

Attn: Claudia

Salish Nautical Services, INC.

Marine Survey Report. SNS15-26

SALISH NAUTICAL SERVICES, INC.

Marine Surveyors

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MARINE SURVEY REPORT FOR S/V SATORI



Prepared exclusively for Mr. Roscoe Barrett

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INTRODUCTION

This survey report is for the benefit of Roscoe Barrett only and may not be resold or relied upon by any other person without written consent from Surveyor or the above beneficiary. This survey is personal and confidential to my above client and has no extended or implications if disposed of, used by, or sold to a third party for any purpose. This report is issued without prejudice. Or/ In our opinion, the report constitutes a statement of the condition of the vessel and her equipment at the time that the survey was carried out.

SCOPE OF SURVEY

On 13 July 2015 at the request of David Motherwell for Mr. Barrett our firm performed a pre-purchase marine survey of a 1988 Gulf 32. The vessel was located at Skyline Marina, Anacortes, WA. Said vessel hull and systems were inspected to determine its condition and value. Present during survey were David Motherwell (broker), Mr. and Mrs. Barrett (buyers) and Steve Hayes (surveyor).

The purpose of the survey was to ascertain the overall condition of the vessel and to verify safety, navigation and other required equipment were present. The vessel was carefully examined and tested in the reasonably accessible areas of the hull exterior above and below the waterline. Main strength members, decks, bulkheads, partitions, overhead panels, engine compartment, exterior surfaces of tanks, void and storage areas, wheelhouse, to include navigation equipment powered up, steering controls, propulsion controls, electrical and safety systems, firefighting equipment, galley equipment, heating system(s) air conditioning systems(s) (when present), heads, and cabin arrangements, by visual inspection, probing, hammering and power up. No sails were raised during inspection.

As far as could be determined at the time of this survey by the above methods of inspection notwithstanding the exclusions listed and including normal wear and tear, this vessel appears to be in satisfactory structural and operational condition for its intended use as a recreational yacht in sheltered inland waters when properly operated, equipped, maintained and the findings, deficiencies, observations, and recommendations are complied with.

SURVEY STANDARDS

This survey was conducted using standards found in the U.S. Code of Federal Regulations and Amendments (CFR's) title 46 and 33 as applicable and as enforced by the U.S. Coast Guard, the American Boat and Yacht Council Standards (ABYC), National Fire Protection Association (NFPA) rules found in NFPA-302, Fire Protection Standards for Pleasure and Commercial Craft 2010 ed., Federal Communication (FCC) regulations, Environmental Protection Agency (EPA), and other Federal, State, and Local agency standards as appropriate which are named and specific references identified in this report

Percussive Soundings: This is a low-tech, high-skill process in which structural members of fiberglass are tapped with a hammer to determine their condition.

Remarkable: Noticeable.

Unremarkable: Un-noted, not noticeable.

Fit for intended use: Use for which intended.

Good condition: Nearly new with only minor cosmetic or structural discrepancies noted.

Serviceable /Adequate/ In Good Order: Sufficient for specific requirement.

Powers up/ Powered up: Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

Operable: Fit/operates. This does not refer that the operation of a system or component was

completely tested, only that power was applied or

the system activated.

VALUATION and CONDITION

The reported valuation below is the amount in U.S. dollars a willing, well informed buyer would pay a willing, well informed seller for the vessel in an open market, neither being compelled to buy or sell, given a reasonable time on the market. In determining the market value of a vessel, our office researches the websites of various yacht broker, listings, Soldboats.com, NADA, ABOS, BUC, and current market conditions, including the general condition of subject vessel.

Estimated current market value: \$ 33,000.00 +/-5%.

Replacement value with like used vessel: \$ 38,000.00 +/-5%.

The replacement value with like used Vessel, is the value of this vessel with all significant findings and recommendations resolved in a satisfactory manner.

Replacement value with like new vessel \$ 180,000.00 .

The replacement value with like new Vessel, is the estimated cost to replace this vessel with a similar new vessel. In many cases, a particular model is no longer in production and the estimation is base upon similar vessels of like kind currently available.

The value indicated – “as is, where is “. Condition; Average (see notes below).

Notes: Condition-

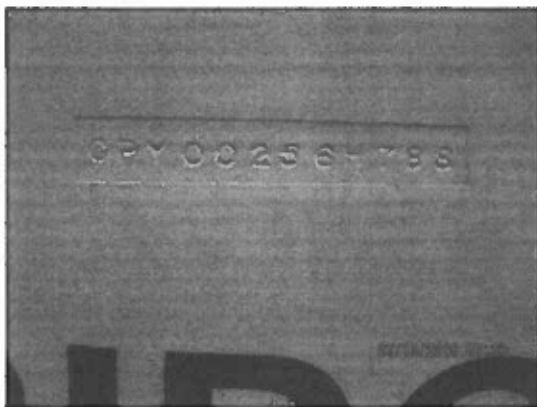
- 1. Excellent (Bristol).** Maintained in mint or Bristol fashion-usually better than factory new/and loaded with extras- a rarity.
- 2. Above Average Condition.** Has had above average care and equipped with extra electrical and electronic gear.
- 3. Average.** Materially ready for intended service or requiring some additional work and normally equipped for its size.
- 4. Fair.** Requires significantly more than usual maintenance or repairs for intended use or sale.
- 5. Poor.** Substantial yard work required and devoid of extras.
- 6. Restorable.** Enough of hull and engine exist to restore the vessel to usable condition.

INSURANCE SURVEY/CONDITION AND VALUATION

The survey was commissioned to determine the fair market value and condition of the vessel.

BASIC VESSEL INFORMATION

VESSEL NAME: Satori
MANUFACTURED BY: Capital Yacht Corp.
YEAR: 1988
HULL DESIGN: Masthead sloop, William Garden.
LOA: 32'
Beam: 10'
Draft: 5' 6"
DISPLACEMENT: 16000 lbs
CRUISING SPEED: 5 kts
MAX SPEED: 7 kts
HIN: CPY00256H788
STATE REGISTRATION: WN 6226 NG
U.S. DOCUMENT NUMBER: N/A
CLIENT NAME: Roscoe Barrett
ADDRESS: POB 278 Elma, WA
PHONE #: 808-585-1665
VESSEL INTENDED SERVICE: Pleasure/Recreation.
WATERS TO BE NAVIGATED: Underwriters discretion.
PURPOSE OF SURVEY: Pre-purchase survey
LOCATION OF SURVEY: Anacortes, WA.
VESSEL AFLOAT: Yes.
HAULED OUT: Yes.

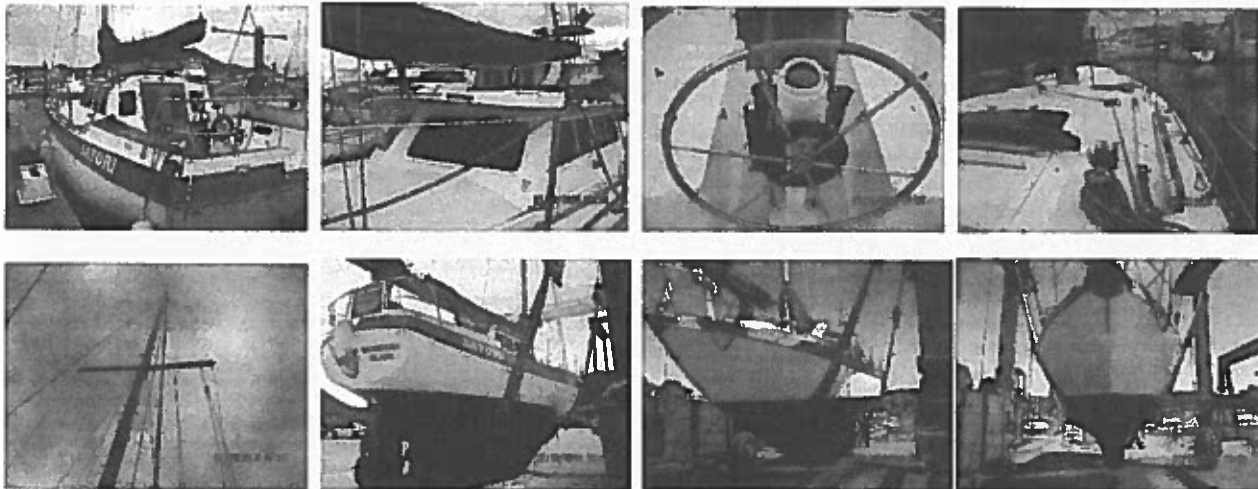


Photos of HIN numbers on outside and inside of hull.

GENERAL DESCRIPTION

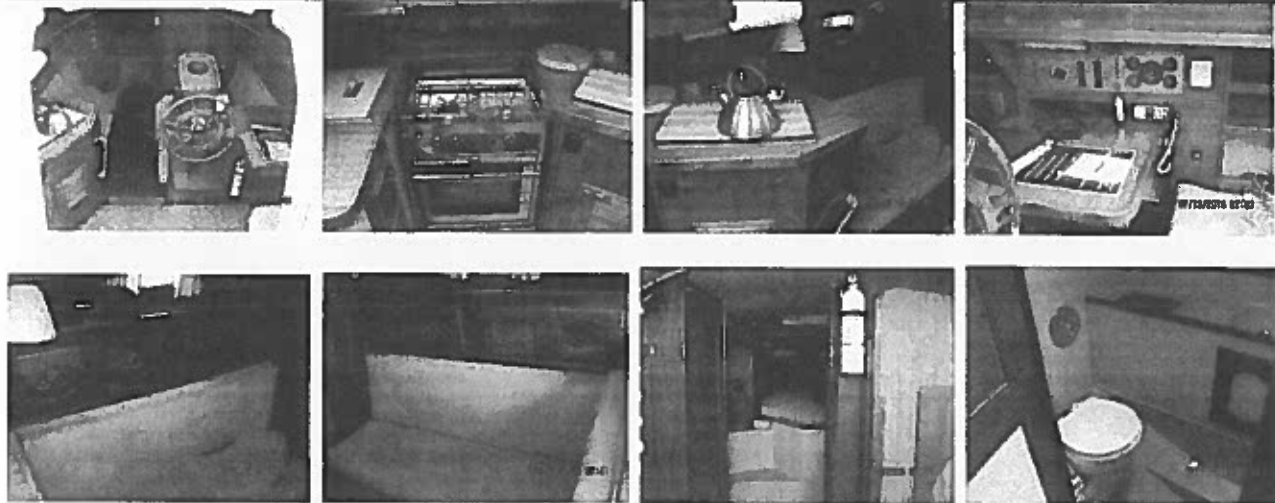
Exterior description of hull and superstructure

The Gulf 32 is a pilothouse, sloop rigged sailboat with full keel. The cockpit has a pedestal helm. Bench seating surrounds cockpit. There is storage under seating with access to LPG tank under port side seat. The cockpit has high comings and there is railing around deck. This includes a stainless steel pushpit and stainless steel pulpit, connected with stainless steel wire rope on stanchions. The side decks are wide enough to go forward to handle deck work while sailing or anchoring. The bow has an anchor roller, which supports a 10 kg Bruce anchor. All walking surfaces of deck have non-skid. The mast is deck stepped on cabin-top. The aluminum mast has a single spreader. The standing rig is stainless steel wire rope. There is an upper stay on each side and two lower stays on each side. The foresail has roller furling. The backstay is split, and connects to each aft corner of vessel. The raised pilothouse has good visibility.



Interior description

Entering the cabin, the galley is to port. The galley has a large icebox, which can be accessed from the cockpit also. The LPG stove/oven is a new Force 10. Double stainless steel sinks with 12-volt pressure hot and cold water. Also has foot pump. Ample storage in drawers and cabinets of galley. Ahead of galley is a settee. On the aft starboard is a quarter berth. Ahead is a Nav station with engine controls and gages. Electrical panels are also located at Nav station. Ahead of Nav station is a settee. There is storage behind each settee. At the Nav station is the lower helm, which has wheel steering and engine controls. The forward bulkhead of cabin has folding dinette table. Ahead of forward bulkhead to port is a hanging locker, across is the head. The head has a marine toilet, vanity and room for stand-up showering with hand wand. At the bow of vessel is the V-berth. There is an escape hatch in V-berth. The cabin has good visibility and ventilation. The side windows have been renewed and slide open. The upholstery in cabin has been renewed, and is in excellent condition. Interior is finished in teak. The cabin sole in settee area has been replaced.



-HULL: FRP hull. Full keel hull with keel hung rudder. Lead ballast is encased in keel. Hull was visually inspected for defects and damage, hammer soundings and moisture readings performed. No visual damage noted to exterior of hull. Hammer soundings and moisture readings were unremarkable. No blisters sighted on hull. The hull shape was found fair with no buckling or hard spots sighted. The hull has a blue stripe painted at shear-line. The sides are white gel-coat. The bottom is painted with black anti-fouling paint. The bottom paint is in fair condition, but should be renewed in a year or so. The shoe on the aft lower end of keel, which supports to rudder has some movement when rudder was moved up and down. The movement of shoe was slight, but it should not move at all. The propeller shaft exits the aft end of keel.

-RUDDER: The rudder is cut-away on leading edge to allow room for propeller. There are two shafts connected by an iron plate internally in rudder, these are foamed over, than fiberglassed after shaping. Rudder inspected visually and with hammer soundings. Visually no defects noted, hammer sounding were unremarkable. The rudder had some upper movement, bearings and bushings were in good condition. Again, the main concern here is the shoe attached to keel. During next haul-out for maintenance, the shoe should be removed. Inspect the bolt holes in hull and shoe for elongation.

-FASTENINGS: Stainless steel hardware used on deck fittings. Aluminum cleats are used on deck. There are two at the bow and two on the stern. All cleats are secure. Tracks, clutches, winches and blocks for running rigging are well attached.

-DECKING: Deck is cored FRP. Visually inspected, hammer soundings and moisture readings taken. Visually no damage was noted, hammer and moisture testing was unremarkable. Non-skid is painted on walking surfaces and is in good condition. There is a storage locker at the bow for anchor gear.

-DECKHOUSE: The house is cored FRP. Visually inspected, hammer sounding and moisture readings taken. Visually there are two areas of the cabin top that have impact damage. These two areas are on the port side. One on the forward end of cabin-top and the other outside and forward of mast. The gel-coat is cracked on both areas and hammer soundings showed signs of core damage. Moisture readings on all surfaces were unremarkable. The walking surfaces are painted with non-skid. There are hatches in cabin-top. One large one for escape/ventilation in V-berth and one in head. The hatch for head needs re-caulked.

-BULKHEADS AND CEILINGS: Bulkheads well attached to hull with the exception of a portion of the bulkhead, which is accessed inside head vanity cabinet. This bulkhead has some loose tabbing. The bulkhead forward of the engine room has been cutout to remove old fuel tank. After new tank installed, the bulkhead was not replaced. The ceilings are in good order, except on the starboard side near the forward cabin bulkhead. Moisture appears to have entered around hatch in head. Water stains can be seen near chain-plate and seam in headliner aft of forward cabin bulkhead is separating.

-RAILINGS: Railings consist of stainless steel tubing on the bow and stern. These are both well attached to deck.

They are connected with stainless steel wire rope, supported on stanchions. Stanchions are well attached to deck. There are gates on either side of railing. The wire rope is in good condition, some of the coating is cracked in various areas.

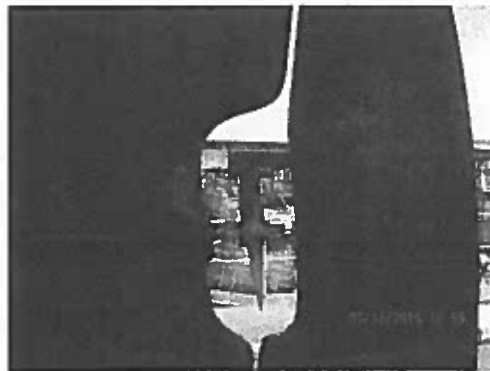
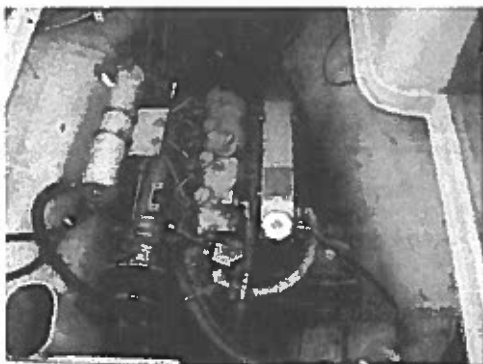
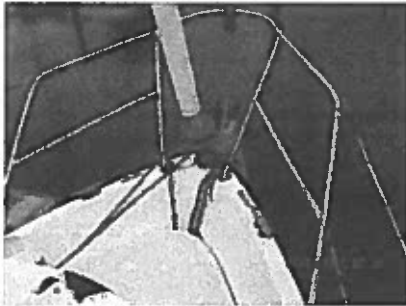
-MAST AND BOOM: The main mast and boom are aluminum. They are unpainted and have surface corrosion, which is normal. The main mast is stepped on the cabin-top. It is supported internally in vessel with a teak timber and bulkhead. No defects were sighted in support and mast base is secure. The mast has two winches and cleats mounted to it. All hardware is well attached. Mast is straight. The spreaders for mast are secure. Port side spreader has some movement at base. The gooseneck mount on mast for boom attachment is secure. The cotter pin for pin in boom attachment is falling out.

-STANDING RIGGING: Stainless steel wire rope with swaged end fittings. Turnbuckles connect stays to chain-plates. Rigging was visually inspected from deck level. The port side, upper stay for mast has a cracked lower swage end fitting. Turnbuckles show signs of their age, recommend rigger inspect, replace if required. Chain-plates appear in good condition and well attached. Many of the safeties in rig are wire and have loose ends that are snagging hazards.

-RUNNING RIGGING: Dacron line used for halyards and sheets. Lines are dirty and in need of cleaning. There are guides and clutches to run rigging to cockpit, but they are not rigged for use. The traveler for the boom is mounted on the cabin-top. It is well mounted and in good condition.

-WINCHES: There are two winches mounted on aft cabin-top, port side winch is a Maxwell 13 and the starboard side winch is a Lewmar 7. Two Lewmar 30 winches are mounted on either side of cockpit coming. Two, Lewmar 7 winches on mast. All winches function, suggest they be serviced. Mounting for all winches is in good order.

-FURLING GEAR: The headsail has a Hood, 810 SeaFurl LD roller furler. Appears in good order.



Propulsion machinery

-ENGINE(S): Universal 40. Reported to have approximately 1700 hrs. Engine was visually inspected and tested with laser temp gage during operation. Engine start and operation was normal. Oil level was full. Oil is very black, but did not smell burnt. During operation, temperatures were normal. There is a large amount of oil in the bilge under engine. Source of the oil is not known, Spilled during maintenance or a bad engine seal? Watched for oil leaks during operation and did not sight any. Engine mounting is good. There is some surface rust on portions of engine. Engine is oily.

-RATED HORSE POWER: 38 hp.

-RANGE: estimated: 250 nautical miles.

-FUEL TYPE: Diesel.

-FUEL LINES: USCG approved A-1 and A-2 hoses. All hoses are properly routed and clamped. A-1 fuel line runs from tank to Racor water separator, from separator to engine is A-1 hose. Fuel fill hose from deck fitting on starboard side deck to tank is A-2 hose and double clamped. Vent hose from tank is A-2 hose. Vent is clear of obstructions.

-FUEL FILTER/WATER SEPARATORS: Racor 500 filter/water separator mounted on bulkhead forward of engine. Mounting is secure and fuel sighted clean.

-OIL COOLER: N/A.

-ENGINE COOLING SYSTEM: FWC system for engine. Raw water is pumped through engine driven pump to heat exchanger, which cools engine coolant. Heat exchanger is mounted on to starboard side of engine. Hoses and clamps for system appear in good condition. Coolant level low when checked before start-up. There is an overflow tank (old gallon jug) connected to radiator cap overflow.

-ENGINE COMPARTMENT VENTILATION AND BLOWER: Natural ventilation is through vents in transom. There is no blower as it's not required. A blower may be installed to eliminate odors from cabin.

-ALTERNATOR: 60 amp Motorola alternator. Charges as required during engine operation. Belt is loose.

-ENGINE EXHAUST SYSTEM: Wet exhaust system. Raw water is pumped into engine heat exchanger for engine cooling, and then it is routed by hose to fitting on exhaust piping, where it exits with engine exhaust. Exhaust piping from exhaust manifold is through pipes and fittings that make up the riser, which keeps water from entering the engine. This piping is newer; it should be wrapped with insulation material, as it is not cooled. Water hose from heat exchanger to exhaust has vented loop. Hoses and clamps are in good order. From the riser a rubber hose connects exhaust to a water-lift muffler, than out vessel with hosing connected to outlet on aft port bottom of hull just above the waterline.

-SEA STRAINER: Bronze sea strainer. Mounted to bulkhead on port side forward of engine. Mounting screws have corroded away and unit is corroded. Hoses and clamps are in good order. Remove, clean and reinstall with new hardware.

-FLAME ARRESTOR: Not require. Intake should have a filter.

-CONTROL SYSTEM: Cable controls from each helm. Controls are for engine RPM and transmission shifting. All controls work freely and are in good order.

-TRANSMISSION: Hurth, HBW-100-2R transmission. Age unknown, does not appear to be original. Transmission operated fine in forward and reverse with no unusual sound or vibrations. Mounting was secure and is bolted to propeller shaft with vibration dampener installed.

-PROPELLER: Two blade fixed bronze propeller. Martec, RH 16DX12P X 1 1/8". Propeller has minor pitting on blades. Some movement on shaft noted when pressure put on blades by hand. Suggest removing and reinstalling propeller using proper torques on nuts at next haul-out. Propeller shaft through hull is a drip-less seal. Cutlass bearing exiting keel is in good condition.

Steering system

-WHEEL: Dual helm wheel steering. Morse, control cable system. Cockpit helm is on pedestal, in has wheel steering which drives chain and sprocket system that transfers motion via cable to a quadrant that is connected to rudder shaft directly under cockpit helm. The lower helm in cabin has wheel steering, which is connected to steering quadrant by cable. This system is designed so that the lower helm can be disconnected from system with selector switch located at lower helm. Both helm function together at all time now, the cable to disconnect lower helm needs adjustment so it pulls the connecting dog out of quadrant, thus disconnecting it from steering system.

Through hull fittings at or below the waterline

-THROUGH-HULL FITTINGS: There are nine through hulls below the waterline. Two aft on each bottom side of hull for cockpit drains; they each have pvc gate valves. One bronze fitting with Marlon ball valve for engine intake. One bronze fitting with Marlon ball valve for sink drain (stiff). One each transducer/speed wheel sensors for instruments. Two bronze fittings with gate valves for waste system. One bronze fitting with Marlon ball valve for head sink. One bronze fitting for head intake with Marlon ball valve. All valves are watertight to hull and well mounted. The gate valves in through hulls are suspect, as they are famous for failure. Hoses and clamps appear in good condition. Recommend all hoses below the waterline be double clamped.

Tankage and piping

-FUEL SYSTEM: Approx 50-gallon poly tank. (could not see label to tell size). This is a new tank that has been installed in belly of vessel under cabin floor. The original tank was removed. The new tank is mounted on plywood which has been attached to hull. The tank has braces attacked to plywood to stop movement of tank forward, aft and to the sides, but no straps to hold tank down. The tank must be secured from tipping when the vessel heels while sailing or in rough water conditions. The fuel fill is located on the starboard side deck. A-2 hose connects to tank and is double clamped. Tank is properly vented.

-FRESH WATER SYSTEM: 70-gallons in fiberglass tank molded into bow of vessel. Fill is located in anchor locker. Tank was empty during survey inspection. (No water pressure.)

-WASTE SYSTEM: 8-gallon poly tank mounted forward of forward cabin bulkhead in bilge. Tank and hoses secure. Hoses appear older and smell. There is a Y-valve in waste system, which is secured to flush toilet to tank. Valve can be turned to allow pumping overboard with hand pump. Deck mounted connection on starboard side allows tank to be pumped out.

-PROPANE: LPG system is a new upgrade. There is a new LPG locker mounted in port side lazarett on cockpit. It is poly and properly vented. Tank is new and has proper gage and regulator with remote shut-off. New single LPG hose runs to new Stove in galley. There is a remote shut-off switch located next to stove. System was operated and leak checked. Not problems noted.

-HOT WATER HEATER: Seaward 6-gallon hot water heater, which operates on 110-volt A/C or engine heat. Not tested, as there was not any water in system. Hot water heater is mounted in forward port side of engine bay. Heater is severely corroded on exterior. Looks at the end of its life.

Electrical systems

-D/C: four 12-volt batteries supply power to the D/C system. These are charged by the engine alternator or a 110-volt A/C charger. One battery is for start and three batteries for the house system. A battery selector switch at the Nav station selects battery position. The batteries are located under quarter berth. The batteries are not secured and need to be. The cable connections on batteries have wing-nuts, required to be secured with nuts. Connections are loose. There are three other small gage wires connected to batteries. Wires to start battery look to be backwards, with fused wire going to ground. These wires are all fused. The battery cable from house bank is not fused, required to have over-current protection. D/C panel is located at Nav station; it has main circuit breaker and switches for each system. D/C wiring in engine bay needs to be secured.

-A/C: 110-volt, 30-amp shore power is provided by connection in aft starboard side of cockpit. The A/C panel is located at the Nav station. It has a main circuit breaker and switches for each system. The backside of A/C panel is not covered. The outlets for A/C do not have GFI protection. Tested for proper polarity and checked good. Wiring for A/C system is in good order. Recommend upgrading A/C system with galvanic isolator and ELCI circuit breaker.

-GEN/SET: None.

-INVERTER: None.

-BATTERIES: Four 12-volt batteries. Need to be secured. Wing-nuts on connections need to be removed and nuts installed.

-BATTERY CHARGER: ProNautics 12-10-P charger. Installed behind electric control panel. Well mounted and secure. Operating while under shore power.

-BONDING SYSTEM: None.

-CATHODIC PROTECTION: Zinc on propeller shaft. New zinc was installed during haul-out.

-LIGHTING PROTECTION: None.

Electronic comm/navigation equipment

-COMPASS: Danforth 3" compass at lower helm. New 5" Ritchie compass at cockpit helm, not secured or calibrated.

-DEPTH SOUNDER: Horizon depth sounder. Powers up.

-VHF RADIO: Standard Horizon VHF. Did not function

-GPS/CHART PLOTTER: Hand held Garmin in case. Not tested.

-RADAR: None.

-AUTOPILOT: No. Has some components on vessel, but not working.

-NAV LIGHTS: Navigation lights all work.

Galley and domestic equipment

-COOKING: New Force 10 LPG stove/Oven. Powers up.

-REFRIGERATOR: Icebox in galley.

-FREEZER: None.

-GALLEY SINK: Double stainless steel sink.

-PRESSURE WATER SYSTEM: Flojet 12-volt water pump. Powers up. Mounted in V-berth near water tank. Plumbing has been replaced with PEX system.

-WASTE DISPOSAL: Trash can.

-HEADS: Head is located in forward cabin on starboard side. It has a Jabsco marine head. Toilet operates.

-SHOWER: Hand wand in head. Sump drain for shower is located aft of fuel tank in bilge. Clamps on hoses are

corroded near check valve.

-HEATING SYSTEM: None.

Ground tackle

-ANCHOR: 10 kg Bruce anchor with 30' 3/8 chain and 150' rode. Suitable for this sized vessel.

-WINDLASS: None.

Fire extinguishing system

-EXTINGUISHERS: One Type B.C Sixe I, Halon 1201 extinguisher at Nav station. One Type B.C Size I, ABC extinguisher mounted on forward cabin bulkhead. Both need to be serviced or replaced.

Dewatering system

-BILGE PUMP(S): Rule 2000 gph 12-volt pump with float switch in engine room bilge. Float switch operates, but there is not manual switch. Hand bilge pump in cockpit.

Life saving & safety equipment

-HORN: Hand air horn.

-BELL: N/A.

-LIFE JACKETS (PFD): Five type II PDF's sighted and six cushions.

-MOB/LIFE SLING/RING BUOY RETRIEVAL SYSTEM: Life-ring and throw ring sighted.

-FLARES: Outdated.

-SAFETY RAILINGS: Yes.

-RE-BOARDING MEANS: No. Vessel has small folding plate-form on transom, but no boarding ladder sighted.

-CARBON MONOXIDE/SMOKE DETECTORS: No. Vessel required to have CO2/Smoke alarm in living space.

-FIRST AID KIT: Not sighted.

Placards and labels

-OIL POLLUTION PLACARD: Not sighted. Required.

-WASTE PLACARD: Yes.

-CARBON MONOXIDE WARNING: Yes.

FINDINGS AND DEFICIENCIES

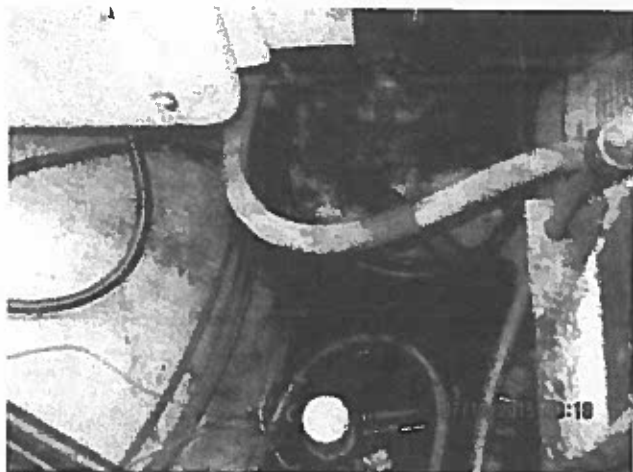
NOTE: All safety equipment aboard this vessel, including VHF Channel 16, fire extinguishers, flares and PFD's, have been checked and deficiencies noted. New NFPA (National Fire Protection Association) or ABYC (American Boating and Yacht Council) standards may have gone into effect since this vessel was built. We have noted these standards where they apply to the safety of the vessel and its occupants. While NFPA or ABYC standards are not always retroactive, except where there is a distinct hazard to life or property, this firm suggests their compliance for safety reasons. All CFR (Code of Federal Regulations) and 72 COLREGS (Navigation Rules) quoted herein are mandatory for correction.

RECOMMENDED FOR SAFETY or REQUIREMENT REASONS

- ✓ 1. Swaged end fitting for port side upper mast stay is cracked. Replace cable assembly. *Replaced port and starboard*
- ✓ 2. Turnbuckles in standing rigging are old. Should have rigger inspect and replace if required. Have standing rigging inspected for safety reasons. *Had inspected Replaced Both portside and starboard CAP STANDING RIGGING*
- 3. Fuel tank is not secured. It must be strapped or made so it cannot move out of position, including up. Ref; ABYC H-33.
- ✱ 4. Bulkhead aft of fuel tank was cut during installation of new fuel tank. It is our recommendation that this bulkhead be restored to original. They don't put bulkheads in vessels for looks. This is a structural component of hull.
- 5. Battery cable from house bank to selector switch is required to have over-current protection within seven inches of battery or if 40 " or less to switch in may be installed in sheath. Ref; ABYC E-10 and E-11.
- 6. A/C panel should be covered on its backside, so someone working behind electrical panel cannot be electrocuted. Cover can be fabricated out of any non-conductive material, even Tupperware. Just needs to cover connections to protect from hazard.
- 7. Service or replace both fire extinguishers. Last date of inspection was 2001. Ref; 46 CFR, part 25.
- ✓ 8. Flare kit is out of date. Purchase new flare kit.
- 9. Vessel has no means of re-boarding from the water. There is a small folding plate-form on transom, but it does not meet requirements. Ref; ABYC H-41.
- ✓ 10. Electric bilge pump has not manual power switch. Install switch with circuit protection. Wiring for bilge pump has wire-nut connecting them, these need to be replaced with sealable crimp-on connectors.
- ✓ 11. No CO2/Smoke detector sighted in vessel. Install CO2/Smoke detector in living space of vessel. Ref; ABYC A-24.
- ✓ 12. No oil pollution placard sighted. Require per 33 CFR, part 155. Purchase and install placard.
- ✓ 13. Batteries need to be secured. They must be strapped down so they cannot move. Ref; ABYC E-10.
Installed STRAP AND SECURED REPLACED 3 HOUSE BATTERIES STRAP

RECOMMENDED REPAIRS

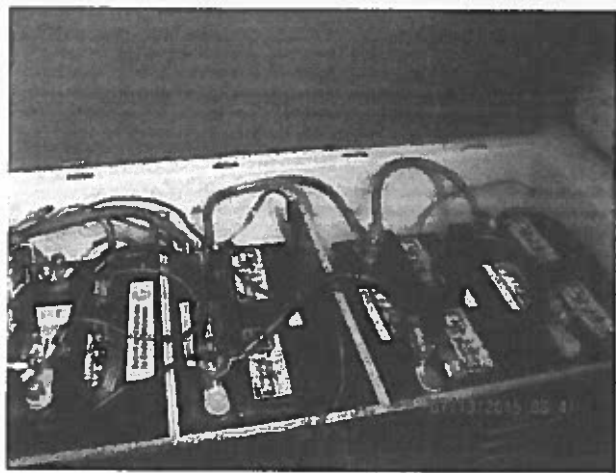
1. Shoe for rudder, which is attached to lower aft end of keel and supports the rudder has some movement. Recommend investigating at next scheduled haul-out. Remove shoe fitting, inspect bolts, bolt-holes and shoe. Repair if required. Reinstall using new hardware.
2. The deckhouse cabin-top has a couple of areas that have been damaged by impacts. Gel-coat is cracked in these areas. These are minor repairs, to preclude water getting into structure. Repair as required.
- ✓ 3. Hatch in cabin-top of head needs to be re-caulked. Repair as required. *REMOVED OLD CAULK AND REPAIR AS REQUIRED*
- ✓ 4. Pin for boom attachment at gooseneck has cotter pin loose. Install pin.
- ✓ 5. Wire used to safety standing rigging has loose ends that will tear you or your sails. Secure safety wire so ends do not protrude or replace with rings. Tape can be installed over them also. *TAPED AND SECURE*
- ✓ 6. Alternator belt is loose. Tighten belt and secure alternator. *TIGHTENED AND SECURE*
- ✓ 7. Exhaust system piping at rear of engine needs to be wrapped with insulating material. *REPLACED EXHAUST PIPE AND INSULATED*
8. Propeller had some movement on shaft when push on by hand. At next scheduled haul-out, remove prop and clean shaft, inspect for corrosion. Re-install prop, and torque nuts. Prop should be tight on shaft.
- ✓ 9. Selector cable for steering system needs to be adjusted so helm stations can be selected as it was designed to do. Adjust cable rigging as required. *ADJUSTED AND LUBRICATED*
- ✓ 10. Seacock for galley sink drain is stiff. Lubricate valve. *VALVE FREED UP AND OPERATING*
- ✓ 11. Remove wing-nuts on battery connections and replace with stainless steel nuts. Ref; ABYC E-10. *REPLACED WITH SS NUTS*
- ✓ 12. D/C wiring is hanging loose in engine room. Secure wiring with zip ties. Should be supported at least every 18 inches. Ref; ABYC E-11. *ZIP TIED AND SECURE*
- ✓ 13. Install GFI A/C outlets in galley and head. Ref; ASBYC E-11.
- ✓ 14. VHF radio inoperable. Repair or replace radio. *REPAIRED*
- ✓ 15. Hot water heater is severally corroded externally. Recommend replacement.
- ✓ 16. Hose clamps for drain hose from shower sump are corroded. Replace hose clamps. *CLEANED AND REPLACED*
- ✓ 17. Bilge under engine has large amount of oil in it. Clean with absorbent pads, clean with degreaser. This needs to be completed so no oil gets into the environment. *CLEANED WITH DEGREASER AND ABSORBENT PADS*
18. Ritchie compass at cockpit helm needs mounted and calibrated.



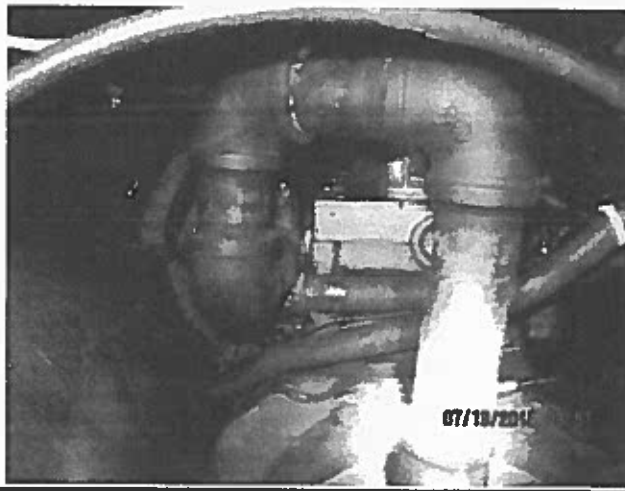
Dirty bilge. Rusty engine.



Photo of area where bulkhead is cut-out



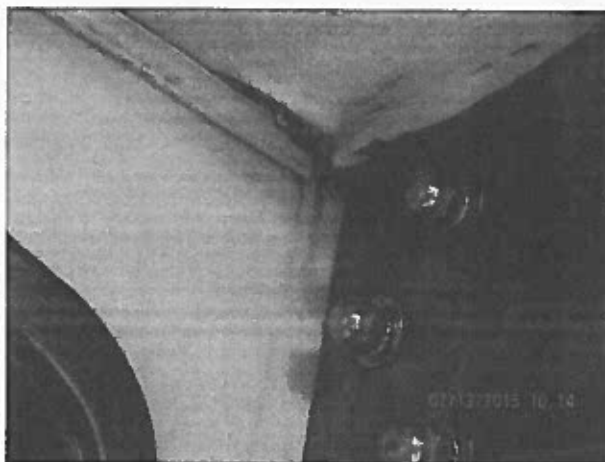
Batteries not strapped down.



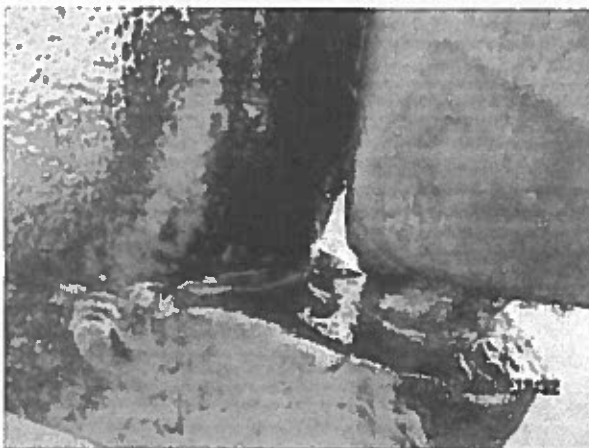
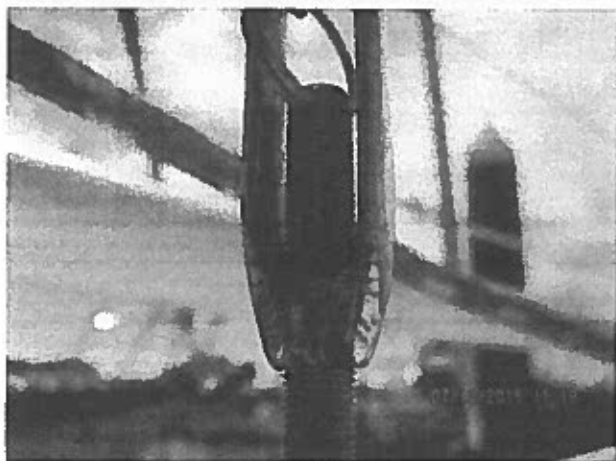
Exhaust piping that should be insulated.



Rusty Hot water heater.



Leak in ceiling at starboard chain-plate area.



Rigging Turnbuckle, note stress, corrosion.

Shoe for rudder, note rust area. This has movement.

CERTIFICATION OF REPORT

In accordance with the request for the marine survey of "SATORI", for the purpose of evaluating its present condition and estimating its fair market value and replacement cost, I hereby submit my conclusion based upon the preceding report. The subject vessel was inspected by the undersigned on 13 July 2015 and was found to be well constructed and maintained. This vessel is in standard condition for her age and model, it has been well outfitted and is found suitable for its intended purpose in sheltered, inland waters, until the bulkhead repair is made and rigging is attended to.

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 is my personal, unbiased professional analyses, opinions, and conclusions. I have no present or prospective interest in the vessel that is subject of this report, and I have no personal 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 stipulate 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 submitted without prejudice and for the benefit of whom it may concern, this report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of this vessel. It is a statement of the condition of the vessel at the time of survey only.

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

ATTENDING SURVEYOR: STEVE HAYES, SAMS SA Member of SAMS in good standing.

SIGNATURE: _____



MEMBER
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This survey report represents the condition of the vessel as inspected by the undersigned surveyor on the date of survey. This survey makes no representation and does not purport to describe any condition which may have changed since the date of the survey, and recommendations herein are limited to those that, in the opinion of this surveyor, are reasonable, necessary and appropriate, based upon the conditions and circumstances, as they existed at the time of survey.

Unless otherwise specifically requested and provided for and noted in the survey report, this survey is founded on a comprehensive inspection subject to the following listed exceptions.

- If this survey does not discuss a specific item, equipment or machinery, it is not covered by the survey.
- Permanently mounted bulkheads, ceilings, paneling and other portions of the vessel's structure are not opened.
- Permanently mounted machinery, tanks, and equipment are not dismantled to expose portions of the vessel ordinarily concealed.
- Propulsion mounted machinery, auxiliaries. Electrical and electronic circuits and equipment, tanks, tenders, plumbing systems and fittings, miscellaneous equipment, sails and rigging are not analyzed, traced, tested, or opened for internal condition.
- Borings and non-destructive test procedures are not conducted to determine thickness or internal condition of structural members.

No determination of stability characteristics is made and no opinion is expressed.

Included in the assessment of values of the vessel is all that belongs to the vessel and may be presumed to be the property of the owner, including (but not limited to) the hull, machinery, equipment, sails and rigging, tenders, furnishings, and all that is onboard for the purpose of the use of the vessel, excepting only which, in customary usage, is considered personal property of the owner or crew or which specifically is excepted at the time of the survey. The market value quoted is the best estimate of the price a willing buyer would pay a willing seller, both parties having reasonable access to the relevant facts, neither party under any compulsion to buy or sell, and under market conditions at the time and place of the survey.