

Rpt No.: 09-136-10

Date: 9 September 2010

REPORT OF SURVEY

ATTENTION:

This survey report constitutes only a statement of our opinion based on the conditions we found and is not a warranty of the condition of the vessel. It is issued subject to the conditions that we and the individual Surveyor are under no circumstances to be held responsible for any error, omission, default, negligence, misrepresentation, or misstatement in this report. Particulars were obtained from sources available at time of attendance. They are believed to be reasonably correct but are not guaranteed.

NAME: _ CHALLENGE _

Registration not sighted

Hailing Port _ San Diego, CA _ Official No.: _ CF8680JS _ Former Name: _

Owner: _ Subject to change _ Type: _ Catalina 36 sloop _

Address: _ - - _ Accommodations: _ (7) _

Hull Designer: _ Butler Group _ Hull No.: _ CTYR0824K288 _

Built by: _ Catalina Yachts _ At: _ Woodland Hills, CA _ Year: _ 1987/88 _

Beam: _ 11'11" _ Draft: _ 5'10" _ Est. Disp. 14,000# _

Dimensions: L.O.A.: _ 36'4" _ Reg. L.: _ - - _ Breadth: _ - - _ Depth: _ - - _

Gross: _ - - _ Net: _ - - _

Speed of Boat: _ Rptd 6 knots cruise und. aux. power _ Cruising Range: _ Not determined _

Construction: _ Fiberglass, round bilge, keel, transom _

Fastenings: _ Fiberglass & resin _ Planking: _ Molded fiberglass _

Frames: _ Bulkheads, built-ins, longitudinals _ Decking: _ Molded fiberglass _

MACHINERY: Main Engine: _ Single Universal _

Type: _ Diesel 3-cyl, 4-cycle _

Horse Power: _ 21 _ Model: _ M25XP _ No: _ 500850 _

Drive: _ Marine reversing _

Auxiliaries: _ Engine mounted alternator _

Pumps: _ Fract. HP electric: Fresh water, auto bile, macerator, shower sump, fuel pump; _

_ manual operated: Bilge, head, refrigerator drain, galley raw water _

Engine Room Ventilation: _ Natural _ Exhaust: _ Wet, riser _ Is Woodwork Protected? _ Yes _

Flame Arrester: _ Not required, diesel _ Carburetor Drip Pan: _ Not required, diesel _

Propeller: _ Bronze, 3-blade 15" x 9" _

Tailshaft: _ Bronze 1" _ Rudder: _ Fiberglassed spade _

ELECTRICAL SYSTEM:volt.: _ 12V, 110V, shore _____ Batteries: _(4) 12V Est. new (cond. unknown)
Wiring: _Non metallic sheathed _____
Condition: _ Apparently satisfactory _____ Master Battery Switch: _Yes _____
TANKS: Fuel: _Diesel _____ No.: _(1) _ Material: _ Aluminum _____ Capacity: _ Rptd 32 gals _____
Located: _ Under salon settee _____ Vented: _To atmosphere _ Fill Lines: _To deck _____
Water Tanks: No.: _ (2) _____ Material: _ Plastic _____
Location: _ Under deck _____ Capacity: _Rptd 48 gals _____
Holding Tank: _ Plastic _____ Other: _ Fresh water heater 6-gal. _____
BALLAST: _ 6,600 lbs. in keel _____ Inside: _ - - _____ Outside: _ Keel _____
DECK EQUIPMENT: Winches: _ Manual anchor winch, (4) sheet & halyard _____
Anchors, Line & Chain: _ See recommendations _____
Sails: _ Dacron: Main, jib _____
Spars: _ Aluminum _____ Standing Rigging: _ Stainless steel _____
Fittings: _ Stainless steel & bronze _ Running Rigging: _ Dacron _____
HilleRange 2-burner, oven,
GALLEY: Range: _ gimbals, sea rails _____ Fuel: _LPG_____ Area Protected: _ Adequate clearance _
Refrigeration: Built-in refrigerated chest _____
NAVIGATION EQUIPMENT: Compass: _(1) spherical magnetic _____
Size: _____ 5" _____ Last Adjusted: _ Not posted _____
Radio: _ Standard/Horizon Titan VHF transceiver _____
Other: _ Autohelm 4000 auto pilot _____
Radar: _ - - _____
Direction Finder: _ - - - _____
Depth Finder: _ Signet System 1000A _____
Loran: _ - - _____
SAFETY EQUIP.: Portable Fire Extinguisher(s): _ 2# BC, 5# BC _____
_ - - _____ Test Date: _ See recommendations _____
Fixed Fire Extinguishing System: _ - - _____
Covering: _ - - _____ Release: _ - - _____
Life Preservers: Wearable: _ (3) Type II _____ Throwable: _ Buoyant cushion _____
Other: _ Life Sling System _____
Tenders: _ - - _____

Surveyed: _Afloat and on drydock, 08 September 2010, @ Shelter Island Boat Yard and dock side,
_ San Diego, CA _____

By Request of: _Mr. Irv Thomas _____

Estimated Values: Replacement: \$181,000.00 _____ **Market:** \$49,000.00 _____

This vessel is a 36'4" single diesel auxiliary screw 1987/88 Catalina sloop of round bilge, vee transom design and molded fiberglass construction with cockpit pedestal helm steering and engine control station.

Housekeeping and general appearance are good. From visual examination afloat and on drydock of accessible areas the vessel appears to be sound with no evidence of significant structural damage.

The mandatory standards promulgated by the United States Coast Guard (USCG), under the authority of the Federal Boat Safety Act (CFR), and the Standards and 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.

Findings reflect conditions observed at the time of survey.

The American Boat and Yacht Council "Standards and Recommendations" are defined by reference to "ABYC". These standards were developed in cooperative effort with the National Marine Manufacturers Association, to complement the mandatory standards promulgated by the United States Coast Guard under the authority of the Federal Boat Safety Act of 1971. The ABYC Standards and Recommendations are considered to be voluntary, but are highly suggested by this Surveyor.

The practices and procedures for assessing the matrices and/or properties of this vessel are limited due to visual inspection and various conditions that impede a visual inspection; therefore, evaluations of matrices and/or properties are inconclusive without ASTM test procedures for assessing such. If blistering is found within coatings, gelcoat, and the chopped fiber mat, it is deemed to be of no structural significance.

The undersigned has not received nor been advised of information regarding Seller's knowledge (disclosure) of adverse happenings and/or conditions, or restorations/renewals to this vessel other than that reported in this survey. Buyer is advised to acquire a separate signed, written disclosure statement as representation of specific conditions of this vessel.

Buyer(s) may have waived the rights to receive completed real property transfer disclosure statement. If the undersigned receives such, it will be so noted under Notes in this Report of Survey.

Through hulls and valves were visually inspected and, unless otherwise noted, appear to be fit for continued service as intended. However, without removals to inspect internals, the undersigned makes no assessment as to true conditions, and recommends that all through hulls and valves be removed and opened as needed to determine their condition.

Exposed Waters:

Hull openings: Any openings that could allow water to enter into the hull or deck house should be kept closed when rough weather or sea conditions exist or are anticipated.

Bilges: The vessel's bilges and voids are to be kept pumped to minimum content at all times, consistent with the Pollution Prevention requirements.

While there were no discovered defects to the vessel's tankage, due to restricted access there may be conditions not discernible to the undersigned without removals and discovery; therefore, the absolute condition of tankage of this vessel is not attested to.

Sea trials conducted by Capt. Tom O'Neill. Mr. Irv Thomas in attendance.

This Catalina 36 sloop rigged is fitted with a fin keel, fiberglass spade rudder, and keel stepped mast. Engine is a 3-cylinder fresh water cooled diesel. Her interior offers three-cabin layout, including an aft cabin with a double and single berth, U-shaped dinette, head with shower, and V-berth. Her galley is located aft to port with navigation station opposite.

While removed from the water by way of a travel lift her underwater body and fittings were inspected, noting the following: Underwater body found clean with scattered gelcoat blisters, 1/8" to 1" in diameter, not considered to be of structural significance. Through hulls, propeller, propeller shaft, strut, and bearings were found fit for continued service as intended.

This survey is based on my opinion of the facts presented and/or discovered with no warranty either specified or implied; without benefit of removals and testing of structural materials, the undersigned does not attest to their absolute condition due to coverings and lack of complete accessibility. Latent defects not to be found without opening or removals of sheathing, laminated structures, joiner work, deck coverings, and/or disassembly of machinery, plumbing, wiring, or other parts of this vessel are not intended to be covered by this report.

The vessel was found equipped as follows:

Bow:

Stainless steel pulpit w/navigation light
Anchors
(2) anchor rode rollers
Anchor rode, 3/4" nylon for (1) rode
Anchor locker
Line chocks & cleats
Roller furling
Nonskid decking
Manual operated anchor windlass
Navigation lights
Deck flood light
Cabin top hatches/skylights
2-course lifeline system

(continued)

Bow (continued):

Cabin top grab rails
Cowl vents
Mast base fairlead blocks
Cabin top fairlead blocks
Boom travelers: main
Stainless steel standing rigging w/
bronze turnbuckles
Nylon running rigging
Manual boom vang
Aluminum mast
Aluminum boom

Aft Deck:

Life Sling System
Waste tank outlet, port side deck
Tank fill stations: Diesel port side deck
& (2) fresh water aft deck

Cockpit:

Self-bailing cockpit
Cockpit dodger frame work
Adelbaber refrig. compressor
12VDC battery
LPG locker
Stowage cabinets
Cowl vents
Stainless steel pulpit w/BBQ
Fixed boarding ladder
Manual bilge pump
Engine instruments & alarm
Fuel gauge, engine hour meter, 973.
Halyard stoppers & line cleats
(4) sheet & halyard winches
Solar panel
Shore power, phone inlet w/cable
Water bibb
(3) life jackets
Pedestal steering w/Signet
System 1500 wind speed/direction
Signet System/1000A = depth, log, KM
Fold-up table
Magnetic compass, 5"
Engine instrument panel
Engine hour meter, 973.
Autohelm ST4000 auto pilot
Cabin portlights
Emergency tiller
Cushions

Cabin Spaces:

Chart table w/Olin distress signals
Light, JVC AM/tape player,
Trident barometer
Springfield barometer, temp,
humidity, drawers
2# BC fire extinguisher
Lewco 1220 battery charger
Halon fire poster
Navigator's seat
AC master breaker switch
12VDC master panel w/breakers, battery
switch, volt meter

Navigation Electronics:

Standard/Horizon Titan VHF

Galley:

Double stainless steel sink
Refrigerated chest
Magic Chef microwave
Cabinets & drawers
5# BC fire extinguisher
Window w/curtains
Stainless steel HilleRange 2-burner,
oven, sea rails & gimbals
Countertop stowage well
Dish & Cup rack
Smoke detector
Spare 2-blade 15" x 10" RH
Ship's bell, Vent

Salon:

Port U-shaped nook w/high-low table
for berthing
Speakers
Cabinets
(2) bronze ship's clock, overhead
Grab rails
Fish pole rack
Hatch/skylight
Opening portlights
Chest of drawers w/cabinet
Starboard nook w/drop table for
settee/berth
6-gal. fresh water heater
Fresh water manifold
Electric fuel pump
Macerator pump
Fuel filter
New 6/99 fuel aluminum tank, 32-gals
Plastic holding tank
(3) 12VDC batteries

Aft Stateroom:

Large berth
Opening portlights w/screens
Settee
Counter top
Reading lights
Mirrored hanging locker
Plastic fresh water tank

Bow Quarters:

Vee berth w/filler
Hanging locker
Skylight
Cabinets & drawers
Reading light
Mirrored cabinet
Hatch/skylight
2# BC fire extinguisher

Lavatory:

Manual flushing head
Wash basin
Hand-held shower, shower sump pump switch
Mirror
Settee
Cabinets
Opening portlight

Engine Space:

1988 Universal 3-cyl., fresh water cooled
Mod. M25XP SN 500850, 21 HP
Oil pan drain system

Pumps:

Auto bilge, shower sump, macerator,
fresh water
Manual: Foot pump; Galley sink, refrigerator

Sails were not opened during survey. Vessel's rigging was not examined aloft. From examination on deck the rigging appears to be in need of removal of plastic coverings and removal of debris.

The engine was operated during survey. From external examination it appears to be in satisfactory condition. Engine hour indicator shows 973.

The following U.S. Coast Guard (USCG) and/or National Fire Protection Association (NFPA) requirements were found inadequate:

* Provide as needed to:

- 1.* Provide adequate size anchors and rodes (see ABYC/USCG). Recommend rodes and Danforth Hi-tensile anchors: Anchor wt. lb. = 12, nylon line 3/8", chain size 1/4" not less than 10'.
- 2.* Provide Navigation Rules: USCG/COMDTINST M16672.2N and Nautical Charts for intended voyage.
- 3.* Clean all standing rigging.
- 4.* Secure all batteries in acid-proof boxes.
- 5.* Place up-to-date USCG required distress signals on board.
- 6.* Search out cause for 120VAC master breaker ON/OFF failing.
- 7.* Restore smoke detector to proper working order.
- 8.* Test and tag fire extinguishing units as required by USCG/NFPA.
- 9.* Restore macerator pump to proper working order.
- 10.* Place the hull number on the transom as required by USCG.

The following items were noted that are considered safety and/or maintenance items:

- 1.* Restore shower sump pump to good working order.
- 2.* Fit propeller shaft packing gland with water deflector.
- 3.* Repair the cockpit table; hinges are loose and wood is split.
- 4.* Repair cabinet latches; there are a number of latches not working as intended.
- 5.* Restore exterior wood varnish to accepted yacht standards.

In the undersigned Marine Surveyor's opinion, with all legal and safety recommendations and/or requirements complied, the vessel will provide the Owner with all that can be expected from this type and class of craft, and with prudent husbandry should be deemed a good physical risk for finance and insurance at the Estimated Market Value recorded with this report.

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.

This Report of Survey is for the exclusive use of Mr. Irv Thomas.

THOMAS G. BEACH
Marine Surveyor

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