

ATLANTIC MARINE
MARINE SURVEYOR AND CONSULTANT

1997 Hunter 45CC
'GREAT ESCAPE'



MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS



Report of Marine Survey

Of The Vessel

'GREAT ESCAPE'

1997 Hunter 45CC

Conducted by
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Atlantic Marine Surveying

PREPARED FOR:



July 09, 2023

TABLE OF CONTENTS

SECTION	PAGE NO.
I. INTRODUCTION	1
II. GENERAL INFORMATION	2
III. SYSTEMS	4
HULL DECK AND SUPERSTRUCTURE	4
CABIN APPOINTMENTS	5
PROPULSION	6
FUEL SYSTEM	6
ELECTRICAL SYSTEMS	7
FRESH WATER SYSTEM	8
SANITATION	8
STEERING SYSTEM	9
GROUND TACKLE	9
ELECTRONICS AND NAVIGATION EQUIPMENT	9
THRU-HULLS	9
BONDING SYSTEM	10
SAFETY EQUIPMENT	10
OUT OF WATER INSPECTION	10
AIR CONDITIONING AND HEAT (AIR CONDITIONING)	10
LIQUEFIED PETROLEUM GAS SYSTEM (LPG)	11
STANDING RIGGING	11
RUNNING RIGGING	11
SAILS	12
IV. FINDINGS AND RECOMMENDATIONS	13
V. SUMMARY AND VALUATION	14
VI. PHOTOGRAPHS	16

I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of [REDACTED] the attending surveyor did attend onboard the 1997 Hunter 45CC, 'GREAT ESCAPE' beginning on , 7/9/2023 where an out-of-the water survey WAS conducted at [REDACTED] Ocean City, MD. The Hull Identification Number (HIN)HUN45111K697 WAS verified from the Title. An out-of-the water inspection of underwater machinery and the exterior of the hulls wetted surface area WAS performed on 7/9/2023. The reason for the survey, was to ascertain the physical condition and value of the vessel. Moisture readings were taken with the Tramex Skipper Plus Moisture Meter. AC and DC power WAS NOT used to check operation of the electrical systems specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only.

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. 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 date, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

NOTE: It is recommended 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.

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.

The use of the word "appears" is intended to indicate that a close or complete inspection was not possible or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

Use of asterisks * in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

VESSEL DESCRIPTION

The Great Escape is a 1997 Hunter 45 center console monohull sailboat. The vessel features furling main & headsail, GPS, digital data display, Volvo diesel engine, Kohler generator, windlass, wheel steering, two AC units, large salon, full galley, guest and aft staterooms, and teak & holly sole. Great Escape was surveyed on the hard at [REDACTED] in Ocean City, Maryland and is in fair condition at time of survey.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER: **GEH4588**

SURVEY PREPARED FOR: **[REDACTED]**

NAME OF VESSEL: **'GREAT ESCAPE'**

TYPE OF SURVEY: **Condition and Value**

OVERALL VESSEL ****** FAIR**

ESTIMATED MARKET **US \$58,750.00**

ESTIMATED REPLACEMENT COST: **US \$480,000.00**

YEAR/MAKE/MODEL OF VESSEL: **1997 Hunter 45CC**

BUILDER: **Hunter Marine. Designer: Warren Luhrs.**

YEAR BUILT: **1997**

HULL IDENTIFICATION NUMBER (HIN): **HUN45111K697**

HAILING PORT: **Akron, Ohio**

STATE REGISTRATION NUMBER: **DL 2534 AB**

OWNER'S NAME: **[REDACTED]**

OWNER'S ADDRESS: **[REDACTED]**

PLACE OF SURVEY: **[REDACTED] Ocean City, Maryland.**

DATE/TIME OF SURVEY: **July 09, 2023**

HULL MATERIAL: **Reported to be FRP (Fiber Reinforced Plastic).**

HULL TYPE: **Fin wing keel with spade rudder.**

LENGTH OVER ALL (L.O.A.): **44' 3"**

(LOAD) LENGTH WATERLINE (L.W.L.): **39' 5"**

BEAM: **13' 8"**

DRAFT: **6' 5"**

DISPLACEMENT: **22,450 Lbs.**

PROPULSION SYSTEM: **Sail and auxiliary diesel.**

FUEL TYPE: **Diesel.**

FUEL CAPACITY: **Estimated at 75 gallons.**

AC POWER: **Yes, Two (2) 125 volt, 30 amp. Inlets**

DC POWER: **Yes, 12 volt.**

FRESH WATER CAPACITY: **Estimated at 150 gallons.**

HOLDING TANK: **Yes, approx. 40 gallons.**

DEFINITION OF TERMS

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

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.

II. GENERAL INFORMATION

DEFINITION OF TERMS:(*continued*)

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.

USE OF *:

Use of * in the body of this report will indicate that a finding will be listed in the "*Findings and Recommendations*" section pertaining to the * item.

Asterisks * in this General Information section refers to the source of such information as follows:

- * **Per Manufacturer's Specifications**
- ****Refer to Summary and Valuation Section**
- *** **Per USCG Documentation**
- **** **Per Buc Book**

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

TYPE: Monohull with fin wing keel and spade rudder.

MATERIAL: FRP (fiber reinforced plastic)

EXTERIOR HULL: White gelcoat with blue boot top.

PORTLIGHTS: Six (6) opening portlights.

BULKHEADS: Athwartships reinforcement enhanced by wood/composite bulkheads bonded to the hull with FRP (fiber reinforced plastic). Appears serviceable where sighted.

STRINGERS: Hull stiffness provided by FRP longitudinal stringers. Complete inspection not possible due to limited access. Appears serviceable where observed.

STEM: Sharply raked stem of FRP appears solid and well fitted.

* **TRANSOM:** Reinforced, FRP slightly rounded with swim platform and ladder.

[B.1] Multiple stress cracks noted on transom.

BILGE: A smooth brown gelcoat surface was used in the shallow bilge area, condition was generally dirty with excess bilge water.

KEEL: The stainless steel keel bolts are reportedly cast into the lead portion and thru-bolted to the reinforced keel stub. Appeared serviceable where sighted.

KEEL EXTERNAL: Fin wing keel. Serviceable where sighted.

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

DECK CONSTRUCTION

TYPE: FRP composite construction reportedly cored with wood, with white non-skid surface.

* **MATERIAL:** Cored FRP (fiber reinforced plastic) with white gelcoat, molded non-skid surface.

[B.2] Multiple stress cracks noted on fore and aft deck, cockpit and elevated moisture was detected.

COCKPIT: Center cockpit with helm station with forward cabin entrance.

HULL-TO-DECK JOINT

TYPE: Visible from the chain locker the hull to deck joint was of the deck overlap type with screw stainless fasteners. Appeared serviceable where sighted.

FASTENERS: Stainless steel screw type, size undetermined.

BEDDING COMPOUND: Appeared to be elastomeric compound.

DECK FITTINGS

* **STANCHIONS:** Stainless steel stanchions and cable lifelines, run perimeter of deck from boarding gate to boarding gate port to starboard.

[B.3] The stanchions sighted had stress cracks noted and elevated moisture detected.

VENTILATION: Provided by portlights and hatches topsides and deck. Total of six (6) hatches: One (1) aft over master stateroom and five (5) on forward deck. All Lewmar with lexan lite.

CHOCKS AND CLEATS: Chocks and cleats appeared to be aluminum, all sighted were thru-bolted and serviceable.

WINDLASS/GIPSY: Automatic two-way windlass by Simpson Lawrence.

DECK SURFACE: White gelcoat with molded in non-skid.

GRAB RAIL: Stainless hand rails at various locations on vessel. Appears adequate.

LIFE LINES: Stainless steel stanchions with stainless steel cable vinyl covered safety lines.

SUPERSTRUCTURE

MATERIAL: Cabin house and deck are one unit molded FRP (fiber reinforced plastic) and cored with wood.

WINDOWS/PORTS/DOORS: Fixed windows on the sides and forward. Entrance to the salon is gained by companionway door in the cockpit area. Door material is tinted lexan with curved stairway leading into cabin.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

SUPERSTRUCTURE(*continued*)

CANVAS AND SUPPORT STRUCTURE: The cockpit enclosures are of blue canvas material. The support structure is aft arch and stainless steel tubing.

BRIDGE DECK

MATERIAL: FRP (fiber reinforced plastic) molded center cockpit.

TYPE: Center cockpit provides helm station and crew seating area. Note: The cockpit is in need of a good cleaning.

SEATS: White vinyl cushioned bench seat with stowage areas on sides aft.

ADDITIONAL EQUIPMENT AND ACCESSORIES

FENDERS: Multiple fenders sighted on transom top rail.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

JOINERY AND FINISH: The joinery and finish of the teak interior was fair.

INTERIOR BULKHEADS: The interior bulkheads were serviceable where sighted.

STORAGE AREAS: The cabinets, lockers, drawers, and shelving were serviceable where sighted.

HEADLINERS: Headliner material in the cabins appeared to plastic. Appeared serviceable.

DOORWAYS: Solid wood cabin and head doors throughout vessel. Appeared serviceable.

FABRIC AND CUSHIONS: All cushions for berths, dinette and salon appear in fair condition.

FLOOR AND WINDOW COVERINGS: Teak and holly cabin sole. Appeared serviceable.

ACCOMMODATIONS: Two (2) cabins, the master stateroom aft and guest stateroom forward, each with separate heads. The settee area to starboard and galley to port.

HEADS: Two (2) heads with showers, one (1) forward to starboard and one (1) aft and to starboard with shower to port in master stateroom.

SHOWERS: There are stand up shower enclosures in the heads that drain to the main grey water sump. They were not tested, no shore power or charged batteries.

FAUCET FIXTURES: Faucet and fixtures in the galley were not tested.

LIGHT FIXTURES: An adequate array of lighting fixture both 12 volt and 110 volt AC type throughout the vessel. Not tested, no power source.

CABIN FURNISHINGS: Double berth in the forward cabin with hanging locker and drawers, the master aft cabin has double berth with hanging closet and drawers and private head and shower.

AIR CONDITIONING UNITS: Two (2) Marine Air self-contained units and digital controls. One (1) forward under dinette seat and one (1) aft under the master berth.

CABIN HEATING: The Marine Air units are reverse cycle for heat.

TELEVISIONS: Yes, one (1) Philips flat screen in master stateroom and flat screen in salon, also Gold Star video player in salon. Not tested, no power.

STEREO, ETC.: Yes, Sony stereo. Not tested.

GALLEY

LOCATION: Port side.

SINKS: Double stainless steel sink. Oval sinks in the heads, all appear serviceable.

REFRIGERATION: Stand-alone refrigerator and freezer units built into galley cabinets are by Technautics. Not tested, no power.

STOVE/OVEN: LPG, Princess Three (3) burner with oven.

MICROWAVE: Panasonic microwave oven. Not operable.

III. SYSTEMS

PROPULSION

MAIN ENGINES

TYPE: Auxiliary power is a Volvo Penta four (4) cylinder diesel.

* **MANUFACTURER:** Volvo Penta model MD-22

[C.1] Areas of surface rust noted on engine exterior.

SERIAL NUMBERS: S/N: 510064633

LABELS AND NOTICES: The engine's labels appeared to be in place and readable.

HORSE POWER: Reportedly 59 horsepower.

NUMBER OF CYLINDERS: Four (4) in-line configuration.

INDICATED HOURS: Hours : N/A

THROTTLE CONTROLS: Morse mechanical lever/cable type, at helm station.

* **ENGINE MOUNTS AND BED:** Engine bed stringers with thru-bolted steel motor mounts, and adjustable feet.

[C.2] Surface rust noted on engine mounts.

DRIP PANS: None Sighted. Engine fluid and loose debris falls into bilge area.

LUBRICATION: Filters: Engine mounted spin on/off canister type filters. Surveyor recommends that the oil and filters for the engine be serviced before the vessel is next underway.

VENTILATION: Power blower with flex tubing. Not tested. Natural, flow ventilation provided by hull vents.

BILGE BLOWERS: Not tested, no power.

EXHAUST SYSTEM: The Aqua Lift exhaust system was serviceable where sighted.

PROP SHAFTS: Stainless steel 1-1/4" diameter. Appeared serviceable.

ENGINE ALARMS: Low oil pressure alarm and coolant overheat warning audible at helm station. Not tested.

STUFFING BOX: Packing gland, appeared serviceable. Monitor frequently for leakage and proper adjustment when vessel is in water.

COOLING SYSTEM

TYPE: Freshwater reservoir type cooling with raw water cooled wet exhaust.

RAW WATER STRAINERS: Under water hull mounted strainers. Appears serviceable.

COOLANT LEVEL: The surveyor recommends changing the fluid with new in accordance with the manufacturer's suggested specification.

HOSES AND CLAMPS: Appears serviceable.

BELTS AND PULLEYS: Belts condition appears serviceable.

* **SEACOCKS AND STRAINERS:** Raw water seacocks were ball valve type and were NOT operable.

[B.4] All seacocks sighted were inoperable.

TRANSMISSIONS

MANUFACTURER: Volvo Penta MS2A-E

FLUID LEVEL AND CONDITION: Recommend fluids be renewed.

CONTROLS: Morse type mechanical cable and linkage.

PROP SHAFT: Size: 1-1/4". Material: Stainless Steel.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE: Diesel.

MATERIAL: Reportedly Aluminum.

NUMBER OF TANKS: One (1)

III. SYSTEMS

FUEL SYSTEM

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

TANKS CAPACITY: Diesel fuel 75 gallons. Estimated.

LOCATION: Fuel tank is under berth in master stateroom.

MANUFACTURING LABEL: None Sighted.

FILL PIPE LOCATIONS: Port side aft marked for fuel.

FILL PIPE GROUNDED: Appears to be properly grounded.

FILL PIPE MATERIAL: Type A-2 USCG approved hose. Appears serviceable.

FILL PIPE FITTINGS: Fill deck fitting clearly marked as to fuel type: Yes.

HOSE CONNECTIONS, CLAMPS: Appears serviceable and approved where sighted.

FUEL LINES AND FITTINGS: Grade USCG type A1. Appears serviceable where sighted.

RETURN LINES: Grade USCG type A1. Appears serviceable where sighted.

FUEL MANIFOLD VALVES: Ball type valves, operable.

VENT LOCATION: Port topsides.

SHUT-OFF VALVE: Yes. Ball valves at tanks, filter.

FUEL FILTERS: Yes. Both remote mounted Racor 500 filter/water separator and engine mount spin on/off type.

FILTER/FUEL CONDITION: Recommend service filter system as soon as possible.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM(DC SYSTEM)

VOLTAGE: Lead acid battery powered 12 volt system.

BATTERIES: Four (4) batteries, Deka Pro model GC10, batteries were wired in parallel. Note: Batteries are not operable and all need to be replaced.

MAIN BATTERY SWITCHES: Two (2) main battery switches of the rotary type by Guest. Appeared serviceable.

PANEL: Overcurrent Protection: Fuses and circuit breakers. Location: Starboard salon side cabinet. Access: Serviceable.

TYPE CONNECTORS: Captive type, where sighted. Condition: Appears serviceable.

ROUTING/SUPPORT: Well supported and secured where sighted.

CHARGING SYSTEM: Alternators on main diesel engine, and diesel generator.

CHARGING SYSTEM (BATTERY CHARGER): Heart Interface Link 2000. Not tested.

TERMINAL BLOCKS: Plastic double sided terminal block with captive lugs, well mounted and supported where sighted.

ELECTRICAL SYSTEM(AC SYSTEM)

SHORE POWER INLET: Set of two (2) Marincos 30 amp. Location aft transom corner starboard side.

SHORE POWER: Cord: Two (2) 30' long Vinyl

AC SOURCE SELECTOR SWITCH: Switch type: Manual plastic slide type. Located in salon in main electric panel.

MAIN BREAKER: Number: Two (2) in the main electrical panel.

BRANCH BREAKERS: Individually switched branch breakers. Location: Main AC panel.

CIRCUIT LOAD MONITORS: Yes, voltage and amperage analog gauges in the main electric panel. For both the AC and DC systems.

CONNECTIONS (TYPE): Captive lug type. Appears serviceable where sighted.

WIRE TYPE (SIZE AND RATING): Size and rating, where sighted, appears well routed and supported, serviceable for intended use.

ROUTING: Well routed and supported where sighted.

III. SYSTEMS

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (AC SYSTEM)(*continued*)

OUTLETS: Various AC outlets available throughout yacht, appear adequate and conveniently located. Not tested for proper polarity, no power source.

GENERATORS AND INVERTERS

TYPE: Generator driven by diesel powered internal combustion engine.

MANUFACTURER: Kohler model 9E0Z, fuel injected diesel.

FUEL TYPE: Diesel.

KILOWATT RATING: 8.5 kw.

VOLTAGE RATING: 120 AC.

NUMBER OF CYLINDERS: Three (3)

INDICATED HOURS: 230.3 hrs on meter.

LOCATION: Engine room, centerline forward.

FLUID LEVELS: Surveyor recommends that all fluids be renewed according to the manufacturer's recommended specifications as soon as possible.

COOLING SYSTEM: Fresh and raw water wet exhaust type.

FUEL FILTER: Remote Racor filter/water separator and engine mount spin on/off type.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS: Yes, three (3).

CAPACITY: Estimated 150 gallons.

ACCESS: Access poor.

FILL PIPE LOCATION: Starboard and port side deck marked for water.

VENT PIPE LOCATION: Appears to be port and starboard topsides.

ACCUMULATOR TANK: Flojet 3 PSI tank.

PUMPS: Flojet model 2840-100. Not tested, no power source.

FILTERS: Yes, in-line at pump.

HOSES AND CLAMPS: Reinforced plastic tubing at various areas throughout vessel. Appears serviceable where sighted.

DOCK SIDE PRESSURE REGULATOR: Pressure regulator at dock side hose connection, port on transom. Not tested.

FRESH WATER SYSTEM (HOT WATER SYSTEM)

TYPE: 120 electric. Marine grade.

MANUFACTURER: Seaward model S1100. Not tested.

CAPACITY: 11 gallons.

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

SANITATION

SANITATION (BLACK WATER)

MANUFACTURER: Jabsco

MANUAL OR ELECTRIC TYPE: Manual, not checked for operation.

NUMBER OF HEADS: Two (2) heads on vessel.

LOCATION OF HEADS: One (1) forward cabin area to starboard and one (1) aft cabin starboard.

III. SYSTEMS

SANITATION

SANITATION (BLACK WATER)(*continued*)

M.S.D TYPE USCG SYSTEM: Certification Type: MSD U.S.C.G. Type III. (Holding tanks)

RAW WATER SUPPLY AND CLAMPS: Yes, appears serviceable where sighted.

PUMP-OUT LOCATION: Starboard side deck, two (2) fittings marked for waste.

MACERATOR: Yes, Jabsco. Not tested

HOLDING TANK: Yes, two (2).

CAPACITIES: There are two (2) aluminum holding tanks, the attached labels state 20 gallon capacity each.

SANITATION (GREY WATER)

BASINS, SHOWERS, HOSES AND CLAMPS: The basins and showers on this vessel drain overboard in the near vicinity of the specific basin or shower pan.

SUMP TANK LOCATION: Midships and aft bilge area, centerline.

MATERIAL: Plastic, specific by Attwood. Appears serviceable.

PUMPS: Remote diaphragm bilge pump float switch activated.

NUMBER OF TANKS: Two (2). Size appears adequate for number of basins and showers.

DISCHARGE: Overboard thru-hull at hull counters.

STEERING SYSTEM

STEERING SYSTEM

TYPE: Whitlock pedestal.

NUMBER OF STATIONS: One (1), center cockpit.

PULLEYS, CABLE AND CHAIN CONDITION: Appeared serviceable where sighted.

RUDDER STOCK: Stainless steel rudder stock, size not determined due to access.

GROUND TACKLE

GROUND TACKLE

ANCHORS: A Fortress estimate to be 30 lbs and CQR on bow.

RODE MATERIAL: 3/8" 3-braid marine grade nylon.

CHAIN: Chain is galvanized type for windlass usage. Length is estimated to be approximately 75'. Note: It is recommended that all chain be removed from the locker and examined for condition, length, and attachment to the vessel.

WINDLASS: Simpson Lawrence Windlass, appears serviceable. Switch is accessible at bow and cockpit. Mounting appears adequate for service required. Note: Not tested.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF: Apelco VHF.

CHART PLOTTER: Raymarine E90 Plotter/Sounder/GPS.

AUTOHELM: Auto Helm ST 700 autopilot, wind, depth and speed digital displays.

COMPASSES: One (1) Ritchie at the helm station. Appears serviceable.

ANTENNAS: All antennas sighted appear to be well mounted and serviceable.

OTHER: Volvo Penta rpm, volt, oil and temp gauges.

THRU-HULLS

THRU-HULLS:

NOTE: The below the water line thru-hull valves on this vessel were ball valve type and were NOT all operable.

III. SYSTEMS

BONDING SYSTEM

BONDING SYSTEM

MAIN BONDING CONDUCTOR: The bonding system is mostly well established where sighted. A separate bonding system was not performed and I did not use a corrosion meter to establish the level of protection. However the bonding system is using individual green insulated wire and appeared to be serviceable were sighted. Monitor it frequently for condition and adequate protection.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S: Three (3) adult Type I-U.S.C.G. approved. Four (4) adult Type II-U.S.C.G. approved. Three (3) child Type II-U.S.C.G. approved.

NUMBER OF THROWABLE PFD'S: Three (3) Type IV-U.S.C.G. approved throwable devices.

FIRE EXTINGUISHERS: Yes, four (4) ABC-10 USCG and two (2) BC-10 USCG

* **VISUAL DISTRESS SIGNALS:** Flares were 12 gauge day/night visual distress signals and hand held flares. All out of date.
[B.5] Day/night visual distress signals and hand held flares. All out of date.

SOUND DEVICES: Yes, air horn. Operable.

POWER EXHAUST BLOWERS: Yes, not tested.

NAVIGATION LIGHTS: Sidelights were not tested.
Mast head light was not tested.
Sternlight was not tested.
Anchor light was not tested.

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

AUXILIARY SAFETY EQUIPMENT

FIRST AID KIT: Yes.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S): Yes, one (1) three blade bronze. Appears serviceable.

PROPELLER SHAFT(S): Stainless steel 1-1/4".

SHAFT BEARING (CUTLASS BEARING): Cutless bearing showed no signs of sloppiness or end play.

STRUTS: Single I-beam strut.

RUDDER(S) MATERIAL: 32"x 59" FRP rudder.

TRANSDUCERS: Thru-hull transducer. Serviceable.

STRAINERS/SCHOOPS/SCREENS: Main engine pickups, Generator, Air Conditioning strainers are external bronze alloy slotted type. Appear serviceable.

* **ZINCS:** One shaft zinc was observed.
[C.3] Shaft zinc is worn.

CONDITION OF HULL (WETTED SURFACE)

BLISTERS: None Sighted.

* **CONDITION OF BOTTOM PAINT:** Bottom paint in poor condition.
[C.4] Bottom paint in poor condition.

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

TYPE: Unitized self-contained reverse cycle type.

MANUFACTURER: Marine Air. Not tested.

NUMBER OF UNITS: Two (2) self-contained (2) digital controls.

III. SYSTEMS

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

AIR CONDITIONING AND HEAT (AIR CONDITIONING)(continued)

LOCATION: One (1) unit under aft dinette seat, and one (1) under main berth aft cabin.

BTU CAPACITY: Compressors rated at 12,000 BTU's master cabin and 16,000 BTU's for the main salon.

THRU-HULL STRAINER: Yes, sight style in midship and aft bilge.

HOSES, CLAMPS AND CONNECTORS: Appear to be adequately sized and serviceable for application.

* **RAW WATER COOLING PUMP:** Two (2) electric pump systems equipped with a seacock and sea strainer assembly.

[B.6] Raw water intake fitting is broken on aft cooling pump in owner's stateroom.

AIR CONDITIONING AND HEAT (HEAT)

TYPE: Reverse cycle.

LIQUEFIED PETROLEUM GAS SYSTEM (LPG)

LIQUEFIED PETROLEUM GAS SYSTEM (LPG)

TYPE: LPG. Not tested.

LOCATION: Port seat locker.

MOUNTING: Appears serviceable.

REGULATOR: Yes, appears serviceable.

PRESSURE GAUGE: Yes

VENTILATION: Yes, appears adequate.

SHUT-OFFS: Yes at tank.

STANDING RIGGING

STANDING RIGGING

* **MAST:** Aluminum, 60' 8". **Note:** The mast was not ascended for inspection of the rigging and equipment aloft. It is recommended that the Hood Stowaway be serviced by an authorized service person.

[C.5] Windex was broken and found on side deck.

MAST STEP: Keel step with compression post.

SPREADERS: Double spreader rig.

SHROUDS AND STAYS: 3/8" stainless wire, appears serviceable.

BOOMS: Aluminum boom with vang. Appeared serviceable.

TURNBUCKLES: Stainless turnbuckles of the open design appeared serviceable.

TOGGLES: Stainless steel toggle appeared serviceable.

TANG ENDS: Appeared serviceable where sighted.

CHAIN PLATES: Chain plates where sighted, appeared serviceable.

RUNNING RIGGING

RUNNING RIGGING

WINCHES: Four (4) Lewmar self-tailing winches on deck, three (3) #44 and one (1) #48. **Note:** It is recommended that all rigging and winches be serviced by a professional and then be maintained frequently.

SAIL TRACK: Deck mounted sail tracks with cars both port and starboard. Appeared serviceable.

BLOCKS: Harken turning blocks sighted were serviceable.

MAIN SHEET TRAVELER: Mainsheet traveler. Appeared serviceable.

REEFING SYSTEM: Main furling sail and Roller furling for headsail. Not fully inspected, vessel on the hard.

CAM CLEATS: Appeared serviceable.

III. SYSTEMS

RUNNING RIGGING

RUNNING RIGGING(*continued*)

SWIVEL BLOCKS: Appeared serviceable where sighted.

SAILS

SAILS

MAINSAIL: Note: Sails should be checked at the head, tack, and clew for stress or loose threads as well as for signs of mildew. Always recommend that the sails be inspected by a qualified sail maker or the manufacturer.

HEADSAIL: Roller furling needs refurbishing.

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

B. OTHER DEFICIENCIES NEEDING ATTENTION:

FINDINGS	RECOMMENDATIONS
B.1 (PAGE 4) TRANSOM: Multiple stress cracks noted on transom.	<i>Further investigate and repair as necessary.</i>
B.2 (PAGE 4) MATERIAL: Multiple stress cracks noted on fore and aft deck, cockpit and elevated moisture was detected.	<i>Further investigate and repair as necessary.</i>
B.3 (PAGE 4) STANCHIONS: The stanchions sighted had stress cracks noted and elevated moisture detected.	<i>Further investigate and repair as necessary.</i>
B.4 (PAGE 6) SEACOCKS AND STRAINERS: All seacocks sighted were inoperable.	<i>Investigate further and find a way to make the seacocks more readily operable.</i>
B.5 (PAGE 10) VISUAL DISTRESS SIGNALS: Day/night visual distress signals and hand held flares. All out of date.	<i>Comply with USCG regulations for Visual Distress Signals.</i>
B.6 (PAGE 11) RAW WATER COOLING PUMP: Raw water intake fitting is broken on aft cooling pump in owner's stateroom.	<i>Investigate further and repair or renew as necessary.</i>

C. SURVEYOR'S NOTES AND OBSERVATIONS:

FINDINGS	RECOMMENDATIONS
C.1 (PAGE 6) MANUFACTURER: Areas of surface rust noted on engine exterior.	<i>Sand, prime and paint for metal protection.</i>
C.2 (PAGE 6) ENGINE MOUNTS AND BED: Surface rust noted on engine mounts.	<i>Remove the rust and apply a protective coating.</i>
C.3 (PAGE 10) ZINCS: Shaft zinc is worn.	<i>Replace zinc.</i>
C.4 (PAGE 10) CONDITION OF BOTTOM PAINT: Bottom paint in poor condition.	<i>Sand, prime and paint prior to next launch.</i>
C.5 (PAGE 11) MAST: Windex was broken and found on side deck.	<i>Investigate further and repair or renew as necessary.</i>

NOTE: If cruising more than 25 nautical miles offshore it is also recommended that a USCG approved self-inflating life raft be fitted to the vessel. And a first aid kit and small manual watermaker be added to the ships safety gear.

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 and electronic gear.

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

"FAIR CONDITION", 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

OVERALL VESSEL RATING: **FAIR**

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 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.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the **"FAIR MARKET VALUE"** of the subject vessel is:

\$58,750

Fifty Eight Thousand Seven Hundred Fifty 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:

\$480,000

Four Hundred Eighty Thousand Dollars

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the 'GREAT ESCAPE', 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 7/9/2023 and is subject to correction of deficiencies listed in section IV A. (Safety). Other deficiencies list should be attended to in a timely fashion.

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.

ATTENDING SURVEYOR: _____


Anthony J. Thomas, Jr. AMS #1185

Atlantic Marine Surveying



VI. PHOTOGRAPHS



Bow Stem



Port Side



Mast & Rigging



Bottom View

VI. PHOTOGRAPHS



Running Gear



Transom



Cockpit



Foredeck

VI. PHOTOGRAPHS



Helm Station



Galley



Salon



Companionway Stairs

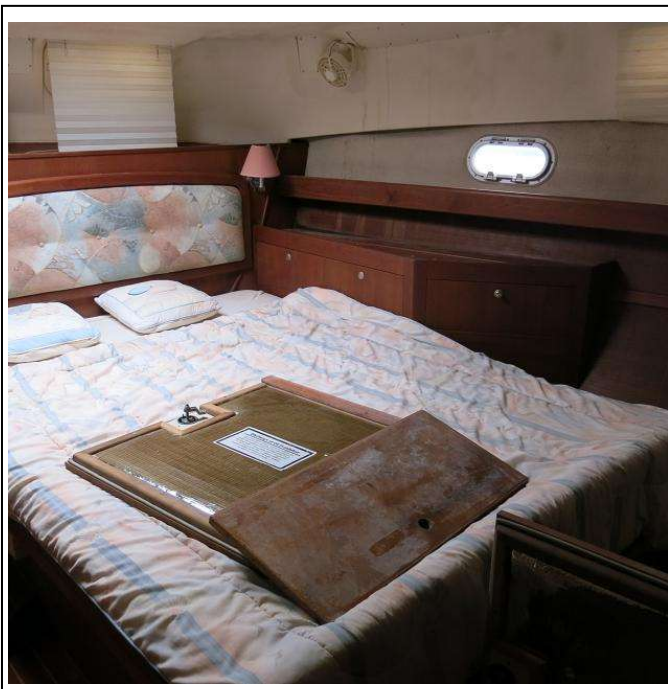
VI. PHOTOGRAPHS



Main Electric Panel



Aft Bilge



Master Stateroom



Master Stateroom Shower

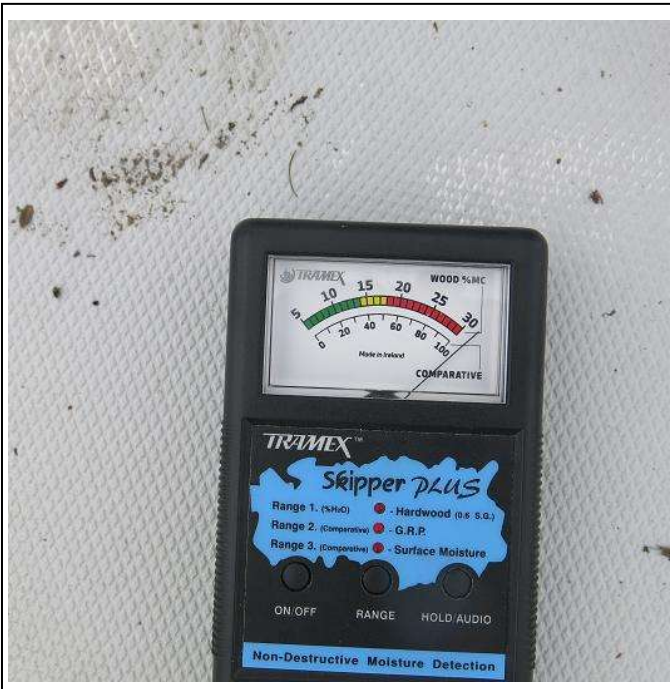
VI. PHOTOGRAPHS



Forward Head



Batteries



Deck Moisture Reading

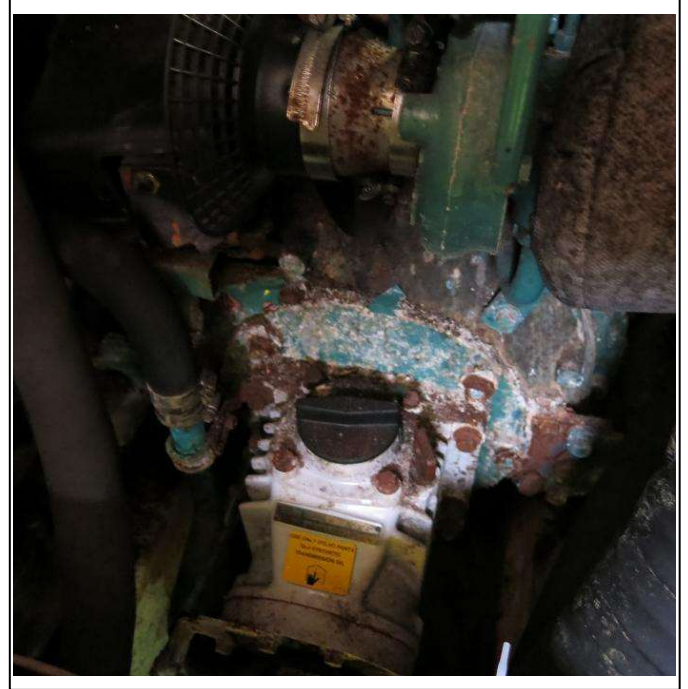


Freshwater System

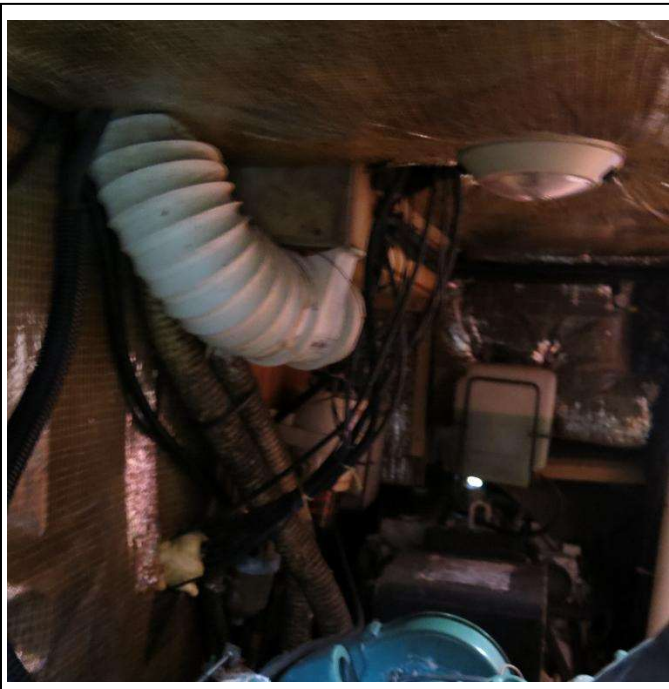
VI. PHOTOGRAPHS



Volvo Engine



Transmission



Engine Room & Generator



Salon AC Unit