Helm

Sample

Report No.
HM · 2026 · 0418

HELM MARINE · CONNECTICUT · Certified · HELM MARINE · PRE-PURCHASE SURVEY

MARINE SURVEY REPORT — PRE-PURCHASE

1998 Beneteau
Oceanis 50

S/V “HALCYON” · MYSTIC, CONNECTICUT

FINDINGS — EXECUTIVE SUMMARY

Hull, structure & keel	*Sound*
Mechanical & propulsion	*Serviceable*
Electrical & plumbing	*Serviceable*
Rigging, spars & sails	*Attention advised*
Safety & ground tackle	*Minor items noted*

TRANSACTION SUMMARY

The Deal Sheet

A single-page summary prepared for circulation to the buyer's broker, lender, and insurer. It is issued only as a companion to, and is not a substitute for, the full report that follows. Figures in this sample are illustrative.

VESSEL

VESSEL	S/V "Halcyon" — 1998 Beneteau Oceanis 50
HIN / OFFICIAL NO.	BEYS5021J798 · USCG Doc. 1234567
LOA / BEAM / DRAFT	50.6 ft · 14.7 ft · 6.4 ft (deep fin)
ENGINE	Volvo Penta TMD22-P · 78 hp · 3,184 hrs
INSPECTION	19 May 2026 — afloat & short-hauled, Mystic CT
SURVEYOR	J. Everett Lansing, AMS® · SAMS® #1492

SAFETY ITEMS — CORRECT BEFORE USE

A-1	Visual distress signals expired / insufficient
A-2	LPG locker overboard drain deteriorated
A-3	No CO or smoke detection in accommodation

THE ONE BIG NUMBER

The standing rigging is original (28 yr) and a full re-rig should be budgeted irrespective of visual condition — Finding B-1. All other items are routine for the vintage.

OPINION OF VALUE

ESTIMATED FAIR MARKET VALUE	**$112,000**
REPLACEMENT COST (NEW, COMPARABLE)	$720,000

COST TO CURE — PLANNING BUDGET

CLASS A & B FINDINGS, ALL ITEMS	**$33,500 – $49,000**
LARGEST SINGLE ITEM	Re-rig (B-1) — roughly four-fifths

Detail by finding at Section 18.

CONDITION INDEX

HULL, STRUCTURE & KEEL	SOUND
PROPULSION · STEERING · ELECTRICAL	SERVICEABLE
RIGGING · PLUMBING · SAFETY	ATTENTION
NAVIGATION & ELECTRONICS	SOUND

> **SURVEYOR'S ONE-LINE OPINION**
>
> Structurally sound and honestly presented; buy her with a re-rig in the budget and the three safety items corrected before use.

HELM MARINE SURVEY

Contents

A pre-purchase condition and valuation survey of the sailing vessel Halcyon, a 1998 Beneteau Oceanis 50, conducted afloat and hauled at Mystic, Connecticut.

NAVIGATING THIS DOCUMENT

Every entry above, every “See Finding …” reference, and every plate citation is a live link in the digital edition. The PDF carries full bookmarks for lender and insurer review.

SECTION 01

Introduction, Certification & Attendance

PURPOSE OF SURVEY

This survey was undertaken at the request of the named client to establish the general condition and fair market value of the vessel for **pre-purchase consideration**. The inspection addresses structural integrity, the principal mechanical and electrical systems, safety equipment, and compliance with applicable U.S. Coast Guard regulations and recognized American Boat & Yacht Council (ABYC) standards in effect for a vessel of this type and era.

INTENDED USE OF THE VESSEL

Recreational use, coastal and limited offshore cruising under sail, operated by a private owner. The vessel was evaluated against the demands of that intended service.

SURVEYOR'S CERTIFICATION

Acting on behalf of Helm Marine Tech LLC, the undersigned surveyor certifies that, to the best of his knowledge and belief: he has personally inspected the vessel that is the subject of this report; the statements of fact contained herein are true and correct; and the reported analyses, opinions, and conclusions are his own, impartial, and unbiased, limited only by the assumptions and limiting conditions stated in Section 20. The surveyor has no present or prospective interest in the vessel and no personal interest with respect to the parties involved. Compensation for this assignment was in no way contingent upon the reporting of a predetermined value, a stipulated result, or the occurrence of a subsequent event such as the closing of a sale.

SURVEYOR QUALIFICATIONS

The attending surveyor is **J. Everett Lansing, AMS®** — an Accredited Marine Surveyor with the Society of Accredited Marine Surveyors (SAMS®, #1492), certified by the American Boat & Yacht Council (ABYC) in Standards, Marine Electrical, and Corrosion, with twenty-two years' experience surveying sail and power vessels on Long Island Sound and the New England coast.

THE ASSIGNMENT

CLIENT	Prospective Purchaser — Sample Report
PREPARED BY	Helm Marine Tech LLC · Mystic, Connecticut
SURVEYOR	J. Everett Lansing, AMS® · SAMS® #1492 · ABYC-Certified
DATE OF INSPECTION	Tuesday, 19 May 2026 · 0900–1540
DATE OF REPORT	23 May 2026
FILE / REPORT NUMBER	HM · 2026 · 0418
INSPECTION — AFLOAT	Pine Island Marina, Groton, Connecticut
INSPECTION — HAULED	Mystic River Boatyard, Mystic, Connecticut

PARTIES PRESENT AT INSPECTION

ATTENDING SURVEYOR	J. Everett Lansing, AMS® — entire inspection
PROSPECTIVE PURCHASER	The client — entire inspection
SELLER'S REPRESENTATIVE	Listing broker (name on file) — afloat portion; dock trial
YARD CREW	Mystic River Boatyard — haul-out window only

The owner was not aboard. No person present placed any restriction on the conduct of the inspection.

SECTION 02

Scope, Methodology, Instrumentation & Rating Key

CIRCUMSTANCES OF SURVEY

The vessel was first examined afloat in her slip, then short-hauled by travel-lift for inspection of the underbody, running gear, and appendages. A dock trial under engine was conducted; a sail trial was not performed at the client's election. Shore power was available and energized throughout, and all systems were exercised where safe and practical. Weather was clear, approximately 18 °C, with light wind. The vessel had been afloat continuously for approximately seven months prior; the underbody was metered within a four-hour haul window.

METHODS & INSTRUMENTATION

The hull and deck were examined visually and by systematic percussion sounding and electronic moisture metering at the gridded locations reported in Sections 06 and 07, supplemented by thermal observation where conditions allowed. Machinery and equipment were inspected while operating unless otherwise noted. Fastener and structural assessments were non-destructive; no coring, disassembly, or removal of joinery, tankage, or installed equipment was performed.

INSTRUMENT	MODEL	USE & VERIFICATION
Moisture meter	Tramex Skipper Plus	Relative scale 0–100; zero-checked before use
Multimeter / clamp meter	Fluke 117 / 325	DC-AC voltage, current, continuity; readings in Section 12
AC circuit analyser	Ideal SureTest 61-164	Polarity, voltage drop, GFCI trip at receptacles
Infrared thermometer	Flir TG54	Engine, exhaust, and charging-system temperatures
Percussion hammer · sounding	Phenolic-tip	Hull, deck, rudder, transom on a nominal 12-inch grid

LIMITATIONS OF ACCESS

As is typical of a production cruising yacht, hull liners, cabinetry, tankage, and the inner moulded grid concealed an estimated 70–80% of the interior hull surface from direct view. References to bronze, stainless, or aluminium are color and magnetic observations only; metallurgy was not laboratory-verified. Specifications are drawn from documentation and recognized references, not independently measured.

HOW TO READ THIS REPORT

Each system carries a condition rating, defined below; items requiring action are consolidated in Section 18, graded by priority, with planning budgets. Ratings are the surveyor's overall impression and do not replace the specific findings.

SOUND	In good order for age and type; routine maintenance only.
SERVICEABLE	Fit for intended use; normal wear, minor upkeep advised.
ATTENTION	Deficiency present; address in the near term (see finding).
SAFETY	Affects safety of persons or vessel; correct before use.
NOT INSPECTED	Outside scope, inaccessible, or not fitted.

SECTION 03

Vessel Particulars & Identification

Plate 01. Port-quarter profile, afloat at Pine Island Marina prior to short-haul.

IDENTIFICATION

VESSEL NAME	“Halcyon”
BUILDER	Beneteau S.A., France
MODEL / YEAR	Oceanis 50 · 1998
DESIGNER	Groupe Finot
HULL ID (HIN)	BEYS5021J798 — verified
USCG OFFICIAL NO.	1234567 — verified, Plate 02
HAILING PORT	Mystic, Connecticut
DOCUMENTATION	Current — recreational · 24 GRT / 18 NRT

Plate 02. USCG placard, official no. 1234567, main beam.

Plate 03. HIN, moulded at starboard transom; enhanced for legibility.

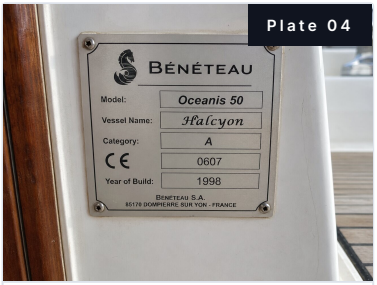


Plate 04. Builder’s plate: model, CE category, year of build.

PRINCIPAL DIMENSIONS

LENGTH OVERALL	50.6 ft · 15.43 m
WATERLINE LENGTH	42.0 ft · 12.80 m
BEAM	14.7 ft · 4.48 m
DRAFT (DEEP FIN)	6.4 ft · 1.95 m
DISPLACEMENT · BALLAST	27,800 lb · 8,380 lb lead
AIR DRAFT	≈ 68 ft · 20.7 m
HULL CONSTRUCTION	Solid FRP below WL; balsa-cored deck

PROPULSION, TANKAGE, RIG & SYSTEMS

ENGINE	Volvo Penta TMD22-P · S/N 2071456
OUTPUT · HOURS	78 hp @ 3,800 rpm · 3,184 hrs
DRIVE / PROPELLER	Shaft 1.0 in SS · 3-blade folding
TANKAGE (F · W · H)	62 · 158 · 2 × 18 US gal
RIG / SPARS	Masthead sloop · Z-Spars alum.
SAILS	Furling genoa · slab main, stackpack
DC / AC · SYSTEMS	12 V AGM · 120 V 30 A · 2 heads · A/C

SECTION 04

Executive Summary & Condition Index

A well-maintained, structurally sound example of a capable Finot-designed cruiser, presenting honestly for her age. The principal action items are rigging age and a short list of safety and systems items, all routine for a vessel of this vintage and none of them, individually, a barrier to purchase.

28	22	3	7	12
YEARS IN SERVICE	TOTAL FINDINGS	SAFETY PRIORITY (A)	ATTENTION (B)	ADVISORY (C)

OVERALL IMPRESSION

Halcyon is a one-design production cruiser that has been actively used and consistently maintained. The hull is solid laminate below the waterline and was found dry and free of significant blistering; moisture readings in the cored deck were elevated only in two small, localized areas noted below. Machinery starts readily, runs cleanly, and holds parameters under load. The vessel has benefited from a partial electronics and house-battery refit within the last several years, which presents well and is correctly installed.

The defining consideration for a buyer is the **standing rigging**, which appears original to the vessel. At twenty-eight years it is well beyond the service life customarily assumed for offshore use, and a full re-rig should be planned and budgeted irrespective of present visual condition. The balance of the findings are typical maintenance and compliance items. A planning budget of **$33,500–$49,000** covers every Class A and Class B item, of which the re-rig represents roughly four-fifths — see the cost-to-cure schedule.

SYSTEM CONDITION INDEX

HULL, STRUCTURE & KEEL	SOUND
TOPSIDES, DECK & HARDWARE	SERVICEABLE
BELOW-WATERLINE & CORROSION CONTROL	SERVICEABLE
SPARS, STANDING & RUNNING RIGGING	ATTENTION
PROPULSION & MACHINERY	SERVICEABLE
STEERING SYSTEM	SERVICEABLE
ELECTRICAL — DC & AC	SERVICEABLE
PLUMBING, TANKAGE & LPG	ATTENTION
NAVIGATION & ELECTRONICS	SOUND
ACCOMMODATIONS & INTERIOR	SERVICEABLE
SAFETY EQUIPMENT & GROUND TACKLE	ATTENTION

PRIORITY ITEMS AT A GLANCE

The following warrant attention before the vessel is placed in service; each is detailed in Section 18 with a planning budget.

A-1	Visual distress signals expired / insufficient for vessel length.
A-2	Propane locker overboard drain hose deteriorated.
A-3	No CO alarm fitted in accommodation spaces.
B-1	Standing rigging original (28 yr); full re-rig recommended.
B-5	Forward sanitation hose permeated; replace.

WHERE EVERYTHING IS

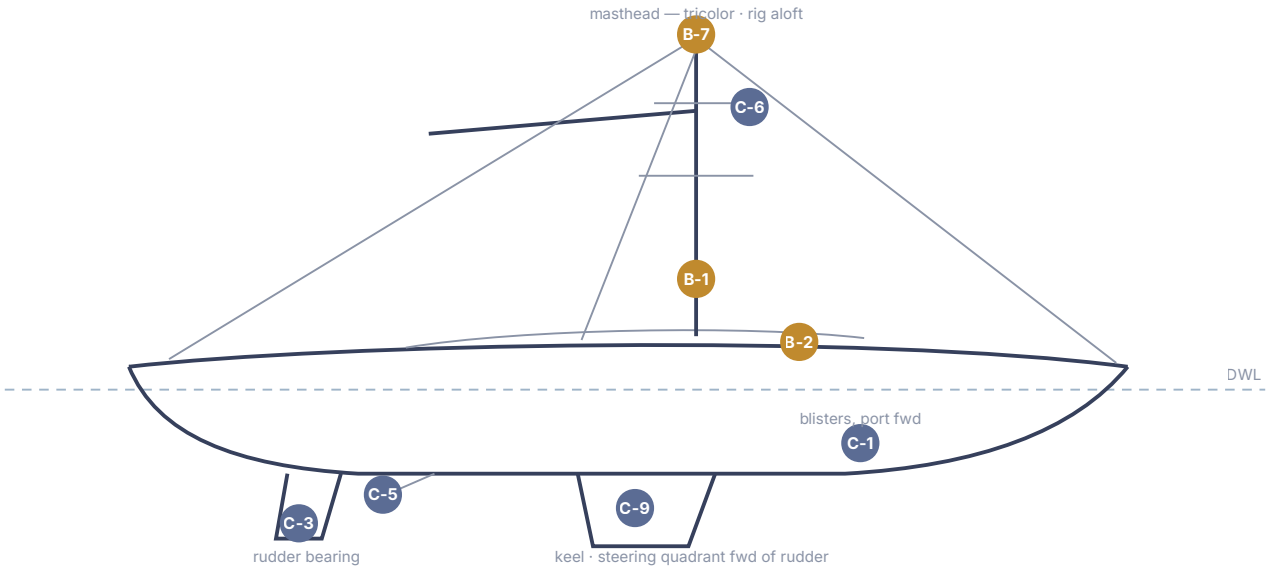
Every finding in this report is plotted on the vessel schematic overleaf — Section 05, Findings Locator — and indexed with budgets in Section 18.

SECTION 05 · NEW IN THIS EDITION

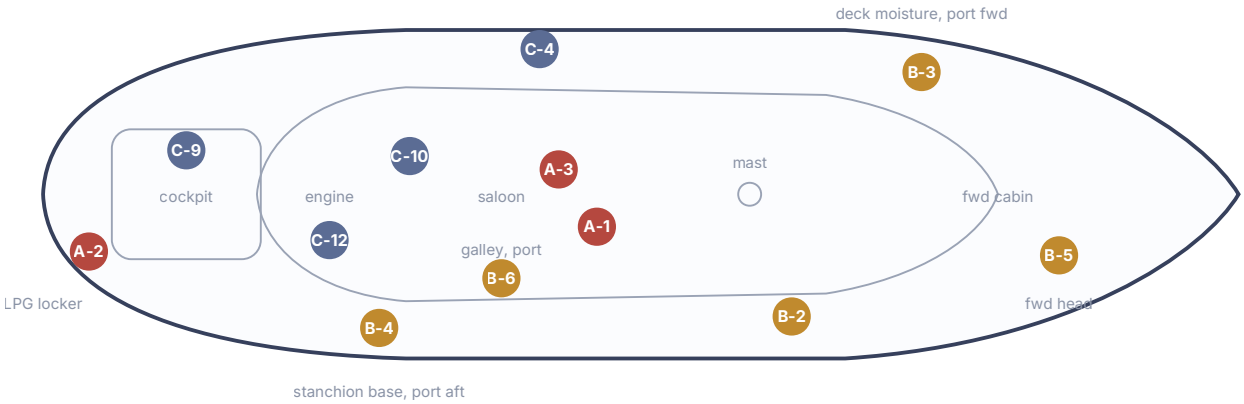
Findings Locator — Vessel Schematic

Each marker below plots a finding from Section 18 at the location where it was observed. Markers are colored by class: **red — Class A, safety**; **amber — Class B, attention**; **blue — Class C, advisory**. Drawings are schematic and not to scale.

PROFILE — HULL, APPENDAGES & RIG



DECK PLAN & INTERIOR — LOOKING DOWN, BOW RIGHT



NOT PLOTTED	REASON
C-2 · C-7 · C-8 · C-11	Vessel-wide or non-locating items: seacock service (all through-hulls), sails (cursory), engine mounts (engine bed), high-water alarm (bilge sump). See Section 18.

SECTION 06

Hull, Structure & Keel

Sound

HULL CONSTRUCTION

Conventional fibre-reinforced plastic (FRP) construction: a solid hand-laid laminate below the waterline and above, with an inner moulded structural grid bonded to the hull to carry rig, keel, and engine loads. Topsides are finished in the original white gelcoat, generally fair and glossy with isolated stress crazing at high-load deck corners consistent with age and normal use. The hull-to-deck joint is an inward-turning flange set in sealant and through-bolted on the toe-rail centres; no movement, weeping, or leakage was observed at the joint from inside the vessel.

STRUCTURAL MEMBERS

The internal grid, primary bulkheads, and floors were examined where accessible behind joinery and beneath sole panels. Bulkhead tabbing to the hull was intact and well bonded where sighted, with no detachment, fracture, or print-through indicating structural movement. The mast step and compression load path through the cabin sole bulkhead were sound, with no compression set or distortion.

Plate 05. Port underbody after pressure-wash; fair, with serviceable antifouling.

Plate 06. Moulded grid and main bilge sump, dry and clean; bonding intact.

BOTTOM & MOISTURE — RECORDED READINGS

The underbody was pressure-washed and examined within the four-hour haul window. Ablative antifouling is in serviceable condition with normal wear and is approaching its renewal interval. Percussion sounding on a nominal 12-inch grid produced consistent, solid returns throughout. Moisture readings (Tramex Skipper Plus, relative scale 0–100; dry topsides reference 8–14) were recorded at five stations, port and starboard, one hour and three hours after haul-out:

STATION (FWD → AFT)	PORT · 1 H	PORT · 3 H	STBD · 1 H	STBD · 3 H	ASSESSMENT
St. 1 — forward sections	18	15	16	13	Low; drying normally
St. 2 — fwd of keel	20	17	19	16	Low–moderate; drying
St. 3 — max beam / keel stub	24	21	21	18	Moderate, localized; monitor
St. 4 — aft of keel	19	16	20	16	Low–moderate; drying
St. 5 — aft sections / transom	15	12	14	11	Low; comparable to reference

The declining trend across the haul window, with no station failing to dry, is consistent with surface moisture in antifouling rather than laminate saturation. No reading pattern indicative of saturated laminate was found.

OSMOTIC BLISTERING

A small number of shallow, isolated gelcoat blisters (under 8 mm) were noted on the port underbody forward. These are cosmetic, do not penetrate the laminate, and are common to hulls of this age. They warrant routine attention at the next bottom job rather than corrective lay-up work. See Finding C-1.

> **SURVEYOR'S NOTE — BLISTERING**
>
> Blister activity is dynamic and best judged immediately after haul-out and wash, before the laminate dries. The surveyor has no first-hand knowledge of this vessel's bottom-coating or repair history; a dedicated blister inspection is advised should the buyer wish to quantify it further.

TRANSOM & STERN

The moulded transom and integral swim step were sound on percussion, with dry moisture readings (11–13) and no delamination or stress fracture around the boarding platform, transom locker, or gate. Bonded fittings were secure.

KEEL & HULL-TO-KEEL JOINT

External lead fin keel on a moulded stub, secured by stainless keel bolts. The hull-to-keel joint is fair and well faired with no weeping, rust staining, or "smile" cracking at the leading or trailing edges. Keel bolts and backing structure were examined internally where accessible beneath the sole; nuts and washers were sound and free of significant corrosion or weeping. The keel was firm with no detectable movement when load was applied.

RUDDER & BEARINGS

Spade rudder on a stainless stock. The blade sounded solid with no water egress at the lower trailing edge and dry moisture readings (12–14 across the blade). A slight movement was detectable at the lower rudder bearing — within tolerance for age but worth monitoring. See Finding C-3.

SECTION 07

Topsides, Deck & Hardware

Serviceable

DECK & COACHROOF — MOISTURE SURVEY

Balsa-cored FRP deck and coachroof with moulded non-skid, retaining good texture. Percussion sounding was solid across the great majority of the deck. The deck was metered on a twelve-zone grid (same instrument and scale as Section 06; dry reference 8–14):

DECK ZONE	PORT	STBD	SOUNDING	ASSESSMENT
Foredeck	12	11	Solid	Dry
Side deck, forward	**62**	14	Dull note, port patch ≈200 mm	**Elevated — Finding B-3**
Side deck, aft	18	16	Solid	Dry–low
Stanchion base, aft (port)	**55**	15	Dull note, localized	**Elevated — Findings B-3, B-4**
Coachroof	13	10	Solid	Dry
Cockpit sole & seats	12	12	Solid	Dry

Both elevated areas are characteristic of moisture ingress at a deck penetration and should be opened, dried, and re-bedded. See Finding B-3.

Plate 07. Port side deck; chalk marks indicate area of elevated moisture (Finding B-3, reading 62).

Plate 08. Cockpit, pedestal, and primary winches; coamings sound, drains clear.

ANCHOR PLATFORM & PULPIT

Stainless stem fitting with twin bow rollers, well secured and fair. Stainless bow pulpit and stern rails firmly mounted on through-bolted bases with no movement. Welds were sound where sighted.

TOE-RAIL, STANCHIONS & LIFELINES

Moulded toe-rail with through-bolted aluminium rail capping. Stainless stanchions and double lifelines with gates port and starboard. One mid-ship stanchion base, port, was slightly loose at its fasteners. Lifeline-coated wire shows surface checking at the swage terminals. See Findings B-4 and C-4.

HATCHES, PORTS & COMPANIONWAY

Aluminium-framed deck hatches and opening ports with acrylic lenses; intact and operable, with the forward hatch correctly sized to serve as an emergency escape. Some perimeter sealant is aged and weeps lightly at the forward hatch. The companionway is fitted with a sliding garage hatch and a drop board. Acrylic shows minor crazing typical of age.

MOORING HARDWARE & COCKPIT

Stainless horn cleats through-bolted with backing; secure. Self-draining cockpit with clear scuppers; locker lids and gas struts serviceable. Pedestal guard and folding cockpit table sound.

BOARDING LADDER & SWIM PLATFORM

Transom-integrated swim platform with a stainless folding telescopic ladder, secure and functional. Freshwater transom shower fitted and operable.

SECTION 08

Below-Waterline Fittings & Corrosion Control

Serviceable

THROUGH-HULLS & SEACOCKS

Below-waterline penetrations are served by bronze seacocks on flanged bronze through-hulls, all bonded. Valves were exercised and operated through their full travel; bodies show normal external patina without significant dezincification (pink coloration) where sighted. Handles and fasteners were sound. As a matter of routine on a vessel changing hands, servicing of all seacocks is recommended. See Finding C-2.

> **RECOMMENDED PRACTICE — SEACOCKS**
>
> Soft tapered wooden plugs should be stowed adjacent to every through-hull for emergency use. When the vessel is left unattended, all below-waterline valves not required for drainage should be closed.

STRAINERS, SCOOPS & TRANSDUCERS

Bronze and plastic raw-water strainers were clear and crack-free on visual inspection; they were not opened (destructive). Speed and depth transducers are through-hull type, intact and sealed. Bonding leads were attached.

Plate 09. Representative bonded bronze seacock, engine bay; valve exercised, sound.

Plate 10. Shaft, folding propeller, and zinc anode; anode ~50% consumed.

CATHODIC PROTECTION & BONDING

A green-insulated bonding system links underwater metals to sacrificial anodes. The shaft anode was approximately half consumed — appropriate for the season and due for renewal at the next haul. The bonding system was continuous where sighted. No evidence of stray-current or galvanic distress (e.g., pink propeller, wasted fasteners) was observed. A galvanic isolator is fitted on the shore-power ground and tested functional (Section 12).

SHAFT, CUTLESS BEARING & PROPELLER

Stainless propeller shaft running in a strut-mounted cutless bearing to a three-blade folding propeller. The shaft was true with no visible scoring; the propeller opened and feathered freely. A slight play was detectable at the cutless bearing, within service limits but to be monitored and renewed when the shaft is next drawn. See Finding C-5. The dripless shaft seal was intact and dry.

SECTION 09

Spars, Standing & Running Rigging, Sails

Attention

RIG TYPE & SPARS

Deck-stepped masthead sloop. Anodized aluminium mast and boom with twin in-line spreaders. The spar was inspected from deck level and at the partners; the visible extrusion was straight and free of corrosion, cracking at exit slots, or significant fastener weep. The masthead, spreader roots, and upper fittings were not inspected aloft and should be examined by a rigger when the rig is unstepped. See Finding C-6.

STANDING RIGGING & CHAINPLATES

1×19 stainless wire with swaged terminals and open-body turnbuckles; cap and lower shrouds, fore- and backstay. The wire and terminals appear **original to the 1998 build**. No broken strands, terminal cracking, or heavy crevice corrosion were visible at deck level, but visual inspection cannot certify wire of this age. Thru-deck chainplates were examined where accessible; bedding sealant is aged and one chainplate shows light surface staining at the deck slot. The standing rigging is the principal action item of this survey. See Findings B-1 and B-2.

> **SURVEYOR'S NOTE — RIG AGE**
>
> Industry practice and most underwriters assume a 10–15 year service life for stainless standing rigging, and many insurers require replacement at 15 years even for coastal cruising. At twenty-eight years, a full re-rig should be planned regardless of present appearance.

Plate 11. Mast base, collar, and deck partners; sound, no compression set.

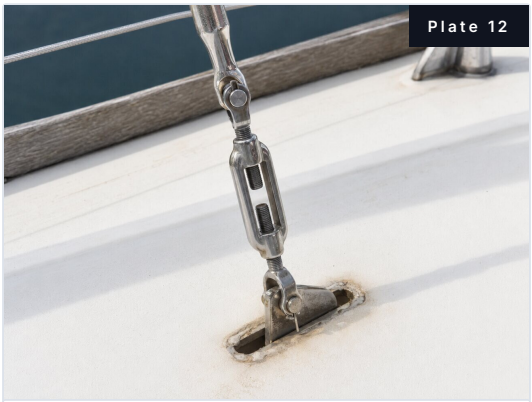


Plate 12. Starboard cap-shroud terminal; original swage, aged bedding (B-1, B-2).

RUNNING RIGGING, FURLING & WINCHES

Synthetic braided halyards and sheets show normal wear, with cover chafe on the genoa sheets approaching renewal. The Profurl furler operated smoothly through full deployment. Self-tailing primary and secondary winches (Lewmar) were firmly mounted, turned freely, and held load; routine service is advised on change of ownership.

SAILS

A furling genoa and a slab-reefed mainsail with stackpack were aboard; cursory examination only. The sails set without obvious distortion and show moderate use, with UV-strip wear on the genoa leech. A sailmaker's assessment is recommended if sail condition is material to the purchase. See Finding C-7.

SECTION 10

Propulsion & Machinery

Serviceable

ENGINE

A Volvo Penta TMD22-P (serial 2071456), a four-cylinder turbocharged marine diesel rated at 78 hp, raw-water cooled through a heat exchanger with wet exhaust. The engine started promptly cold, settled to a steady idle, and ran without abnormal smoke, vibration, or noise. It came up to and held normal operating temperature and oil pressure under load at the dock. The unit is clean, paint is largely intact, and there were no active oil, coolant, or exhaust leaks at the visible surfaces. Belts were correctly tensioned and free of glazing; hoses were supple where sighted. Fluid levels were correct and the oil was of normal appearance.

DOCK-TRIAL LOG — RECORDED READINGS

Forty-two minute dock trial under load, in gear against spring lines. Readings as indicated by panel instruments, IR thermometer, and clamp meter:

PARAMETER	RECORDED	ASSESSMENT
Cold start	Fired in < 2 s	Prompt; brief white smoke clearing in seconds
Idle speed	850 rpm	Steady, no hunting
Maximum at dock, in gear	2,350 rpm	Static test, folding prop; rated 3,800 rpm
Coolant temperature	82 °C, stable	Held under 20-min load; no alarm
Oil pressure	Normal band, steady	No fluctuation under load
Alternator output at house bank	14.1 V	Charging correctly (see Section 12)
Exhaust at transom	Strong water flow	No steam, soot, or sheen
Transmission engagement	Ahead / astern, prompt	No clunk, slip, or delay
Shaft seal at speed	Dry	Dripless seal intact
Hours, start → end of trial	3,184.2 → 3,184.9	Display agrees with broker listing

MAKE / MODEL	Volvo Penta TMD22-P · 4-cyl turbo diesel · S/N 2071456
COOLING	Fresh-water / heat exchanger; wet exhaust
MOUNTS	Flexible; aged, see Finding C-8
TRANSMISSION	Volvo Penta MS — engages ahead/astern cleanly

Plate 13. Volvo Penta TMD22-P in engine bay; clean, no active leaks.

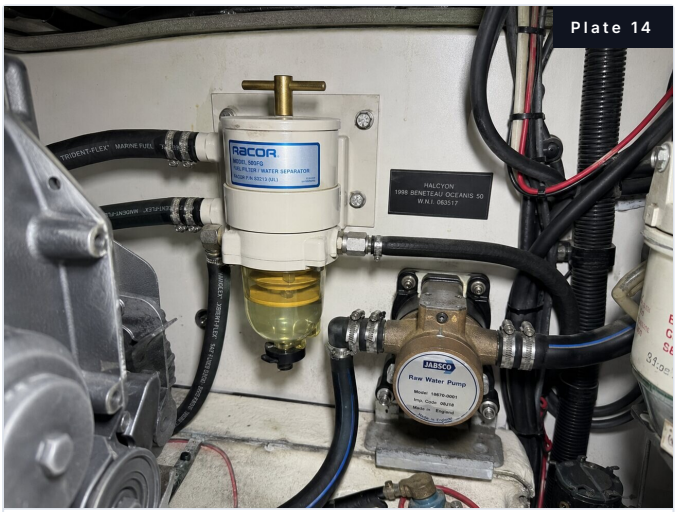


Plate 14. Racor primary separator and raw-water pump; serviceable, double-clamped.

EXHAUST SYSTEM

Wet exhaust with a fibreglass water-lift muffler and reinforced exhaust hose to a transom discharge above the waterline; an anti-siphon riser is correctly fitted. Hose connections were double-clamped with all-stainless clamps where sighted, and the hose was sound with no soot tracking indicating a leak.

FUEL DELIVERY & FILTRATION

Aluminium fuel tank with USCG Type A fill and vent hoses, double-clamped, and a labelled deck fill. Filtration is by a Racor primary water-separator and an engine-mounted secondary filter; a fuel shut-off valve was sighted and accessible. The tank top and outboard faces visible were sound, with no weeping or staining.

ENGINE MOUNTS & ALIGNMENT

The flexible engine mounts show the compression set typical of original mounts at this hour count; renewal and a shaft re-alignment are advised at the next yard period. See Finding C-8. Shaft coupling fasteners were secure and safety-wired.

> **RECOMMENDED — INDEPENDENT ENGINE SURVEY**
>
> This is a general condition inspection of the propulsion package, not a mechanical survey. An oil and coolant analysis and a cylinder compression test by a diesel technician are recommended prior to closing, particularly given engine hours.

SECTION 11

Steering System

Serviceable

STEERING GEAR

Pedestal-mounted wheel steering driving the rudder stock by wire-and-quadrant. The system was exercised lock-to-lock; movement was positive with a small amount of free play at centre, consistent with cable tension due for adjustment rather than a defect. Sheaves, cable, and quadrant were sound and free of corrosion where sighted; the rudder stop and emergency tiller fitting were present. See Finding C-9.

AUTOPILOT

A below-decks autopilot drive (Raymarine Type 1, EV-200 system — see inventory, Section 17) is fitted to the quadrant with its own clutch and tie-bar. The drive and ram were secure; the system was powered and engaged at the dock and responded to helm commands. Sea-trial verification of the autopilot under way is recommended.

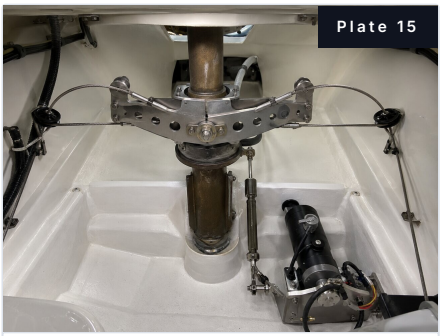


Plate 15. Steering quadrant, cables, and autopilot ram in the aft lazarette.

Plate 16. Upper rudder bearing and stock; slight play, monitor (C-3).

Plate 17. Emergency tiller stowed and test-fitted to the stock head.

SECTION 12

Electrical Systems — DC & AC

Serviceable

DIRECT CURRENT (12 V) SYSTEM

The DC system comprises a recently renewed house bank of AGM batteries and a dedicated engine-start battery, secured in ventilated boxes with covered positive terminals. Distribution is through a labelled main panel with thermal breakers; visible wiring is tinned multi-strand copper with appropriate terminations and no evidence of overheating or unfused taps at the bus. Charging is by engine alternator, shore-powered multi-stage charger, and an inverter/charger serving the AC sub-panel. The installation presents as a competent, recent refit.

ALTERNATING CURRENT (120 V) SYSTEM

A single 120 V, 30 A shore-power system feeds an AC distribution panel with a main breaker, reverse-polarity indication, and individual branch breakers. A galvanic isolator is fitted on the shore ground. Polarity, voltage, and GFCI function were tested at receptacles with a circuit analyser and read correctly at protected outlets. One galley-area receptacle was found **not** GFCI-protected. See Finding B-6. Shore cordage and the inlet were sound.

RECORDED READINGS

TEST POINT	RECORDED	ASSESSMENT
House bank, rested open-circuit	12.74 V	≈ full charge for AGM
Start battery, rested open-circuit	12.68 V	Healthy surface charge
Alternator at fast idle (1,500 rpm)	14.1 V · ~38 A	Multi-stage regulation working
Inverter/charger, absorption → float	14.4 V → 13.4 V	Correct AGM profile
Shore inlet under 1.4 kW load	118 V · no heat rise	IR scan of inlet & cord ends normal
GFCI — heads (2), nav station	Trip < 25 ms	Pass
GFCI — galley receptacle	No trip	**Fail — Finding B-6**
Galvanic isolator, diode test	0.9 V forward	Pass, both directions

> **ADVISORY — BATTERY SERVICE LIFE**
>
> House bank date codes read 2023-Q2 (see inventory). Batteries are not load-tested as part of this survey, and units over three to four years old should be budgeted for renewal. See Finding C-10.

Plate 18. Main DC panel and AGM house bank; tidy, labelled, recently renewed.

Plate 19. AC distribution, inverter/charger, and galvanic isolator at the nav station.

SECTION 13

Plumbing, Tankage & LPG

Attention

FRESH-WATER SYSTEM & WATER HEATER

Two fresh-water tanks feed a 12 V pressure pump and an accumulator to galley and head fixtures through reinforced hose and semi-rigid tubing. The pump cycled and held pressure (no re-cycle over a ten-minute observation with fixtures closed). A marine water heater with engine heat-exchanger and 120 V element is fitted with a pressure-relief valve; it was warm in operation and free of leaks. A dockside pressure-water connection is also fitted.

SANITATION & HOLDING

Two manual marine heads discharge to dedicated holding tanks with deck pump-out and overboard discharge through seacocks. The aft head and its hoses were odour-free and sound. The **forward** sanitation hose has permeated, producing a detectable odour, and the discharge hose is hardened — both due for replacement with current sanitation-grade hose. See Finding B-5. No active leaks were seen at visible tank surfaces.

BILGE PUMPS

An electric bilge pump on an automatic float switch serves the main sump and ran when tested; a manual diaphragm pump provides backup and primed correctly. High-water alarm was not fitted — recommended for a vessel of this size. See Finding C-11.

Plate 20. Calorifier and fresh-water manifold; serviceable, no leaks.

Plate 21. Forward head; sanitation hose permeated and hardened (B-5).

Plate 22. Vented propane locker; overboard drain hose deteriorated (A-2).

LPG (PROPANE) SYSTEM

A single aluminium propane cylinder is housed in a dedicated top-opening, overboard-vented locker serving the galley stove, with a solenoid shut-off switched at the galley and a regulator at the cylinder. The cylinder is fitted with an overfill-protection device. The locker's **overboard drain hose is deteriorated and partially detached**, defeating the locker's purpose of venting heavier-than-air gas overboard; this is a safety item requiring correction. See Finding A-2.

SECTION 14

Navigation & Electronics

Sound

HELM & INSTRUMENTS

The vessel has benefited from a partial electronics refit (2022 — makes, models, and serials inventoried in Section 17). The cockpit pedestal carries a Raymarine Axiom 9 chartplotter/radar display with wind, speed, and depth instruments repeated at the helm; a Ritchie magnetic steering compass is pedestal-mounted (deviation not verified). Displays powered up, acquired position, and presented sensor data without fault. The installation is neatly executed with serviceable cabling at the pod.

COMMUNICATIONS & BELOW-DECKS NAV

A fixed-mount DSC VHF radio with masthead antenna serves both the cockpit (via handset) and the navigation station; DSC was connected to GPS position. The nav station also carries a second display repeater and the autopilot control head. AIS receive is integrated to the plotter. All units powered and functioned.

Plate 23. Pedestal MFD and instruments; 2022 refit, fully functional.

Plate 24. Chart table, VHF/DSC, and electrical panels; tidy and labelled.

Plate 25. Pedestal-mounted steering compass; card free, lighting operable.

SECTION 15

Accommodations & Interior

Serviceable

LAYOUT & JOINERY

A three-cabin, two-head layout typical of the model: a forward owner's cabin, two aft double cabins, a saloon with settees and a folding table, a linear galley to port, and a navigation station to starboard. Timber joinery and the cabin sole are sound and free of significant water staining, soft spots, or odour; upholstery and headlining present as used but tidy, with the expected light wear for the age. Sole boards were lifted where practical to inspect the bilge and structure beneath.

Plate 26. Main saloon and settees; joinery sound, no water staining.

Plate 27. Galley with gimballed stove, sinks, and refrigeration; appliances operable.

GALLEY

The galley is fitted with a gimballed two-burner propane stove with oven, twin stainless sinks with pressurized and foot-pump water, and 12 V refrigeration. The stove gimballed freely and lit; the refrigeration cycled and cooled (evaporator plate pulled to −4 °C during the inspection). Counter surfaces and lockers are sound.

HEADS & VENTILATION

Two heads with moulded liners, wash basins, and integral shower sumps draining to the bilge. Fixtures functioned. Natural ventilation is by opening hatches, ports, and dorade-style vents; the interior was free of mildew odour apart from the forward sanitation issue noted in Section 13.

CLIMATE CONTROL

A single-zone reverse-cycle air-conditioning unit is fitted with digital control; it powered up and produced conditioned air on test (18 °C at the supply grille against a 24 °C cabin). Raw-water flow to the unit was confirmed.

SECTION 16

Safety Equipment & Ground Tackle

Attention

LIFE-SAVING & DISTRESS

Wearable PFDs were aboard in adequate number with a throwable cushion and a horseshoe buoy with a floating light at the stern rail. Visual distress signals on board were **past their expiration date and insufficient in number** for a vessel of this length; current pyrotechnic or electronic signals must be carried. See Finding A-1. An EPIRB was not sighted and is recommended for offshore use.

FIRE PROTECTION

Portable dry-chemical extinguishers were mounted in the galley and accommodation areas; gauges read in the charged band, and tags indicate service is due. A fixed extinguishing system was not fitted to the engine space — recommended for inboard diesel installations. See Finding C-12.

CARBON-MONOXIDE & SMOKE DETECTION

No carbon-monoxide alarm was fitted in the accommodation. Given enclosed sleeping spaces and shore-side rafting exposure, a CO alarm is a safety requirement. See Finding A-3. Smoke detection was likewise absent and is recommended.

NAVIGATION LIGHTS & SOUND

Navigation, steaming, and anchor lights were tested from the panel and operated, with the exception of the masthead tricolor, which was inoperative and should be repaired before night use. See Finding B-7. A hand-held sound device was aboard and functional.

Plate 28. Stowed PFDs and distress kit; flares expired (A-1).

Plate 29. Electric windlass and primary anchor on the bow roller.

Plate 30. Galley extinguisher; charged, service tag overdue (C-12).

GROUND TACKLE & WINDLASS

A primary plough-type anchor on chain rode is carried on the bow roller, served by an electric windlass which deployed and retrieved under test. The rode was inspected as stored without ranging; it presents serviceable with normal wear. A secondary anchor with rope-and-chain rode is stowed in a cockpit locker. Makes and sizes are inventoried in Section 17.

SECTION 17 · NEW IN THIS EDITION

Equipment & Electronics Inventory

Equipment sighted aboard on the date of inspection, with manufacturer, model, and serial where a plate or label was accessible. Compiled for the insurer's schedule and the buyer's records; inclusion does not certify function beyond the body of this report. Serials in this sample are illustrative.

NAVIGATION & ELECTRONICS

ITEM	MAKE / MODEL	SERIAL / DATE	CONDITION
Chartplotter / MFD, helm	Raymarine Axiom 9 RV	E70637-1042877 · 2022	Sound — tested
Radar	Raymarine Quantum Q24C radome	QT24-228431 · 2022	Sound — painted target at dock
Instruments (wind/speed/depth)	Raymarine i60 / i50 set	0190421 / 0190536 · 2022	Sound — all reading
Autopilot	Raymarine EV-200, Type 1 drive	EV2-117764 · 2022	Sound — engaged at dock
VHF / DSC	Standard Horizon GX2400 + RAM4	4N110482 · 2022	Sound — DSC has GPS
AIS	Receive, integrated to MFD	within MFD · 2022	Targets displayed
Steering compass	Ritchie SP-5	SP5-87-66102 · 1998	Card free; deviation not verified

CHARGING, POWER & MACHINERY ANCILLARIES

ITEM	MAKE / MODEL	SERIAL / DATE	CONDITION
Inverter/charger	Victron MultiPlus 12/2000/80	HQ2118-44217 · 2021	Sound — profiles verified
House batteries	AGM, 4 × 100 Ah	date code 2023-Q2	Sound — see C-10
Start battery	AGM, 1 × 75 Ah	date code 2023-Q2	Sound
Galvanic isolator	ProMariner ProSafe 30 A	PS30-114532 · 2021	Diode test pass
Fuel filtration	Racor 500FG primary	500FG-MA · element 2025	Bowl clean
Water heater	Isotemp 40 L	IT40-88213 · 2014	No leaks; PRV fitted
Refrigeration	Isotherm 12 V	IS2301-7741 · 2014	Cooled to −4 °C on test
Air conditioning	Reverse-cycle, one zone, 16k BTU	MS16-50412 · 2016	Produced conditioned air

DECK, RIG & GROUND TACKLE

ITEM	MAKE / MODEL	SERIAL / DATE	CONDITION
Windlass	Lewmar V3, electric	V3-031870 · 1998	Deployed & retrieved on test
Primary anchor & rode	Delta 35 lb · 200 ft 5/16″ HT chain	size stamp verified · chain 2018	Serviceable, normal wear
Secondary anchor	Fortress FX-23 · rope/chain	FX23-44102	Stowed, cockpit locker
Headsail furler	Profurl C420	C420-99-1187 · 1999	Smooth through full travel
Primary winches	Lewmar 54ST × 2	1998 (build)	Service advised on purchase
Secondary / halyard winches	Lewmar 48ST × 2 · 40ST × 2	1998 (build)	Turn freely, hold load
Spars	Z-Spars aluminium, deck-stepped	Z-271-98 · 1998	See Section 09
Standing rigging	1×19 SS wire, swaged	original 1998	**Attention — Finding B-1**

SAFETY EQUIPMENT

ITEM	DETAIL	SERIAL / DATE	CONDITION
PFDs	8 × adult wearable + 1 throwable	purchase tags 2021	Serviceable
Horseshoe buoy & light	Stern rail mounted	light cell dated 2024	Light tested
Visual distress signals	Pyrotechnic kit	expired 11/2024	**Expired — Finding A-1**
Extinguishers	3 × dry chemical, 5-B:C	mfg 2019 · tags overdue	**Service due — Finding C-12**
CO / smoke detection	—	n/a — not fitted	**Not fitted — Finding A-3**
EPIRB / liferaft	—	n/a — not sighted	Not sighted; advised offshore

Appendix

Findings, Recommendations & Cost to Cure

Every item requiring attention, graded by priority and carrying a planning budget. Each finding cross-references the system section and plate in which it was observed, and is plotted on the Section 05 schematic. Ratings describe the urgency of action, not the overall merit of the vessel.

SECTION 18 · CLASS A

Safety Deficiencies

CORRECT BEFORE USE

A-1 · Visual Distress Signals — SAFETY

Pyrotechnic distress signals on board were beyond their printed expiration date (11/2024), and the quantity carried is insufficient for a vessel of this length operating in coastal and offshore waters.

RECOMMENDATION Carry in-date USCG-approved visual distress signals in the required number (three day/night devices minimum), or fit an approved electronic distress light supplemented by day signals. Retain expired flares only as backup.

COST TO CURE **$150 – $350** §16 · Plate 28 · schematic

A-2 · LPG Locker Overboard Drain — SAFETY

The propane locker's overboard drain hose is deteriorated and partially detached. The locker can no longer vent heavier-than-air gas overboard, allowing any leakage to migrate into the bilge.

RECOMMENDATION Renew the locker drain hose and confirm a continuous downhill run to an overboard fitting above the waterline, per ABYC A-1. Pressure-test the LPG system on completion.

COST TO CURE **$180 – $420** §13 · Plate 22 · schematic

A-3 · Carbon-Monoxide Detection — SAFETY

No carbon-monoxide alarm is fitted in the accommodation spaces. The vessel has enclosed sleeping cabins and is exposed to CO from adjacent vessels and shore-side generators while rafted or in a slip.

RECOMMENDATION Fit marine-rated CO alarms in the accommodation per ABYC A-24, and add smoke detection in sleeping spaces. Test on a regular schedule.

COST TO CURE **$250 – $500** §16 · schematic

SECTION 18 · CLASS B

Items Requiring Attention

NEAR TERM

B-1 · Standing Rigging — Service Life — ATTENTION

The 1×19 standing rigging and swaged terminals appear original to the 1998 build. No defects were visible at deck level, but wire and terminals of this age carry concealed fatigue risk that visual survey cannot rule out.

RECOMMENDATION Plan and budget a full re-rig (wire, terminals, turnbuckles, and clevis pins) before offshore use, and confirm insurer requirements. Have a rigger inspect the masthead and spreader fittings when the rig is unstepped (see C-6).

COST TO CURE **$28,000 – $38,000** incl. unstep/step & rigger's aloft survey §09 · Plate 12 · schematic

B-2 · Chainplate Bedding — ATTENTION

Thru-deck chainplate sealant is aged and one chainplate shows light surface staining at the deck slot, indicating possible moisture tracking at the penetration.

RECOMMENDATION Re-bed chainplates and inspect the plates and knees below for crevice corrosion; address in conjunction with the re-rig.

COST TO CURE **$1,800 – $3,500** with rig down — §09 · Plate 12 · schematic

B-3 · Deck Core Moisture — ATTENTION

Two localized areas of elevated moisture (readings 62 and 55 against a dry reference of 8–14) and a duller percussion note were found in the cored side deck (port, forward) and at an aft stanchion base, consistent with ingress at a deck penetration. Full grid in Section 07.

RECOMMENDATION Open, dry, and re-bed the affected fasteners/penetrations; re-laminate locally if core is found degraded. Monitor adjacent areas.

COST TO CURE **$1,400 – $2,800** — §07 · Plate 07 · schematic

B-4 · Loose Stanchion Base — ATTENTION

A mid-ship stanchion base (port) is loose at its fasteners, compromising guardrail integrity at that station.

RECOMMENDATION Re-secure and re-bed the base with adequate backing; confirm core condition beneath (see B-3).

COST TO CURE **$300 – $650** — §07 · schematic

B-5 · Forward Sanitation Hose — ATTENTION

The forward head sanitation hose has permeated, producing odour, and the discharge hose has hardened with age.

RECOMMENDATION Replace with current sanitation-grade hose throughout the forward circuit, double-clamping all below-waterline connections.

COST TO CURE **$900 – $1,600** — §13 · Plate 21 · schematic

B-6 · Galley Receptacle — GFCI — ATTENTION

A 120 V receptacle in the galley area is not GFCI-protected and did not trip under test (Section 12). ABYC E-11 calls for GFCI protection of receptacles in heads, galleys, machinery spaces, and on weather decks.

RECOMMENDATION Add GFCI protection to the affected branch circuit.

COST TO CURE **$150 – $350** — §12 · schematic

B-7 · Masthead Tricolor Light — ATTENTION

The masthead tricolor navigation light was inoperative on test. All other navigation lights functioned.

RECOMMENDATION Repair before operating between sunset and sunrise or in restricted visibility, per the Navigation Rules. Address while the rig is unstepped for the re-rig.

COST TO CURE **$350 – $750** with rig down — §16 · schematic

SECTION 18 · CLASS C

Advisory Notes & Maintenance

ROUTINE

C-1 · Gelcoat Blisters

Isolated shallow blisters, port underbody forward.

ACTION Grind, dry, fill at next bottom job; monitor.

BUDGET **$400 – $900**

C-2 · Seacock Service

Routine on change of ownership.

ACTION Dismantle, lubricate, and re-seat all seacocks.

BUDGET **$600 – $1,000**

C-3 · Rudder Bearing

Slight play at lower rudder bearing.

ACTION Monitor; renew when rudder next drawn.

BUDGET **Monitor — $0**

C-4 · Lifeline Wire

Surface checking at coated-wire swage terminals.

ACTION Renew lifelines; consider uncoated wire.

BUDGET **$1,200 – $2,200**

C-5 · Cutless Bearing

Slight play detectable.

ACTION Renew when shaft next withdrawn.

BUDGET **$700 – $1,200**

C-6 · Rig Aloft

Masthead/spreaders not inspected aloft.

ACTION Rigger inspection when unstepped.

BUDGET **Included in B-1**

C-7 · Sails

Cursory inspection only; moderate use.

ACTION Sailmaker assessment if material.

BUDGET **$0 – $250**

C-8 · Engine Mounts

Compression set typical of original mounts.

ACTION Renew mounts and re-align shaft.

BUDGET **$1,600 – $2,600**

C-9 · Steering Cable

Slight free play at centre.

ACTION Adjust cable tension; lubricate.

BUDGET **$150 – $300**

C-10 · Batteries

Date codes 2023-Q2; not load-tested.

ACTION Verify dates; budget renewal if >3–4 yr.

BUDGET **$1,200 – $2,000**

C-11 · High-Water Alarm

Not fitted.

ACTION Fit an independent high-water alarm.

BUDGET **$250 – $500**

C-12 · Fire Protection

Extinguisher service overdue; no fixed engine-space system.

ACTION Service portables; fit fixed system.

BUDGET **$1,650 – $3,050**

COST-TO-CURE SCHEDULE — PLANNING BUDGET

Round-figure planning ranges for the Connecticut market at the date of this report, assuming yard labour at prevailing rates. They are not quotes, may move with parts availability, and should be confirmed against written yard estimates before being relied upon in negotiation. Figures in this sample are illustrative.

CLASS	ITEMS	LOW	HIGH
A — Safety, correct before use	A-1 — A-3	$580	$1,270
B — Attention, near term	B-1 — B-7 (re-rig dominant)	$32,900	$47,650
Planning total — A & B	rounded	**$33,500**	**$49,000**
C — Advisory / routine (excl. contingent & monitor items)	C-1 — C-12	$6,550	$12,000

SECTION 19

Valuation & Conclusion

BASIS OF VALUATION

Value is expressed as **Fair Market Value** — the price at which the vessel would change hands between a willing buyer and a willing seller, neither under compulsion and both reasonably informed, as of the date of inspection. The opinion below is developed primarily by the comparable-sales (market) approach, supported by published guide data and a cost-approach cross-check, and assumes that machinery and equipment not fully proven during this inspection are operational.

COMPARABLE SALES — MARKET APPROACH

Verified sales of comparable Beneteau Oceanis 50 / late-1990s 50-foot Beneteau cruising sloops, adjusted for equipment and condition. Figures are illustrative for this sample report.

COMPARABLE	SOLD	PRICE	ADJUSTMENT BASIS
2000 · Rhode Island	08/2024	$118,500	Newer rig (2019); adj. down
1998 · Maryland	05/2025	$104,000	Original rig; near-direct comp
1999 · Florida	11/2024	$121,000	Re-rigged + new sails; adj. down
1997 · Connecticut	09/2025	$98,500	Deferred maintenance; adj. up

VALUATION SUMMARY

PUBLISHED GUIDE RANGE (AVG. CONDITION)	$96,000 – $124,000
ADJUSTED COMPARABLE-SALES AVERAGE	$110,500
COST-APPROACH CROSS-CHECK	Not relied upon — see note
ESTIMATED FAIR MARKET VALUE	**$112,000**
ESTIMATED REPLACEMENT COST (NEW, COMPARABLE)	$720,000

NOTE ON METHOD

The cost approach (replacement cost less depreciation) over-states value for a vessel of this age and is not relied upon; the market approach is the more reliable indicator. The valuation assumes correction of the Class A safety findings and reflects the near-term cost of a full re-rig (B-1) — the comparable-sales adjustments and the cost-to-cure schedule are consistent with one another.

CONCLUSION

Insofar as could be determined by a general, non-destructive examination, Halcyon is in **good overall condition** for her age and type and is structurally sound. Upon correction of the safety deficiencies in Class A and a planned program addressing the rigging and the Class B items, she would be in satisfactory condition for her intended use as a recreational coastal and offshore cruising yacht. No condition was found that, in the surveyor's opinion, should preclude the purchase at a price reflecting the findings of this report.

J. Everett Lansing

Accredited Marine Surveyor · SAMS® #1492 · ABYC-Certified
Helm Marine Tech LLC · Mystic, Connecticut

REPORT SUBMITTED WITHOUT PREJUDICE
23 May 2026 · HM · 2026 · 0418

SECTION 20

Limiting Conditions & Standard of Care

NATURE OF THE INSPECTION

This survey is a non-destructive, visual condition inspection conducted without removal of fixed joinery, fasteners, tankage, ballast, or installed equipment, and without disassembly of machinery. It represents the surveyor's opinion of the vessel's condition on the date and at the locations of inspection only.

CONCEALED CONDITIONS

Areas concealed by liners, the structural grid, insulation, tankage, and stored gear could not be examined. The absence of a reported defect is not a guarantee that none exists in concealed areas. Latent or developing conditions cannot be detected by visual survey.

MACHINERY & EQUIPMENT

Engines, generators, and equipment were observed operating where practical but were not subjected to mechanical survey, oil analysis, compression testing, or sea-trial unless stated. No warranty, express or implied, is given as to the future performance or remaining service life of any machinery.

MATERIALS & READINGS

References to metals and materials are observational only; metallurgy and laminate schedules were not laboratory-verified. Moisture readings are comparative indications on a relative scale, influenced by coatings, temperature, and recent immersion; they are reported with their context in Sections 06–07 and are not absolute measures of core water content.

VALUATION & COST FIGURES

The valuation is an opinion for the stated purpose and date, developed from market data and recognized references. It is not an appraisal for lending or tax purposes and may not reflect a future or forced-sale price. Cost-to-cure figures are planning ranges, not quotes, and should be confirmed by written yard estimates.

USE & RELIANCE

This report is prepared for the named client and for the stated purpose. It is not transferable and confers no warranty of fitness, seaworthiness, or merchantability. Recommendations should be completed by qualified marine professionals and re-inspected as appropriate.

STANDARDS REFERENCED

Inspection was guided by recognized recreational-vessel standards including ABYC Standards and Technical Information Reports, NFPA 302, and applicable U.S. Coast Guard regulations (33 & 46 CFR), as appropriate to the vessel's age and type.

STANDARD OF CARE

Work was performed in accordance with the practices of the Society of Accredited Marine Surveyors (SAMS®). This document is the surveyor's professional opinion and not a statement of insurable or guaranteed condition.

DOCUMENT INTEGRITY

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