1998 Beneteau Oceanis 36CC

_Stolen Moments_
REPORT OF MARINE SURVEY

1998 Beneteau Oceanis 36CC

CONDUCTED BY
Marian L. Lambrecht, SAMS® AMS®

INDEPENDENT MARINE SURVEYOR

PREPARED EXCLUSIVELY FOR

November 14, 2011
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I. INTRODUCTION

SCOPE OF SURVEY

Acting on the request of this surveyor did attend onboard a 1998 Beneteau Oceanis 36CC on November 14, 2011 commencing at 1315 and ending at 1600 where an “out-of-water” survey was conducted at Crowley’s Yacht Yard in Chicago. The ship’s registration was onboard and appeared to be in order. The Hull Identification Number, BEY18154C898, was verified from the registration papers. The number “154” was etched into the hull but the full HIN was not sighted. A sea trial was not performed during this survey. The reason for the survey was to ascertain the physical condition and value of the vessel for insurance. The boat is equipped with AC and DC power and DC was tested. No reference or information should be construed to indicate evaluation of the internal condition of the engine or of the propulsion system’s operation capacity.

This vessel was surveyed without removal of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors, chain, fixed partitions, instruments, clothing, spare parts, and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. No compartments were locked so attending surveyor was able to inspect all accessible compartments. No determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report is a statement of the observations that could be made at the time and date of survey only: it represents the condition of the vessel on the above date only and it is the unbiased opinion of the undersigned. However, it is not a prediction of future durability, it is not an inventory it does not constitute a warranty either specified or implied.

UNDER NO CIRCUMSTANCES WILL THIS REPORT BE PHOTOCOPIED, TRANSCRIBED, PARAPHRASED NOR QUOTED WITHOUT THE SPECIFIC WRITTEN PERMISSION OF SCHUSS MARINE SURVEY, LLC.

Note: This survey has been prepared for the exclusive use of the engine aboard this vessel be surveyed by a qualified Engine Surveyor to determine the condition of the engine, gears, pumps, heat exchangers, coolers, etc. This survey and its “findings” reflect observable conditions AT THE TIME OF SURVEY ONLY.

CONDUCT OF SURVEY:

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.
I. INTRODUCTION

VESSEL DESCRIPTION
The Beneteau 36 Center Cockpit offers exceptional performance and a spacious interior, with all the traditional features of a Beneteau. On deck, you’ll find exceptional hardware and a safe deck layout. Below features a luxurious owner’s stateroom aft and gourmet galley. Perfect for the live-aboards or extended cruising, the 36CC is designed to sail fast and far. The Beneteau 36CC was the most popular of the center cockpit series.

DEFINITION OF TERMS
The following terms and words have the following meanings as used in the Report of Survey:

• APPEARS:
  o 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 SERVICE:
  o Service for which it was designed and manufactured by the naval architect and/or builder.

• FIT FOR INTENDED USE:
  o Use which is intended by Survey purchaser (present or prospective owner.)

• ADEQUATE:
  o Sufficient for a specific requirement

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

• EXCELLENT CONDITION:
  o New or like new.

• GOOD CONDITION:
  o Nearly new, with only minor cosmetic or structural discrepancies noted.

• FAIR CONDITION:
  o Denotes that system, component or item is functional as is with minor repairs.

• POOR CONDITION:
  o Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

• USE OF *:
  o Use of * in the body of this report will indicate that a finding will be listed in *Findings and Recommendations” section pertaining to the item.
# II. GENERAL INFORMATION

<table>
<thead>
<tr>
<th>SURVEY PREPARED FOR</th>
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<tbody>
<tr>
<td>NAME OF VESSEL</td>
<td>Stolen Moments</td>
</tr>
<tr>
<td>TYPE OF SURVEY</td>
<td>Insurance</td>
</tr>
<tr>
<td>OVERALL VESSEL RATING</td>
<td>***ABOVE AVERAGE</td>
</tr>
<tr>
<td>ESTIMATED MARKET VALUE</td>
<td>$100,860</td>
</tr>
<tr>
<td>ESTIMATED REPLACEMENT COST</td>
<td>***$182,000</td>
</tr>
<tr>
<td>YEAR/MAKE/MODEL OF VESSEL</td>
<td>1998 Beneteau Oceanis 36CC</td>
</tr>
<tr>
<td>HULL IDENTIFICATION NUMBER</td>
<td>BEY18154C898</td>
</tr>
<tr>
<td>USCG DOCUMENTATION NUMBER</td>
<td>None</td>
</tr>
<tr>
<td>STATE REGISTRATION NUMBER</td>
<td>IN 7496 BS</td>
</tr>
<tr>
<td>OWNER’S NAME/ADDRESS</td>
<td></td>
</tr>
<tr>
<td>SURVEYED AT</td>
<td>Crowley's Yacht Yard</td>
</tr>
<tr>
<td></td>
<td>Chicago</td>
</tr>
<tr>
<td>DATE AND TIME OF SURVEY</td>
<td>November 14, 2011</td>
</tr>
<tr>
<td></td>
<td>commencing at 1315 and ending at 1600</td>
</tr>
<tr>
<td>HULL MATERIAL/TYPE</td>
<td>Fiber reinforced plastic (FRP) / Round</td>
</tr>
<tr>
<td>LOA</td>
<td>**36’ (ft) 5” (ins)</td>
</tr>
<tr>
<td>BEAM</td>
<td>**12’ (ft) 6” (ins)</td>
</tr>
<tr>
<td>DRAFT</td>
<td>**5’ (ft) 0” (ins)</td>
</tr>
<tr>
<td>DISPLACEMENT</td>
<td>**13,288 lbs.</td>
</tr>
<tr>
<td>PROPULSION SYSTEM</td>
<td>Sail and Yanmar inboard</td>
</tr>
<tr>
<td>FUEL TYPE/CAPACITY</td>
<td>Diesel / 34 gals.</td>
</tr>
<tr>
<td>AC SHORE POWER SYSTEM</td>
<td>30 amp 125 volt</td>
</tr>
<tr>
<td>DC POWER</td>
<td>12 volt system</td>
</tr>
<tr>
<td>FRESH WATER CAPACITY</td>
<td>**111 gals.</td>
</tr>
<tr>
<td>HOLDING TANK</td>
<td>**15 gals.</td>
</tr>
<tr>
<td>INTENDED USE</td>
<td>Cruising on Lake Michigan</td>
</tr>
</tbody>
</table>

Asterisks denote source of information:
**  According to manufacturer’s specs  
***  Per BUC book
III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

TYPE: Full displacement with wing keel, round hull with easy bilges and spade rudder.

MATERIAL: Apparently two single, one-piece laminated fiberglass units.

EXTERIOR HULL: Bottom paint is in good condition. No signs of blistering. Paint coverage is good. Bottom was sounded with a phenolic hammer, findings unremarkable. Varnished wood accents on deck are in good condition.

*1. KEEL: Hull to keel joint shows no signs of stress. Inside vessel, keel bolts show some corrosion. There are cracks in FRP liner surrounding (4) center keel bolts. 10” of FRP is chipped off of strip on starboard keel wing.

RUDDER: No side-to-side movement when force applied. Paint coverage is good. No signs of impact. Soundings with a phenolic hammer were unremarkable.

DECK: White gel coat with non-skid. Soundings with phenolic hammer unremarkable. No crazing sighted.

COCKPIT: Bench seating with teak inlay in good condition. Soundings with phenolic hammer unremarkable.

PORTLIGHTS: Installed throughout cabin to provide excellent light. All seals appear tight and flexible.

HATCHES: Main companionway is sliding plexiglass with varnished hatch boards in good condition. Two hatches forward of mast in good condition. Two hatches in cockpit area in good condition. All seals appear tight and flexible.

TRANSOM: Open with swim platform and teak inlay. Good condition.

BILGE: The bilge accessed through the salon sole is molded FRP liner

DECK FITTINGS

STANCHIONS: Stainless steel stanchion bases bolted to deck with coated double wire system around perimeter. Bow and stern pulpits are installed and undamaged.

*3. SCUPPERS: Cockpit is scuppered adequately. Two scupper holes in cockpit under a wood grate lead through engine space and overboard below waterline. No seacocks installed.

CLEATS: Cleats are installed on deck. All appear solid with no movement when mild force applied.

ANCHOR LOCKER: Access on bow with Danforth anchor secured on platform with chain and rope rode. Drains overboard to port. Serviceable.

WINDLASS: Leroy Somer, horizontal mount with foot controls. Main breaker in aft cabin.

LADDER: Solid, stainless steel, flip-up installed on swim platform. Good condition.

BIMINI: Stainless steel frame fastened to deck with serviceable fittings and no corrosion sighted. Green canvas top and insinglass with snaps and zippers all in good condition.

ACCESSORIES:

WASHDOWN SYSTEM: On transom, not tested.

COCKPIT CUSHIONS: Stored in cabin, good condition.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION

INTERIOR BULKHEADS: Securely fit where sighted. Not sighted behind furniture.

HEADLINER: Fabric with wood trim. Serviceable.

FABRIC & CUSHIONS: All fabrics below decks are of good quality.

ACCOMMODATIONS: For 6 people. Two accommodated aft berth, two in the salon and two in V-berth.

HEAD: Private, standup head with sink, vanity, electric head, showerhead and drain in sole.

LIGHT FIXTURES: Mounted throughout cabin to provide adequate lighting. All operable.

FURNISHINGS: All furnishings are built in except for cabin table. Serviceable.

CABIN SOLE: Wood veneer. Fitted where sighted in cabin, good condition.

GALLEY

LOCATION: port aft cabin.

SINKS: Double square stainless steel sinks with hot and cold water faucet. Drains overboard below waterline. Seacock lever moves with mild force.

OVEN and STOVE: Eno with 2 cooking elements. Propane tank in cockpit. Not tested.

REFRIGERATION: Frigoboat Frigomatic refrigeration unit under sink. Top-opening boxes in galley.

MIRCROWAVE: GE Turntable, model JES738WJ02, not tested.
PROPULSION SYSTEM

MAIN ENGINE
TYPE: Inboard Yanmar 3GM30F, 3 cylinders, access is good through steps under cockpit.
SERIAL NUMBER: E21787
INDICATED HOURS: None sighted
THROTTLE CONTROLS: Smooth single control in cockpit
EXHAUST SYSTEM: Vetus Waterlock, forced out port side.
WATER STRAINER: Vetus
INSULATION: There is sufficient insulation on the bulkheads and hatch enclosing the engine.
PROP SHAFT: 1 3/8" stainless steel shaft with 16" Max Prop propeller with 3 blades. Cutlass bearing is worn evenly. Zinc installed on propeller appears new. No movement to shaft when force applied.
TRANSMISSION: Kanzaki KM2P straight drive

FUEL SYSTEM
FUEL TYPE: Diesel
TANK MATERIAL: Access is good under board in aft berth. Material appears to be black plastic
TANK CAPACITY: 34 gals. according to embossing on tank.
WHERE SIGHTED: Top. Serviceable where sighted.
FILL PIPE LOCATION: Port transom. Properly labeled and gasketed.
FILL PIPE GROUNDED: Not sighted
FILL PIPE MATERIAL: Not sighted
VENT LOCATION: Topside at deck fill.
SHUT-OFF VALVE: At tank. Lever moves with mild force
FUEL FILTER: Volvo Penta mounted aft of engine

ELECTRICAL SYSTEM
ELECTRICAL SYSTEM (D.C. SYSTEM)
VOLTAGE: The 12 volt DC electrical system is supplied by three 12-volt battery located in engine space.
MAIN BATTERY SWITCHES: Aft berth, Beneteau style
BATTERIES: Three secured and connected in engine space. One battery is 1550 MCA and 430 reserve capacity. No labels sighted on other two batteries. All stored in boxes, positive terminals not covered. Voltmeter on panel reads 12 volts.
PANEL: Located at nav station on starboard side.
CHARGING SYSTEM: Dolphin 12 volt, 20 amp, two output. Not tested.
ROUTING/SUPPORT: Good where sighted inside cabinets.

ELECTRICAL SYSTEM (A.C. SYSTEM) not tested
SHORE POWER INLET: Marinco inlet located on transom. The receptacle is in good condition, no evidence of overheating, arcing or corrosion.
MAIN BREAKERS: On electrical panel in starboard cabin.
SHORE POWER: 30 amp. Distributed throughout the vessel via the electrical panel located at nav station.
OUTLETS: Installed throughout cabin. Not tested. Appear to be GFCI.
ROUTING: The routing of wiring, where sighted in the engine space, behind cabinetry and in locker spaces was well routed and supported.

FRESH WATER SYSTEM
FRESH WATER SYSTEM: (POTABLE WATER)
Two tanks sighted with no labels. One tank appears to be integral in V-berth. Hoses appear serviceable. Second tank appears to be white plastic secured in starboard settee. 131 gallons total according to manufacturer. Hoses appear serviceable at this location. Two fill pipes on starboard forward deck. Tank vent on starboard topsides starboard.
PUMP: ParMax3 30600-0092 in port settee
WATER HEATER: A Seaward F650 water heater is installed in port settee. 6-gallon capacity and vented into bilge through hose. Not tested.
SANITATION

SANITATION (BLACK WATER)
MANUFACTURER: Jabsco
MANUAL OR ELECTRIC: An electric head located aft starboard
MSD TYPE USCG SYSTEM: Type III. Holding tank located in head locker. No label sighted, 15 gal. capacity according to manufacturer.
RAW WATER SUPPLY & CLAMPS: Appear serviceable at head and tank
VENT LOOP: In head. Serviceable.
DISCHARGE SEACOCK: Under head sink, handle moves with mild force.
Y-VALVE: Switched to tank position in accordance with USCG regulations

SANITATION (GREY WATER)
GREY WATER DISCHARGE: Drainage for both galley and head sinks is overboard below waterline. Both seacocks are serviceable.

STEERING SYSTEM
TYPE: Edson stainless steel wheel and pedestal installed. Wheel action is smooth from stop to stop. Lock is operable.

ELECTRONICS AND NAVIGATION EQUIPMENT
ELECTRONICS AND NAVIGATION EQUIPMENT (All powered up unless noted)
VHF: Uniden President LTD 715
AUTOPILOT: Raymarine ST70 displays in cockpit and one in cabin
REPEATERS: Two Raymarine ST70 on steering pedestal for speed, depth and wind
COMPASS: Plastimo Olympic 135 on wheel pedestal
STEREO: JVC KD-X640 AM/FM and CD player
SPEAKERS: Two Maxxima Marine in cabin

SAFETY EQUIPMENT
*5. SAFETY EQUIPMENT (UNITED STATES COAST GUARD)
NUMBER AND TYPE OF PFD’S: Seven Type II and four Air Force by Mustang in cabin
NUMBER OF THROWABLE PFD’S: on stern pulpit
FIRE EXTINGUISHERS: None sighted
VISUAL DISTRESS SIGNALS: Not inspected, in sealed box
SOUND DEVICES: None sighted
NAVIGATION LIGHTS: Combination red and green mounted on bow. White aft light on stern. Powered up
“NO OIL DISCHARGE PLAQUE: Posted in cockpit
TRASH DISPOSAL PLACARD: Posted in cockpit

BILGE PUMPS
• Henderson manual in cockpit, not tested
• Jabsco 37202-2012 in port settee with dirty filter for sump pump

LIQUEIFIED PETROLEUM GAS SYSTEM (LPG)
DESCRIPTION: One 9.6 lb. propane bottle dated 4-99 stored in cockpit locker designed for two tanks. Pipes are not accessible for inspection behind panels. Shutoff switch at tank and on panel. Installation appears to be in compliance with ABYC recommendations.

BOW THRUSTER
STANDING/RUNNING RIGGING

MAST STEP: Metal step on deck is undamaged. Windex, transducer and VHF antennae stored in cabin.

COMPRESSSION POST: Stainless steel, straight, no signs of corrosion or stress.

SPREADERS: Two sets of what appear to be aluminum spreaders in cabin.

CHAINPLATES: On deck appear to be free of corrosion and cracks. Not inspected between hull and deck. Installation appears solid in cabin.

BOOM: Stored on deck. Aluminum, straight, all fittings are solid.

WINCHES: Three total

<table>
<thead>
<tr>
<th>Brand</th>
<th>Model</th>
<th>Location</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lewmar</td>
<td>30</td>
<td>Cabin top</td>
<td>Serviceable</td>
</tr>
<tr>
<td>Lewmar</td>
<td>44</td>
<td>Cockpit</td>
<td>Serviceable</td>
</tr>
<tr>
<td>Lewmar</td>
<td>44</td>
<td>Cockpit</td>
<td>Serviceable</td>
</tr>
</tbody>
</table>
THRU-HULLS

THRU-HULLS ABOVE WATERLINE:

EP N/A N/A Propane vent V SCP BP V
FF
V V

CLD

WPO BP WF WF
V SCP

THRU-HULLS BELOW WATERLINE:

E Stuffing box

WWR
impeller
transducer

SCP SCP
WPO WWR Hi

ACD AC discharge
ACI AC intake
BP Bilge Pump
CLD Chain Locker Drain
E Engine Intake
EP Exhaust Port
FF Fuel Fill
FV Fuel Vent
GEN Generator
HI Head Intake
SC Seacock
SCP Scupper
V Vent
WPO Waste Pump Out
WWR Waste Water
WF Water Fill
X Inoperable

Note:
- Wooden plugs of the appropriate size should be readily accessible for emergency use at all seacock and locations.
- Labels for thru-hulls are estimates as there is no information available to confirm each thru-hull's exact function.
### IV. FINDINGS AND RECOMMENDATIONS

<p>| | |</p>
<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Hull to keel joint shows no signs of stress. Inside vessel, keel bolts show some corrosion. There are cracks in FRP liner surrounding (4) center keel bolts. 10” of FRP is chipped off of strip on starboard keel wing.</td>
</tr>
<tr>
<td>2.</td>
<td>Cockpit is scuppered adequately. Two scupper holes in cockpit under a wood grate lead through engine space and overboard below waterline. No seacocks installed in violation of ABYC recommendations: ABYC H-27.5.1: “All piping tubing or hose lines penetrating the hull below the maximum heeled waterline, under all normal conditions of trim and heel, shall be equipped with a seacock to stop the admission of water in the event of failure of pipes, tubing or hose.”</td>
</tr>
<tr>
<td>3.</td>
<td>Batteries stored in boxes, positive terminals not covered in violation of ABYC recommendations: ABYC E-10.7.7 “To prevent accidental contact of the ungrounded battery connection to ground, each battery shall be protected so that metallic objects cannot come into contact with the ungrounded battery terminal and uninsulated cell straps. This may be accomplished by means such as; 10.7.7.1 covering the ungrounded battery terminal with a boot or non-conductive shield, or 10.7.7.2 installing the battery in a covered battery box, or 10.7.7.3 installing the battery in a compartment specially designed only for the battery(s).”</td>
</tr>
<tr>
<td>4.</td>
<td>Some USCG equipment missing onboard</td>
</tr>
</tbody>
</table>
V. SUMMARY AND VALUATION

STATEMENT OVERALL VESSEL RATING OF CONDITION:

It is the surveyor’s experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION after 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 and electronic gear.

“AVERAGE CONDITION,” ready for sale requiring no additional work and normally equipped for her size.

“FAIR CONDITION/AVERAGE BUC,” requires usual maintenance to prepare for sale.

“POOR CONDITION,” substantial yard work required and devoid of extras.

“RESTORABLE CONDITION,” enough of hull and engine exists to restore the boat to usable condition.

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

OVERALL VESSEL RATING:

ABOVE AVERAGE CONDITION
V. SUMMARY AND VALUATION

STATEMENT OF VALUATION:

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 ABOVE AVERAGE 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.

After researching comparable Beneteau 36CCs on soldboats.com ($73,000 - $105,000), and BUC ($101,000 - $111,000) and consideration of condition of the vessel, electronics and repairs needed, it is this surveyor’s opinion that the “FAIR MARKET VALUE” of the subject vessel is:

$100,860
One Hundred Thousand Eight Hundred Sixty Dollars

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.

$182,000
One Hundred Eighty Two Thousand Dollars
V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the “Stolen Moments” 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 November 14 and was found to be a well constructed, appointed and comfortable vessel. Subject to correction of deficiencies, the vessel is considered to be “suitable for its intended use.”

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 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.

ATTENDING SURVEYOR: M. Lambrecht

Marian L. Lambrecht, SAMS® AMS®
Schuss Marine Survey, LLC
10” of FRP is chipped off of strip on starboard keel wing
Some hairline cracks surround the center keel bolts in the bilge