Vessel Survey:

2000 Grand Banks Europa 43'

Prepared For:

XXX

Survey Date:

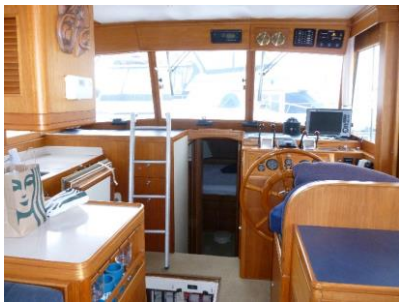
XXX

Table of Contents

Introduction

The vessel “XXX” was surveyed on XXX at XXX and XXX by Jim Merrick and Delaney Couvrette-Merrick at the request of XXX. The survey was conducted as a Pre-Purchase survey to assess the overall condition of the vessel and determine the present value of the vessel and its systems.





General Information

Scope of Survey

This survey was conducted in accordance with the Code of Federal Regulations (CFR) as enforced by the United States Coast Guard (USCG) and Federal Communications Commission (FCC) as well as the voluntary standards of the American Boat and Yacht Council (ABYC) and Nation Fire Protection Association (NFPA), in effect at the date of this survey. However, complete compliance with such standards varies with intended service of the vessel and is not guaranteed.

The vessel **was** surveyed in the water

The vessel **was** surveyed out of the water

A sea trial **was** performed

This vessel was surveyed without the removal 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.

A mechanical inspection of the engine(s) is beyond the scope of this survey, and while observations are made regarding the visible condition of the engine(s) and related systems, this survey is not intended to indicate evaluation of the internal condition of the engine(s). Electronic equipment was checked for “power up” only, no claim is made as to the accuracy or integrity of the information displayed or communicated by the equipment. Household appliances such as washing machines, dryers, dishwashers, dehumidifiers, or other, non-marine products are not tested beyond simple power up.

This survey report represents the condition of the vessel on the above dates and is the unbiased opinion of the undersigned, but it is not to be considered an inventory and no warranty is made either specified or implied of merchantability or fitness for a particular purpose.

Acceptance and use of this report implies and acknowledges that the client understands and accepts that the report has been composed of information that is believed to be true after reasonable investigation and inquiry but is not warranted to be so. The information was obtained without drilling, diving,

cleaning, or opening up to expose parts or conditions ordinarily concealed. There were no tests for tightness or soundness conducted other than the conditions noted visually.

Acceptance and use of this report implies and acknowledges that the client understands and accepts that no determination of stability or structural strength has been made and that no opinion thereof has been expressed.

Definition of Terms

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

APPEARED	Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the Surveyor (e.g., no power available, inability to remove panels or requirements not to conduct destructive testing, etc.)
SERVICEABLE, OPERATIONAL	Sufficient for a specific requirement.
POWERED UP	Power was applied only. This does not refer to the operation of any system or component, unless specifically indicated.
FINDING Axx. , FINDING Bxx. , FINDING Cxx. :	In the body of this report, these marks are links to indicate that a finding and/or recommendation will be listed in the "Findings and Recommendations" section, pertaining to the specified item. Clicking on the mark in the PDF is a link that will take you to the finding. Findings preceded with "A" plus a number are considered safety-related items, whereas items preceded with "B" are other deficiencies that should be addressed. Additional Surveyor's notes and observations are in the last section, preceded with "C". **PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS, AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.**

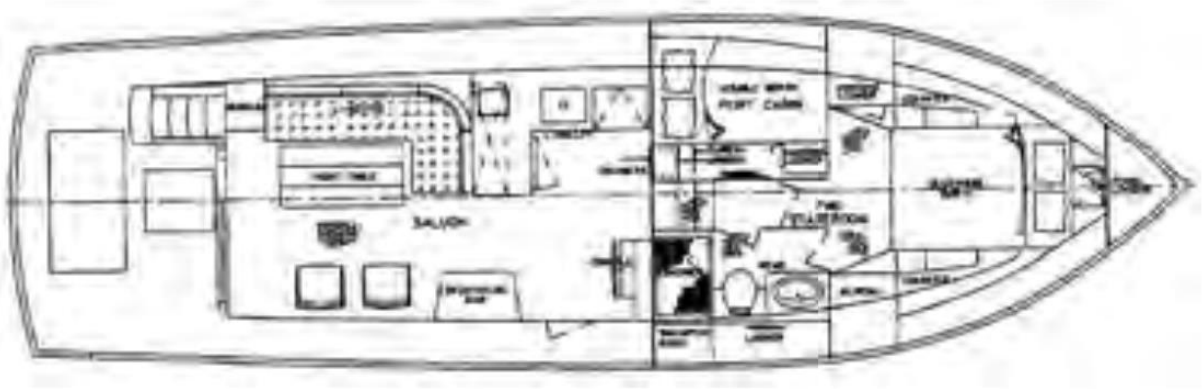
Vessel Data

VESSEL NAME:	XXX	**HAILING PORT:**	XXX
SURVEY NUMBER:	XXX	**DATE OF SURVEY:**	XXX
REPORT DATE:	XXX	**PREPARED FOR:**	XXX
ATTENDING:	XXX (prospective buyer(s)) XXX (broker) Jim Merrick (surveyor) Delaney Couvrette-Merrick (surveyor)	**SURVEY LOCATION(s):**	XXX
BUILDER:	Grand Banks Yachts	**MAKE:**	Grand Banks
MODEL:	Europa	**YEAR:**	2000
HULL ID (HIN):	XXX	**STATE REGISTRATION:** **USCG DOCUMENT #:**	XXX XXX
REGISTERED OWNER:	XXX	**LEGAL OWNER:**	XXX
REGISTERED OWNER ADDRESS:	XXX	**LEGAL OWNER ADDRESS:**	XXX
INTENDED SERVICE:	Recreational	**LENGTH:**	43'3"
DRAFT:	4'2"	**BEAM:**	14'1"
HULL MATERIAL:	FRP	**HULL TYPE:**	Semi-displacement
WEIGHT:	39,000 pounds	**BALLAST:**	N/A
PROPULSION:	Inboard twin	**FUEL:**	Diesel
FUEL CAP.:	600 gallons	**FRESH WATER CAP.:**	265 gallons
MSD (HOLDING) CAP.:	50 gallons	**DINGHY/TENDER:**	Novurania RIB
INTENDED USE:	Recreational	**INTENDED USE AREA:**	Coastal waters

Vessel dimensions were taken from the USCG documentation if available, or from the manufacturer data, or vessel listing.

General Description

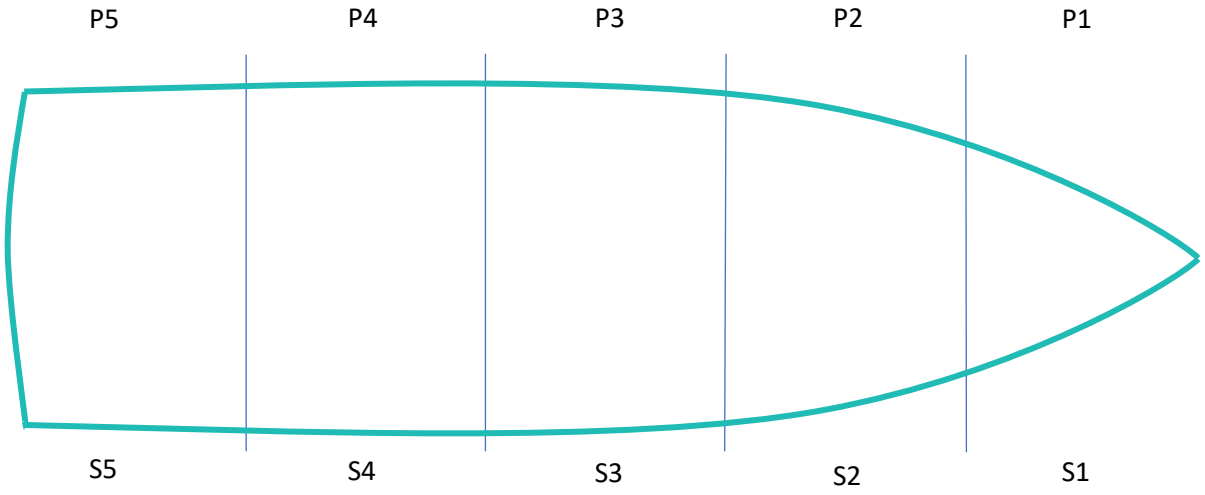
The Grand Banks 42 Europa is a 42' salon trawler with covered side decks built by Grand Banks Yachts at American Marine in Malaysia. The 42 Europa version one was built from 1973 until 1990, then the version two was launched in 1996. Available in multiple configurations, this particular vessel featured upgraded twin 420HP Cat diesels, and a three stateroom galley-up layout.



Hull and Topsides

The vessel was inspected out of the water to examine the hull and running gear under the waterline.

To facilitate locating areas of note in the examination of the hull and deck we have divided the vessel by sections from bow to stern, both port and starboard sides.



The vessel was constructed with a semi-displacement hull made of solid, un-cored FRP.

The hull was percussion tested at approximately 8" intervals both above and below the waterline, and areas of interest were further examined with a Flir infrared camera and or moisture meter as needed.

The hull below the waterline was sealed with a barrier coating that was in serviceable condition.

The hull below the waterline was painted with anti-fouling paint that was in serviceable condition.

No significant flaking, sloughing, or loss of bottom paint was observed.

The rudders were inspected by both percussion testing and Flir infrared examination (if needed) and appeared to be in serviceable condition.

The rudder bearings were in serviceable condition.

No blisters in the antifouling paint were observed on the hull.

A small number of ½" sized laminate blisters were observed in localized areas on the hull. FINDING: B1.

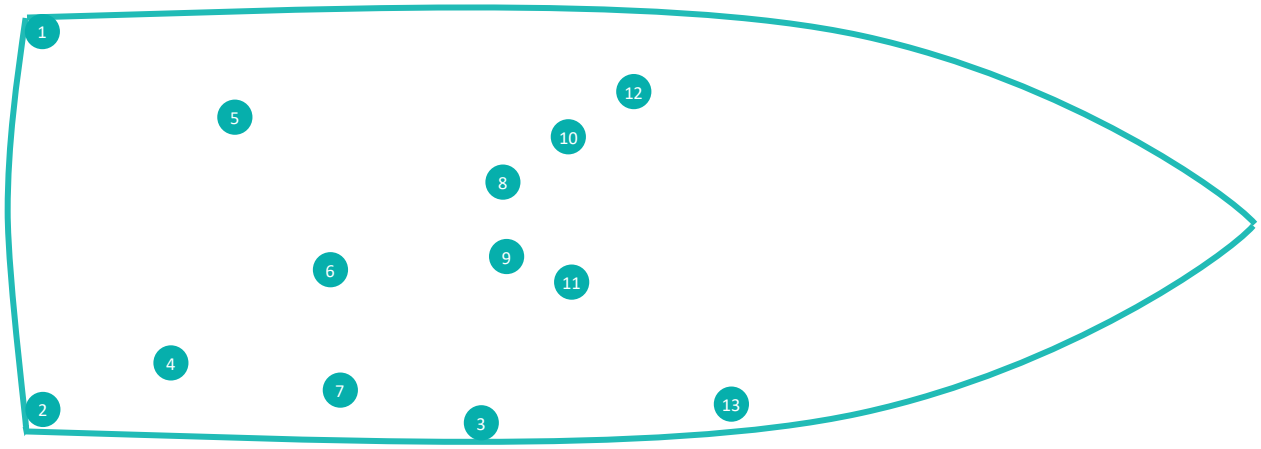
Some wear to the bootstripe on the port side was noted. FINDING: B2.

The hull areas around the through-hull fittings were inspected from both inside and outside the vessel and did not show evidence of saturation or other water damage.

The hull above the waterline (topsides) was not oxidized, had no scratches or gouges, and was in serviceable condition.

Through-Hull Fittings and Seacocks

The vessel has the following “below the maximum heeled waterline” through-hull fittings:



Number	Purpose	Type	Condition
1	Engine wet exhaust	Integrated manifold	Non-valved
2	Engine wet exhaust	Integrated manifold	Non-valved
3	Generator wet exhaust	Integrated manifold	Non-valved
4	MSD/Head discharge	Bronze ball	Operational
5	Washdown intake	Bronze ball	Operational
6	Generator intake	Bronze ball	Operational
7	unknown/unused	Bronze ball	Capped
8	Engine intake	Bronze ball	Operational
9	Engine intake	Bronze ball	Operational
10	Depth transducer	Plastic	Non-valved
11	Speed transducer	Plastic	Non-valved
12	AC intake	Bronze ball	Operational
13	Head discharge	Bronze ball	Operational

Other through-hull fittings above the waterline appeared to be in serviceable condition.

Deck and House

The vessel is configured in the Europa-style trawler design with a large, level salon and wide, covered side decks. Typically entered from the swim platform through a transom door to the cockpit, there are also gates in the stainless steel rails on either side. The foredeck features a typical truck cabin and small deck area with windlass mounted at the prow. The flybridge and large top deck are accessed by a staircase from the cockpit.

A stainless steel radar arch was standard over the flybridge and appeared to be in serviceable condition.

The companionway was configured with a sliding wood framed door that was in serviceable condition.

There were multiple opening portholes in the house, and multiple opening portholes in the hull. The portholes were in serviceable condition.

There were multiple opening windows in the house. The opening windows and frames were in serviceable condition.

There were multiple fixed windows or portlights in the house, and no fixed windows in the hull. The fixed windows and frames were in serviceable condition.

There were three opening deck hatches that were in serviceable condition.

The design of the hull/deck joint was an inward flange bonded with fasteners on approximately 4" centers. Due to the interior cabinetry, hull liner, and/or bulwarks access to the joint was limited, prohibiting a rigorous inspection. Where visible, the hull/deck joint appeared to be in serviceable condition.

The deck and topsides are plywood-cored FRP and were percussion sounded at approximately 8" intervals and additionally inspected with a Flir infrared camera and or moisture meter as needed.

The deck(s) appeared to be sound.

The decks are covered with fastened teak decking was in serviceable condition, however there were a few areas that require attention. FINDING: B3.

The bulkheads and tabbing, where visible, appeared to be in serviceable condition.

The stringers, where visible, appeared to be in serviceable condition.

Cabin

The cabin enters from the cockpit to good-size salon that benefits from the additional beam of the later Grand Banks. The galley is forward to port, with the lower helm opposite. Aft of the galley is a settee with folding table that converts to a dinette, and to starboard there are a pair of barrel chairs. The staterooms are forward and down a short companionway with the main stateroom with queen centerline berth forward, and a single guest stateroom to port. The single jack and jill head featured an enclosed shower.

The headliner was vinyl and was in serviceable condition.

The cabinetry was teak and was in serviceable condition.

The sole or flooring was carpet and was in serviceable condition.

Interior finish, upholstery, and bedding were in serviceable condition.









Galley

The double stainless steel galley sink included hot and cold pressurized fresh water.

The galley featured a Grunert 12v front-loading refrigerator and top-loading freezer. The refrigeration system was operational.

The vessel also included a Princess electric three-burner stove and oven that was operational.

A Princess microwave oven was installed and was operational.

Systems

Propulsion and Running Gear

The vessel was powered by twin 420 HP Caterpillar 3126 diesel engines, mated to 28x30" four blade propellers through Twin Disc 5061A transmissions.

	Port	Starboard
Engine Serial Number	8NM03754	8NM03752
Transmission Serial Number	5FR096	5FR099
Engine Hours	1306.8	1303.7

Engine hours were recorded from the hour meters, if present, or as reported by the seller or their agent No attempt was made to authenticate the hours.

No internal testing or diagnosis of the engines was performed.

The engines were fresh water cooled with a closed coolant system.

The engine belts were in serviceable condition.

The engine hoses were in serviceable condition.

Engine coolant levels were adequate.

The engine mounts were in serviceable condition.

The raw water strainers were clean and free of growth or particulates.

The 2" shafts were in serviceable condition.

The shafts were equipped with flexible couplings that were in serviceable condition.

The shaft seals were PSS dripless seals (backstopped with anodes) that were in serviceable condition.

The shaft struts were in serviceable condition.

The cutlass bearings were in serviceable condition.

The propellers were in serviceable condition.

The propeller nuts were properly secured.

The port propeller and shaft were difficult to turn when the vessel was hauled. This can indicate an engine or strut alignment issue however no significant vibration was noted. FINDING: B4.

The engine room or engine compartment was adequately ventilated.

Fuel System

Fuel was held in two steel tanks totaling 600 gallons.

The tanks were properly vented overboard.

The tank(s) were not able to be visually inspected on all sides. To the extent that they could be inspected, the tank(s) appeared to be in serviceable condition.

Metallic deck fill(s) and/or tanks were adequately electrically bonded.

Fuel lines were serviceable and were of correct, USCG/ABYC complaint type.

Fuel lines were properly routed and supported.

The fuel filter/separator(s) did not show any sediment or water.

The fuel separators were in the engine space and the sight glass/sediment bowls were protected with heat shields as required by CFR. Based on this, the vessel did meet the USCG requirement for fuel system fire resistance.

Electrical System

The vessel had the following battery banks:

Purpose	Voltage	# Batteries	Battery Size	Battery Type	Electrolyte
Port Start	12v	2	GC2	Lead-acid	Normal
Stbd Start	12v	2	GC2	Lead-acid	Normal
House	12v	4	GC2	Lead-acid	Normal
Genset	12v	1	Group 24	Lead-acid	Normal

Note: The batteries were not tested for charge holding ability, cranking amperage, or specific gravity of electrolytes, nor was the charging system tested beyond confirming voltage.

The batteries were adequately secured.

The batteries were mounted in acid-resistant boxes or trays.

The positive terminals were protected from accidental contact by a boot or lid.

Charging was provided by the engine alternator(s) and a ProMariner charger, and a Trace inverter/charger. Both alternator and shore power charging were operational.

A Trace inverter that was installed, was tested, and it was operational.

The inverter case appeared to be properly grounded.

The DC distribution panel included voltage and amperage meters and appeared properly installed and labeled with master and individual breakers. Where sighted, the DC wiring appeared to be of proper type, gauge, and appeared to be securely attached.

The vessel had two shore power bus(es) with two 50A inlet ports.

The shore power inlet ports were in serviceable condition, although the forward socket showed some corrosion.

The shore power cord in use was in serviceable condition.

Other shore power cords and adapters on board were not inspected.

An AC panel was installed for each AC bus and included voltage and amperage meters and main and individual breakers.

Each AC bus was equipped with power and reverse polarity indicators, although the reverse polarity indicator appeared to illuminate when the polarity was correct. FINDING: B5.

The AC wiring appeared to be properly installed.

The AC main breaker appeared to be a double pole breaker.

The AC panel was protected from accidental contact with a latch, lock, or cover on the back side.

An ELCI protection breaker was not installed. FINDING: B6.

AC polarity was tested at all outlets and was in serviceable condition.

GFCI outlets were installed and tested at all outlets in required locations and were in serviceable condition.

Shore power was tested for AC current leakage, and none was detected.

The AC ground and DC negative buses were properly connected.

An isolation transformer was not installed.

A galvanic isolator was installed and was operational.

An auxiliary 8-Kw Onan MDKAL diesel generator serial number A990857154 was installed in the engine room. The generator was tested and was in serviceable condition.

Sanitation and Water System

The vessel had one VacuFlush head.

The head was connected to one plastic type III MSD (holding tank) totaling 50 gallons.

The head was connected to Y-valve(s) to allow for direct overboard discharge or storage in an MSD.

The MSD was configured for both dock-side pump out or macerator pump-driven overboard discharge.

The waste discharge through hull(s) and or Y-valve(s) were not properly secured in the no-discharge position per CFR. FINDING: A1.

The holding tank was properly vented overboard.

Macerator pump(s) were not tested as the vessel was in a no-discharge zone.

The fresh water was stored in two steel tanks totaling 265 gallons.

Pressurized hot and cold water was provided by a 12v Jabsco pump that was tested and was operational.

Hot water was provided by an AC and engine-heat powered Torrid 1500-watt 12-gallon hot water heater located in the lazarette. The water heater appeared to be operational for both AC and engine-heat.

Water was also heated by the hydronic diesel furnace.

Helm/Steering System

The dual helms were connected to a Capilano hydraulic steering system that was in serviceable condition.

Engine controls were Hynautics hydraulic controls that were tested and were operational.

A Glendinning engine synchronizer was installed and operational.

An emergency tiller was sighted in the lazarette.

Bennett trim tabs that were installed had controls at both helms, were tested and were operational.

The rudder posts were in serviceable condition.

The rudder shaft seals were in serviceable condition.

Three windshield wipers were installed, but all three had pentagram wiper arms that no longer pressed the blades against the glass. FINDING: B7.

Navigation and Electronics

Both helms included a mounted Ritchie compass.

The vessel has the following electronics:

- (2) Raymarine E120W chart plotter
- Raymarine 72-mile HD open array digital radar FINDING: C1.
- Raymarine DSM300 depth sounder
- Raymarine SR100 satellite radio receiver
- Icom IC-M127 VHF radio
- (unknown) AIS Receiver
- (2) Simrad J300X autopilot with 2 AP22 control heads
- Sony CD stereo FINDING: B8.
- Fusion iPod stereo
- Icom IC-M45 VHF radio

All electronics were powered up successfully unless otherwise noted. They were not tested for functionality or accuracy unless so noted.



Corrosion Control and Bonding System

Cathodic protection was provided with zinc or aluminum anodes located on the transom, shafts, and trim tabs. All anodes were not in serviceable condition and were replaced during the survey.

No corrosion analysis was conducted.

The underwater running gear was tested for electrical continuity and resistance and appeared to be serviceably bonded.

The trim tabs were not (correctly) electrically bonded to the other underwater metals.

Heating, Cooling, and Ventilation

The cabin(s) were heated with a Kabola diesel hydronic furnace that was tested and was operational.

Air conditioning with “reverse heat” was provided by Marine Air HVAC units. The system was not tested due to the low ambient temperature.

LPG (Propane) or CNG

The vessel was not equipped with either an LPG or CNG system.

Ground Tackle, Stability, and Docking

The vessel has a 45# CQR plow-style anchor, with an unknown length of 5/16" galvanized chain.

The vessel has a 32# Fortress collapsible Danforth-style anchor, with an unknown length of 5/16" galvanized chain and ¾" nylon rode.

Note: The lengths were reported by the owner or owner’s representative or were taken from the vessel listing, no measurement was undertaken.

The anchor, swivel, and rode shackles were secured with lashing wire.

A Lofrans electric anchor windlass was installed with foot and remote control for hoisting and lowering. The deck and backing plate beneath the windlass appeared be in serviceable condition. The windlass was tested and was operational.

Sufficient fenders and mooring lines for typical moorings were on board.

Additional Equipment

A 2000 Novurania 4-person MX335 DLX RIB tender **HIN PKD12575A000** was included and was in serviceable condition.

A 2000 25 HP Yamaha F25TLRY 4-stroke outboard **serial number 65WL404612** was included. The outboard was not tested.

A Roskelly Olsson tender davit (crane) was installed on the top deck and was operational, although some of the powder coating was beginning to deteriorate. FINDING: B9.

A bimini was installed over the flybridge but was stowed and was not inspected.

Extensive canvas covered the flybridge seating, transom, brightwork, and windows.

Safety Equipment

Navigation Lights

The vessel was equipped with port, starboard, stern, and steaming lights, as well as an all-around masthead anchor light per CFR. All navigation lights were tested and were operational.

Signaling

No current handheld or aerial flares were on-board. Based on this, the vessel did not meet the USCG requirement for visual distress signals. FINDING: A2.

An electric horn sound signal was on board and was tested successfully. Based on this, the vessel did meet the USCG requirement for audible signals.

Life Saving

At least four adult PFDs and one child PFDs were located on board and appeared to be in serviceable condition.

A ring-style throwable type IV PFD was located on board at the fly bridge. Based on this, the vessel did meet the USCG requirement a type IV PDF.

A first aid kit was not on board.

A permanent re-boarding ladder was located on board. The ladder was deployable by a swimmer in the water.

Pulpit, pushpit, and lifeline stanchions were securely mounted.

One or more mounted, working, non-expired carbon monoxide (CO) detectors were sighted on board. Based on this, the vessel did meet the USCG requirement for CO detectors.

One or more mounted, working, non-expired smoke detectors were sighted on board. Based on this, the vessel did meet the USCG requirement for smoke detectors.

Pumps and De-watering

The vessel had the following pumps:

Type/Size	Cap.	Location	Manual	Automatic	Indicator
Electric submersible	2000	Aft bilge	Operational	Operational	Yes
Electric submersible	2000	Mid bilge	Operational	Operational	Yes

A high-water alarm was located on board and was operational.

Fire Extinguishers

The following fire extinguisher(s) were sighted on board:

Type/Size	Charged	Condition/Date	Location	Mounted
Rechargeable B-I/5-B/10-B	Charged	Expired (2016) FINDING: A3.	Lower Helm	Mounted
Disposable B-I/5-B/10-B	Charged	Expired (2000) FINDING: A4.	Flybridge	Mounted
Rechargeable B-I/5-B/10-B	Charged	Expired (2016) FINDING: A3.	Lazarette	Mounted
Rechargeable B-I/5-B/10-B	Charged	Expired (2016) FINDING: A3.	Lazarette	Mounted
Disposable B-I/5-B/10-B	Charged	Expired (2000) FINDING: A4.	Lazarette	Not mounted FINDING: A5.

The vessel's engine room was equipped with an automatic fire suppression system and the suppression system was connected to a fuel cutoff switch. The fire suppression system was connected to a remote control/monitor. The fire suppression system was not equipped with a current inspection tag (2016). FINDING: A6.

Based on these observations, the vessel was not in compliance with USCG and NFPA requirements for fire protection equipment. FINDING: A7.

Documentation, Placards, and References

A hull identification number (HIN) was sighted on the vessel hull.

The vessel was a Coast Guard documented vessel and the USCG documentation number was sighted permanently affixed to the inside of the vessel, however the prefix was incorrectly labeled as "O.N." rather than the required "No".

A current Coast Guard Certificate of Documentation was not sighted on board. FINDING: A8.

The vessel name and hailing port were properly displayed as required for USCG documented vessels.

A current state annual vessel registration decal was affixed to the hull.

A current state vessel Registration Certificate was not sighted on board. FINDING: A9.

A current state vessel Registration Certificate for the tender was not sighted on board. FINDING: A10.

The tender was over 10 HP and was state registered with an expired decal and the state registration numbers were not legible. FINDING: A11. FINDING: A12.

A MARPOL "Discharge of Trash" placard was sighted on board.

A "Discharge of Oil" placard was sighted on board.

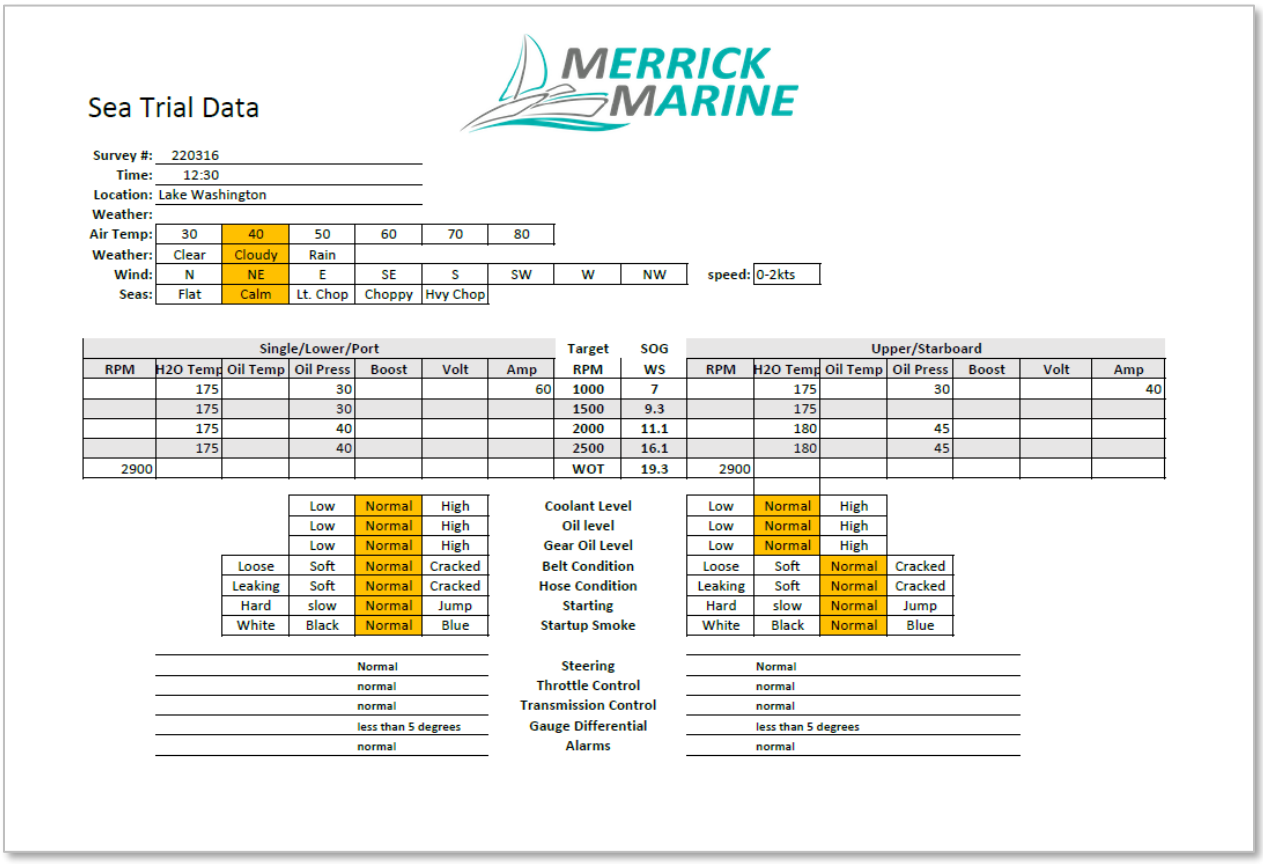
The Washington State-required carbon monoxide warning decal was sighted on board.

Operational Test or Sea Trial

The vessel was sea trialed on Lake Washington. The weather was 40 degrees, overcast, winds light, and seas calm.

The engines were started after cooling for more than 12 hours in ~45-degree temperature. They started with minimal cranking and exhibited some smoke on startup. The engine(s), transmission(s), and steering were tested and verified to be operational.

The following data was recorded during the sea trial:



Sea Trial Data

Survey #: 220316
Time: 12:30
Location: Lake Washington
Weather:

Air Temp:	30	40	50	60	70	80			
Weather:	Clear	Cloudy	Rain						
Wind:	N	NE	E	SE	S	SW	W	NW	speed: 0-2kts
Seas:	Flat	Calm	Lt. Chop	Choppy	Hvy Chop				

Single/Lower/Port							Target	SOG	Upper/Starboard						
RPM	H2O Temp	Oil Temp	Oil Press	Boost	Volt	Amp	RPM	WS	RPM	H2O Temp	Oil Temp	Oil Press	Boost	Volt	Amp
	175		30			60	1000	7		175		30			40
	175		30				1500	9.3		175					
	175		40				2000	11.1		180		45			
	175		40				2500	16.1		180		45			
2900							WOT	19.3	2900						

		Low	Normal	High	Coolant Level	Low	Normal	High				
		Low	Normal	High	Oil level	Low	Normal	High				
		Low	Normal	High	Gear Oil Level	Low	Normal	High				
	Loose	Soft	Normal	Cracked	Belt Condition	Loose	Soft	Normal	Cracked			
	Leaking	Soft	Normal	Cracked	Hose Condition	Leaking	Soft	Normal	Cracked			
	Hard	slow	Normal	Jump	Starting	Hard	slow	Normal	Jump			
	White	Black	Normal	Blue	Startup Smoke	White	Black	Normal	Blue			

			Normal		Steering		Normal					
			normal		Throttle Control		normal					
			normal		Transmission Control		normal					
			less than 5 degrees		Gauge Differential		less than 5 degrees					
			normal		Alarms		normal					

Engine temperatures, oil pressure, and charging were all within normal ranges throughout the testing.

The vessel operated normally throughout the entire RPM range without issue.

No significant sounds or vibrations were noted.

Findings and Recommendations

Based on our survey, we make the following findings and recommendations:

Priority A

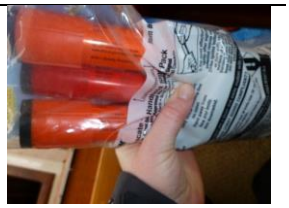
The following are items that should be addressed for safety concerns or to be in compliance with CFR or other regulatory requirements:

A1. Per 33 CFR 159, when operating in a no-discharge zone such as the Salish Sea, a Y-valve that comes before the holding tank and/or the MSD discharge through hull must be secured in the no discharge position. The holding tank pumpout valve in the lazarette was not secured.

Add a lock or zip tie to secure the valve.

A2. Per 33 CFR 175, a vessel of 25' to 64' must carry at least 3 day use and 3 night use, or 3 combination day/night VDS (flares.) Either no visual distress signals were sighted, or all flares on board were past their expiration.

Purchase new flares and properly dispose of old flares.



A3. Per 46 CFR 25, all rechargeable fire extinguishers are required to be inspected annually and have an inspection record attached.

Some or all of the rechargeable extinguishers on board were either expired or missing current tags and should be serviced or replaced.

A4. Disposable fire extinguishers have a service life of 10 years and must be replaced 12 years after manufacture (stamped on the bottom). Some or all of the extinguishers on board are past the 12 year age and should be replaced.

Replace the expired extinguishers.

Note: Some of the disposable extinguishers on board may be subject to the Kidde extinguisher recall. To check if your extinguishers have been recalled visit:

https://www.kidde.com/home-safety/en/us/support/product-alerts/recall-kidde-fire-extinguisher/index.html

A5. Fire extinguishers are required to be mounted and readily accessible to be counted in the ship's inventory.

Mount unmounted extinguishers using their factory provided brackets.

A6. The engine compartment fire suppression system is required to be inspected annually like any other rechargeable extinguisher and have an inspection record attached.

Be sure to service the fire suppression system with the other rechargeable devices.

A7. Per 46 CFR 25, vessel with an enclosed compartment or cabin must carry the following fire extinguishers (new nomenclature as of 2018):

New Nomenclature:

Length	Extinguisher Count/Type	With Suppression
< 16'	None	None
< 16' (built-in tank)	One 5-B or 10-B	None
16' < 26'	One 5-B or 10-B	None
26' < 40'	One 20-B or two 5-B/10-B	One 5-B or 10-B
40' < 65'	One 20-B and one 5-B/10-B or Three 5-B/10-B	One 20-B or two 5-B/10-B
65' <	One 5-B/10-B per cabin	(required)

Old Nomenclature:

Length	Extinguisher Count/Type	With Suppression
< 16'	None	None
< 16' (built-in tank)	One B-I	None
16' < 26'	One B-I	None
26' < 40'	One B-II or two B-I	One B-I
40' < 65'	One B-II and one B-I or three B-I	One B-II or two B-I
65' <	One B-I per cabin	(required)

Note: A fixed fire suppression system equals one B-I/5-B

This vessel **did not** meet the required number/size of extinguishers.

Install additional fire extinguishers as required.

A8. The vessel is currently documented with the US Coast Guard, but the registration certificate was not on board per 46 CFR 67.

Ensure that the vessel has the current USCG documentation certificate on board per CFR.

A9. No current state registration certificate was located on board.

Ensure that the vessel has a current state registration on board.

A10. No current state registration certificate for the tender was located on board either the tender or the primary vessel. The tender is over 10HP and must be registered.

Ensure that the vessel has a current state registration for the tender on board or mark the tender as "Tender To."

A11. Per 33 CFR 173, all non-documented vessels with 10 HP or greater must display state registration numbers. The State registration numbers on the tender were all but illegible.

Ensure that the vessel has properly affixed state registration numbers on the hull.

A12. The State registration decal on the tender was out of date or missing.

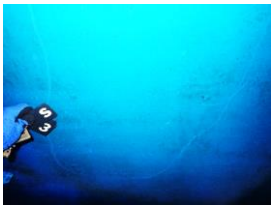
Ensure that the vessel has a current state registration decal properly affixed to the vessel.

Priority B

The following items are not considered safety issues or material defects, but are other deficiencies that should be addressed:

B1. Areas of small blisters were noted in various areas on the hull, primarily along the starboard bow to midships. Osmotic blisters in the gelcoat and/or laminate are generally not structural in nature, but if they become large or dense enough, they can weaken the laminate.

We recommend monitoring the blisters and repairing as needed.



B2. Wear was noted on the bootstripe paint on the port side.

Repair as desired.

B3. The decks are in generally good condition and have much of their original thickness. However, a number of fasteners are exposed, some bungs have been lost or damaged. There are also areas of open seams and failing caulking.

The decks are at risk of leaking unless steps are taken to repair the missing bungs, failing caulking, and open seams.













B4. The port shaft was stiff to turn during the haul out. While no vibration was noted during the sea trial, an alignment issue could be masked by the flexible couplings that were installed.

Monitor the cutlass bearings and shaft for wear, and service if needed.

B5. The reverse polarity indicator light glowed continuously when shore power was connected even though the polarity was correct. The AC indicator light did not light at all. This might indicate a common issue with the neutral connection on these lights.

Investigate further and repair or replace as needed.

B6. Per ABYC 11.11.1, an equipment leakage circuit interrupter (ELCI) or Type A residual current device (RCD) shall be installed with or in addition to the main shore power disconnect circuit breaker(s) or at the additional overcurrent protection as required by E-11.10.2.5.3, whichever is closer to the shore power connection.

Install a ELCI RCD device on the shore power system.

B7. All three windshield wiper arms were rusted and no longer provided enough spring tension to push the wipers against the glass.

Replace the pantograph wiper arms.

B8. The volume knob on the Sony stereo was only intermittently operational.

Repair or replace as desired.

B9. The powder coated finish on the dinghy davit was deteriorating at a number of locations.

Investigate further and repair or replace as desired.

Priority C Notes and Observations

The following items are informational in nature:

C1. The radar on this vessel has a specified range of 72 miles, with an antenna mounted approximately 17 feet above the water. This provides a range to the horizon of 4.8 miles (the maximum range at which the radar can see an object at sea level.) Taller objects will be visible at greater distances: 20' target - 10.1 miles (recreational vessel); 100' target - 16.5 miles (commercial vessel); 500' target - 31. miles (headland.) Weather may be visible at further ranges. Sea state and weather conditions can reduce these ranges.

Summary and Valuation

XXX was personally inspected on XXX by the undersigned surveyor. Subject to the corrections noted in "Findings and Recommendations" it appears to be suited for the intended purpose of Recreational use in Coastal waters.

The vessel appears to have been well maintained, with no reported structural repairs or damage other than that which has been cited in this report.

Condition

The vessel was found to be in **above average condition.**

Rating of vessel condition was determined at time of survey upon completion and review of all reported survey information including recommendations and comparing vessel to the same or similar age models. Possible vessel condition ratings are as follows:

EXCELLENT	Essentially "like new" or "Bristol" in appearance.
ABOVE AVERAGE	Has had above average care with no obvious limitations.
AVERAGE	Ready for sale. May need some maintenance, updates, or cleaning.
FAIR	Needs a fair amount of maintenance or repairs to prepare for sale.
POOR	Needs substantial yard work or repairs before use.

Valuation

The "**FAIR MARKET VALUE**" is the most probable price in terms of money that a vessel should bring in a competitive and open market between two willing and informed parties, acting independently and in their own interest.

Based on available competitive data from similar vessels both recently sold and on offer through industry sources including BUC, NADA, Soldboat, Yachtworld, local brokers, and other sources, taking into account depreciation of comparable sales, the estimated **fair market value of this vessel is $XXX.** Factors affecting the valuation of this vessel include overall vessel condition, tender package, 420hp engines, spare props, and current market conditions.

The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

The **estimated replacement cost of this vessel is $XXX** based on information obtained from the manufacturer, local dealer(s), and BUC for similar sized and featured vessels in production today.

Comparable Vessels

Comparable sales for 7 1998 to 2002 Grand Banks Europa vessels sold within the past 3 years in the Pacific Northwest were examined. The average, unadjusted sale price was $392,000 with a high of $430,000 and low of $360,000. Adjusting for depreciation since the sale dates, the adjusted average sale

price was $362,375. In computing the FMV for this vessel, particular weight was applied to 6 most similar, local, or recent sales:

Year	Vessel	Sale Date	Sale Price	Loc.	Notes
2001	Grand Banks 42 Heritage Europa	Aug-21	$430,000	WA	
2000	Grand Banks 42 Europa	Sep-20	$400,000	CT	
2002	Grand Banks 42 Europa	Jul-19	$390,000	RI	
2002	Grand Banks 42 Europa STABILIZED	Dec-18	$375,000	WA	
1999	Grand Banks 42 Europa	Aug-18	$360,000	WA	
2001	Grand Banks Europa	Apr-18	$420,000	WA	

Valuation Notes

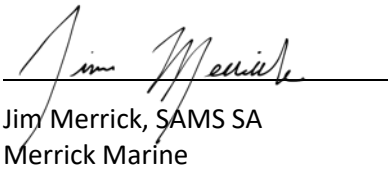
- Valuation figures are estimates based on available market data and the knowledge and experience of the surveyor. No warranty is expressed or implied.
- The Fair Market Value represents the value of the vessel in its present condition and location on the date of the survey inspection, including all of the Findings & Recommendations listed in this report.
- The analyses, opinions, and conclusions in this report were developed, and this report has been prepared in consideration of the Uniform Standards of Professional Appraisal Practice.
- This valuation is expressly prohibited to be used to determine the value of a vessel for donation purposes.

Certification

I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.
- My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.
- I have made a personal inspection of the vessel that is the subject of this report.
- The right to amend and/or supplement this report should additional information be made available is reserved.
- The digital photographs contained in the body of this report and in the any associated shared medium were taken by the attending surveyor(s). We certify that the content of these photographs have not been materially changed or alter except to enhance clarity.
- This report is submitted without prejudice and for the benefit of whom it may concern.

Surveyor:

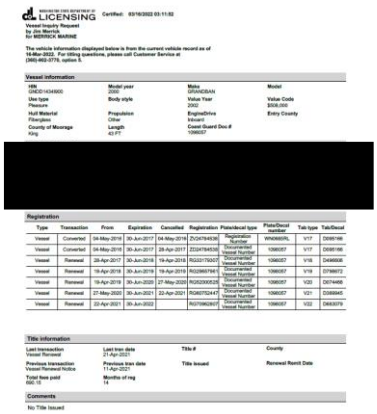


Date: XXX

Jim Merrick, SAMS SA
Merrick Marine

Additional Photographs and Materials

HIN

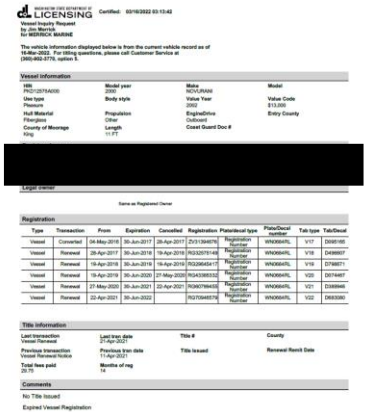


State Registration Certificate (online)

State Decal & State Registration Numbers

USCG Documentation Certificate (online)

USCG Documentation Number



Tender State Registration (online)

Tender State Decal and Numbers

Additional and high-resolution images, videos (if available), additional documents, a copy of the signed survey agreement, and a copy of this survey can be found online at the link below for six months from the date of this report:

https://www.dropbox.com[redacted]