PALCHER MARINE CONSULTANTS, INC.

2006 Beneteau 343

[redacted]

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Report of Marine Survey

Of The Vessel

[redacted]

2006 Beneteau 343

Conducted by
John Palcher

PREPARED EXCLUSIVELY FOR:

[redacted]

[redacted]

TABLE OF CONTENTS

I. INTRODUCTION

SCOPE OF SURVEY

A pre purchase vessel survey of this 2006 Benneteau 343 sailing vessel was performed at the request of [redacted]. The inspection was conducted on Monday September [redacted] at [redacted] marina, New [redacted] New York. A trial run systems check and out of water inspection were included. The Hull Identification Number ***(HIN)*** [redacted] was verified from the transom. The reason for the survey, was to ascertain the physical condition and value of the vessel. The prospective buyer, his associate, and the broker were in attendance.

It is noted that the HIN engraving has become worn and is almost not legible. It is the vessel owners responsibility to maintain an accurate HIN on the vessel in compliance with USCG regulations.
The USCG COD official number is properly marked on the vessel starboard aft hull.

AC and DC power was used to check operation of the electrical systems specified in this report only. Electronic equipment was checked for ''power up'' only.

General observation of the engines operation and vessel performance were conducted during the trial run. It is not the function of this report to predict the future operation and function of the propulsion system.

Inspection tools used to check materials and systems, as indicated within this report, include:

-Moisture readings taken with a Protimeter Surveymaster. The meter was calibrated on site using the manufacturer's calibration equipment.
-Electrical outlets were tested with a Klein Tools RT390 Circuit Analyzer.
-Continuity tested using a Blue Seas 8110 clamp multimeter.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open up all such areas for further inspection. The survey is not intended to find hidden or latent defects. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied. General observation of the engines operation and vessel performance were conducted during the trial run.

NOTE: It is recommend and understood that all DIESEL/GAS engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc. It is not the function of this report to predict the future operation and function of the propulsion system.

CONDUCT OF SURVEY:

I. INTRODUCTION

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 33, 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) 302 HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

I. INTRODUCTION

VESSEL DESCRIPTION

The 2006 Beneteau 343 is a Berret-Racouper designed sailing vessel two cabin model. The vessel presents as well maintained and clean. It has a bow thruster, and new navigation electronics. There are some findings within the report that should be attended to.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER:	[redacted]
SURVEY PREPARED FOR:	[redacted]

NAME OF VESSEL:	[redacted]
TYPE OF SURVEY:	**Pre-Purchase for Buyer**
OVERALL VESSEL RATING: ****	**ABOVE AVERAGE**
ESTIMATED MARKET VALUE:	**$83,000.00**
ESTIMATED REPLACEMENT COST:	**$275,000.00**
BUILDER:	**Beneteau**
YEAR BUILT:	**2005**
MODEL YEAR:	**2006**
MODEL OF VESSEL:	**343**
HULL IDENTIFICATION NUMBER (HIN):	**BEY**[redacted]
HAILING PORT:	**New**[redacted] **New York**
OFFICIAL NUMBER:	[redacted]
STATE VALIDATION STICKER NUMBER:	**Not Visible**
OWNER LISTED ON COD:	[redacted]
OWNER'S ADDRESS:	[redacted]
PLACE OF SURVEY:	[redacted] **- New Hamburg NY**
DATE/TIME OF SURVEY:	[redacted]
HULL TYPE:	**Full displacement hull, fin keel and spade rudder.**
LENGTH OVER ALL (L.O.A).: *	**10.82 meters**
BEAM: *	**3.48 meters**
FUEL CAPACITY (DEISEL): *	**75 L**
AC POWER:	**Yes, Two (2) 125 volt, 30 amp. Inlets**
DC POWER:	**Yes, 12 volt.**
FRESH WATER CAPACITY: *	**255 L**

II. GENERAL INFORMATION

HOLDING TANK:	**Yes**
BUYER'S EXPERIENCE:	**Experienced Boater**
INTENDED CRUISING AREA:	**Coastal Cruising**
INTENDED USE:	**Recreational**

II. GENERAL INFORMATION

DEFINITION OF TERMS:

The terms and words used in this report have the following meanings as used in this *Report of survey:*

Asterisks * in this General Information section refers to information sourced from the manufacturer.

APPEARS:

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor(e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests).

FIT FOR INTENDED USE:

Use which is intended by Survey Purchaser(present or prospective owner).

SERVICEABLE: ADEQUATE:

Sufficient for a specific requirement.

POWERS UP:

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

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

Nearly new, with only minor cosmetic or structural discrepancies noted.

FAIR CONDITION:

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

POOR CONDITION:

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

NO MOISTURE INDICATED:

Sound with percussion, no elevated moisture meter readings.

MOISTURE INDICATED:

Above the "dry" range on the moisture meter.

HIGH MOISTURE INDICATED:

Moisture meter readings at or near
maximum, and or signs of moisture intrusion.

DEFINITION OF TERMS:*(continued)*

SOUND:
Percussion does not indicate soft or de laminated surfaces.
de lamination.

PARTIAL THICKNESS GEL COAT DAMAGE:
No visible exposed laminate.

FULL THICKNESS GEL COAT DAMAGE:
Laminate visible.

QUALIFIED TRADESPERSON:
Someone who is capable of evaluating and repairing marine systems and equipment in accordance with industry standards and USCG regulations. Documented experience and certifications may help serve as benchmarks to vet repair personnel.

TYPICAL:
Similar to other repairs of like materials on the vessel.

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

TYPE:
Full displacement with fin keel and spade rudder.

MATERIAL:
FRP (fiber reinforced plastic)

EXTERIOR HULL ABOVE WATERLINE:
Polished and clean white surfaces.
- Sound with percussion.
- No elevated moisture meter readings.
- A few small areas of surface wear.

Starboard Scratch

EXTERIOR HULL BELOW WATER LINE:
Black bottom paint.
- Mostly smooth coating of black bottom paint.
  Paint looks to be a few layers deep.
- Sound with percussion.
-No visible damage or repair areas.

NOTE: Bottom paint can hide damage and defects.

PORTLIGHTS:
Four (4) fixed portlights.
-No visible damage or water intrusion.

BULKHEADS:
Bulkheads are partially accessible at the anchor locker and vessel accommodation spaces.
Where accessible:
- Their condition is sound, no elevated moisture readings.
- No deflections or damage visible.

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION*(continued)*

STRINGERS:
Engine compartment stringers are sound, and dry.

STEM:
Stem has no visible damage.

TRANSOM:
- Sound with percussion, no elevated moisture readings.
- No visible damage.

There is some clear standing water at the base of the interior transom. Less than 1 inch.
Monitor condition for potential sources.

BILGE:
Some clear water in bilge.
(See bilge pump note)

Bilge Water

CHAIN LOCKER (DRAINAGE):
Drainage overboard port and starboard.
Anchor locker is clean and dry.

KEEL EXTERNAL:
- Keel to hull joint is smooth.
- No visible damage.
Some paint wear at keel bottom

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION*(continued)*

KEEL BOLTS:
No visible corrosion.
Hardware in place, look to be secure.
(While on the hard with keel on the ground, the backing plates do not move when tapped with hammer.)

GRID:
Structural grid system that is accessible for close inspection is sound with no elevated moisture, or damage.

Standing water and screwed in place panels prevented access to some grid areas.

LIMBER HOLES:
Limber holes visible are clear of debris.

DECK CONSTRUCTION

TYPE & CONDITION:
Molded cored FRP (fiber reinforced plastic) with white gel coat and non-skid surface.

- Firm under foot, sound with percussion.
- Small gel coat chip at port forward deck.
- Some fine gel coat cracks visible.

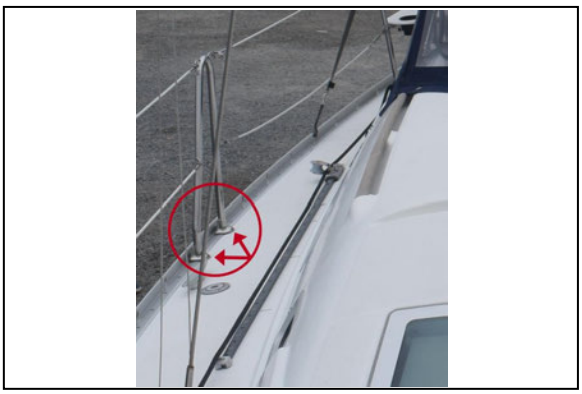
One area has elevated moisture readings.
Starboard midship near stanchion bases.
Consider re bedding deck hardware at this area to prevent water intrusion.

***B.1**
One area of the deck has elevated moisture readings.

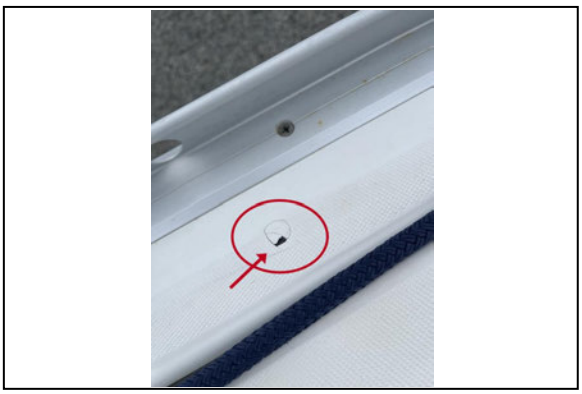
HULL DECK AND SUPERSTRUCTURE

DECK CONSTRUCTION*(continued)*

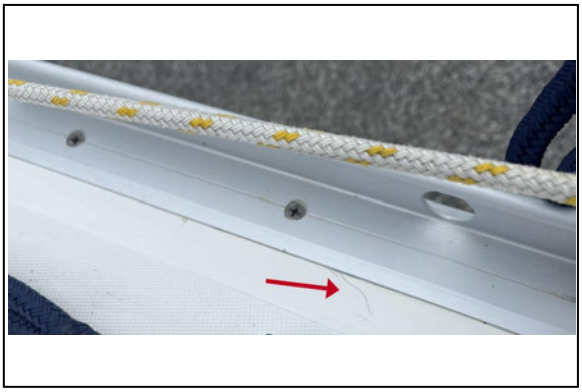
TYPE & CONDITION:*(continued)*



Elevated Moisture



Chip



Crack (typical)

HULL-TO-DECK JOINT

CONDITION:

Joint is partially accessible at the anchor locker and aft storage areas.

- No visible damage or water intrusion signs, where accessible.

RUB RAIL:

-No visible damage.

DECK FITTINGS

DECK RAIL AND GRAB RAILS:

Firm when grasped.

HULL DECK AND SUPERSTRUCTURE

DECK FITTINGS *(continued)*

TOE RAILS:

Aluminum toe rail bolted in place, no visible damage, fasteners in place.

STANCHIONS:

Stainless steel stanchions.

- Hardware in place.
- Bases feel firm when stanchions are pushed upon.

Recommend routine monitoring condition of all stanchions.

***C.1**

Lifeline Stanchions

CHOCKS AND CLEATS:

Lifelines have corrosion at

DECK SURFACE:

Non skid retains texture.

HATCHES:

-Hatches open close and latch.

No evidence of water intrusion.

HULL DECK AND SUPERSTRUCTURE

DECK FITTINGS *(continued)*

LIFE LINES:

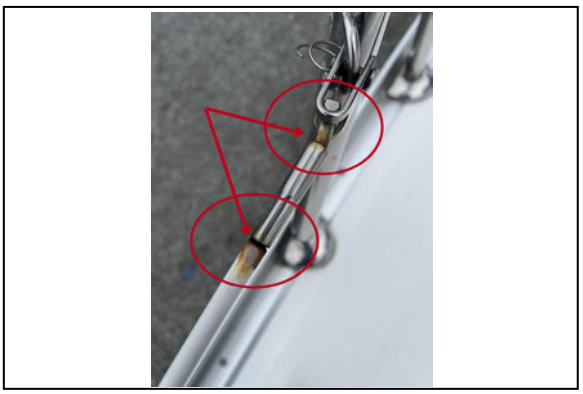
Corrosion and potential damage at lower lifeline connection.
Starboard side.

Investigate further for needed repair/replacement.

NOTE: Lifelines coated with plastic can have underlying corrosion not readily visible. Monitor lifelines closely.

***A.1**
Corrosion and potential damage at lower lifeline connection.

Lifeline



Corrosion-Damage

CLEATS:

Firm when tapped with phenolic hammer.

SWIM PLATFORM:

Partial platform is integral to hull.
- No damage visible, firm under foot.
-Sound with percussion, no elevated moisture readings.

CABIN HOUSE:

MATERIAL:

Cabin house and deck are one unit molded FRP
- No visible damage.
- Sound with percussion, no elevated moisture readings.

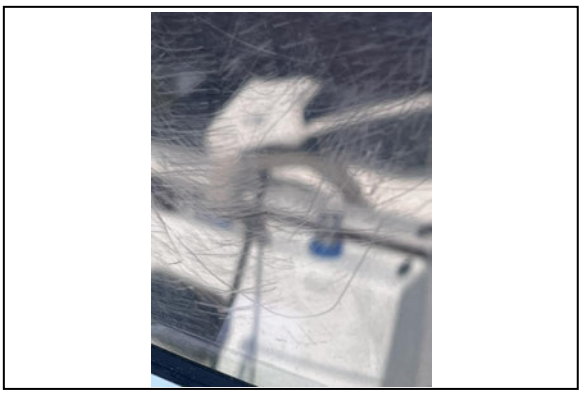
HULL DECK AND SUPERSTRUCTURE

CABIN HOUSE:*(continued)*

PORTLIGHTS:

Starboard aft portlight has broken dawg.
Some portlights have crazing.

Crazing



Crazing

CANVAS AND SUPPORT STRUCTURE:

Fabric good condition
- "Eisenglass" clean, clear, and flexible.
- Supports are firm when grasped.

LIGHTING:

Mast deck light is operable.

ADDITIONAL EQUIPMENT AND ACCESSORIES

FENDERS:

Assorted fenders, serviceable condition.

DOCK LINES:

Assorted dock lines, serviceable condition.

DAVITS:

- Davit supports have no visible corrosion.
- Firm when pushed upon.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

LAYOUT AND CONDITION:
This is the Beneteau two cabin layout.
Fore and aft berths, with saloon, port galley, and starboard head.

JOINERY AND FINISH:
Cabinetry and doors open and close freely.
The joinery and finish are in very good condition.

WATER INTRUSION SIGNS:
No visible water intrusion signs.

STORAGE AREAS:
Clean and dry.

HEADLINERS:
No evidence of water intrusion.

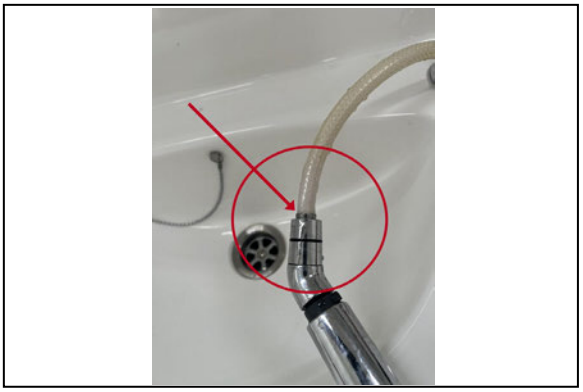
FABRIC AND CUSHIONS:
Very Good Condition

SHOWERS:
Shower integral to head compartment.

FAUCET FIXTURES:
Hot and cold water flow freely at galley and head sink.

Head faucet has leak at base of fixture.
Further investigate and repair as necessary.

***B.2**
Head faucet has leak at base of fixture.



Leak

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:*(continued)*

LIGHT FIXTURES:

12 volt cabin lights throughout the vessel were operable.

CABIN SOLE:

Teak and holly very well fitted and finished where observed.

AIR CONDITIONING:

Cruisair brand reverse cycle AC Unit

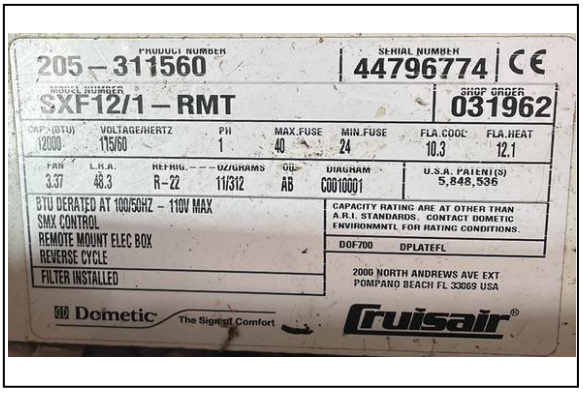
- Unit powers up with climate control panel.
- Water discharge visible at thru hull.
- Air discharge at ducted vents.

AC Unit uses R22 refrigerant, and may be costly to recharge and or repair.

Air discharge is not sufficiently cool or warm.
Investigate further and repair or renew as necessary.

***B.3**
Air conditioner discharge is not sufficiently cool or warm.

***C.2**
AC Unit uses R22 refrigerant.



AC Unit Label

AC Unit Start Control

STEREO, ETC.:

Fusion stereo system.

Stereo powers up sound from all speakers.

BEDDING:

Mattresses are clean and dry, no visible mildew or moisture.

CABIN APPOINTMENTS

GALLEY

STOVE/OVEN:

Propane range with two burners and oven.

Igniter did not spark to light LPG.

***B.4**

LPG stove igniter is not operable.

MICROWAVE:

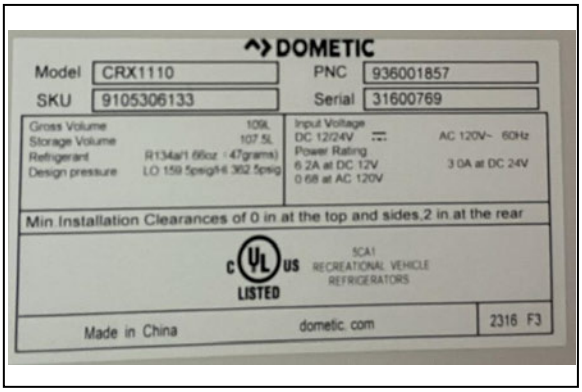
Microwave powers up.

REFRIGERATOR:

Dometic brand refrigerator freezer.

12 VDC and 120 VAC compatible per label.

Unit powers up and cools, ice in freezer.



Label

PROPULSION

MAIN ENGINES

MANUFACTURER:

Yanmar 3YM30

S/N E03743

HORSE POWER:

27 HP

PROPULSION

MAIN ENGINES*(continued)*

INDICATED HOURS:
Hour meter not legible.

THROTTLE CONTROLS:
Moves smoothly

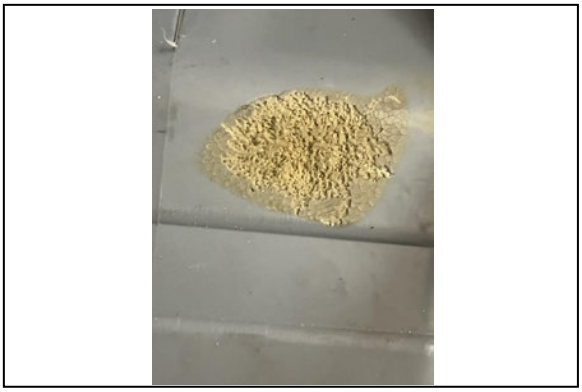
EMERGENCY SHUT DOWN:
Mechanical fuel shut off control.
Operates smoothly.

ENGINE MOUNTS AND BED:
No visible corrosion.
Mounts solid when tapped with mallet.

LUBRICATION:
Oil level within normal limits.

EXHAUST SYSTEM:
Raw water cooled wet exhaust.
- Hoses double clamped, no visible damage or leaks.
Muffler has an area of wear similar to a corrosive material contacting it.
No visible leaking.

***A.2**
Muffler has an area of wear similar to a corrosive material contacting it.



Muffler Wear

ENGINE ALARMS:
"Key On" alarm test activates

PROPULSION

MAIN ENGINES*(continued)*

HOSES AND BELTS:

-Belts are tensioned, no visible wear or dust.

-No hose damage or leaks visible.

REVERSE GEAR:

TYPE:

Kanzaki KM2P-1

S/N [redacted]

Reverse Gear Label

GEAR RATIO:

2.62

FLUID:

Normal level indicated on dipstick.

CONTROLS:

Moves and shifts smoothly.

SHAFT:

Stainless steel shaft.

- Approximately 25 MM

COUPLER:

No visible corrosion, hardware in place.

SHAFT SEAL:

Rubber booted shaft log.

No visible damage or leaking.

PROPULSION

REVERSE GEAR:*(continued)*

CUTLASS BEARING:
Not readily visible.
No play when shaft is pushed upon.

STRUTS:
Shaft support tube is integral to the hull.

PROPELLERS:
Bronze alloy three (3) blade RH propeller.
Approximately 16"
No visible damage

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:
Diesel.

TANKS:
Plastic tank
75 Liters

SECURED:
Yes

FILL PIPE LOCATIONS:
Starboard transom

DECK FILL GROUNDED:
Yes, to engine start battery ground. 27 ohms.
USCG deck fill requirement is <100 ohms
ABYC is < 1 ohm.

FILL PIPE MATERIAL:
A-2 fuel fill hose.
No visible damage or leaks.

HOSE CONNECTIONS, CLAMPS:
Tank connection double clamped.
Deck fill connection clamps not verified as double clamped.
One clamp visible.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM*(continued)*

ENGINE FUEL & RETURN HOSE:
USCG A-1 markings visible where accessible.
2004 date coded.
- No damage or wear visible where hose passes through engine compartment.

Inspect per industry guidelines, at least annually.

ANTI-SIPHON:
Shut offs at tank.
Operable

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (DC SYSTEM)

VOLTAGE:
Lead acid battery powered 12 volt system.

BATTERIES:
House
Two (2) group 27 deep cycle batteries.

Engine
one (1) group 27 battery.
Looks to be a deep cycle.
A start battery should be used for the engine.

Bow Thruster
One (1) group 27 deep cycle.

MAIN BATTERY SWITCHES:
Rotary switches at aft berth area.

ROUTING/SUPPORT:
Supported and secured where visible.

CHARGING SYSTEM (BATTERY CHARGER):
Xantrex XC 2000
Operable.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (AC SYSTEM)

SHORE POWER INLET:

Two (2) 125 volt 30 amp.

The lower inlet has indications of heating.

Upper inlet has missing cable hold hardware.

Investigate further and repair or renew as necessary.

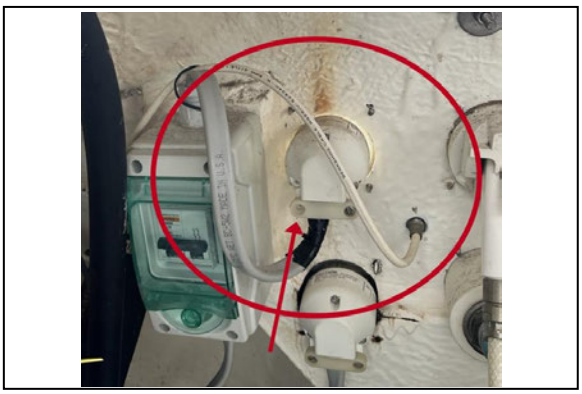
Work by qualified marine tradesperson.

***A.3**

Lower inlet has indications of heating.

Upper inlet has missing cable hold hardware.

Heating



Shore Power Connection

SHORE POWER CORD:

Shore power cord has no visible evidence of corrosion or resistance heating.

MAIN BREAKER:

At main panel and next to shore power inlets.

BRANCH BREAKERS:

At main panel.

CIRCUIT LOAD MONITORS:

ACV, Yes.

OUTLETS:

Polarity and ground tested, normal.

GCFI trip when tested.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

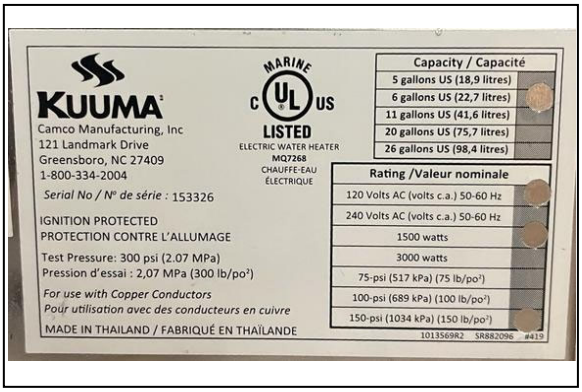
STORAGE TANKS:
Plastic

CAPACITY:
* 255 Liters

PUMPS:
3.3 GPM pump

FRESH WATER SYSTEM (HOT WATER SYSTEM)

MANUFACTURER:
Kuuma brand marine water heater.
6 gallons



Water Heater Label

PRESSURE RELIEF VALVE:
Yes, copper pressure relief valve built into tank.

HEAT EXCHANGER AND PLUMBING:
Hoses attached to water heater exchanger fittings.

SANITATION

SANITATION (BLACK WATER)

M.S.D TYPE USCG SYSTEM:
Holding tank on board with pump out fitting.
With macerators and overboard discharge capability.

Ensure operators are familiar with the system operation to avoid accidental overboard discharge.

Ensure compliance with waste discharge regulations in operational waters.
On Lake Champlain discharge hoses are required to be physically disconnected from thru hull discharge fittings.

***C.3**
Waste water has overboard discharge capability.

MACERATOR:
Yes

"Y" VALVES:
Yes,

HOLDING TANK:
Plastic tank

CAPACITIES:
Not determined.

SANITATION (GREY WATER)

SHOWER DRAIN:
Pump powers up and drains water.

DISCHARGE:
Overboard, drainage.

STEERING SYSTEM

STEERING SYSTEM

OPERATION:
Pedestal steering.
Cables not accessible for close inspection.

Pedestal base feels secure.

***C.4**
Pedestal steering.

RUDDER STOCK:
Sound when tapped with mallet.
Some play.
Monitor condition closely.

EMERGENCY TILLER:
Yes, Tiller fits and operates rudder from deck fitting.

GROUND TACKLE

GROUND TACKLE

ANCHORS:
Approximately 30 Lb plow anchor at bow.

RODE MATERIAL:
Chain and braided rope.

Recommend laying out rode for close inspection, and verify bitter end is attached to boat.

***C.5**
Anchor Rode.

GROUND TACKLE

GROUND TACKLE*(continued)*

WINDLASS:

Windlass operable from bow, and with remote.

Bow controller is not properly mounted.

Further investigate and repair / remount.

***B.5**

Windlass bow controller is not properly mounted.

Windlass Control

SHACKLE:

Swivel style Stainless Steel Shackle.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF:

Simrad brand VHF.
Powers up, receives and transmit verified.

MMSI information not current with vessel.
Properly register VHF MMSI information.

***B.6**
MMSI information not current with vessel.

MMSI Registration

RADAR:

Powers up and displays at helm.
Raymarine 4kW 18" Ra

Radome Label

GPS:

Raymarine color GPS screen.
Powers up and displays location.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT*(continued)*

SPEED LOG:

Speed wheel transducer does not properly communicate with display.
Speed log transducer wheel turns freely.
Investigate further and repair or renew as necessary.

GPS screen displays vessel speed.

***B.7**
Speed wheel transducer does not properly communicate with display.

DEPTH SOUNDER:
Yes, operable

COMPASSES:
Bezel clear, reading consistent with boat orientation.

AUTO PILOT:

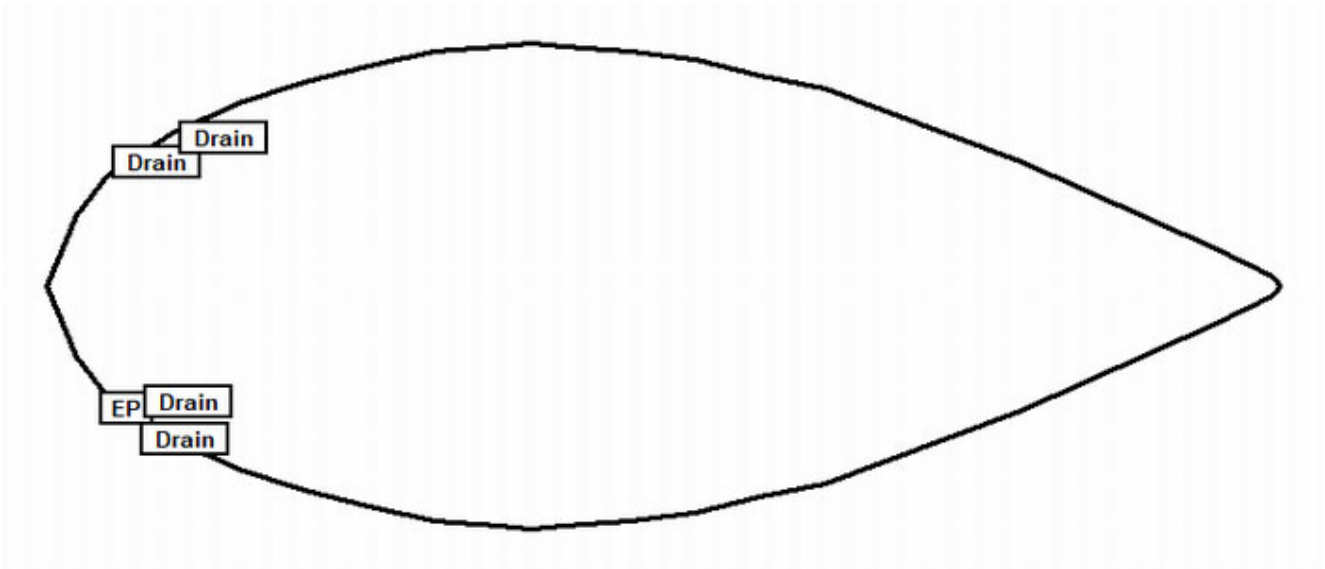
Auto pilot does not operate properly.
Investigate further and repair or renew as necessary.

***B.8**
Auto pilot does not operate properly.

THRU-HULLS

THRU-HULLS:

THRU-HULLS AT OR NEAR WATER LINE (DIAGRAM):



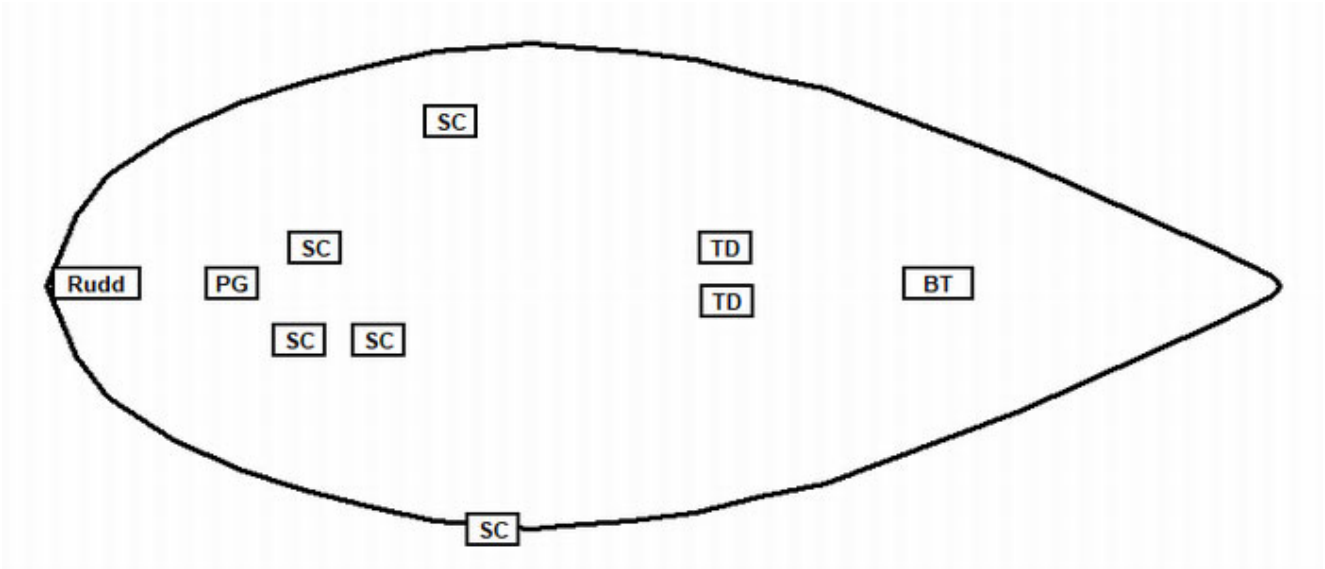
Abbreviation	Description
Drain	Drain
EP	Exhst Ports

**** Red Icon(s) with white text indicates inoperable item.**

THRU-HULLS

THRU-HULLS:*(continued)*

THRU-HULLS BELOW WATER LINE (DIAGRAM):



Abbreviation	Description
BT	Bow Thruster
PG	Pkng Gland
Rudd	Rudder
SC	Seacock
TD	Transducer

**** Red Icon(s) with white text indicates inoperable item.**

THRU-HULLS

THRU-HULLS:*(continued)*

MATERIAL:

Serviceable condition.
Seacock handles move smoothly.

Below water thru hulls are bronze alloy.

Port aft above water thru hull is plastic.
It is UV damaged and worn.
Consider replacement.

***B.9**
Plastic port aft above water thru hull is worn.

Plastic Thru Hull

BONDED:

No bonding cables to metal thru hulls.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NOTE:
No Type IV-U.S.C.G. approved throwable devices.
No sound device visible during inspection.
Portable extinguishers are out of date.
PFD's
One each in serviceable condition for every occupant
required by USCG.

***A.4**
Required USCG safety equipment not visible during survey.
Ensure all required equipment is on board and operable/serviceable.

NUMBER AND TYPE OF PFD'S:
Several Type II PFD's .

One each for every occupant required by USCG.
Ensure their location is readily available and known to all occupants.

NUMBER OF THROWABLE PFD'S:
No Type IV-U.S.C.G. approved throwable devices.

FIRE EXTINGUISHERS:
Portable extinguishers are out of date.

VISUAL DISTRESS SIGNALS:
Day flag and Gun style flares.

SOUND DEVICES:
No sound device visible during inspection.

NAVIGATION LIGHTS:
Navigation and anchor lights operable.

"NO OIL DISCHARGE" PLAQUE:
Yes, found properly displayed.

TRASH DISPOSAL PLACARD:
Yes

SAFETY EQUIPMENT

AUXILIARY SAFETY EQUIPMENT

SMOKE DETECTOR:

Smoke detector not properly mounted / installed.

NFPA 302

All vessels with accommodation spaces intended for sleeping shall be equipped with a single-station smoke alarm that is listed to ANSI/UL 217, Standard for Safety for Single and Multiple Station Smoke Alarms, for marine or recreational vehicle use and is installed and maintained according to the device manufacturer's instructions.

HIGH WATER ALARM:

High water alarm is not operable.

Investigate further and repair or renew as necessary per ABYC H-22.

***A.5**

High water alarm is not operable.

CARBON MONOXIDE ALARM:

Insufficient number of detectors, based on cabin configuration.

ABYC A-24

24.6.1 Carbon monoxide detectors shall be installed on all boats with an enclosed accommodation compartment(s).

24.6.2 A carbon monoxide detector shall be located to monitor the atmosphere in a contiguous cabin space and additionally in each sleeping space separated by Solid bulkheads/structure and permanent doors/partitions.

NOTE: Sleeping spaces separated only by curtains do not need additional carbon monoxide detector(s).

***A.6**

Insufficient number of detectors, based on cabin configuration.

SAFETY EQUIPMENT

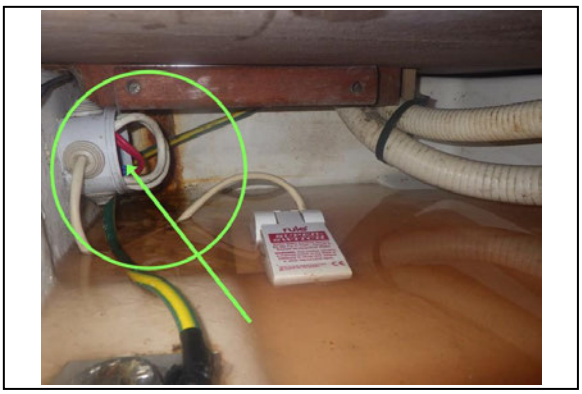
BILGE PUMPS

LIST:

Bilge pump powers up, but water does not properly discharge.
Wet location box has missing cover.

Investigate further and repair or renew as necessary.

***A.7**
- Electric bilge pump system is not operable.
- Manual pump not functionally tested.
-Wet location box has missing cover.



Missing Cover

LIQUEFIED PETROLEUM GAS SYSTEM (LPG)

LIQUEFIED PETROLEUM GAS SYSTEM (LPG)

PRESSURE TEST:
System pressurized with solenoid open and tank vale closed.
No leaks visible at gauge after 30 minutes.

TYPE:
LPG.

MOUNTING:
LPG locker with gasket and cover hold down.

REGULATOR:
Yes.

PRESSURE GAUGE:
Yes.

LIQUEFIED PETROLEUM GAS SYSTEM (LPG)

LIQUEFIED PETROLEUM GAS SYSTEM (LPG)*(continued)*

LINES AND FITTINGS:

No visible damage or leaks.

Vent hose condition and functionality not determined.

Ensure LPG locker vent hose is properly installed and functional.

***A.8**

LPG locker vent hose condition and functionality not determined.

TRIAL RUN:

INTRODUCTION

INTRODUCTION:

The [redacted] was operated for about 30 minutes on The Hudson River. The vessel was operated by the owners representative. Attending the trial run were the the broker, buyer, buyer's associate, and myself. Weather was calm, partly cloudy, about 59 F, water temperature was about 70 F, tide was incoming.

OBSERVATIONS

OBSERVATIONS:

1. The engine started without excessive cranking.

2. **At some low rpm's there is excessive vibration**
   Recommend keeping low rpm's at speeds that do not vibrate.
   Consider checking engine and mounts.

3. There were no oil or coolant leaks observed. (On main engines or in exhaust water)

4. No engine alarms activated.

5. Manufacturer" max RPM is 3489 - 3600

   Engines reached 3600 RPM at full throttle.

6. The steering system operated normally.

7. The throttle operated normally.

8. The transmission operated normally/smoothly.

9. The back down test was satisfactory.

***B.10**

At some low rpm's there is excessive vibration

TRIAL RUN:

TRIAL RUN DATA

TEMPERATURES APPROX 1500 RPM, AND AFTER WOT:

Location	Temp	Location	Temp
Raw Water Pump	70 F	Alternator	118 F
Engine Coolant	153 F	Exhaust Elbow	72 F
Oil Filter	135 F	Ehaust Hose	80 F
Oil Pan	128 F	Shaft Seal	62 F
Trans Case	84 F	Coupler	67 F

PERFORMANCE DATA

SUMMARY:

RPM	Speed SOG (with tide)
3600	8.6 Knots

STANDING RIGGING

STANDING RIGGING

NOTE:

Rigging above approx six feet was inspected with a telephoto lens.

Buyer advised to follow industry guidelines for rigging inspections. Documentation of previous rigging inspections should serve as a baseline for establishing when the next inspection should be conducted.

USCG has recommendations that include a six year unstepped inspection.

As a reference:
USCG (COMDTPUB NVIC 02-16 13 APR 2016)
Sector Honolulu Inspection Note #13, October 16, 2008.
NAVTEC Rigging Service Guidlines

STANDING RIGGING

STANDING RIGGING*(continued)*

MAST:

Aluminum mast, no visible damage or corrosion.

Mast Label

MAST STEP:

No visible evidence of compression at the deck or compression post base.

SPREADERS:

Double spreader rig, looks serviceable.

SHROUDS AND STAYS:

Shrouds and stays have no visible corrosion at deck fittings.

BOOMS:

Attachment hardware has no corrosion or visible damage.

Boom Label

STANDING RIGGING

STANDING RIGGING*(continued)*

TURNBUCKLES:
No visible corrosion, stop pins in place.
Turnbuckles have room for adjustment.

TOGGLES:
Stainless steel toggles, no visible crevice corrosion.

CHAIN PLATES:
No visible corrosion or water intrusion signs at stay and shroud terminal connections.

RUNNING RIGGING

RUNNING RIGGING

WINCHES:
Two (2) Lewmar 30 self-tailing two speed winches.
Two (2) Lewmar 40 self-tailing two speed winches.

All are operable.

TRACKS AND CARS:
Cars move freely on tracks and lock in place.
Hardware in place.

BLOCKS:
Serviceable condition.

SHEETS & HALYARDS:
Mostly good condition.
Wear visible on main sheet traveler.

Wear

RUNNING RIGGING

RUNNING RIGGING*(continued)*

ROLLER FURLING GEAR:
Furler operated smoothly.

CLUTCH:
Open close and hold against manual hand pull.

SWIVEL BLOCKS:
Swivel blocks are mostly all plastic, serviceable condition.

SAILS

SAILS

MAINSAIL AND HEADSAIL:
No visible damage, stitching intact where accessible.
Mainsail retains some stiffness.

In mast furling system operated smoothly.

IV. 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 vessel's safe and proper operating condition. ***Findings may also be in violation of U.S.C.G. regulations.***

Deficiencies noted under **''OTHER DEFICIENCIES''** should be corrected in the near future so as to maintain standards and to help the vessel to retain it's value.

Deficiencies will be listed under the appropriate heading:

A. SAFETY DEFICIENCIES

B. OTHER DEFICIENCIES NEEDING ATTENTION

C. SURVEYORS NOTES AND OBSERVATIONS

A. SAFETY DEFICIENCIES:

A.1 (PAGE 13) LIFE LINES:

FINDINGS	*RECOMMENDATIONS*
Corrosion and potential damage at lower lifeline connection.	*Investigate further for needed repair/replacement.*

A.2 (PAGE 18) EXHAUST SYSTEM:

FINDINGS	*RECOMMENDATIONS*
Muffler has an area of wear similar to a corrosive material contacting it.	*Investigate further and repair or renew as necessary.*

A.3 (PAGE 22) SHORE POWER INLET:

FINDINGS	*RECOMMENDATIONS*
Lower inlet has indications of heating. **Upper inlet has missing cable hold hardware.**	*Investigate further and repair or renew as necessary.* *Work by qualified marine tradesperson.*

IV. FINDINGS AND RECOMMENDATIONS

A. SAFETY DEFICIENCIES:

A.4 (PAGE 32) NOTE:

FINDINGS	*RECOMMENDATIONS*
Required USCG safety equipment not visible during survey. **Ensure all required equipment is on board and operable/serviceable.**	*-Type IV-U.S.C.G. approved throwable device.* *-USCG compliant sound device visible during inspection.* *-Minimum two 5-B Portable extinguishers.* *-PFD's* *One each in serviceable condition for every occupant required by USCG.*

A.5 (PAGE 33) HIGH WATER ALARM:

FINDINGS	*RECOMMENDATIONS*
High water alarm is not operable.	*Investigate further and repair or renew as necessary per* *ABYC H-22.*

A.6 (PAGE 33) CARBON MONOXIDE ALARM:

FINDINGS	*RECOMMENDATIONS*
Insufficient number of detectors, based on cabin configuration.	*Install Per ABYC A-24*

A.7 (PAGE 34) LIST:

FINDINGS	*RECOMMENDATIONS*
- Electric bilge pump system is not operable. **- Manual pump not functionally tested.** **-Wet location box has missing cover.**	*Investigate further and repair or renew as necessary.*

A.8 (PAGE 35) LINES AND FITTINGS:

FINDINGS	*RECOMMENDATIONS*
LPG locker vent hose condition and functionality not determined.	*Ensure LPG locker vent hose is properly installed and functional.*

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.1 (PAGE 10) TYPE & CONDITION:

FINDINGS	*RECOMMENDATIONS*
One area of the deck has elevated moisture readings.	*Consider re bedding deck hardware at this area to prevent water intrusion.*

B.2 (PAGE 15) FAUCET FIXTURES:

FINDINGS	*RECOMMENDATIONS*
Head faucet has leak at base of fixture.	*Further investigate and repair as necessary.*

B.3 (PAGE 16) AIR CONDITIONING:

FINDINGS	*RECOMMENDATIONS*
Air conditioner discharge is not sufficiently cool or warm.	*Investigate further and repair or renew as necessary.*

B.4 (PAGE 17) STOVE/OVEN:

FINDINGS	*RECOMMENDATIONS*
LPG stove igniter is not operable.	*Further investigate and repair as necessary.*

B.5 (PAGE 26) WINDLASS:

FINDINGS	*RECOMMENDATIONS*
Windlass bow controller is not properly mounted.	*Further investigate and repair / remount.*

B.6 (PAGE 27) VHF:

FINDINGS	*RECOMMENDATIONS*
MMSI information not current with vessel.	*Properly register VHF MMSI information.*

B.7 (PAGE 28) SPEED LOG:

FINDINGS	*RECOMMENDATIONS*
Speed wheel transducer does not properly communicate with display.	*Investigate further and repair or renew as necessary.*

B.8 (PAGE 28) AUTO PILOT:

FINDINGS	*RECOMMENDATIONS*
Auto pilot does not operate properly.	*Investigate further and repair or renew as necessary.*

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.9 (PAGE 31) MATERIAL:

FINDINGS	*RECOMMENDATIONS*
Plastic port aft above water thru hull is worn.	*Consider replacement.*

B.10 (PAGE 35) OBSERVATIONS:

FINDINGS	*RECOMMENDATIONS*
At some low rpm's there is excessive vibration	*Recommend keeping low rpm's at speeds that do not vibrate.* *Consider checking engine and mounts.*

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.1 (PAGE 12) STANCHIONS:

FINDINGS	*RECOMMENDATIONS*
Lifeline Stanchions	*Recommend routine monitoring condition of all stanchions.*

C.2 (PAGE 16) AIR CONDITIONING:

FINDINGS	*RECOMMENDATIONS*
AC Unit uses R22 refrigerant.	*This may be costly to recharge and or repair.*

C.3 (PAGE 24) M.S.D TYPE USCG SYSTEM:

FINDINGS	*RECOMMENDATIONS*
Waste water has overboard discharge capability.	*Ensure operators are familiar with the system operation to avoid accidental overboard discharge.*

C.4 (PAGE 25) OPERATION:

FINDINGS	*RECOMMENDATIONS*
Pedestal steering.	*Cables not accessible for close inspection.*

C.5 (PAGE 25) RODE MATERIAL:

FINDINGS	*RECOMMENDATIONS*
Anchor Rode.	*Recommend laying out rode for close inspection, and verify bitter end is attached to boat.*

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

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

The grading of condition, developed by **BUC RESEARCH**, and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the **BUC USED BOAT PRICE GUIDE**, for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted marine grading system of condition:

''EXCELLENT (BRISTOL) CONDITION'', is a vessel that is maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

''ABOVE AVERAGE CONDITION'', has had above average care and is equipped with extra electrical or electronic gear.

''AVERAGE CONDITION'', ready for sale, may require some maintenance and some yard work, normally equipped for her size.

''FAIR CONDITION'', requires maintenance and yard work to prepare for sale.

OVERALL VESSEL RATING:

ABOVE AVERAGE

V. SUMMARY AND VALUATION

STATEMENT OF VALUATION:

VALUATION PROBLEM: Establish Fair Market Value for this 2006 Beneteau 343 sailing vessel.
SCOPE : Perform a pre purchase survey, research comparable market and valuation service data.
COST APPROACH: Not applicable for a production boat.

Three sources of valuation have been used to determine the Fair Market Value,
"BUCValu", "Soldboats," and **Current Sales Listings**

BUC value provides a range of values with an adjustment for condition.
SoldBoats lists values of actual sales inputted by brokers and salespersons.
These values are accompanied by descriptions and photographs.
Current Sales Listings
(sales listings are adjusted for final negotiated price based on a 10% reduction, which is market driven.)

1. The **''FAIR MARKET VALUE''** is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

a. Buyer and seller are typically motivated.

b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.

c. A reasonable time is allowed for exposure in the open market.

d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and

e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Following USPAP standards for a valuation of the above vessel, the details are as follows.

ASSUMPTION 1.
Air conditioning and auto helm are repairable with maintenance.

BUC (2006 Beneteau 343 "Better" condition)
$86,500.00 - $95,000.00

V. SUMMARY AND VALUATION

Sold Boats

MY	Sold Date	Location	Price
2006	7-2025	NY	83,174.00
2008	8-2025	FL	70,500.00
2005	5-2025	FL	64,000.00
2006	5-2025	CA	77,500.00
2005	5-2025	MA	66,000.00
2007	8-2025	MI	55,000.00
2005	10-2024	MD	71,000.00

Sales Listings: less 10 % (All Beneteau 343)

Source	Year	Location	Price	
Yacht World	2007	WA	$83,250.00	
Yacht World	2008	NY	$80,686.00	
Yacht World	2007	CA	$72,000.00	
Yacht World	2006	NY	$80,100.00	Subject Vessel
Yacht World	2006	NY	$71,093.00	

BUC valuation is the only information that specifically considers vessel condition, as such it has been given some added weight in determining the fair market value of this vessel.

This vessel has new navigation electronics, including 4kW radar, and Touch screen GPS display. It has an after market bow thruster, and davits.
Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel,
this surveyors opinion of the ''FAIR MARKET VALUE'' of the subject vessels.

[redacted] *Thousand Dollars*

2. 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 the subject vessel is:

[redacted] *Thousand Dollars*

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey, for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on [redacted]

Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use in. Other deficiencies list should be attended to in a timely fashion.

V. SUMMARY AND VALUATION

SURVEYOR'S CERTIFICATION:

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 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.

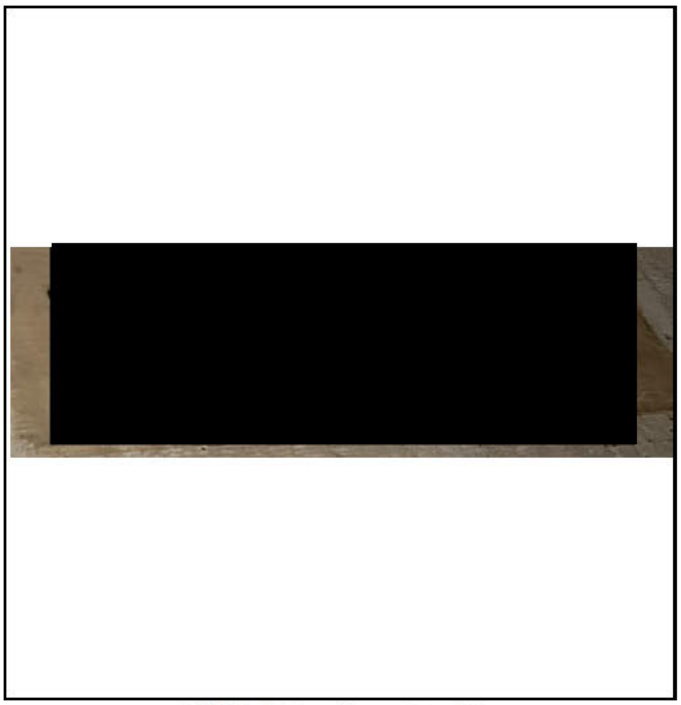
This report is submitted without prejudice and for the benefit of whom it may concern.

[redacted]

ATTENDING SURVEYOR: _____

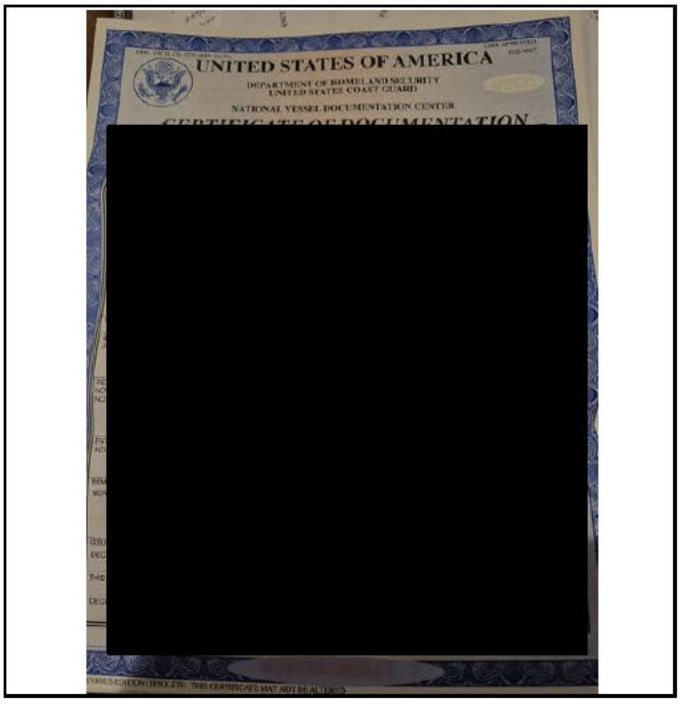
John Palcher
SAMS AMS, IAMI CMI, IAAI CFI,
ABYC, & NAFI certified

VI. PHOTOGRAPHS



Official Number Marking

HIN



COD Front Page (Broker Supplied Photo)

VI. PHOTOGRAPHS

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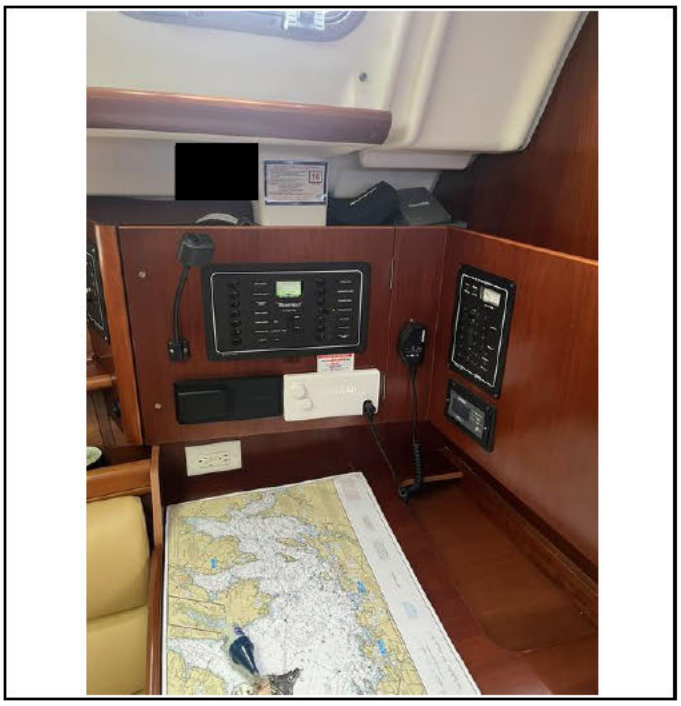
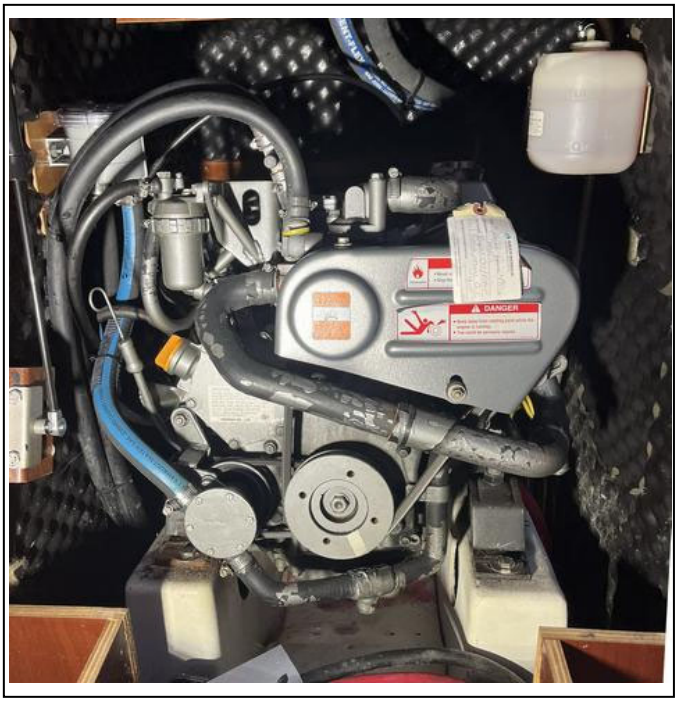


VI. PHOTOGRAPHS



VI. PHOTOGRAPHS

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