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Date: 11/14/06
File No.: DO111406.SUR
Requested By: Pat Doran
Vessel: 1972 Custom 42' wood ketch, "AUTUMN BREEZE"
Survey Type: Condition and value for insurance and finance
Where Performed: Zahniser's Marina in Solomons, Md.

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NATIONAL ASSOCIATION OF MARINE SURVEYORS**

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MARINE INSURANCE SURVEY

File No. DO111406.SUR

Date 11/14/06

1972, 42' IROKO WOOD, CUSTOM KETCH, "AUTUMN BREEZE"

REPORT OF CONDITION AND VALUE

This is to certify that on 11/14/06, at the request of Pat Doran, I conducted a survey of the above vessel in water [] hauled [x] at Zahniser's Marina in Solomons, Md. Results of the survey are as follows:

GENERAL DATA

NAME "AUTUMN BREEZE" **PRESENT OWNER** Pat Doran & Angela Butcher

BUILDER A. C. Chapman, East Coast England. **DESIGNER** Fred Parker
Built to Loyds A100 certification

VESSEL TYPE Wood ketch **HULL ID #** N/A

AREA OF OPERATION Inland, coastal and blue water **YEAR BUILT** 1972

DOCUMENTATION # [x] **STATE REGISTRATION # []** 358571

HULL DETAIL

LOA 46.6 ft. **LOD** 42' **LWL** Approx. 32' **BEAM** 10' **DRAFT** 8'

BOTTOM CONFIGURATION Full keel, inboard rudder

DISPLACEMENT 26,000 # **BALLAST** Approx. 10,400 # **TYPE** External lead

Note; All measurements were taken from British Registry. Actual displacement appears close to 45,000 #

BUILDING MATERIAL Iroko hardwood with Iroko frames, bronze or copper riveted

BULKHEADS & STRUCTURAL MEMBERS Good original condition

COSMETIC CONDITION Good. Well maintained.

EXTERIOR WOODWORK CONDITION Good. Refinished March 2006

HULL & DECK JOINT Traditional sheer clamp, accepts hull frame ends and deck frame ends.
Joint appeared tight and in good original condition

BOTTOM Good. Strong. Holding her lines. .

GENERAL CONDITION Very good. No problems noted

DECK & SUPERSTRUCTURE

DECK CONFIGURATION Foredeck, side decks, lazarette deck. Booby hatch forward on flush deck. Raised salon/galley structure. Aft cockpit with separate steering station cockpit

BUILDING MATERIAL 5/8" plywood with 5/8" teak. Teak superstructure **SOLID** [x]

CORE TYPE N/A **COSMETIC CONDITION** Good. Nicely finished

STRUCTURE Rock elm laminated cabin top frames with plywood and teak decks. Solid teak cabin sides.

GENERAL CONDITION Good. Close to new

MAST'S, RIGGING, SAILS

RIG CONFIGURATION Double headsail ketch. Main mast is mast head to bow sprit headed, double spreader keel stepped, with running backstays and double backstays. Mizzen is single spreader deck stepped with jumper strut

SPAR MATERIAL Proctor gold anodized aluminum

CONDITION AS SEEN FROM DECK, UNLESS ALOFT INSPECTION CONDUCTED.

STANDING Good

RUNNING Good

CHAIN PLATES Good **MATERIAL: ST. ST. [] BRONZE [x]**

SAILS:

Note; Sails were not pulled for inspection. Information believed to be accurate.

Main	SAILMAKER Dart	CONDITION Good. 1992
Headsail	SAILMAKER Dart	CONDITION Good. 1992
Mizzen	SAILMAKER Dart	CONDITION Good. 1992
Staysail	SAILMAKER Dart	CONDITION Close to new
Mizzen staysail	SAILMAKER	CONDITION Close to new
Mizzen spinnaker	SAILMAKER	CONDITION Good
Cruising spinnaker	SAILMAKER	CONDITION Good. 1992
Other sails in storage		

STEERING SYSTEM

TYPE Single station, worm and sector, wheel steering

AUTOPILOT Brooks and Gatehouse

WINDVANE Aries

OTHER Emergency tiller

CONDITION Good

UNDERWATER MACHINERY & HARDWARE

THRUHULL MATERIAL 8 bronze **CONDITION** Good

SEACOCKS, BALLVALVES 6 seacocks **CONDITION** Good

1 gatevalve & 1 ballvalve

PROP, SHAFT, STUFFING BOX(ES), STRUT OR STERN BEARING.

CONDITION Good

RUDDER MATERIAL Wood **CONDITION** Good

UNDERWATER HOSE CONNECTIONS Good

HOSE CLAMPS DOUBLED []

See recommendation #1.

ENGINE ROOM

SINGLE ENGINE

MAKE Perkins **YEAR** Installed 1978. Major overhaul, fall 2006

MODEL # 4-108 **HOURS** 0 hrs since rebuild

SERIAL # EDA28690 **H.P.** 27.6 kw, or 37.01 hp

53090F

FUEL: GAS [] **DIESEL** [x]

FWC [x] **SWC** []

ENGINE BED CONDITION Good

TRANSMISSION MAKE AND MODEL# TMP. Thames Marine Products

GENERAL CONDITION Currently removed for a complete overhaul

STATION CONTROLS AND CONDITION; Single station, single engine, single lever Volvo control

EXHAUST SYSTEM

WET DRY HOSES Good CLAMPS Good MUFFLERS N/A
VENTILATION: NATURAL VENTS & DUCTS BLOWER ADEQUATE

CARBON MONOXIDE DETECTION: See rec. #2.

CONDITION Good

FUEL SYSTEM

TANKS 2 SECURED PROPERLY Yes MATERIAL Stainless steel

BONDED N/A ADEQUATE FUEL SHUT-OFF Yes

CONDITION Appeared good.

12 VOLT ELECTRICAL SYSTEM

GENERAL CONDITION 4-12 volt batteries in one bank, 1-12 volt in the other
See recommendation #3.

AC 220/50 amp SYSTEM:

GENERATOR: MAKE N/A

GENERAL CONDITION European 220 volt 50 amp system appeared good

INTERIOR LAYOUT

Fo'c'sle/ Forward head with storage/ Sleeping quarters with port high and low berths, starboard double berth/ Main salon with starboard settee, port U shaped seating, steps up to port galley, starboard navigation station, starboard quarterberth

GALLEY: STOVE OVEN FUEL : CNG KEROSENE ELECTRIC
PROPANE ALCOHOL MICROWAVE BUTANE

REFRIGERATION: 110V 24V MECHANICAL

CONDITION Good

POTABLE WATER SYSTEM, TYPE AND CONDITION Cold 12 volt pressure system with manual pumps

HEAD SYSTEM(S) AND CONDITION Manual head with direct overboard discharge

SAFETY EQUIPMENT

FLARES:	AERIAL	Several	EXPIRATION DATE 06, 07
HAND HELD		Several	EXPIRATION DATE 06, 07
ORANGE		Yes	EXPIRATION DATE 2007

PERSONAL FLOATATION:

TYPE V	TYPE IV
NO. 4	NO. 1

HORN

BELL

FIRE PROTECTION:

TYPE Dry chemical

NUMBER 3

DATE OF LAST INSPECTION 2000 **CONDITION** Good. See rec. #4.

ENGINE ROOM SYSTEM **LAST INSPECTION** None installed

FUME DETECTOR N/A

MAN OVERBOARD SYSTEMS: Boarding ladder, Type IV life ring and EPIRB

BILGE PUMPS:

MANUAL

ELECTRIC

AUTOMATIC

OPERATING CONDITION Good

LIGHTNING PROTECTION: Yes. Vessel is bonded.

ANCHORING SYSTEMS: 2 CQR anchors. Approx. 200' x 3/8"
90' x 1/4". Large Danforth stern anchor and small folding anchor

EQUIPMENT LIST

6 person life raft in canister.
Complete interior cushions
Propane cooking fuel
Hand held VHF/FM radio
AM/FM CD stereo
Main and mizzen covers
Brooks and Gatehouse knotmeter
Brooks and Gatehouse depthmeter
Brooks and Gatehouse wind instruments
Brooks and Gatehouse Hydra 2000 system
Brooks and Gatehouse magnified wind, or windward progress
Binnacle compass
Self tailing winches
Main and mizzen sail covers
Large manual windlass with gypsy and capstan
Aries wind vane
Fenders and docking lines
Brass, gimbaled kerosene cabin lamps
Raytheon 16 mile radar
Kenwood Single Side Band radio
Icom IC M50EURO VHF/FM radio with DS controller
Garmin 152 GPS
Navtex weather fax
HP laptop computer
Taylor 043 propane stove and oven
Sea Frost 24 volt, 220 volt, mechanical refrigeration
Hand held GPS
2003, 2.6 meter Zodiac inflatable. HIN:XDCK3773A303
2002, 4 hp Mercury outboard engine. Model #HE4H
Sea Save 6 man life raft in canister
More, including personal effects, library, spare parts, etc.

FINDINGS

ITEM	DESCRIPTION	RECOMMENDATIONS
#1.	Some of the below waterline hose connections are single clamped. clamps, doubled , on all below waterline hose connection.	#1. Install high quality stainless steel hose PRIORITY. SAFETY. ESSENTIAL
#2.	No carbon monoxide detector is installed.	#2 Install an audible Co detector in each sleeping quarters to warn of carbon monoxide build-up. PRIORITY. SAFETY. ESSENTIAL.
#3.	The starboard bow light did not function. The port bow light is missing.	#3. Repair or replace required bow lights. PRIORITY. SAFETY. ESSENTIAL.
#4.	One of the three portable fire extinguishers is discharged extinguisher.	#4. Replace or re-certify discharged fire PRIORITY. SAFETY. ESSENTIAL.

Note; Vessel is in the Solomons Harbor for the winter of 2006/07. Engine and transmission have been removed for a complete overhaul and were not available for inspection. Upon installation, all fuel line and exhaust system components should be examined and repaired or replaced as found needed. At this time these component appeared good.

CONCLUSION

The 1972 42' LOD, Custom wood ketch, designed by Fred Parker and built by A. C. Chapman, "AUTUMN BREEZE", was found in fully found, well maintained condition. Structurally she was found in close to new condition with no signs of distress or damage. No cracked, or broken frames or damage members were found. Hull to deck joint, which is a traditional sheer clamp arrangement, appeared very tight and in like new condition. Bottom sounded strong, is holding her lines and offered no signs of damage or deficiency. All below waterline hardware was found in good order and free of electrolysis or damage. Decks were found in close to new condition with no soft wood, or poor finish. Spars and rigging appeared good, as viewed from deck level. Engine and transmission were removed at the time of this inspection, for major overhaul. All remaining associated components appeared in good condition. Interior and exterior cosmetics are in good, well maintained condition. Exterior was refinished in March of 2006.

All findings and recommendations, listed in this report, are given values, such as; PRIORITY, IMPORTANT or MINOR. Additional comments are made as to the nature of the finding, such as; SAFETY, SYSTEM PERFORMANCE, STRUCTURAL and INVESTMENT VALUE. In some cases the association or federal dept. responsible for the recommendation is given. These are; The American Boat and Yacht Council (ABYC), The United States Coast Guard (USCG), The National Fire Protection Association (NFPA) and The American National Standards Institute (ANSI). All findings and recommendations are the opinion of this surveyor.

All "PRIORITY" recommendations should be repaired or replaced prior to the next use of the vessel. "IMPORTANT" recommendations may be repaired or replaced at the owners discretion. "MINOR" recommendations require no action at this time.

With all "PRIORITY" recommendations corrected, this vessel should be considered a good insurance risk.

There are no published values for this custom built wood ketch. Based on other similar vessel's inspected by this company and the heavily constructed, well maintained condition of this vessel, an approx. **fair market value of \$350,000**, is appropriate. Replacement costs for a new like-kind vessel with similar equipment would be approx. \$900,000.

CONCLUSION CONTINUED;

THE FOREGOING INDEPENDENT SURVEY REPORT IS FOR INSURANCE AND FINANCING PURPOSES ONLY & IS NOT A PRE-PURCHASE INSPECTION. IT IS BASED UPON INSPECTION OF ALL SPACES ACCESSIBLE WITHOUT REMOVAL OF FURNITURE AND FIXED EQUIPMENT. THIS SURVEY IS NEITHER A GUARANTEE OF THE CONDITION OR VALUE OF THE VESSEL, FITTINGS, OR EQUIPMENT; NOR IS IT A GUARANTEE OF THE SEAWORTHINESS OF THIS VESSEL. IT IS THE SOLE RESPONSIBILITY OF THE MASTER OF ANY VESSEL TO DETERMINE THE SEAWORTHINESS AND SUITABILITY OF HIS VESSEL FOR ANY INTENDED VOYAGE. THE SURVEYOR SHALL NOT BE HELD LIABLE FOR ANY ERRORS OR OMISSIONS, FOR ANY HIDDEN DEFECTS, OR FOR THOSE MANIFESTING THEMSELVES AT A LATER DATE. THE USE OF THIS REPORT SHALL CONSTITUTE ACCEPTANCE OF THESE CONDITIONS.

Signed without prejudice,



Michael L. Previti
President
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