

- | | |
|---------------------|---|
| 9.23 Number / Type: | One (1) diesel 6 kw Northern Light model 7H3L generator securely mounted in and sound proofing box. |
|---------------------|---|



Northern Lights 6 kw generator

- | | |
|---|-----------------------------------|
| 9.24 Hour meter: | 988.0 hours on the meter. |
| 9.25 Hoses and clamps: | Serviceable. |
| 9.26 Cooling system(s): | Raw water. |
| 9.27 Exhaust piping: | Hose and metal. No leaks sighted. |
| 9.28 Exhaust hose connections double clamped: | Yes. |

9.29 Muffler(s):

Vetus fiberglass waterlift muffler. No leaks sighted.

WIND GENERATOR

9.30 Number of units:

One (1) Super Wind generator securely mounted on pole on the port aft side.



Super Wind Generator

BONDING SYSTEM(S):

9.31 Main bonding conductor:

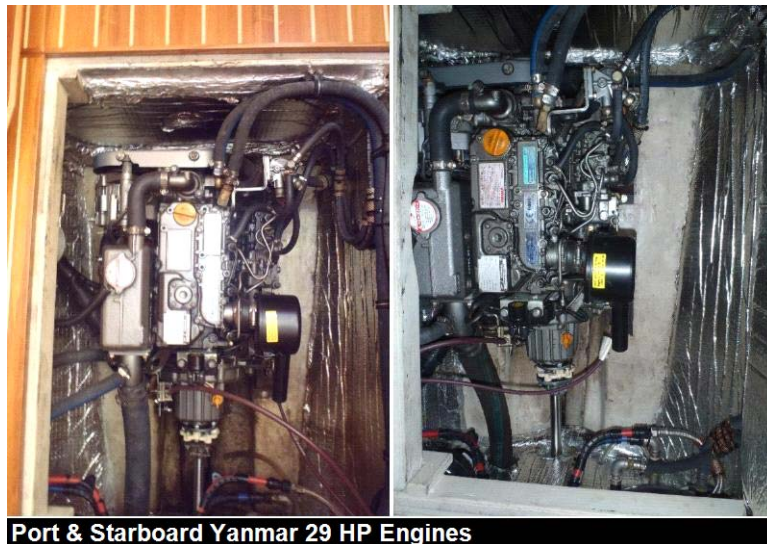
The bonding system is well established where sighted. The bonding system is using individual green insulated wire and tied into the hull mounted grounding plate.

PROPULSION SYSTEM

MAIN ENGINE(S)

10.1 No./Type/Cylinders:

Two (2) inboard naturally aspirated Yanmar 29 HP Model # 3YM30 diesel engines.



Port & Starboard Yanmar 29 HP Engines

10.2 Serial no(s):

Port: E09683
Starboard: E09682.

10.3 Engine(s) hours:

Port: 1755.2
Starboard: 1755.2.

10.4 Hoses and clamps:

Good condition with no visible cracks sighted.

10.5 Belts and pulleys:

Belts appear to be serviceable with no cracks or splits sighted. The pulleys/belts appear to be in line.

10.6 Cooling system(s):

Closed system/heat exchanger with raw water cooling. Raw water strainer installed.

10.7 Fuel filter(s):

Two (2) Racor fuel/water separator filters.

10.8 Engine mounts and beds:

Engine mounts appear to be well secured to the support stringers.

EXHAUST SYSTEM

10.9 Piping/Clamps:

Cast metal and flex hose. No leaks sighted.

10.10 Muffler(s):

Vetus fiberglass waterlift muffler, no leaks sighted.

TRANSMISSION(S)

10.11 Manufacturer/Model:

Kanzaki Model KM2P.

10.12 Gear ratio:

2.62:1.

10.13 Propeller shaft(s):

1" Stainless steel, No pitting, cracks or corrosion sighted.

10.14 Stuffing box(es):

Packless shaft seal systems. Bellows and carbon collars are secure and appears functional.



Dripless Packing Gland/stuffing box

STEERING SYSTEM

STEERING SYSTEM(S):

11.1 Steering station location(s):

Starboard side bridge deck.

11.2 Type:

Wheel.

11.3 Mounting(s):

Secure.

11.4 Rudder stock(s):

Visually sound.

11.5 Packing gland(s):

No leakage noted.

11.6 Emergency tiller:

Yes: sighted and available for emergency use.

TANKAGE

FUEL TANK(S):

12.1 No Tanks/Capacity:

Two (2): 150 US gallons total.

12.2 Tank(s) location(s):

Port and starboard hulls below the cabin soles.

12.3 Tank material:

5052 Aluminum.

12.4 Fuel supply lines:

USCG A1 flex hose from tank to fuel pump. No cracks, soft spots or splitting sighted. Serviceable.

12.5 Shut off valve(s):	On tank tops, functional.
12.6 Vent(s) location(s):	Hull Sides.
12.7 Filling line(s) located:	Side deck, clearly labeled.
12.8 Tank(s) grounded:	Yes.
12.9 Tank(s) secured:	Yes.
12.10 Tank(s) on flat surface:	No.
12.11 Inspection/cleaning access:	Limited.
12.12 Tank(s) condition:	Visually good, (where accessible)

FRESH WATER TANK(S):

12.13 No & locations of tanks:	Two (2): 120 US gallons total.
12.14 Supply lines:	Red & Blue plastic piping is used for all water connections.
12.15 Filling line(s) located:	Side decks, clearly labeled.
12.16 Vent(s) location(s):	Side hull.
12.17 Tank(s) material:	Aluminum.
12.18 Tank(s) secured:	Yes.
12.19 Inspection/cleaning access:	Limited.
12.20 Tank(s) condition:	Visually good, (where accessible)
12.21 Water pump(s):	12V.

HOLDING TANK(S) - BLACK WATER:

12.22 Marine Sanitation Device (MSD) Type:	Certification Type: MSD U.S.C.G. Type III. (Holding tank). Tank is connected to a macerator/overboard discharge system in addition to the deck pump out.
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WATER HEATER(S):

12.23 Tank(s) location(s):	Two (5) five US gallon tanks.
12.24 How powered:	110V with heat exchanger coil.
12.25 Heat exchanger hoses:	Heat exchanger hoses appear to be in good condition where sighted. No cracks or leaks sighted.
12.26 Tank(s) secured:	Yes.
12.27 Inspection/cleaning access:	Good.
12.28 Tank(s) condition:	Visually good, (where accessible)

WATER MAKING SYSTEM:

12.29 Manufacturer:	Spectra Watermachines.
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12.30 Secured:	Yes.
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- 12.31 *Inspection/cleaning access:* Good.
 12.32 *Water supply lines:* Plastic.
 12.33 *Sea valve(s):* Marelon ball valve, secure and functional.

LPG (PROPANE) TANK(S):

- 12.34 *Tank(s) condition:* Two (2) aluminum alloy tanks, visually sound.
 12.35 *Tank(s) location(s):* Port and starboard side bridge deck lockers.
 12.36 *Locker(s) vented:* Opens to outside atmosphere.
 12.37 *Fitted with OPD valves:* Tank is properly fitted with the Overflow Protection Device (OPD)
 12.38 *Currently date qualified:* Yes.
 12.39 *Regulator(s):* Yes-Appropriate LPG regulator.
 12.40 *Pressure gauge(s):* Pressure gauge is installed and holds pressure when main gas valve is turned off indicating no leaks in the system.
 12.41 *Shut off valve(s):* LPG shut off valve at the tank top. In addition an LPG electrical solenoid shut off valve switch is available near the galley and is functional.
 12.42 *Supply lines:* Flex LPG type hose. Good condition where could be sighted.
 12.43 *Inspection/cleaning access:* Good.
 12.44 *Warning label(s):* Yes-proper LPG gas warning labels located at tank.

SAFETY EQUIPMENT

Safety Equipment

- 13.1 *Visual distress signals:* Orion 12 Ga Aerial flares, Red hand held flares, three (3) parachute flares. A flares have current dates.
 13.2 *Navigation lights:* Operational.
 13.3 *Anchor light:* Operational.
 13.4 *Sound devices:* Electric horn through the VHF radio. Whistles.
 13.5 *USCG placards:* Both USCG mandated placards (Oil & Garbage) are properly posted.

LIFE JACKETS & PFD's

- 13.6 *No of USCG Type I :* Two (2) adult type I PFD's in good condition.
 13.7 *No of USCG Type II :* Seven (7) adult type II PFD's in good condition.
 13.8 *No of USCG Type IV Horseshoe buoys:* One (1) horseshoe buoy with a man overboard light mounted in good (like new) condition on the port aft quarter.
 13.9 *Inflatable Personal Floatation Devices:* Seven (7) adult inflatable personal flotation devices in good (like new) condition with extra inflation cartridges.
 13.10 *No of USCG Type IV Lifesling rescue system:* One (1) Lifesling2 with a heaving line in good (like new) condition mounted on the starboard rail.

FIRE FIGHTING EQUIPMENT:

- 13.11 *No of USCG Approved Dry Chemical Size I:* Three (3) type I ABC dry chemical extinguishers in good condition, properly mounted, readily accessible, and with full gauges.
 One (1) 6 liter ABC foam extinguisher in good condition, properly mounted, readily accessible, and with a full gauge.
 13.12 *Other:* Two (2): Readily available mounted fire blankets on each side of the vessels interior.



Fire Blankets

BILGE PUMPS:

13.13 MIDSHIP/CENTRAL BILGE PUMP(S):

Two (2) manual/automatic Rule 1500 gph 12 volt DC bilge pumps securely mounted and operational. The hoses and clamps were in good condition. One (1) Whale Gulper 220 pump. One adequately sized bucket.



Bilge pumps

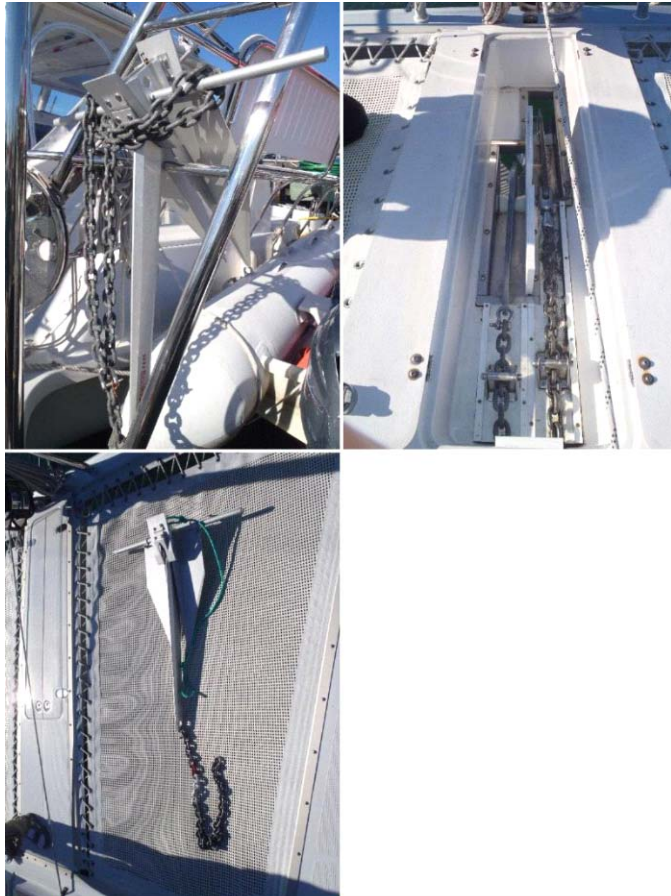
13.14 MANUAL BILGE PUMP(S):

One (1) large capacity manual bilge pump with an adequately sized and long length hose in good (like new) condition readily available for use.

GROUND TACKLE

13.15 Primary or Secondary:

Four (4): One (1) Fortress FX-23; two (2) Delta anchors with 80 m & 50 m of galvanized anchor chain; One (1) Fortress FX-37.



Anchors

AUXILIARY SAFETY EQUIPMENT

13.16 First aid kit:

Large and extensive offshore first aid kit fully equipped with extra supplies.



First Aid Kit

13.17 Radar reflector:

Echomax Active X radar reflector mounted on the mast.



Echomax Active-X-Band Radar Detector

13.18 Search light:

Two (2) hand held 12 volt DC spot lights.



Two (2) Hand held spot lights

13.19 Life Raft(s):

Viking Rescu You Pro six (6) person liferaft. Serial number 11254060. Painter line 10m. Type 1 Group A. Located on the starboard aft side rail in a FRP container. Date of Commissioning: 03-2010. Recommended next servicing: 03-2013. Current Certification of Compliance onboard and available from Viking Life Saving Equipment.



Viking RescuYou Liferaft

13.20 EPIRB:

McMurdo GS Smartfind Plus 406 EPIRB.



McMurdo 406 EPIRB

13.21 Safety harnesses and tethers

Six (6) personal tethers in good condition.

13.22 Jackline:

Quickline heavy duty 90 m jackline and rescue strap in "like new" condition located on a stainless steel drum securely mounted on the port aft rail.



Quickline 90 m jackline

13.23 *Ditch Bag:*

One (1) fully equipped ditch bag: knife, water tight lamps, first aid supplies, water, and more.

13.24 *OTHER:*

Fishing rods and tackle.

AUXILIARY EQUIPMENT

MISCELLANEOUS EQUIPMENT & ACCESSORIES:

14.1 *Boat hook(s):*

Onboard and functional.

14.2 *Other:*

Two (2) binoculars (Bushnell and a Steiner). One (1) Bushnell Night Vision scope.



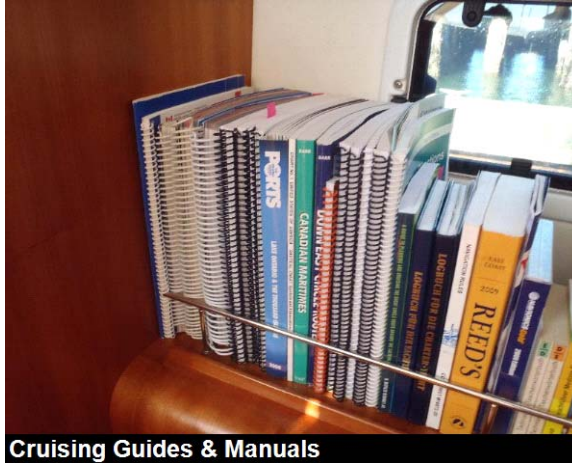
Binoculars and Night Vision scope

14.3 *Spare Parts:*

Numerous heavy duty storage boxes with an adequate supply of spare parts for the engine and systems.

14.4 *Tools:*

Numerous heavy duty tool boxes with adequate hand tools.
Complete set of vessel and system manuals.
Spare batteries.



Cruising Guides & Manuals

14.5 Docking lines:

Assorted heavy duty docking lines of various lengths and diameters in good serviceable condition.

14.6 Fenders:

An adequate number of large heavy duty fenders onboard and in use in good serviceable condition.

14.7 Charts:

Complete set of up to date local, coastal, offshore, and cruising charts.

14.8 Other:

Adequately sized large heavy duty metal crow/pry bar.

Adequately sized large heavy duty axe.

Two (2) black balls.

Safety mirror.



Crow/pry bar & axe

14.9 Shoreside telephone system(s):

Sea Tel satellite phone.

14.10 Ship's clock(s):

Clock and barometer in working condition.

14.11 Other:

Aquatech Instruments Precision Digital Barograph DBX1.



Aquatech Instruments Precision Digital Bar

DINGHY / TENDER:

14.12 Type:

Titan Model AL 350 hard (FRP) bottom inflatable tender in good condition (like new) hung securely on the transom from stainless steel davits. Hull Identification Number: NZ - XWI-20842H708
Yamaha 15 HP outboard engine in good condition.



Titan inflatable & outboard engine

INSPECTION RECOMMENDATIONS SUMMARY

PRIORITY I - SAFETY & REGULATORY RECOMMENDATIONS:*(MAY BE MANDATORY)*

The items listed are required by International, state laws or federal laws and/or the U.S.C.G. regulations or are considered by the attending surveyor to represent unsafe operating conditions. Recommend these items be corrected before next use of vessel.

NONE LISTED.**PRIORITY II - MAINTENANCE & STANDARDS RELATED RECOMMENDATIONS:***(NOT NORMALLY MANDATORY)*

These are important maintenance items sighted which in this firm's opinion should be performed.

NONE LISTED.**OTHER OBSERVATIONS:**

These are other less significant maintenance items or observations that if not addressed, could lead to more important priority issues and/or could lead to a reduced vessel market value.

NONE LISTED.

CONDITION REPORT SUMMARY

DECLARATION:

Rating of vessel condition was determined upon completion and review of all reported survey information including recommendations and comparing vessel to the same or similar age models. Possible vessel condition ratings are as follows:

- **EXCELLENT** - Essentially as new or bristol in appearance.
- **ABOVE AVERAGE** - Has had above average care with no obvious defects or limitations.
- **AVERAGE** - Ready for sale but needs some maintenance or repairs, updates or cleaning.
- **BELOW AVERAGE** - Needs significant maintenance, repair or service.

- **RATING OF VESSEL CONDITION.....ABOVE AVERAGE CONDITION**
- **INTENDED USE OF VESSEL Liveaboard offshore cruising**
- **SUITABILITY FOR INTENDED SERVICE: Vessel is considered fit for it's intended use and upon correction of all listed Priority I recommendations.**
NONE LISTED.

NOTE: All "Priority II" and "Other Recommendations" should be thoroughly reviewed to bring vessel up to current standards and or improve the value of the vessel.

NONE LISTED.

SUMMARY:

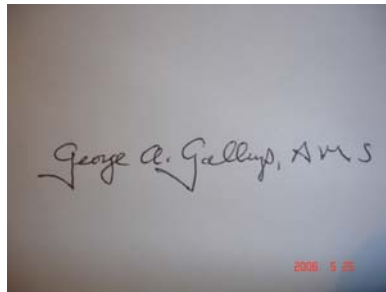
It is this surveyor's professional opinion that the sailing vessel SAMURI is suitable in it's present state without reservations for ocean going cruising

CONDITION & VALUE REPORT SUMMARY

CLOSING STATEMENT & SIGNATURE:

This report is submitted in confidence for the exclusive use of Christian & Evelyne Nigg without prejudice to the rights and/or interests of other concerned parties and may not be used for any other purpose or relied upon by any other person.

NOTE: This survey does not constitute a complete inventory of the vessel or it's equipment.



George A. Gallup, AMS



ATTENDING SURVEYOR:

George Gallup, AMS®
Gallup Yacht Surveying
Accredited Marine Surveyor®
President, Society of Accredited Marine Surveyors®
Board of Directors, American Boat and Yacht Council (ABYC)
13 Sherman Terrace
Lynn, MA 01902-4621
Phone 1-781-598-5465
Fax 1-339-883-3004
E-Mail George@GallupYachtSurveying.com
Web www.GallupYachtSurveying.com

