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San Diego, CA
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18-34897

REPORT OF SURVEY

SCOPE OF SURVEY

This survey report is issued without prejudice subject to the conditions that I, the individual surveyor, am under no circumstances to be held responsible for error, omission, negligence or misstatement. It constitutes a statement of my opinion based upon the conditions as I found them. It is not a warranty of the condition of the vessel or its hull or machinery.

Acting at the request of XXXXXXXXXXXX the attending surveyor did attend onboard the **2000 Hunter 460, "Amelia Jean"**, beginning on XXXXXX, at 9 am, where she lay afloat at XXX XXXXXX Marina, San Diego, CA. The Hull Identification Number (XXXXXXXXXXXXXXXX) was sighted on vessel. A sea trial was not performed. An out of the water inspection of underwater machinery and the exterior of the hull's wetted surface area was not performed. The reason for the survey was to ascertain the physical condition and value of the vessel. AC and DC power were used to check operation of the systems specified in this report only.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection.

Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above date, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

It is recommended that before purchase, the engine should be surveyed by a qualified Engine Surveyor to determine the condition of the engine, gears, pumps, heat exchangers, coolers, etc.

Condition Definitions

- 1 – Excellent As new or new condition. Repair not required. Additional and/or custom equipment. Minimal or no wear.
- 2 – Very Good Exceeds average condition, and very well maintained. Slight repairs may be required.
- 3 – Good/serviceable Average in condition and value. Fit for intended use. May require normal scheduled maintenance. No major repairs are required.
- 4 – Fair One step below good or average. Nearing end of serviceable life. May require additional maintenance and repairs to bring item into average condition.
- 5 – Poor Item or equipment broken, beyond repair or not fully operational. Appears maintenance deferred, and/or significant repair is necessary to put the item back into usable or serviceable condition.

NAME: AMELIA JEAN

Date of Survey: XXXX XX 2018

Buyer: XXXXXX

Address: XXXX XXXXX

Builder: Hunter Marine Corp

At: Alachua, FL

Year: 2000

Type/Model: Hunter 460

Accommodations: sleeps 6

Color: white

Trim: blue

Hull No: XXXXXXXXXXXX(sighted)

Off. No.: XXXXXXXXXXXX(sighted) Hailing Port: Marina Del Rey, CA



DIMENSIONS:

Doc. Length: 44.5 Breadth: 14.0 Depth: 6.8 Tonnage: 21 gross, 19 net
LOA: 44'3" Beam 14'0" Draft: 5'6" Displacement: 28,000 lbs (rptd)
Ballast: 9500 lbs. LWL: 38'8" Mast height from water line: 62'9" (rptd.)
Speed of boat: est. 7 knots cruise under auxiliary power Cruising Range: local coastal

CONSTRUCTION:

Fiberglass reinforced plastic, round bottom, wing bulb keel, modified transom-ended
Fastenings: fiberglass & resin Planking: fiberglass reinforced plastic
Frames: bulkheads & built-ins Decking: fiberglass reinforced plastic

NAVIGATION EQUIPMENT:

Compass: (1) spherical 4" Ritchie Colregs Nav. Lights: yes
Radio: ICOM IC-M710 SSB with Pactor III modem
 DSP multi-mode pactor controller BY PTC-II Pro
 ICOM AT-130 Tuner
Raymarine combination GPS/radar/fishfinder
Furuno GPS Navigator DGPS GP-36
Raymarine RD424D radar dome
(3) Garmin hand held GPS A series
Raymarine ST60 digital wind speed, depth, speed
Digital windspeed with analog wind direction
Raymarine autopilot

MACHINERY:

Engine: (1) Yanmar 4JH3TE model, fresh water cooled HP: 76 (rptd.)
 Type: turbo diesel, 4-cylinder, 4-cycle Displacement: 122 CID, 1.995 Liter
 Serial Number: E10283
Drive: inboard, (1) Hurth direct drive marine gear
 Serial No.: not determined
 Engine Controls: single-lever lever
Panel Instrumentation: (1) each tachometer, water temp, oil pressure,
Auxiliaries: (1) engine mounted alternator
Pumps: Electric: (2) bilge, (1) fresh water, (2) macerator, (2) shower sump, (2) Vacuflush,
 Manual: (1) mounted diaphragm bilge
Engine Room Ventilation: natural & blower Exhaust: wet riser
Woodwork Protected: yes
Propellers: (1) bronze, 3-blade, 18 x 17 RH Tailshaft: 1.25" stainless steel
Rudders: (1) frp, spade Steering: cable and quadrant

ELECTRICAL SYSTEM:

Voltage: 12, 120V shore, 120V generator GFCI: yes (see recs)
Batteries: (2) 12V 4D house (2) 12V engine & gen. starting (1) 12V bow thruster
(internal condition of batteries unknown)
Master Battery Switch: yes
Xantrex Freedom Marine 25 130 amp/2500 watt Charger/inverter
Xantrex Link 20 Battery Monitor
Generator: (1) Northern Lights/ Lugger, 6.5KW/120V
Model: 6730.3 Serial No.: XXXXXX
Engine: naturally aspirated diesel, 3-cylinder, 4-stroke
Wiring: nonmetallic sheathed Condition: apparently satisfactory

TANKS AND HEADS:

Fuel Tanks: (1) plastic Capacity: 100 gallons total (rptd.)
Located: stern locker, port
Vented: to atmosphere Filling Lines: to deck
Water Tanks: (4) plastic Capacity: 200 gallons total (rptd.)
Located: under cabin sole
Holding tanks: (1) plastic Capacity: 50 gallons total (rptd.)
Located: bow and stern
Heads: (2) Vacuflush marine sanitation devices (see recs)
Other Tanks: (1) 11-gallon Seaward electric water heater

GROUND TACKLE:

Manson Supreme anchor stowed on bow, with 300' BBB 5/16" chain, adequate
Spare: Delta, stowed in stbd. lazarette
Simpson Lawrence Horizon 1500 electric windlass with gypsy

RIGGING AND SPARS

Spar: welded tubular stainless steel traveler arch Condition: apparently satisfactory
Mast: Seldon, extruded aluminum, double spreader, cutter rig
Standing rigging: stainless steel Condition: (see recs)
Running rigging: dacron Condition: serviceable
Winches: Sheet: (3) Lewmar 48 (1) Lewmar 44
(2) Pro Furl roller furler
Dacron sails include main, stay, genoa, gennaker

GALLEY EQUIPMENT:

Stove: Force 10, 3-burner LPG, gimballed w/sea rails
Area Protected: adequate clearance

Shutoff Solenoid: yes
Refrigeration: built-in Grunert AC/110V deep refrigerator /& freezer
Origo microwave oven
Stainless steel double sink

SAFETY EQUIPMENT:

Portable Fire Extinguishers: (4) BI Test Date: 2015, gauges in green
Personal Flotation Devices: Wearable: (6) adult II (**see recs**)
Throwable: (1) buoyant cushions, Lifesling, man-overboard pole
Distress Signal Kit: yes Expiration: Dec 2017
Horn / Sound Signal: none sighted (**see recs**)

TENDERS:

8 person, Caribe rigid inflatable, Hull ID no. CFXXXXXX
State registration No.: CF XXXXX
with Yamaha 2-cyl. 2-stroke 15 HP engine, Enduro model
both appear to be in serviceable condition

ENTERTAINMENT ELECTRONICS:

18" Naxa Flat screen TV
Sony DSX M508T stereo/CD with JVC Digifire amplifier

In addition to the above listed equipment, the vessel is also fitted with:

Stainless steel lifeline stanchions with 1-course coated stainless steel lifelines
Stainless steel stern rails with outboard motor bracket and stainless steel BBQ
Canvas covers on sails, skylights, steering pedestal, winches
Molded transom swimstep with folding swim ladder
(2) Marine Air Systems reverse cycle air cond. units
Chelsea Shipstrike brass clock and barometer
Stainless steel bow pulpit and deck grabrails
Plexiglass and alloy escape hatch fwd
(2) Stainless steel and canvas bimini
Mainsheet traveler and boom vang
Stainless steel single anchor chock
Plexiglass and alloy skylights
Side Power bow thruster
Bronze sea strainers
Cockpit shower

Racor fuel filter
 Cockpit seat cushions
 16 gal per hour water maker
 (4) 100 W Solar Panels
 Jacklines
 ScanMar SOS Rudder

Dripless propeller shaft gland
 Engine alarm
 Houka Dive system
 Pro Star 30 Solar charge controller
 DBC Marine Safety Systems life raft
 Dinghy Davit

OPERATIONAL TESTS

VHF – yes (see notes)
 Bilge pumps – yes
 Horn – no
 Machinery space blower – yes
 Anchor winch – yes
 Navigation lights – yes
 Cabin lights – yes
 Sailing Winches – yes
 Air conditioning – yes
 GPS – yes
 Radar – yes
 Depth sounder – yes
 Autopilot – yes
 Davit – no
 Check for window leaks? – no

Check for hatch leaks? – no
 Check for mast boot leaks? – no
 Accessible thru-hull valves – yes
 Stove – yes
 Stereo – yes
 Refrigerator – yes
 Water heater – yes
 Microwave oven – yes
 Watermaker – no
 Head flush – yes
 Manual fresh water pump – no
 Shower sump pumps – yes
 Electric fresh water pump – yes

Vessel Condition (scale)

1 – Excellent	As new or new condition. Vessel highly sought after. Repairs not required. Additional and/or custom equipment. Minimal or no wear.
2 – Very Good	Exceeds average condition, with extra equipment and very well maintained. Slight repairs may be required.
3 – Good (average)	May require normal scheduled maintenance. Average equipment for size of the vessel. No major repairs are required.
4 – Fair	One step below good or average and requires additional maintenance and repairs to bring the vessel into average condition.

NOTES:

This vessel is a 2000, diesel auxiliary screw cutter, of round bottom, wing bulb keel, modified transom-ended design and fiberglass reinforced plastic construction, with cockpit pedestal helm steering and engine controls.

Housekeeping and general appearance are **good**.

From examination afloat and hauled of accessible areas, the vessel appears to be sound, with no evidence of structural damage.

Sails were opened during survey. Vessel's rigging was not examined aloft. **This report does not include a rigging survey.** A professional rigging survey is recommended.

The engines were operated during survey, and from external examination they appear to be in good condition. The generator was load tested for approx. 10 minutes. This report is not an engine survey.

No engine hour meters were observed.

ADDITIONAL NOTES and DEFICIENCIES:

1. Tanks are not fully accessible for inspection and surveyor cannot speak as to their condition, but they do not appear to leak at this time.
2. With recommendations complied with, this vessel is **suitable** for its' intended purpose of local coastal pleasure.

RECOMMENDATIONS:

1. **There is diesel fuel in the bilge. (Note: the Federal Water Pollution Act provides for stiff fines and/or imprisonment for ANY discharge of oil or fuel that causes a sheen, emulsion or sludge on or below the surface of the water, and the USCG is VERY actively enforcing these regulations.) The bilge must be cleaned of any oil before operating the bilge pumps.**
2. **Fuel tank fittings appear corroded. Clean and inspect fittings for integrity. Replace as necessary.**
3. **Although Generator water pump appears to work as intended, pump corrosion was sighted. Inspect, clean and frequently monitor pump.**
4. **Main engine sea strainer cleaning/ service is recommended.**

- 5. Hose clamps on the refrigeration raw water thru-hull are rusted and are in need of replacement.**
- 6. In addition to recommendation #5 several clamps located in the same centerline bilge compartment appear aged and or corroded and are in need of replacement. Some of these include clamps on fresh water distribution lines. Inspect all clamps and hoses in this compartment and replace where needed.**
- 7. The fresh water tanks distribution manifold valve system is not adequately secured. Other hoses impede full operation of manifold on/off valve handles. Properly secure distribution manifold in a location where handle movement is not restricted.**
- 8. The fuel pump primer switch was not mounted (located in same centerline bilge compartment as mentioned in above recommendations). Properly mount switch.**
- 9. All thru valves should be cleaned and their clamps and hoses further inspected. Renew where deemed necessary.**
- 10. A slight crack was sighted on the port side of the hull to keel joint. After discovery, the crack was inspected by the boatyard "yard boss". He felt that this could possibly be an indication that the keel bolts need to be torqued back to recommended specs.**
- 11. A short length of braided hose on the top of main engine appears to be frayed. Replace as necessary. (see photo at end of survey)**
- 12. Corrosion sighted on turbo exhaust elbow and elbow hose clamps. Further inspect and renew where necessary.**
- 13. After a brief test of the air conditioning system, the HHH code appeared on control panel and A.C. testing was stopped. Diagnose and repair.**
- 14. Both shower sumps energize and run when correct DC panel switch is turned to the on position, but forward sump pump fails to move water. Diagnose and repair.**
- 15. Once turned on, the fresh water pump fails to turn off. This pump should run only when fresh water is being used. This pump should turn off after fresh water source is turned off and system is adequately pressurized. Diagnose and repair.**
- 16. The aft vacuflush unit continuously runs after the breaker servicing it is turned on. After the aft head is flushed, the vacuflush should briefly run and then stop running on its own. Diagnose and repair.**

- 17. Slight amount of play detected on bow thruster prop. Inspect and repair if deemed necessary.**
- 18. The MSD overboard discharge Y valve needs a locking mechanism installed to prevent accidental holding tank discharge. Discharging sewage intentionally or accidentally in a “No Discharge Zone” is in violation of CFR and Section 312 of the 1972 Clean Water Act. Surveyor departed the vessel with this valve in the closed position.**
- 19. 110V GFCI (ground fault circuit interrupter) outlets work as they should when the vessel is using shore power, but the same GFCI outlets do not work properly when vessel is using generator power. This could be because the generator itself is not grounded. Have an experienced marine electrician diagnose and repair.**
- 20. One 110V outlet on starboard side of cabin (midship, fwd. of nav station) tested and proved not to be grounded. Repair**
- 21. All batteries must be secured for sea conditions per NFPA 302 7-3.4 and 7-3.5 recommendations.**
- 22. No horn / sound signaling device was observed for testing. Provide to comply with COLREGS Annex III.**
- 23. PFD’s sighted on board appear to be in need of replacement. Replace**
- 24. Several thru-hull valves throughout the vessel are frozen (immobile) and must be repaired.**
- 25. A copy of the Navigation rules (COLREGS) is required on vessels 12 meters (40 feet) and over.**
- 26. Carbon monoxide /Smoke detectors are required in enclosed spaces per NFPA 302 section 12 recommendations.**
- 27. The Propane appears aged and must be requalified per 49 CFR 180.209.**
- 28. The propane tank regulator and solenoid (inside stbd. propane locker) appear aged and in need of replacement.**
- 29. Batteries must have circuit protection within a distance of seven inches of the battery per ABYC 11.10.1.1.1.**

The mandatory standards promulgated by the United States Coast Guard (USCG), under the authority of title 46 United States Code, Title 33 and Title 46 Code of Federal Regulations (CFR), 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 conducting this survey. Valuation is primarily determined by comparison to comparable vessels listed in the SoldBoats.com database, but may also be derived from consultation with manufacturers or knowledgeable boat brokers, personal experience, current listings of boats available for sale, and commercial boat value guides such as the BUC ValuPro and NADA online price guides. Current local market values may vary widely from such valuation resources due to current equipment tested. Operability testing does NOT include calibration or adjustment of equipment.local market conditions. The term "Market Value" is defined by Uniform Standards for Professional Appraisal Practice (USPAP) standards. Valuations are the opinion of the surveyor, and are intended to be used for insurance or financing purposes ONLY; they are not intended to influence the purchase or purchase price of the subject vessel. The surveyor has no interest in the vessel, financial or otherwise.

This survey sets forth the condition of the vessel at the time of the survey to the best of the surveyor's ability and without the removal of bulkheads, paneling, ceiling or other portions of her structure and without the testing of or opening up of propulsion machinery or auxiliaries, tanks or fittings for internal examination or drawing of shafting, or disassembly of valves. It represents the honest, unbiased opinion of the surveyor, based on conditions found, and is not a warranty of the condition of the vessel or its hull, machinery or equipment. The undersigned does not attest to the absolute condition of wood concealed by paint, fiberglass or other materials.

"Operational test" items listed in this report were tested for proper operation at time of survey ONLY. Only the items listed in this section of the report were tested for operation. Surveyor's report of the operability of machinery, auxiliaries and subsystems is not a warranty of the continued operation or durability of the

A handwritten signature in black ink is written over a circular seal. The seal contains the text "SAMS ACCREDITED MARINE SURVEYOR" and "S.A.M.S. 1288".

Timothy W. Simms
SAMS Accredited Marine Surveyor #1288















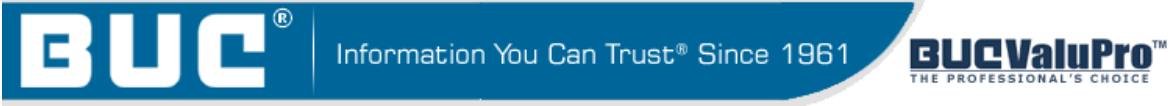








<u>Length</u>	<u>Boats</u>	<u>Year</u>	<u>Listed US\$</u>	<u>Sold US\$</u>	<u>Location</u>	<u>YachtWorld Member</u>
46'	Hunter 456 2002		140,000 (02/11)	120,000 (12/16)	MD, USA	Mid Coast Ya...
46'	Hunter 46 2001		165,000 (05/15)	160,000 (05/15)	VA, USA	Norton's Yac...
46'	Hunter 460 2001		173,000 (06/14)	162,400 (01/15)	TX, USA	HSH Yacht Sales
46'	Hunter 460 2001		169,000 (03/15)	160,000 (08/15)	📦 FL, USA	Edwards Yach...
46'	Hunter 460 2001		159,900 (11/15)	150,000 (06/16)	VA, USA	Norton's Yac...
46'	Hunter 460 2001		155,000 (03/15)	140,000 (05/16)	CA, USA	California Y...
46'	Hunter 460 2001		149,900 (10/15)	100,000 (05/16)	MI, USA	North Shore ...
46'	Hunter 460 2001		145,000 (10/15)	135,000 (12/15)	FL, USA	Edwards Yach...
46'	Hunter 460 2001		99,900 (07/15)	97,500 (12/16)	Virgin Islands (US)	National Liq...
46'	Hunter 460 2000		160,000 (02/16)	141,000 (03/16)	CA, USA	50 North Yachts
46'	Hunter 460 2000		154,900 (05/15)	145,500 (08/15)	📦 CA, USA	Cruising Yachts
46'	Hunter 460 2000		144,500 (08/14)	120,000 (01/15)	CA, USA	Crow's Nest ...
46'	Hunter 460 2000		138,249 (01/16)	128,604 (03/16)	Netherlands	De Valk Yach...
46'	Hunter 460 2000		134,900 (06/16)	125,000 (08/16)	📦 CA, USA	Brokaw Yacht...



Boat Detail Sheet

MARLOW-HUNTER LLC, ALACHUA, FL (MIC: USM,HUN,JYA) HUNTER MARINE CORP, HUNTER			
Model Year	2000	Hull Material	Fiberglass
Model	HUNTER 460	Hull Configuration	Wing Keel
Length Overall	46' 1"	Draft	5' 6"
Length On Deck	44' 3"	Beam	14'
Boat Type	Sailboat - Aft Cockpit Sloop Rig	Weight	27000 lbs.
Engine Type	Inboard Single 76D Yanmar	Ballast	9500

The information presented here is believed to be reliable but not guaranteed. For various reasons, including the subjective nature of vessel evaluations and the possibility of incomplete or inaccurate information regarding comparable vessels and sales thereof, we do not make any warranties whatsoever regarding this report, and WE EXPRESSLY DISCLAIM ALL WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. BUC does not provide expert witness testimony.

Current Retail Value Range	\$123,500-\$136,000 112nd edition.
Fair Market Value Adjusted for <u>BUC Condition</u> in the Southern Pacific Coast	\$131,500-\$144,500
Replacement Value	\$406,000