

HOWE MARINE SURVEYS

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CONDITION & EVALUATION SURVEY REPORT #I50802

"MAOTI" August 22, 2005

This is to certify that the undersigned Marine Surveyor did travel to Independent Boat Yard, Frydenhoj, St Thomas, VI on August 11, 2005 and to Cowpet Bay, St Thomas, VI on August 18, 2005 in order to conduct a condition and current market evaluation survey and prepare a report about "MAOTI".

Survey was conducted at the request of Ken Hodgins. The survey was performed while the vessel was on the hard and afloat. Ken Hodgins & Lauren were in attendance during the afloat survey.

"MAOTI" is a 1979 Bristol 32, sloop rigged, cruising sailboat built by Bristol Boat Company, Bristol, RI. "MAOTI" shows Hull Identification Number BTY 322760379 and USA Document Number 944221.

The specifications of "MAOTI" are 32' 1" Length; 9' 5" Beam; 4' 8" Draft with 11,300# displacement. Vessel is powered by a 15HP Yanmar 2QM15 marine diesel engine.

The current market value for "MAOTI" is estimated to be US\$31,000. Please see "SURVEYOR'S REMARKS" for additional details.

SURVEY PREPARED FOR:

Ken Hodgins
10013 Day Road
Alexander, NY 14005

ADDITIONAL COPIES REQUESTED:

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THIS SURVEY REPORT IS BASED ON OUR OPINION OF THE FACTS PRESENTED AND DISCOVERED, WITH NO WARRANTY EITHER SPECIFIED OR IMPLIED. LATENT DEFECTS NOT TO BE FOUND WITHOUT OPENING OR REMOVAL OF SHEATHING, JOINERWORK, DECK COVERING AND/OR DISASSEMBLY OF MACHINERY, PLUMBING, WIRING, RIGGING OR OTHER PARTS OF THE SUBJECT VESSEL, ARE NOT INTENDED TO BE COVERED BY THIS REPORT.

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*PLEASE NOTE THAT THE FOLLOWING TEXT IS A DESCRIPTION OF
"MAOTI", ITS SYSTEMS AND FEATURES.
OBSERVATIONS ON ANY DEFICIENCIES ARE DETAILED IN
"COMMENTS & RECOMMENDATIONS" AND "SURVEYOR'S REMARKS".*

"MAOTI" PARTICULARS

OWNER'S NAME:	Kenneth Hodgins
ADDRESS:	10013 Day Road Alexander, NY 14005
VESSEL'S BERTH:	At anchor in Cruz Bay, St John, VI
VESSEL'S USE:	Residence and recreational cruising in Caribbean.
VESSEL'S HISTORY:	Owner purchased MAOTI in Charleston, SC in 2002, sailed to the Virgin Islands and is based there. Last season MAOTI was sailed to Trinidad and back.
BUILDER:	Bristol Boat Company, Bristol, RI
DESIGNER:	Ted Hood
MODEL:	1979 Bristol 32
LENGTH OVERALL:	32' 1"
WATERLINE:	22'
BEAM:	9' 5"
DRAFT:	4' 8"
DISPLACEMENT:	11,300#
YEAR BUILT:	1979
HULL ID. #:	BTY 322760379
HOMEPORT:	Charleston, SC
REGISTRATION #:	None
DOCUMENTATION #:	USA 944221
GROSS TONNAGE:	7
NET TONNAGE:	7

CONSTRUCTION DETAILS

"MAOTI" is a production, molded fiberglass reinforced plastic, sloop rigged, cruising sail boat showing spoon bow, hollow sheer, trunk cabin, aft cockpit, counter stern, full keel and keel hung rudder.

Vessel shows solid fiberglass laminate hull bonded and bolted to the molded fiberglass deck along the sheer. The interior layout is formed with hardwood veneer marine plywood bulkheads and cabinetry which are tabbed to the hull and deck overhead. Bilge shows two longitudinal engine beds and the secondary water tank. Mast is stepped on deck with compression bulkhead below. Stainless steel chainplates are anchored to fiberglass knees tabbed to the hull interior. The ballast keel is encapsulated. The fuel tank is mounted under the cockpit.

EXTERIOR HULL, DECK & SUPERSTRUCTURE

TOPSIDES: Show overall strong and functional condition with white gel coat surface. Topsides show good luster with red cove stripe. A weathered varnished hardwood toe rail is mounted on deck edge. MAOTI is in large letters at each quarter with homeport on the transom.

DECK: Deck shows molded non-skid surface in good condition with single course lifelines around the perimeter. Fore and side decks are generally open and free of obstructions. The cockpit deck is fitted with adequate scuppers.

SUPERSTRUCTURE: The molded superstructure shows good condition with molded non-skid surface on all tread areas. The cabin sides are fitted with large fixed portlights with two opening ventilation hatches, grab rails, a solar panel and Dorade ventilators on the cabin top.

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EXTERIOR HULL, DECK & SUPERSTRUCTURE continued

WETTED SURFACE: "MAOTI" was inspected on August 11, 2005 while vessel was on the hard at Independent Boat Yard, Frydenhoj, St Thomas, VI.

wetted surface showed no evidence of grounding, delamination or weakness. Hull was sounded with a plastic hammer and no voids were detected. At time of survey, the wetted surface had been prepared for primer and new anti-fouling bottom paint application.

The three bladed, right handed, 13" diameter, bronze propeller, the 1" stainless steel propeller shaft, the bronze through hull fittings and the rudder post were all free of pitting or wastage. The shaft zinc showed proper wastage and effective protection.

The rudder moved easily without binding or chatter. The rudder bearings at the exit from the hull and within the gudgeon, all appeared to be snug.

INTERIOR

LAYOUT: Forward cabin shows inside access to the chain locker, lockers along each hull, vee berth with insert, lockers below berth and opening overhead hatch. A hanging locker is in the starboard side passageway aft. The head is next aft to port with stainless steel sink, combination faucet/shower, 12V DC marine toilet and opening cabin side portlight.

The main cabin is next aft with settee/berth and lockers to starboard, pull out settee/double berth and lockers to port. A drop down dining table is mounted to the bulkhead forward. The full width galley is aft on either side of the companionway steps/engine box. The main cabin shows one opening overhead hatch and five fixed cabin side portlights. Companionway hatch is centered aft.

FINISH & STRUCTURE: Shows varnished teak and holly plywood sole, varnished hardwood trim on hardwood veneer marine plywood cabinetry and bulkheads, planked ceiling and molded fiberglass overhead. Structure appears strong with no evidence of weakness or movement.

GALLEY

The full width galley is located across the aft end of the main cabin. The two burner Origo 4000 alcohol stove is under the pull out Formica counter top forward to starboard. The top access (soon to be functional) refrigerated locker is outboard of the stove. The stainless steel sink with pressure fresh and salt water faucets is aft of stove. The top access ice box is below the Formica counter to port.

Refrigeration is soon to be provided by a 12V DC Adler Barbour, air cooled, system mounted in the galley with cooling plate in the insulated locker outboard of the stove. The ice box can also provide cold storage.

TANKAGE

Diesel fuel is stowed in a reported 18 gallon Monel tank mounted aft of the engine under the cockpit. Tank shows cockpit deck fill with direct overboard venting. No leakage was detected.

Fresh water is stowed in two tanks, with a reported 30 gallon fiberglass tank mounted below the vee berth and a reported 45 gallon tank mounted in the main cabin bilge. Tanks show side deck fills with direct overboard venting. No leakage was detected.

Vessel is fitted with a reported 12 gallon fiberglass holding tank located below the vee berth. The deck pump out fitting is on weather deck. No leakage was detected.

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PROPULSION ENGINE

"MAOTI" is powered by a two cylinder, 15HP, Yanmar 2QM15 marine diesel engine located under the cockpit and accessible by removal of the companionway steps.

Engine is flexibly mounted atop built up fiberglass engine beds. Fuel system shows approved rubber hose supply to the Racor fuel filter enroute to the engine. The raw water cooling system shows sea cock, sea strainer, heat exchanger and oil cooler. Engine also shows manual crank start and compression release lever.

The wet exhaust shows a riser with pot and rubber hose discharge to the transom. The Kanzaki transmission turns a 1" stainless steel shaft through a bronze stuffing box and rubber hose/fiberglass tube log. Engine also powers a Balmar 75W alternator.

Engine controls include separate shift and throttle levers on the steering pedestal with key ignition and button start at the panel forward to port in the cockpit. A remote start button is by helm. Engine stop is on the engine. Engine gauges include tachometer with water temperature and oil pressure warning lights at the panel. Hour meter shows 100.2 hours.

Engine was operated in all gears at various RPMs and showed normal function, without excessive smoking or vibration.

PLUMBING, PUMPS & FITTINGS

Vessel's heads is fitted with a 12V DC marine toilet, combination faucet/hand shower and stainless steel sink with sump pump drainage. Shower is drained by a 12V DC Par sump pump (also primary bilge pump) located alongside the propulsion engine. Pressure water is provided by a 12V DC pump located in the galley. Vessel is fitted with a 6 gallon water heater in the starboard cockpit locker that uses main engine coolant and 110V AC heat sources. A hose is mounted in the cockpit.

All the ball and taper valve seacocks are functional and show double hose clamps. Vessel is fitted with a 12V DC Rule submersible bilge pump with float switch and high water alarm in the engine compartment bilge. The primary bilge pump is shared with the shower sump system using a "Y" valve system. Off/on controls are at the main electrical panel. A fixed whale Gusher manual bilge pump with main cabin bilge suction is mounted in the cockpit.

ELECTRICAL SYSTEMS

12V DC power is generated by the engine mounted Balmar 75A alternator or the onboard C-Charger 3000 battery charger when AC power is available. House power is stowed in four deep cycle 6V heavy duty batteries secured and covered in the port cockpit locker. The 24 series starting battery is located in the starboard cockpit locker. A Cole Hersee 4-way battery switch is to port in the galley.

The DC electrical panel is to port in the galley and features 18 circuit breakers, voltmeter, ammeter, off/on bilge pump switch and battery test switch. Navigation lighting showed proper operation, except as noted in COMMENTS. Wiring as observed showed proper installation, maintenance and function.

110V AC power is provided by shore cord to the grounded marine socket located on port cockpit coaming. Power is used for the outlets, battery charger and water heater. The AC panel in the galley shows three circuit breakers, two master breakers, voltmeter and a polarity light/signal. Wiring as observed showed proper installation and maintenance.

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FIRE FIGHTING & SAFETY EQUIPMENT

"MAOTI" is fitted with the following fire fighting and safety equipment, in serviceable condition and properly stowed, except as noted in COMMENTS:

1	BC-I Fire Extinguisher (lacks recent inspection record)		
2	Non-USCG approved Fire Extinguishers		
1	MarPol "DISPOSAL OF PLASTICS PROHIBITED" sign		
1	"DISCHARGE OF OIL PROHIBITED" sign		
1	"GARBAGE DISPOSAL PLAN" sign		
3	Red 12 Gauge Meteor Flares (expired)		
6	Red 12 Gauge Meteor Flares (expire 8/08)		
1	12 Gauge Flare Launcher	3	Red Hand Flares (expired)
3	Red Hand Flares (expire 9/08)	1	Ritchie Binnacle Compass
1	Collection of Bungs	1	Aerosol Horn
1	Distress Flag	1	First Aid Kit
2	Flashlights (weak batteries)	1	Tool Kit
1	406 SatFind EPIRB	1	Emergency Tiller
6	Type I Adult PFDs	1	Type III Adult PFD, Jacket
1	Type IV PFD, Cushion	2	Sailing Harnesses
1	Type IV PFD, Lifesling2 System	2	Jack Lines

GROUND TACKLE

"MAOTI" is fitted with the following serviceable ground tackle. Lengths of chain and rode are estimated, unless specified by owner.

1	13# Danforth anchor with 30' of 5/16" chain & 100' of 5/8" nylon rode
1	22# Danforth anchor with 30' of 5/16" chain & 100' of 5/8" nylon rode
1	10Kg Bruce anchor with 30' of 5/16" chain & 200' of 5/8" nylon rode
1	25# CQR anchor with 30' of 5/16" chain & 300' of 5/16" nylon rode
1	FX16 Fortress anchor with 10' of 5/16" chain & 100' of 5/16" nylon rode

STEERING

"MAOTI" is maneuvered with a stainless steel wheel at the helm and uses chain and 1/4" 7x19 stainless steel cable over bronze sheaves to move the bronze quadrant atop the rudder post. Steering moved the rudder easily without binding or chatter. An emergency tiller is stowed aboard. Vessel is fitted with an Autohelm 3000 auto pilot.

DECK GEAR

"MAOTI" is fitted with stainless steel single course bow and stern rails connected with single course vinyl covered lifelines supported by stainless steel stanchions mounted inboard of the hardwood toe rail mounted along the sheer. Lifeline gates are fitted to port and starboard at the bow. Navigation lights are mounted on bow, stern and aloft on the mast.

A single roller anchor platform is fitted at bow. Foredeck shows one hawse hole, two bow cleats. Side decks show amidships cleats and headsail block tracks on the toe rail. Cabin top shows two opening hatches, two varnished (but weathered) hardwood grab rails, four Dorade ventilators, solar panel, dodger and companionway hatch.

Cockpit shows bench seating to port and starboard with lockers beneath. Helm is centered aft with grab rail, engine controls and binnacle compass. Mainsail sheet traveler is forward of steering pedestal. A sailing awning with side curtains is mounted overhead aft. The lazarette locker is aft of the helmsman's seat. Outboard motor and Lifesling2 are stowed on stern rail.

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SPARS & RIGGING

The sloop-rigged vessel is fitted with anodized spars of extruded aluminum. The single spreader mast is stepped on deck with compression bulkhead below to the bilge. Mast is supported with stainless steel chainplates, Merriman style bronze turnbuckles, stainless steel toggles, stainless steel 1x19 wire using swaged end fittings. Sail tracks are mounted on the toe rail. Turning blocks are mounted on toe rail at each quarter. Mainsheet traveler is mounted across the cockpit forward of the helm. Adequate winches are provided around cockpit and on at mast. Vessel is fitted with a ProFurl roller furling headsail and conventional mainsail with two full battens at the head. Rigging includes Selden Rodkicker boom vang. The standing rigging was inspected aloft and on deck and showed proper maintenance and condition.

Vessel is fitted with the following, functional sail handling winches:

2	Lewmar 30 two-speed winches
1	Lewmar 16 two-speed winch
1	Lewmar 8 single-speed winch
2	winch handles

SAILS & CANVAS

"MAOTI" was fitted with the following sails at time of inspection.

Sails were not examined and condition is unknown.

Sails were properly stowed at time of inspection.

2	Mainsails	1	100% Jib
1	150% Genoa		

"MAOTI" was fitted with the following canvas items,
in serviceable condition, at time of inspection.

4	Cockpit Cushions	1	Over-the-Boom Awning
1	Dodger	3	Awning Side Curtains
1	Cockpit Awning	1	Sail Covers

INVENTORY

The following items were found on board "MAOTI" at the time of inspection and were in serviceable condition, except as noted in COMMENTS:

ELECTRONICS

1	Raytheon Ray 53 DSC VHF Radio
1	Standard Horizon HX260S Handheld VHF Radio
1	Standard Horizon DS150 Depth Meter
1	Standard Horizon GPS Chart 150
1	Garmin GPS 12
1	Autohelm 3000 Auto Pilot
2	Solar Panels
1	C-Charger 3000 Battery Charger

SHIP'S GEAR

	Assorted Cooking, Serving and Eating Utensils		
	Assorted Navigation Tools		
	Assorted Charts, Cruising Guides		
1	AB 9'6" Inflatable Dinghy	1	Yamaha 15hp Outboard Motor
1	Six Gallon Outboard Fuel Tank	1	Boat Hook
4	Fenders	1	Charcoal Grill
1	Boarding Ladder	1	Shore Cord
1	Bucket	1	Baha Fuel Filter
1	Hose	1	Electric Cord
1	Ditch Bag		Assorted Ship's Gear
	Assorted Dock Lines		Assorted Snorkeling Gear

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COMMENTS & RECOMMENDATIONS

1. A) The single BC-I fire extinguisher aboard this vessel lacks recent inspection record and is not mounted in a readily accessible location on the vessel.

B) The two other fire extinguishers aboard were not USCG approved units. One was discharged.

C) A vessel of this size is required to carry at LEAST two USCG approved BC-I fire extinguishers.

Provide vessel with another BC-I fire extinguisher. Have all fire extinguishers inspected, serviced as necessary and tagged by a qualified fire extinguisher technician. Put tagged extinguishers back in mounted locations about the vessel.

Please note applicable ABYC Standards:

A-4.5.2 Inboard and Sterndrive boats with engine compartments shall have:

A-4.5.2.2 a provision for discharging a suitably sized clean agent portable fire extinguisher directly into the space immediately surrounding the engine without opening the primary access.

A-4.6.1 Approval - Portable and Semi-Portable fire extinguishers shall be APPROVED by the U.S. Coast Guard and classified as B-I, B-II, and B-III....

A-4.6.2 Portable extinguishers shall be rated for Class "A" fires per ANSI/UL 711, Standard for Rating and Fire Testing of Fire Extinguishers in addition to the BC rating required by the U.S. Coast Guard.

A-4.6.3 Number and Location - Portable fire extinguishers shall be provided and conspicuously installed in accordance with the minimum required in Table II or Table III. All extinguishers shall be located adjacent to exit paths. It shall not be necessary to travel more than one-half the length of the boat to reach an extinguisher.

A-4.Ap.5.4.2 At least once a year, a full maintenance check should be made by a qualified fire extinguishing service facility in accordance with the maintenance instructions on the name plate of the extinguisher. A tag should be attached showing the date of such maintenance check.

A-4.Ap.5.4.1 Extinguishers should be examined at least monthly for at least the following: a. they are located in designated places, b. they have not suffered corrosion or mechanical damage, c. they are fully charged. Those extinguishers having pressure gauges or pressure indicators should show that pressure is within the prescribed limits; those without pressure gauges or indicators, and Halon and CO2 portable fire extinguishers, should be weighed. d. tamper seal should be inspected to ascertain that the extinguisher has not been operated, and e. the nozzle orifice should be unobstructed and the hose in good condition.

2. Vessel lacks the following USCG recommended safety equipment. Provide all.
 - A) an effective flashlight and/or floodlight (dead batteries).
3. The sump pump/primary bilge pump was found unsecured to port of the engine. Unit should be secured to prevent accidental movement that could jam the pump into the engine belt or pulley. Secure pump.
4. The port running light at the bow was dark. Repair and prove.

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SURVEYOR'S REMARKS

"MAOTI" was found to be in good overall condition. This vessel is well made and maintained. Improvements the owner has made to the vessel include installation of a 12V DC marine toilet, design and fabrication of a sailing awning with side curtains, purchase and deployment of a Bruce anchor, installation of a 75w Balmar alternator and four, six volt batteries. An Adler-Barbour refrigeration system is soon to be fully installed in the galley.

"MAOTI" is considered by the undersigned to be a
good insurance risk when ALL items from
COMMENTS & RECOMMENDATIONS above are complied with.

The owner of "MAOTI" was in attendance and has been notified of the above findings verbally and by this report.

The following market value is based on the average selling price of a vessel of this type and size, according to the material at hand, considering all extras and accessories fairly depreciated and is intended for insurance and financial evaluation only.

The following market value is not intended to influence the purchase or non-purchase of the subject vessel.

CURRENT MARKET EVALUATION REFERENCES for					1979 Bristol 32' sloop		
Asking Prices - Boats for Sale					Current Market Value Guides		
	Boats	Low	High	Average		Low	High
Soundingsonline.com	1	\$28,500	\$28,500	\$28,500	NADAGuides.com	\$22,360	\$26,940
YachtWorld.com	2	\$28,500	\$32,000	\$30,250	83th Ed. BUC Book	\$35,300	\$39,300
BoatTraderOnline.com	1	\$28,500	\$28,500	\$28,500			
Boats.com	11	\$19,900	\$32,500	\$27,182			

Therefore, using the references quoted above, our experience and understanding of current market conditions, and after compliance with all noted recommendations listed above, the current market value of "MAOTI" in this geographical location is estimated to be US\$31,000.

This report is submitted in good faith and constitutes a description of the subject vessel's condition as found at the time of survey. The undersigned Marine Surveyor assumes no responsibility for any defects and is to be held harmless for conditions subsequently arising. This report does not warrant (expressly or implied) or guarantee the condition of the subject vessel.

This survey is issued without prejudice.

Finest Kind Marine Services, Ltd. d/b/a

HOWE MARINE SURVEYS



William W. Howe, III
Marine Surveyor