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Prepurchase Report of Marine Survey  
Of a 30 foot 1989 Catalina C30 Tall Rig Sailing Vessel



"BLACKSHEEP II"

Conducted by:

John N. Allinson, II  
INDEPENDENT MARINE CONSULTANT  
AND SAMS® ACCREDITED MARINE SURVEYOR

PREPARED FOR: CLIENT

DATE: 5 December 2009

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## **I. Introduction**

### ***Survey Purpose:***

This survey will be performed to determine the "Health of the Vessel" in question. The opinions and conclusions expressed may be instrumental in

- Obtaining insurance for the vessel
- Obtaining financing for the vessel
- Determining the FAIR MARKET VALUE and replacement cost of the vessel

### ***Survey Scope:***

#### **Pre Purchase Survey**

This is the most comprehensive type of survey, and is strongly advised when purchasing a new or used vessel. Should it be necessary to require minor dismantling of the vessel in order to gain access to survey suspect areas, it will become the responsibility of the owner of the vessel to have these areas made accessible for survey and then either reassembled, renewed, replaced or repaired. Areas that cannot be evaluated because of inaccessibility to visual examination will be noted in this report.

Upon the completion of the survey an opinion will be given as to the condition and safety of the vessel's systems and equipment to arrive at the FAIR MARKET and REPLACEMENT VALUE of the vessel. It is recommended that qualified Engine and Electronics Surveyor(s) evaluate the engine(s) and electronics of this vessel. This survey will evaluate the general condition of these items (e.g. Engine(s) start and Electronics power up) but will not evaluate the life expectancy of the Engine(s) and accompanying drive trains, their performance or the accuracy of the Electronics. This survey and subsequent conclusions presented in the Summary and Recommendations are offered without prejudice and will include what must be done to insure the health and safety of the vessel and whether it is sound for your intended service based upon **the condition of the vessel as of the inspection date(s)**. For terms of this survey the "intended service" is based upon the original designer and/or manufactures concept of the capabilities of the vessel design and your intended use of the vessel.

Acting upon the request of CLIENT, the attending surveyor did first attend onboard the "BLACKSHEEP II" on 16 November 2009 for a preliminary in water survey. Survey was performed with verbal authorization from broker [REDACTED]. Findings of this survey resulted in [REDACTED] interest to complete the survey with a sea trial and out of water inspection on 5 December 2009. Present during this inspection were owner [REDACTED], prospective buyer [REDACTED], his guest [REDACTED] and John N. Allinson II representing J.N. Allinson Associates, Inc. The ship's registration papers and title **WERE NOT** presented. The Hull Identification Number (HIN) **WAS** present and a HIN photograph was made which appears in Appendix I.

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 survey. Buyer/owner is advised to open up all such areas for further survey. 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. It is offered without prejudice and is the unbiased opinion of the undersigned, and it is not to be considered an inventory or a warranty either specified or implied.

#### GUIDELINES 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.

#### ***Vessel Description***

"BLACKSHEEP II" is a Twenty Nine Foot Eleven (29' 11") Inch sloop rigged sailboat. The exterior and interior of "BLACKSHEEP II" shows signs of age and neglect while machinery shows signs of good house keeping and maintenance. The decks are white with gray anti skid areas; worn blue canvas dodger with aged plastic windows, and worn sail cover. The exterior hull is a faded white gel coat and the vinyl insert for rub rail on the port side of the vessel had backed out of the track on the aluminum slot. The shrouds and stays of the standing rig are loose and need tuning and preventative maintenance. The bottom of the vessel has been painted with a brown antifouling paint of good quality and the hull surface is faired despite the occasional active osmotic blister. The keel of the vessel is sound and the rudder surface while not faired showed no signs of water intrusion or delamination. The bearing for rudder post needs attention as there is measureable play in the rudder from both side to side and forward and aft.

#### **II. General Information**

File Number	2009-12-05
Survey Prepared for:	[REDACTED]
Name of Vessel:	"BLACKSHEEP II"
Owner	[REDACTED]

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Sellers Broker	
Type of Survey:	<b>Prepurchase Condition and Value</b>
** Overall Vessel Rating:	<b>"Fair"</b> Requires usual maintenance to prepare for sale.
** Estimated Market Value:	
Estimated Replacement Cost:	
Year/Make/Model of Vessel:	1989/CATALINA/C 30 Tall Rig
§ Builder:	Catalina Yachts 21200 Victory Blvd. Woodland Hills, CA 91367
§ Designer	Catalina
§ Year Built	June 1989
§ Model Year	1989
USCG Documentation Number	1041635
Home Port	JACKSONVILLE
† Hull Identification Number (HIN) Model	CTYN5736F989 Catalina 30 Tall Rig
Florida Registration Number	Vessel is USCG Documented
State Decal Number	16062811
Expiration Date	09/2009
Date/Place of Survey:	Saturday 5 December 2009 St. Marys Boat Services, Inc. 1084 New Point Peter Road St. Marys, GA 31558 Telephone: (912) 674-5804 Facsimile: (912) 576-2397 Website: <a href="http://www.stmarysboatservices.com">www.stmarysboatservices.com</a>
§ Hull Material:	Fiberglass Reinforced Plastic
Hull Type:	Displacement
§ Mast Height off deck	Reported to safely pass under a Fifty Five Foot bridge, literature states that the masthead to waterline is 52 feet 2 inches.
§ Length Over All (LOA)	Twenty Nine Feet Eleven (29' 11") Inches
§ Hull Beam:	Ten Feet Ten (10' 10") Inches
§ Draft:	Five Feet Three (5' 3") Inches.
§ Displacement:	Ten Thousand Two Hundred (10,200) Pounds
§ Ballast:	Four Thousand Two Hundred (4,200) pounds US

§ Propulsion System:	Fresh water cooled Universal/3 cylinder (made by KUBOTA) diesel engine Model M-25XP Serial No. 502500 Transmission Model and Serial No. not recorded. Engine hour meter at cockpit reads 856.84 hours. Owner says this is not correct as hour meter no longer works
Fuel Type:	Diesel
Fuel Capacity:	1 each 18 gallon metal tank located on centerline beneath aft sleeping berth
AC Power	1 each 120vAC 30 amp shore plug
DC Power	2 each 12vDC size 27 wet cell batteries wired in parallel and located under the aft seat on the starboard side of the main salon.
Freshwater Capacity:	1 each plastic tank mounted in the forward seat starboard side in the main cabin 25 gallons.
§ MSD Holding Tank Capacity:	1 each black plastic tank holds approximately 18 gallons located under the port side bench seat in the main salon.
* Intended Use:	Near Coastal Cruising
* Intended Cruising Area:	Near Coastal Cruising

The following asterisk legend in this General Information section refers to the source of such information:

- \* Per Conversation with owner
- \*\* Refer to Summary and Valuation Section
- \*\*\* Per USCG Documentation
- \*\*\*\* Per BUC Book
- † See Photo Section
- § Information contained in materials onboard the vessel, e.g. registration, owner's manuals

### ***Definition of Terms and Ratings***

The terms and words used in this report have the following meanings as used in this Report of Survey.

#### **APPEARS:**

This rating 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 a survey requirement that forbade conducting destructive tests).

#### **FIT FOR INTENDED USE:**

This rating applies to the intended use of the vessel by Survey Purchaser.

#### **SERVICEABLE: ADEQUATE:**



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This rating indicates that the particular system, component or item is sufficient for a specific requirement.

**POWERS UP:**

This rating indicates that only power was applied and does not apply to the operation of any system or component unless specifically mentioned.

**EXCELLENT CONDITION:**

This rating indicates that the item, system or component is new or like new.

**GOOD CONDITION:**

This rating indicates that the item, system or component is nearly new, with only minor cosmetic or structural discrepancies noted.

**FAIR CONDITION:**

This rating indicates that the item, system or component is functional as is with minor repairs and should be monitored often to see if its condition deteriorates.

**POOR CONDITION:**

This rating indicates that the item, system or component is unusable as is and will need to be repaired or replaced for it to be considered functional.

Use of an asterisk \*, Letter and Number e.g. \*A1:

The use of \* in the SYSTEMS portion (see Section III) of this report will indicate that there is a corresponding finding listed in the "Findings and Recommendations" area of the report (see Section IV). The items in this section are presented in tabular fashion with a description of the finding and a recommendation for correcting the finding. For example \*A1 would indicate the first incidence of a "Safety Related" finding (see Section IV).

### **III. Systems**

#### ***Hull, Deck and Superstructure***

##### **Hull**

Item	Condition/Description
Hull Type:	Displacement
Material:	Fiberglass Reinforced Plastic hull is solid fiberglass laminate. Decks are cored with balsa and plywood.
Exterior Hull: Above the waterline	<b>*B1 FAIR CONDITION</b> Gel coat and anti skid areas are in fair condition with no readily visible signs of cracking, stress, or point source loading.

Exterior Hull: Below the waterline	<b>*B2 FAIR CONDITION</b> bottom is covered with brown antifouling paint. A few active osmotic blisters found both on port and starboard side of the vessel. It is my opinion that these blisters are cosmetic in nature. Owner reported that approximately seven years ago there was a severe case of osmotic blisters which he had repaired and then applied a barrier coat.
Fin keel with lead ballast.	<b>SERVICEABLE</b> No signs of damage visible.
Mast attachment on deck.	<b>SERVICEABLE</b> area around the mast shows that work was done to repair a problem with the deck. Area was percussion sounded with no audible signs of delamination or wood rot. Moisture meter registered slightly elevated moisture content in the FRP laminate.
Rudder and Rudder Post	<b>*B3 SERVICEABLE</b> bearing for rudderpost has flutter and play which allows the rudder to move from side to side as well as fore and aft. Surface of rudder in not fair. Rudder was percussion sounded with no audible sounds suggesting water intrusion or delamination. Owner reported that rudder had osmotic blisters which were repaired leaving the surface smooth but not fair.
Bulkheads:	<b>*B4 SERVICEABLE</b> There are no signs of flexing, fracture cracks or unusual loading points. There are signs of rotten wood on the bulkhead next to the tabbing on the port side. Bulkhead does not appear to be structurally compromised.
Stringers:	<b>SERVICEABLE</b> where visible. Stringers located in the engine room for the engine mount were in good condition with no signs of fractures, or unusual loading points.
Transom:	<b>SERVICEABLE</b> where visible. Interior portion of transom was in good condition with no signs of fractures, or unusual loading points.



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Cabin flooring:	<b>SERVICEABLE</b> Flooring is a fiberglass liner with wooden covers for access points. No signs of water discoloration, fracture cracks, or wood rot observed.
Bilge:	<b>SERVICEABLE</b> Bilge is free of oil and debris. Stainless steel keel bolts have surface corrosion on them. Water n bilge comes from the packing gland on the drive shaft.
Berths	<b>SERVICEABLE</b> frameworks are sound.
Limber Holes:	<b>SERVICEABLE</b> Visible limber holes were clean and free of debris. Water in the bilge will move freely aft to the central bilge collection area.

#### Deck

Item	Description
Topsides	<b>SERVICEABLE</b> The topsides are soiled but show no signs of cracking in the gel coat or point source loading.
Cabin Sides	<b>SERVICABLE</b> Cabin sides are soiled but show no signs of cracking in the gel coat or point source loading.
Deck Hatch	<b>SERVICEABLE</b> The deck hatch opens easily and shows no signs of water leaks. Plastic lens on hatch cover shows its age.

#### Hull to Deck Joint

Item	Description
Style is overlapping shoebox and secured with mechanical fasteners.	<b>*B5 SERVICEABLE</b> Visible areas of the hull to deck joint show no visible signs of damage, fatigue, or unusual stress and loading points. Rub rail on the other hand is loosing its vinyl insert on the port side.

#### Cabin Superstructure

Item	Condition and Description
Cabin windows	<b>*B6 SERVICEABLE</b> There are no visible signs of water leaks or damage around the frames of the windows. Plastic in windows is crazed.

Interior

Item	Description
Bilge Covers	<b>SERVICEABLE</b> Bilge covers fit snugly and have no signs of warping or wood rot. Wood has not be maintained recently.
Cabin Head Liner	<b>GOOD CONDITION</b> Liner is fiberglass. It is clean and clear of fracture and stress cracks.
Hull Liner	<b>GOOD CONDITION</b> Hull is solid fiberglass laminate covered by a wooden veneer liner.
Berth cushions	<b>SERVICEABLE</b> Forward, aft and settee berth cushions are a supple gray soft upholstery. Upholstery is soiled but material is in good condition with no visible holes or tears.

Galley

Item	Condition and Description
Stainless Steel Double Sink	<b>GOOD CONDITION</b> No signs of water leaks
HILLERANGE gimbaled 2 burner LPG Stove and oven	<b>*B7 GOOD CONDITION</b> The LPG stove and oven lit. No thermocouples or electric igniters. LPG solenoid was operational and controlled by switch at the main electrical panel near the navigation station. Oven burner gave off measurable carbon monoxide.
LPG System tank in completely enclosed plastic box secured beneath the beneath the aft bench seat.	<b>*B8 GOOD CONDITION</b> LPG system is equipped with solenoid and pressure gauge. No loss of pressure during the LPG leak down test. Tank is not an OPD valving.
12vDC Refrigerator/Freezer cold plate Model NOT RECORDED Serial # NOT RECORDED	<b>*B9 FAIR CONDITION</b> Freezer plate got slightly cold and unit powered up. Note: compressor for unit is next to LPG box beneath the aft bench seat.

Propulsion system

Main Engine(s)

Item	Description
Non magnetic metal drive shaft measuring one (1") in diameter through a single strut.	<b>*B10 SERVICEABLE</b> drive shaft is in good condition as well as the shaft strut. The boat shaft log inside the boat is clean with no signs of galvanic corrosion. Note: shaft appears to be made out of a bronze alloy. Trueness of shaft was not measured and while the cutlass bearing is serviceable and the strut secure there was some vibration noted even after the running gear below the waterline had been cleaned.
2 bladed metal alloy propeller sized 15 inch diameter by 9 inch pitch right hand RH turn.	<b>GOOD CONDITION</b> propeller was in good condition. Blades were free of nicks and there were no signs of galvanic corrosion. NOTE: backing aft, initial prop wash will pull boat to port ... however when enough water flow is achieved of the rudder, vessel can be easily backed to both the port as well as starboard.

### **Fuel Systems**

Main Engine(s)

Item	Description
Fresh water cooled Universal/3 cylinder (made by KUBOTA) diesel engine Model M-25XP Serial No. 502500 Transmission Model and Serial No. not recorded. Engine hour meter at cockpit reads 856.84 hours. Owner says this is not correct as hour meter no longer works	<b>*B11 SERVICEABLE</b> Engine ran well without overheating. Starboard side motor mount needed adjustment as nut had backed off the motor mount. Visual inspection of engine oil showed that it was free of diesel fuel odor, visible metal particles and water. Transmission lubricant was not examined. However there were no signs of transmission fluid leaks or engine oil or water coolant leaks. It appeared that maintenance work had been done both on the raw water pump and the heat exchanger. Engine compartment area is moderately soiled while surface of engine is relatively free of corrosion.

1 each 18 gallon metal tank located on centerline beneath aft sleeping berth	<b>GOOD CONDITION</b> No visible signs of fuel leaks or surface corrosion. Fuel cutoff switch at the tank was accessible. Owner reported that tank had been replaced.
1 each RACOR Diesel Fuel filter Size R230	<b>GOOD CONDITION</b> sight bowl for RACOR filter was relatively clean and free of debris. No signs of algae or debris noted during survey.

### ***Electrical Systems***

#### Direct Current (DC) system

Item	Description
12 Volt electrical panel	<b>GOOD CONDITION</b> Panel was viewed from the front and the rear. All circuit breakers were serviceable terminals are clean with no signs of burn or scorch marks. The back of the panel was not scanned with Infrared Thermal Imaging Camera.
12 volt cabin lights	<b>*B12 SERVICEABLE</b> All cabin lights powered up with the exception of the light located on the port side in the forward Vee berth.
2 each 12vDC size 27 wet cell batteries wired in parallel and located under the aft seat on the starboard side of the main salon.	<b>SERVICEABLE</b> Batteries were visually inspected and found to in good condition. Batteries are secured so that they do not move and the energized battery terminals are protected.

#### 120vAC Systems

Item	Description
30 amp 120vAC shore power inlet located in cockpit, power cable stored in port side lazarette in the cockpit	<b>SERVICEABLE CONDITION</b> pins on shore power inlet were clean and free of burn or scorch marks. Power cord and terminal plugs serviceable with no visual signs of burn or scorch marks.
120vAC outlets	<b>*B13 SERVICEABLE</b> outlets were grounded properly and GFCI protected, however GFCI did not trip when tested.

Potable Water

Item	Description
1 each plastic tank mounted in the forward seat starboard side in the main cabin 25 gallons.	<b>*B14 SERVICEABLE</b> Pressure was good and there were no signs of water leakage and the water was clear. There was an odor from hydrogen sulfide which is characteristic of untreated freshwater in this geographical area.

Hot Water

Item	Description
ATTWOOD Six (6) gallon Hot water heater located next to aluminum fuel tank.	<b>SERVICEABLE</b> Hot water was produced while being plugged into dockside and while underway. Surface of hot water heater is clean and free of corrosion.

**Steering System**

Primary Cockpit Steering

Item	Description
EDSON pedestal wheel	<b>SERVICEABLE</b> wheel turned easily, no signs of binding.

Secondary or Remote Steering

Item	Description
Emergency Tiller	<b>*B15 NOT TESTED</b> access to emergency steering is just aft of the wheel. Emergency tiller was not rigged and tested.
AUTHOHEM pedestal style autopilot Model 4000 Serial # Not Recorded	<b>SERVICEABLE</b> autopilot powered up during sea trial and travel to haul out facility.

**Sanitation System**

Marine Sanitation Device(s) (Black Water)

Item	Condition and Description
1 each JABSCO marine head with macerator for overboard discharge from holding tank or pump out from deck	<b>*B16 SERVICEABLE</b> Marine toilet filled and flushed however pumping action for both fill and flush was not smooth.

1 each black plastic tank holds approximately 20 gallons located under the port side bench seat in the main salon.	<b>*B17 SERVICEABLE</b> Tank was vented and was relatively free of odor. Macerator for holding tank powered up but needs to be primed each time it is used.
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#### All other Devices (Grey Water)

Item	Condition and Description
Sink in Head	<b>*B18 SERVICEABLE</b> Sink filled and drained easily. Note: sink runs to seacock which must be open for it to drain. Seacock is shared with raw water intake for toilet so it is possible to fill the marine toilet bowl with water from the sink.
Sink in Galley	<b>SERVICEABLE</b> Sink filled and drained easily. Note: sink runs to seacock which must be open for it to drain.

#### **Ground Tackle**

##### Anchors and Associated Equipment

Item	Description
Primary Anchor DANFORTH style anchor with chain & 3 strand nylon rhode	<b>*B19 SERVICEABLE</b> Chain shackles were safety wired, and the bitter end was secured. Chain is rusted and needs to be serviced. Anchor secured to the front teak bow sprit.
Secondary Anchor DANFORTH style anchor with chain & 3 strand nylon rhode	<b>*B20 SERVICEABLE</b> Chain shackles were safety wired, and the bitter end was secured. Chain is rusted and needs to be serviced. Anchor secured to the front teak bow sprit.

##### Electronic Equipment

##### Navigational and Electronic Equipment

Item	Description
VHF radio mounted aft of navigation station	<b>SERVICEABLE</b> VHF radio powered up in main cabin. Initially the radio did not receive or send because the VHF antennae cable was unplugged from the back of the unit. Once plugged in the VHF radio worked well.



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Ritchie Compass Model SP5C	<b>SERVICEABLE</b> The compass was mounted on the binnacle. The lens was clear and the chamber fluid was full and bubble free. Magnetic card turned freely when disturbed by a magnet.
DATAMARINE Wind/Speed/Depth instruments	<b>*B21 SERVICEABLE</b> wind/speed/depth gauges mounted on the starboard side of the cabin exterior. Instruments powered up and displayed reasonable information with the exception of the knot meter which worked intermittently.

#### Recreational Electronic Equipment

Item	Description
NOT RECORDED	CD and AM/FM radio located on starboard side of cabin forward of navigation station. Components were not tested.

#### Grounding System

Item	Description
Through hulls are MARELON fiberglass reinforced plastic and need no bonding wires.	<b>SERVICEABLE</b> hoses are double clamped and are in good condition.

#### Coast Guard Required Safety Equipment

Item	Description
Personal Floatation Devices	<b>NOTE:</b> buyer advised to purchase PFD's
Throwable PFD Type IV mounted on starboard side of aft pushpit.	<b>SERVICEABLE</b> Throwable yellow horseshoe
Three (3) each Fire Extinguisher(s) Type II BC were located in the main salon.	<b>*AA1 NOT IN COMPLIANCE</b> Portable fire Extinguishers had gauges that indicated they were fully charged. All of portable fire extinguishers were not mounted in plain view.
Visual Distress Signal(s)	<b>*AA2 NOT IN COMPLIANCE</b> flares onboard were beyond their expiration dates.
Sound Producing Device(s) portable air horn located in the starboard side cabinet in the main salon.	<b>GOOD CONDITION</b> portable air horn powered up.
Natural Ventilation	<b>GOOD CONDITION</b> engine gets adequate ventilation from the salon and vents on the transom of the vessel are plumbed to white vent hoses that pickup aft of the transmission.

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Navigation lights	<b>GOOD CONDITION</b> all navigation lights powered up.
No-Oil Discharge Placard located in engine compartment.	<b>*AA3 GOOD CONDITION</b> No-Oil Discharge Placard seen when engine compartment opened for inspection.
Trash Disposal (Save Our Seas) Placard located under the starboard side interior wall next to companionway	<b>*AA4 GOOD CONDITION</b> Trash Disposal Placard seen. Client advised that crew and passengers be informed of rules stated on placard.

#### Other Safety Equipment

Item	Description
life raft	<b>*B22 NOT SEEN ONBOARD</b> I did not locate a life raft onboard.
Emergency Position Indicating Radio Beacon (EPIRB) located on	<b>*B23 NOT SEEN ONBOARD</b> I did not locate an EPIRB onboard.
Carbon Monoxide Detector	<b>*B24 NOT SEEN ONBOARD</b> I did not see a carbon monoxide detector onboard.
Smoke Detector	<b>*B25 NOT SEEN ONBOARD</b> I did not locate a smoke detector onboard.
High Water Bilge Alarm	<b>*B26 NOT SEEN ONBOARD</b> I did not locate an audible high water bilge alarm pick up bilge sump.
Search Light	<b>*B27 NOT ONBOARD</b> hand held searchlight not located on boat.

#### Bilge Pumps

Item	Description
RULE 1000 12vDC bilge pump with automatic float switch.	<b>GOOD CONDITION</b> electric bilge pump was tested and found to be operational.
Manual Bilge Pump...Guzzler® diaphragm style located in aft cockpit	<b>GOOD CONDITION</b> Suction was heard when the manual pump was tested.

#### Rigging, Sails and Associated Equipment

##### Standing Rigging

Item	Description
Stanchions and life lines	<b>*B28 POOR CONDITION</b> visible signs of rust or cracking in the lifelines. Stanchions were securely fastened to the deck.

Turnbuckle toggles	<b>SERVICEABLE</b> Turnbuckles had cotter pins in place so they could not back out.
Chain Plates	<b>*B29 SERVICEABLE</b> All chain plates were readily visible and exterior portions showed no signs of fatigue some surface rust noted.
Forestay 1 X19 wire Size 5/16"	<b>*B30 SERVICEABLE FORESTAY</b> as viewed near mast head from deck level using A SONY HI DEF digital Video Camera Model HDR-SR1 s/n 324651. Note forestay removed and replaced during short haul.
Backstay 1 X19 wire Size 5/16"	<b>*B31 SERVICEABLE BACKSTAY</b> as viewed from deck level using A SONY HI DEF digital Video Camera Model HDR-SR1 s/n 324651.
Backstay Bridles1 X19 wire Size 1/4"	<b>*B32 SERVICEABLE BACKSTAY BRIDLES</b> as viewed from deck level using A SONY HI DEF digital Video Camera Model HDR-SR1 s/n 324651.
Upper shrouds 1 X19 wire Size 5/16"	<b>*B33 SERVICEABLE UPPER SHROUDS</b> as viewed from deck level using A SONY HI DEF digital Video Camera Model HDR-SR1 s/n 324651.
Forward lower shrouds 1 X19 wire Size 1/4"	<b>*B34 SERVICEABLE LOWER SHROUDS</b> as viewed from deck level using A SONY HI DEF digital Video Camera Model HDR-SR1 s/n 324651.
Forward lower shrouds 1 X19 wire Size 1/4"	<b>*B35 SERVICEABLE FORWAR LOWER SHROUDS</b> as viewed from deck level using A SONY HI DEF digital Video Camera Model HDR-SR1 s/n 324651.
Upper Shrouds and tangs	<b>*B36 SERVICEABLE UPPER SHROUDS and TANGS</b> as viewed from deck level using A SONY HI DEF digital Video Camera Model HDR-SR1 s/n 324651.
Lower Shrouds and tangs	<b>*B37 SERVICEABLE LOWER SHROUDS AND TANGS</b> as viewed from deck level using A SONY HI DEF digital Video Camera Model HDR-SR1 s/n 324651.
Boom	<b>SERVICEABLE BOOM</b> full sailing sea trial was not part of the survey due to weather conditions. Mainsail raised and boom was operational on a port side tack.

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Spreaders and End Caps	<b>SERVICEABLE SPREADERS and END CAPS</b> Spreaders and end caps were as viewed from deck level using A SONY HI DEF digital Video Camera Model HDR-SR1 s/n 324651.
Mast	<b>SERVICEABLE</b> mast was not stressed under sea trial conditions. Stays and shrouds were loose and need to be tuned. Serviceable condition as viewed from deck level using A SONY HI DEF digital Video Camera Model HDR-SR1 s/n 324651.
Masthead	<b>SERVICEABLE</b> Masthead was examined deck level using A SONY HI DEF digital Video Camera Model HDR-SR1 s/n 324651. Anchor light, steaming light, and deck light were powered up.

#### Sails

Item	Description
Multi colored spinnaker	<b>NOT INSPECTED</b> Sailing sea trial was not part of the survey due to weather conditions. Sail examined while in sail bag. Cloth was stained but serviceable. Clews were serviceable, stitching was serviceable, cloth was serviceable. Spinnaker was not rigged for deployment.
Hank on GENOA	<b>NOT INSPECTED</b> Sailing sea trial was not part of the survey due to weather conditions. Sail examined while in sail bag. Cloth was stained but serviceable. Hanks serviceable, clews were serviceable, stitching was serviceable.
Main Sail	<b>NOT INSPECTED</b> Sailing sea trial was not part of the survey however main sail was briefly raised. Main sail cloth was serviceable, partial battens in batten pockets serviceable. Main does not have reefing points and the foot is secured within a slot in the boom.

#### Running Rigging

Item	Description
Mainsail flaking system	<b>NOT PRESENT</b> mainsail has no reefing points or jiffy rig flaking system.

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Main, and foresail sheets	<b>*B38 NOT SERVICEABLE</b> sheets were dirty and frayed.
Block rope clutches.	<b>*B39 SERVICEABLE</b> rope clutches are worn and need servicing and possible repair.
2 each LEWMAR 48 primary self-tailing winches mounted in the cockpit for handling the foresail sheets. 2 each LEWMAR 30 self-tailing winches for operating halyards from the cockpit.	<b>*B40 SERVICEABLE</b> winches were not loaded up as sailing sea trial was not part of the survey due to weather conditions. Winches operational but need cleaning and preventative maintenance after which items might need to be either repaired or replaced.
Fairlead Deck Blocks	<b>*B41 SERVICEABLE</b> blocks were not loaded up as sailing sea trial was not part of the survey due to weather conditions. Blocks operational but need cleaning and preventative maintenance after which items might need to be either repaired or replaced.
main traveler with 4 to 1 purchase	<b>*B42 SERVICEABLE</b> traveler was not loaded up as sailing sea trial was not part of the survey due to weather conditions. Traveler operational but need cleaning and preventative maintenance after which items might need to be either repaired or replaced.
Main, Genoa, and Spinnaker Halyards	<b>*B43 SERVICEABLE</b> halyards were not loaded up as sailing sea trial was not part of the survey due to weather conditions. Halyards operational but need cleaning and preventative maintenance after which items might need to be either repaired or replaced.

#### **IV. Findings and Recommendations**

Deficiencies categorized, as an **"A"** finding is **"SAFETY RELATED"**.  
Deficiencies categorized, as an **"AA"** finding is **"REGULATORY RISK RELATED"**.  
"SAFETY RELATED" findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition and should be addressed before the vessel is next underway or left unattended at a dock or mooring. "REGULATORY RISK RELATED" findings are in violation of USCG regulations. These findings are often included on a "BOARDING REPORT" and could result in a fine if stopped and boarded. "REGULATORY RISK RELATED" findings may not necessarily need to be resolved prior to conducting a "SEA TRIAL SURVEY" provided the vessel owner and vessel operator are willing to assume the risk of being boarded and possibly fined.

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**"BLACKSHEEP II" surveyed by J.N. Allinson Associates, Inc.**

**Jacksonville, Florida 32211-7534**

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Deficiencies categorized as an "B" finding are **"OTHER DEFICIENCIES"** and **should be addressed** in the near future so as to maintain standards and help the vessel retain it's value.

Deficiencies categorized as an "C" finding are **"SURVEYOR'S NOTES AND OBSERVATIONS"** and **may be done** in the future to help the vessel retain it's value.

A. Safety Related Deficiencies

At the time of survey I did not discover "SAFETY RELATED" findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition and should be addressed before the vessel is next underway or left unattended at a dock or mooring.

AA. Regulatory Risk Related Deficiencies

Reference: AA1	<b>*AA1 NOT IN COMPLIANCE</b> Portable fire Extinguishers had gauges that indicated they were fully charged. All of portable fire extinguishers were not mounted in plain view.
Recommendation:	Mount portable fire extinguishers in plain view. Periodically removed fire extinguishers, invert and shake to prevent powder from caking at the bottom on the canister.
Reference: AA2	<b>*AA2 NOT IN COMPLIANCE</b> flares onboard were beyond their expiration dates.
Recommendation:	Renew visual distress flares with ones that are within their expiration date.
Reference: AA3	<b>*AA3 GOOD CONDITION</b> No-Oil Discharge Placard seen when engine compartment opened for inspection.
Recommendation:	Make sure all crew and passengers are aware of where placards are and what they advise.
Reference: AA4	<b>*AA4 GOOD CONDITION</b> Trash Disposal Placard seen. Client advised that crew and passengers be informed of rules stated on placard.
Recommendation:	Make sure all crew and passengers are aware of where placards are and what they advise.

B. Other Deficiencies Needing Attention

Reference: B1	<b>*B1 FAIR CONDITION</b> Gel coat and anti skid areas are in fair condition with no readily visible signs of cracking, stress, or point source loading.
Recommendation:	Conduct preventative maintenance and good house keeping practices to promote the longevity of the Gel Coat



Reference: B2	<b>*B2 FAIR CONDITION</b> bottom is covered with brown antifouling paint. A few active osmotic blisters found both on port and starboard side of the vessel. It is my opinion that these blisters are cosmetic in nature. Owner reported that approximately seven years ago there was a severe case of osmotic blisters which he had repaired and then applied a barrier coat.
Recommendation:	Monitor condition of FRP below the waterline and repair osmotic blisters as needed.
Reference: B3	<b>*B3 SERVICEABLE</b> bearing for rudderpost has flutter and play which allows the rudder to move from side to side as well as fore and aft. Surface of rudder in not fair. Rudder was percussion sounded with no audible sounds suggesting water intrusion or delamination. Owner reported that rudder had osmotic blisters which were repaired leaving the surface smooth but not fair.
Recommendation:	Renew bearing material for the rudder post.
Reference: B4	<b>*B4 SERVICEABLE</b> There are no signs of flexing, fracture cracks or unusual loading points. There are signs of rotten wood on the bulkhead next to the tabbing on the port side. Bulkhead does not appear to be structurally compromised.
Recommendation:	Repair sections of the wooden bulkhead.
Reference: B5	<b>*B5 SERVICEABLE</b> Visible areas of the hull to deck joint show no visible signs of damage, fatigue, or unusual stress and loading points. Rub rail on the other hand is loosing its vinyl insert on the port side.
Recommendation:	Renew the rub rail insert.
Reference: B6	<b>*B6 SERVICEABLE</b> There are no visible signs of water leaks or damage around the frames of the windows. Plastic in windows is crazed.
Recommendation:	Renew crazed plastic in the windows when either they start to leak or their structural integrity is compromised.
Reference: B7	<b>*B7 GOOD CONDITION</b> The LPG stove and oven lit. No thermocouples or electric igniters. LPG solenoid was operational and controlled by switch at the main electrical panel near the navigation station. Oven burner gave off measurable carbon monoxide.
Recommendation:	Make sure burners are clean so that LPG combustion is complete reducing the production of carbon monoxide.
Reference: B8	<b>*B8 GOOD CONDITION</b> LPG system is equipped with solenoid and pressure gauge. No loss of pressure during the LPG leak down test. Tank is not an OPD valving.
Recommendation:	Install LPG tank that has over fill protection valve assembly.

Reference: B9	<b>*B9 FAIR CONDITION</b> Freezer plate got slightly cold and unit powered up. Note: compressor for unit is next to LPG box beneath the aft bench seat.
Recommendation:	Have the compressor serviced and or renewed as needed.
Reference: B10	<b>*B10 SERVICEABLE</b> drive shaft is in good condition as well as the shaft strut. The boat shaft log inside the boat is clean with no signs of galvanic corrosion. Note: shaft appears to be made out of a bronze alloy. Trueness of shaft was not measured and while the cutlass bearing is serviceable and the strut secure there was some vibration noted even after the running gear below the waterline had been cleaned.
Recommendation:	Service drive shaft by checking engine alignment then trueness of drive shaft as needed.
Reference: B11	<b>*B11 SERVICEABLE</b> Engine ran well without overheating. Starboard side motor mount needed adjustment as nut had backed off the motor mount. Visual inspection of engine oil showed that it was free of diesel fuel odor, visible metal particles and water. Transmission lubricant was not examined. However there were no signs of transmission fluid leaks or engine oil or water coolant leaks. It appeared that maintenance work had been done both on the raw water pump and the heat exchanger. Engine compartment area is moderately soiled while surface of engine is relatively free of corrosion.
Recommendation:	Clean and service engine surface, hoses, fuel and oil filters and belts as needed. Be prepared to replace rubber hoses every five (5) years.
Reference: B12	<b>*B12 SERVICEABLE</b> All cabin lights powered up with the exception of the light located on the port side in the forward Vee berth.
Recommendation:	Repair or renew 12vDC cabin light as needed.
Reference: B13	<b>*B13 SERVICEABLE</b> outlets were grounded properly and GFCI protected, however GFCI did not trip when tested.
Recommendation:	Renew GFCI outlet and test to make sure replacement trips.
Reference: B14	<b>*B14 SERVICEABLE</b> Pressure was good and there were no signs of water leakage and the water was clear. There was an odor from hydrogen sulfide which is characteristic of untreated freshwater in this geographical area.
Recommendation:	Drain, treat and refill potable water tank.
Reference: B15	<b>*B15 NOT TESTED</b> access to emergency steering is just aft of the wheel. Emergency tiller was not rigged and tested.
Recommendation:	Make sure you know how to rig the emergency tiller system before you have to use it.

Reference: B16	<b>*B16 SERVICEABLE</b> Marine toilet filled and flushed.
Recommendation:	Service marine toilet, repair or replace parts as needed.
Reference: B17	<b>*B17 SERVICEABLE</b> Tank was vented and was relatively free of odor. Macerator for holding tank powered up but needs to be primed each time it is used.
Recommendation:	Clean and treat the holding tank and make sure that the vent remains unobstructed.
Reference: B18	<b>*B18 SERVICEABLE</b> Sink filled and drained easily. Note: sink runs to seacock which must be open for it to drain. Seacock is shared with raw water intake for toilet so it is possible to fill the marine toilet bowl with water from the sink.
Recommendation:	Make sure servicing the seacock and hoses for the sink and marine toilet are on you maintenance list.
Reference: B19	<b>*B19 SERVICEABLE</b> Chain shackles were safety wired, and the bitter end was secured. Chain is rusted and needs to be serviced. Anchor secured to the front teak bow sprit.
Recommendation:	Renew chain portions of anchor rhode. Clean, service and repair bow sprit as needed.
Reference: B20	<b>*B20 SERVICEABLE</b> Chain shackles were safety wired, and the bitter end was secured. Chain is rusted and needs to be serviced. Anchor secured to the front teak bow sprit.
Recommendation:	Renew chain portions of anchor rhode. Clean, service and repair bow sprit as needed. Note: stainless steel bow pulpit is damaged on the starboard side. Renew as needed should it be determined that the crease in the tubing creates a weak spot.
Reference: B21	<b>*B21 SERVICEABLE</b> wind/speed/depth gauges mounted on the starboard side of the cabin exterior. Instruments powered up and displayed reasonable information with the exception of the knot meter which worked intermittently.
Recommendation:	Service the knot meter, repair or renew as needed.
Reference: B22	<b>*B22 NOT SEEN ONBOARD</b> I did not locate a life raft onboard.
Recommendation:	Make sure there is a serviceable liferaft onboard when traveling offshore.
Reference: B23	<b>*B23 NOT SEEN ONBOARD</b> I did not locate an EPIRB onboard.
Recommendation:	Consider getting an EPIRB if you will be traveling in an area where the VHF radio or your cell phone will not be working. Be sure that you register your EPIRB.

Reference: B24	<b>*B24 NOT SEEN ONBOARD</b> I did not see a carbon monoxide detector onboard.
Recommendation:	Install a carbon monoxide detector in the main salon area.
Reference: B25	<b>*B25 NOT SEEN ONBOARD</b> I did not locate a smoke detector onboard.
Recommendation:	Install a smoke detector in the main salon area.
Reference: B26	<b>*B26 NOT SEEN ONBOARD</b> I did not locate an audible high water bilge alarm pick up bilge sump.
Recommendation:	Install both audible and visual signals for a high water bilge alarm onboard.
Reference: B27	<b>*B27 NOT ONBOARD</b> hand held searchlight not located on boat.
Recommendation:	Make sure you have a portable search light onboard that can be used in times of restricted visibility.
Reference: B28	<b>*B28 POOR CONDITION</b> visible signs of rust or cracking in the lifelines. Stanchions were securely fastened to the deck.
Recommendation:	Renew all life lines that have a chafed or cracked vinyl coating and you are able to see meat hooks or signs of corrosion. I suggest you install non vinyl covered lifelines that are either low stretch, high tensile strength line (e.g. an ultra low stretch UV resistant line) or uncoated stainless steel wire.
Reference: B29	<b>*B29 SERVICEABLE</b> All chain plates were readily visible and exterior portions showed no signs of fatigue some surface rust noted.
Recommendation:	Monitor condition of chain plates and conduct preventative maintenance to prevent corrosion.
Reference: B30	<b>*B30 SERVICEABLE</b> FORESTAY as viewed near mast head from deck level using A SONY HI DEF digital Video Camera Model HDR-SR1 s/n 324651. Note forestay removed and replaced during short haul.
Recommendation:	Service and renew standing rigging as needed.
Reference: B31	<b>*B31 SERVICEABLE BACKSTAY</b> as viewed from deck level using A SONY HI DEF digital Video Camera Model HDR-SR1 s/n 324651.
Recommendation:	Service and renew standing rigging as needed.
Reference: B32	<b>*B32 SERVICEABLE BACKSTAY BRIDLES</b> as viewed from deck level using A SONY HI DEF digital Video Camera Model HDR-SR1 s/n 324651.
Recommendation:	Service and renew standing rigging as needed.

Reference: B33	<b>*B33 SERVICEABLE UPPER SHROUDS</b> as viewed from deck level using A SONY HI DEF digital Video Camera Model HDR-SR1 s/n 324651.
Recommendation:	Service and renew standing rigging as needed.
Reference: B34	<b>*B34 SERVICEABLE LOWER SHROUDS</b> as viewed from deck level using A SONY HI DEF digital Video Camera Model HDR-SR1 s/n 324651.
Recommendation:	Service and renew standing rigging as needed.
Reference: B35	<b>*B35 SERVICEABLE FORWARD LOWER SHROUDS</b> as viewed from deck level using A SONY HI DEF digital Video Camera Model HDR-SR1 s/n 324651.
Recommendation:	Service and renew standing rigging as needed.
Reference: B36	<b>*B36 SERVICEABLE UPPER SHROUDS and TANGS</b> as viewed from deck level using A SONY HI DEF digital Video Camera Model HDR-SR1 s/n 324651.
Recommendation:	Service and renew standing rigging as needed.
Reference: B37	<b>*B37 SERVICEABLE LOWER SHROUDS AND TANGS</b> as viewed from deck level using A SONY HI DEF digital Video Camera Model HDR-SR1 s/n 324651.
Recommendation:	Service and renew standing rigging as needed.
Reference: B38	<b>*B38 NOT SERVICEABLE</b> sheets were dirty and frayed.
Recommendation:	Renew sheets
Reference: B39	<b>*B39 SERVICEABLE</b> rope clutches are worn and need servicing and possible repair.
Recommendation:	Service rope clutches, repair or renew as needed.
Reference: B40	<b>*B40 SERVICEABLE</b> winches were not loaded up as sailing sea trial was not part of the survey due to weather conditions. Winches operational but need cleaning and preventative maintenance after which items might need to be either repaired or replaced.
Recommendation:	Service winches repair or renew as needed.
Reference: B41	<b>*B41 SERVICEABLE</b> blocks were not loaded up as sailing sea trial was not part of the survey due to weather conditions. Blocks operational but need cleaning and preventative maintenance after which items might need to be either repaired or replaced.
Recommendation:	Service blocks and repair or renew as needed.

Reference: B42	<b>*B42 SERVICEABLE</b> traveler was not loaded up as sailing sea trial was not part of the survey due to weather conditions. Traveler operational but need cleaning and preventative maintenance after which items might need to be either repaired or replaced.
Recommendation:	Renew lines, sheets and service traveler.
Reference: B43	<b>*B43 SERVICEABLE</b> halyards were not loaded up as sailing sea trial was not part of the survey due to weather conditions. Halyards operational but need cleaning and preventative maintenance after which items might need to be either repaired or replaced.
Recommendation:	Renew halyards.

#### C. Surveyors Notes and Observations

The structural components of the hull and deck of "BLACKSHEEP II" are in good condition as is the engine. The rest of the systems onboard the boat show signs of neglect and limited house keeping. It is this surveyor's opinion that once the preventative maintenance begins again and the items attended to within this report of survey this boat will be capable of sailing in near coastal waters under favorable weather conditions with competent captain and crew.

#### V. Summary and Valuation

##### ***Statement of Overall Vessel Rating of Condition:***

After the survey has been completed and findings have been organized in a logical manner, the surveyor develops an opinion of the **OVERALL VESSEL RATING OF CONDITION**.

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. These base values for a similar vessel sold within a given time period are considered to determine the **FAIR MARKET VALUE**.

The following schema is the accepted Marine Grading System of Condition and Equipment Scale described in the BUC® USED BOAT PRICE GUIDE:

**"Excellent (Bristol)"** Maintained in mint or Bristol fashion – usually better than factory new – and loaded with extras – a rarity.

**"Above BUC® Condition"** Has had above average care and equipped with extra electrical and electronic gear.

**"BUC® Condition"** Ready for sale requiring no additional work and normally equipped for her size.

**"Fair"** Requires usual maintenance to prepare for sale.

**"Poor"** Substantial yard work is required and is devoid of extras.

**"Restorable"** Enough of hull and engine exists to restore the boat to useable condition.



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As a result of my investigation, the items presented in the SYSTEMS and FINDINGS AND RECOMMENDATIONS sections of this REPORT OF SURVEY, and by virtue of my experience, it my opinion that this vessel warrants an OVERALL VESSEL RATING of **"Fair"** Requires usual maintenance to prepare for sale.



Prepared By: John N Allinson on December 07, 2009

CATALINA YACHTS INC, WOODLAND HILLS, CA,

Model Year	1989	Hull Material	Fiberglass
Model	CATALINA 30	Hull Configuration	Keel
Length Overall	29' 11"	Draft	5' 3"
Length On Deck		Beam	10' 10"
Boat Type	Sailboat   Sloop Rig	Weight	10200 lbs.
Engine Type	Inboard Single 23D Universal	Ballast	4200

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Current Retail Value Range	\$34,500-\$38,300 Price changed after 97th edition.
Fair Retail Value Adjusted for <u>Fair Condition</u> in the Southeast area	\$28,400-\$31,600
Replacement Value	\$116,000

All prices in US Dollars.

This boat and model year is listed on the online BUCVALUPRO service. The Current Retail Value Range presented for this type of boat adjusted for condition and location is Twenty Eight Thousand Four Hundred (\$28,400) and Thirty One Thousand Six Hundred (\$31,600) Dollars US.

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Jacksonville, Florida 32211-7534

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Items: 1 - 16 of 16

	<a href="#">Length</a>	<a href="#">Boats</a>	<a href="#">Year</a>	<a href="#">Listed US\$</a>	<a href="#">Sold US\$</a>	<a href="#">Location</a>	<a href="#">YachtWorld Membe</a>
<input type="checkbox"/>	★ 	30' <a href="#">Catalina</a>	1989	39,900 (12/06)	35,000 (03/09)	MN, USA	<a href="#">Sailors Worl...</a>
<input type="checkbox"/>	★ 	30' <a href="#">Catalina MKII</a>	1989	34,500 (10/08)	30,500 (03/09)	IL, USA	<a href="#">Sailboat Sal...</a>
<input type="checkbox"/>		30' <a href="#">CATALINA WIN...</a>	1989	35,000 (05/09)	30,000 (06/09)	MI, USA	<a href="#">John B. Slav...</a>
<input type="checkbox"/>	★ 	30' <a href="#">Catalina 30</a>	1989	29,900 (03/09)	28,000 (06/09)	NC, USA	<a href="#">American Mar...</a>
<input type="checkbox"/>	★ 	30' <a href="#">Catalina C-30</a>	1989	34,000 (04/09)	27,500 (10/09)	ME, USA	<a href="#">Gulf of Main...</a>
<input type="checkbox"/>	★ 	30' <a href="#">Catalina MKI...</a>	1989	32,500 (02/08)	27,500 (07/09) 	ME, USA	<a href="#">East Coast Y...</a>
<input type="checkbox"/>	★ 	30' <a href="#">Catalina Sloop</a>	1989	32,000 (06/09)	27,000 (11/09)	RI, USA	<a href="#">Watch Hill Y...</a>
<input type="checkbox"/>	★ 	30' <a href="#">Catalina Tal...</a>	1989	29,900 (02/09)	26,000 (10/09)	MD, USA	<a href="#">Great Blue Y...</a>
<input type="checkbox"/>	★ 	30' <a href="#">Catalina 30 ...</a>	1989	30,900 (03/09)	25,500 (04/09)	FL, USA	<a href="#">Fillingham Y...</a>
<input type="checkbox"/>	★ 	30' <a href="#">Catalina</a>	1989	30,000 (03/09)	25,000 (05/09)	CA, USA	<a href="#">Catalina Yac...</a>
<input type="checkbox"/>	★ 	30' <a href="#">Catalina 30 U/A</a>	1989	28,900 (05/09)	25,000 (06/09)	NJ, USA	<a href="#">Sandy Hook Y...</a>
<input type="checkbox"/>	★ 	30' <a href="#">Catalina Tal...</a>	1989	28,500 (02/08)	25,000 (02/09)	FL, USA	<a href="#">Starboard Ya...</a>
<input type="checkbox"/>	★ 	30' <a href="#">Catalina Win...</a>	1989	29,900 (05/09)	25,000 (07/09) 	FL, USA	<a href="#">Seahorse Mar...</a>
<input type="checkbox"/>	★ 	30' <a href="#">Catalina Sloop</a>	1989	25,000 (04/09)	22,500 (06/09)	MA, USA	<a href="#">New Wave Yachts</a>
<input type="checkbox"/>	★ 	30' <a href="#">Catalina Cat...</a>	1989	29,995 (09/08)	20,000 (04/09)	NY, USA	<a href="#">BoatMax</a>
<input type="checkbox"/>	★ 	30' <a href="#">Catalina Win...</a>	1989	28,000 (12/08)	20,000 (03/09) 	FL, USA	<a href="#">Bluewater Ba...</a>

Sixteen (16) Catalina sail boats were listed on SOLDBOATS as selling in 2009. Values ranged between a low of Twenty Thousand (\$20,000) USD to a high of Thirty Five Thousand Five Hundred (\$35,500) USD. A review of comparable models and equipped boats from this list was used in arriving at an opinion of Estimated Fair Market Value.

After inspecting this boat, this surveyor is of the opinion that condition of this boat is **"Fair"** Requires usual maintenance to prepare for sale.

***Statement of Valuation:***

1. The **"FAIR MARKET VALUE"** is a term that describes the most probable price in terms of money that this vessel should bring in a competitive and open market. It assumes all conditions are requisite to a fair sale, that the buyer and seller are each acting prudently and knowledgeably, and that the price is not affected by an undue stimulus.

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

- Buyer and seller are typically motivated.
- Both parties are well informed or well advised, and each is acting in what they consider to be their own best interest.

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- A reasonable amount of time is allowed for sale exposure in the open market.
  - Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto.
  - The price represents a normal consideration for the vessel sold and is unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.
2. The **"ESTIMATED REPLACEMENT COST"** is a term that indicates the retail cost of a new vessel of the same or similar make and model with similar equipment offered by the same or a similar manufacturer.

Therefore, after consideration of the reliability of the data, the extent of necessary adjustments and condition of the vessel, this surveyor expresses the following opinions:

** ESTIMATED FAIR MARKET VALUE	
ESTIMATED REPLACEMENT COST	

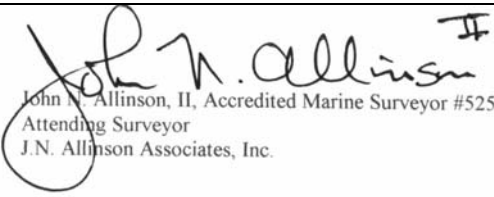
The following legend refers to the source of the above information:

\*\* Refer to Summary and Valuation Section

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 is 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.

 John N. Allinson, II, Accredited Marine Surveyor #525 Attending Surveyor J.N. Allinson Associates, Inc.	5 December 2009
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**Summary:**

In accordance with the request for a marine survey of the "BLACKSHEEP II", for the purpose of evaluating its present condition and estimating its "FAIR MARKET VALUE" and "ESTIMATED REPLACEMENT COST", I herewith submit my conclusion based on the preceding "REPORT OF SURVEY". The said vessel was personally inspected by the undersigned on 5 December 2009 and was found to be

- Well designed and constructed.
- Good headroom in the salon
- Structural components of hull well maintained.

This vessel's hull integrity as surveyed on 5 December 2009, was in good condition and appears to be structurally fit for the owners intended use of near coastal sailing under favorable weather conditions. It is strongly recommended that the owner address any **\*A Safety Related Deficiencies** and **\*AA Regulatory Risk Related Deficiencies** noted in Section IV Findings and Recommendations.

It is further recommended that before taking any extended cruises that the owner replace the standing rigging if it is older than seven (7) years old or has undergone the stresses associated with an ocean crossing and lightning strikes.


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#### **Appendix I: Hull Identification Number**

I certify that the digital photograph of the hull identification number CTYN5736F989 which appear below on his document, were personally taken by the undersigned on the date indicated below, from the vessel "BLACKSHEEP II" .



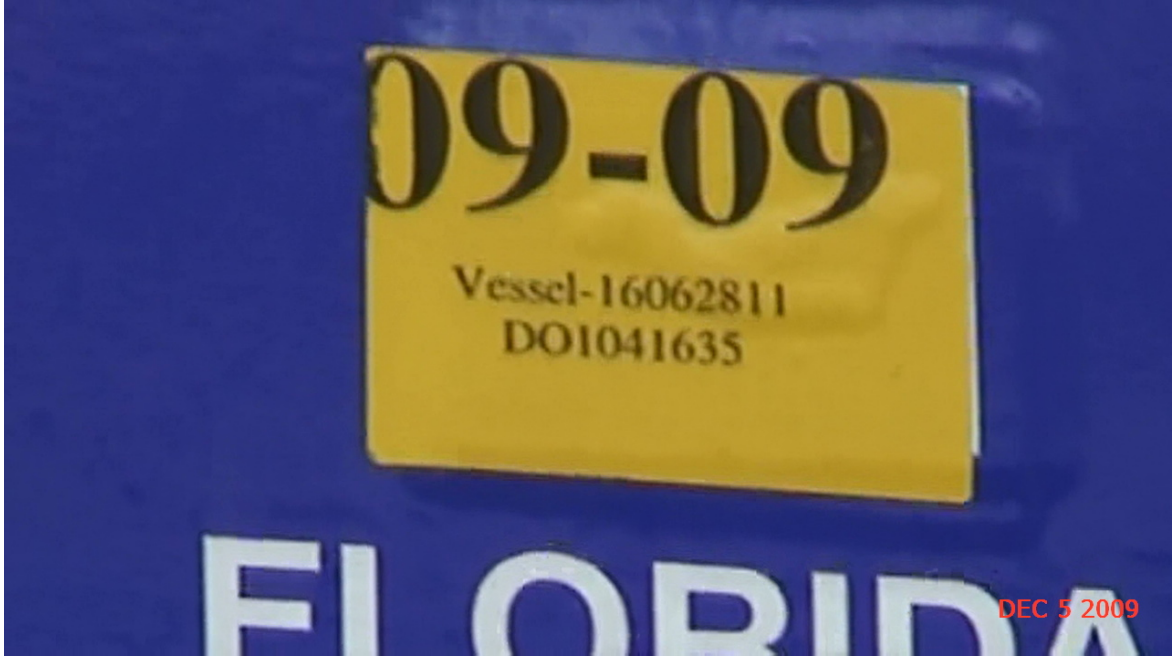
Digital Photograph of HIN  
Note that this was engraved into the hull rather than imprinted from the mold.

 John N. Allinson, II, Accredited Marine Surveyor #525 Attending Surveyor J.N. Allinson Associates, Inc.	5 December 2009
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## Appendix II Photographs

Coast Guard Vessel Documentation			
You asked for a vessel with a name like "BLACK SHEEP II". That selection resulted in 1 matches.			
(1 of 1)	Vessel Name:	<b>BLACK SHEEP II</b>	USCG Doc. No.: <b>1041635</b>
	Vessel Service:	RECREATIONAL	IMO Number: *
	Trade Indicator:	Recreational	Call Sign: *
	Hull Material:	FRP (FIBERGLASS)	Hull Number: CTYN5736F989
	Ship Builder:	*	Year Built: *
			Length (ft.): 29.9
	Hailing Port:	JACKSONVILLE FL	Hull Depth (ft.): 5.5
			Hull Breadth (ft.): 9
	Owner:	JAMES A WATSON 228 LILY ROAD ST AUGUSTINE, FL 32086	Gross Tonnage: 7
			Net Tonnage: 6
Documentation Issuance Date:	October 14, 2009	Documentation Expiration Date:	October 31, 2010
<b>Previous Vessel Names:</b>		No Vessel Name Changes	
<b>Previous Vessel Owners:</b>		No Vessel Owner Changes	

Photograph of the Annual Florida Registration Decal.





Stern view showing Vessel Name and Hailing Port. Evident are the TYPE IV PFD, portable LPG grill, steering with autopilot, forced ventilation cowls, boarding ladder cockpit drains and engine wet exhaust port.



Vessel is tied starboard side to the floating dock. Evident in the photograph is the insert on the rub rail which is coming apart from the bow extending back to the lower aft shroud.

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Most electrical fires on boats involve shore power cords and inlets. Make sure that you routinely inspect these and renew should burn or scorch marks develop.

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**"BLACKSHEEP II" surveyed by J.N. Allinson Associates, Inc.**

**Jacksonville, Florida 32211-7534**

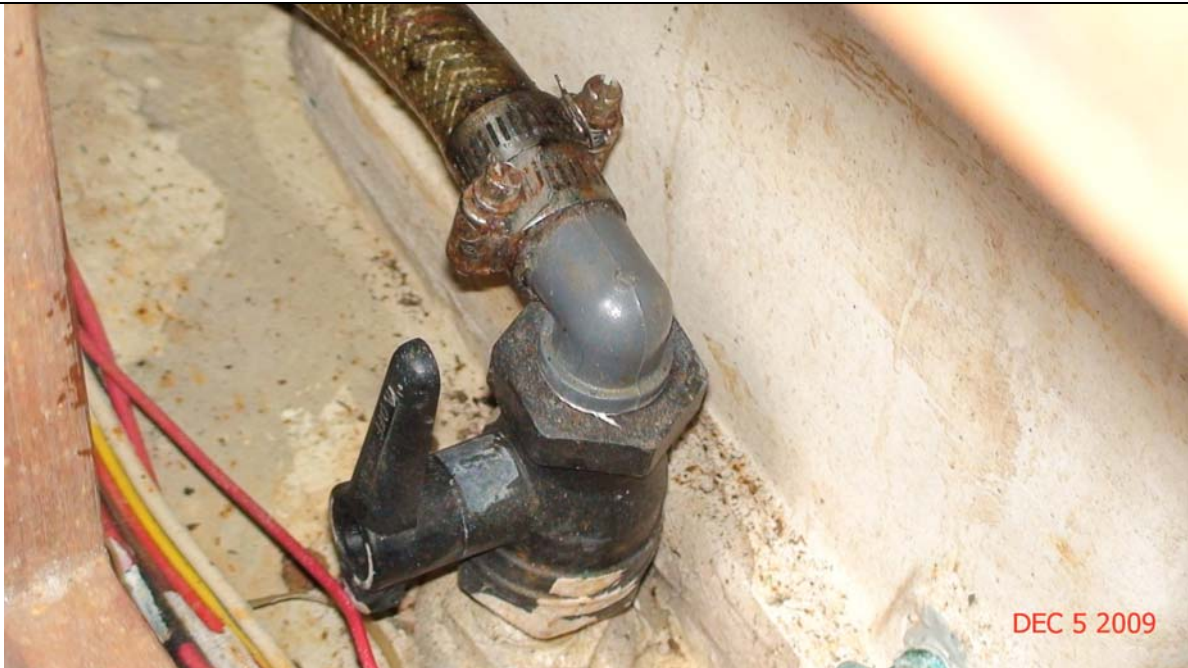
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Renew hose clamps when they show signs of corrosion. Treat hose clamps to prevent corrosion. Periodically exercise seacocks. Renew hoses when they show signs of wear. Keep the bilge area clean and free of debris.



Renew all halyards and lines as they are worn and show signs of chafe.

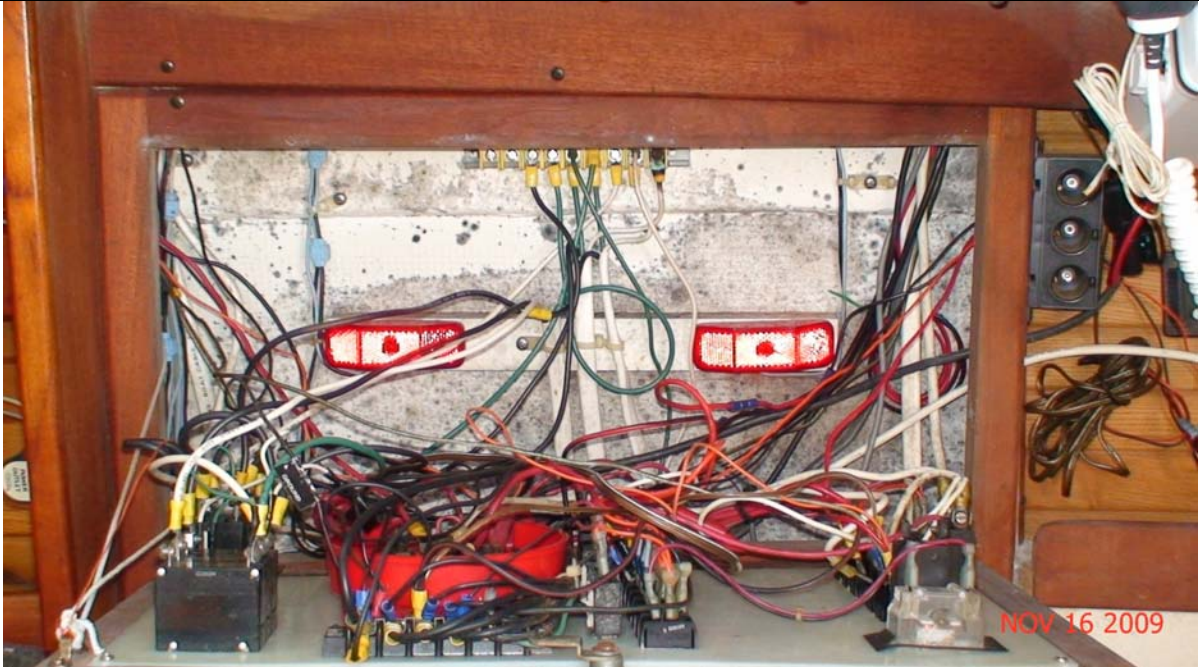
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Example of general housekeeping on vessel during inspection



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Combination 120vAC and 12vDC electrical panel. 120vAC portion of the panel needs to have the terminals shielded from accidental contact.



Keel bolts need to be cleaned and treated, bilge needs to be cleaned, 12vDC wires need to be supported.

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