

CONDITION SURVEY FOR PURCHASE

Name of vessel	Ti Malou
Hull identification number	BEY FR138K394/XA138
Registered port	Dover DE
Registered number	Not seen
Description	Beneteau Oceanis 440, Moorings 445 fiberglass aux diesel sloop, built in 1993 and is a 1994 model
Person requesting the survey	Brian Bennett
Persons present at survey	Mr D. Cooper for part of the time
Purpose of Survey	Condition for purchase by Mr Bennett
Date of Survey	19 November 2003
Date of report	20 November 2003
In water location	Road Harbour and the Sir Francis Drake Channel, Tortola, British Virgin Islands
Out of water location	Nanny Cay Yard, Tortola, British Virgin Islands
Mast Surveyed Aloft	Yes, no defects seen.
Estimated Value	Approximately \$80,000.00, see the last page of the report.
Estimated Replacement Value	Approximately \$250,000.00

GENERAL COMMENTS:

The vessel is considered to be in sound structural condition as far as can be determined without the removal of fittings and furnishings. Cosmetically, the vessel is showing signs of wear and tear consistent with 10 years of use in the charter industry



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BOTTOM

Interior

HULL - Fiberglass Reinforced Plastic

Painted fiberglass with structural hull liner. No structural defects seen. The under floor area is dirty and mildewed and there is some fungus from the floor boards which present a poor cosmetic appearance

Exterior

Moulded fiberglass. The liner is dis-bonded (about 12" x 12") in the starboard forward quarter and to port and starboard in the aft quarter approximately in line with the middle of the engine. We commonly find this with other similar 440 series and this is of no structural concern. There was no disbonding found elsewhere. There was no delamination found. There is extensive osmosis to the wetted surface. The blisters are mostly less than 1/2" diameter at about 3" intervals. There are 8 x 2' diameter blisters which are shallow and appear to be just under the gelcoat. The wetted surfaces need a full peel and treatment for osmosis



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BULKHEADS	Primary	Plywood bonded to the hull. The bonding appears to be intact, where visible. The bulkhead is discoloured at the bottom but not rotten
BULKHEADS	Secondary	Plywood bonded to the hull no structural defects seen.
HULL TO DECK JOIN		Flanged and sealed, no leaks seen. The toe rail is bent at the second starboard stanchion and two of the bolts appear to be broken, the broken bolts should be replaced.
HATCHES & PORTS		Lewmar alloy and Plexiglas. The hatch over the aft berth, has a broken hinge which should be replaced. The fore hatch has been repaired, the repairs are satisfactory. The Lewmar side hatches appear to leak. One cockpit locker latch is missing
DECK	Interior	Covered by fiberglass liner, no defects seen.
	Exterior	Fiberglass mould with moulded-in non slip. There are numerous stress cracks to the deck near the toe rail to port and starboard, probably from contact with docks when docking. The decks were tested with a GRP33 moisture meter and there was no ingress of moisture found. The stress cracks are therefore cosmetic. The teak facing to the cockpit seats is in poor condition. The teak facing to the transom steps are in poor condition

CABINET WORK

Plywood with veneers and Formica. The bottoms of most of the cabinet work is discoloured but not rotten. The cabinet work has been slightly displaced at the mast area. This is because the deck tie-down rod has been over tightened, pulling the aft side of the deck plate down and raising the front of the deck plate. This has caused the deck to flex but there are no stress cracks. The tie rod should be de tensioned and the deck allowed to settle back to normal. One hinge is missing from the door to the starboard fore cabin



TYPE OF STOVE	Eno propane 4 burner with grill and oven, in good condition. The flexible hose should be replaced immediately as it expired in April 2002, no defects seen elsewhere.
LOCATION OF TANK	Port cockpit locker with a gauge and solenoid, no defects seen. .
CABIN SOLE	Imitation teak and holly in mostly poor condition. Many of the boards have started to delaminate and rot.
GEL COAT	Some scratches and some minor gelcoat repairs noted for example at the stem area. The gelcoat is in reasonable condition
PREVIOUS REPAIRS	No structural repairs seen

SPARS, RIGGING & SAILS

SPARS	Z-Spars alloy anodized mast and boom. The washer is missing under the gooseneck and the goose neck is becoming worn. A washer should be provided. Two exit plate covers are missing from the mast, no other defects seen.
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MAST STEP	On frame on top of keel. The corrosion should be cleaned off the shoe, no other defects seen.
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SPREADERS

Double tapered anodised alloy. The rivets are missing or loose to the port lower spreader, they should be replaced, no other structural defects seen.

CHAIN PLATES

Stainless steel with tie rods to inner liner, no defects seen.

SHROUDS & STAYS

1 x 19 stainless steel cable, no broken strands seen. It is noted that the stays appear to be original and will likely need to be replaced in the next five years

FITTINGS

Swages. The upper swages show some corrosion but no cracks seen.

TURNBUCKLES

Chrome plated bronze, no defects seen.

LIFE LINES, STANCHIONS & PULPITS Stainless steel cable with stainless steel stanchions, most of the stanchions are slightly bent but are serviceable

RUNNING RIGGING

Braided Dacron, in reasonable condition.

SAIL INVENTORY

Main and roller furling jib in good visual condition. The stitches to the cloth were not examined as the sails were fitted to the vessel. The outhaul car to the main sail has defective bearings and should be replaced

WINCHES

The winches are in working order

OTHER

Stainless steel framed Bimini. The cloth has two rows of holes, probably from contact with the backstay and will need repair.

EXTERNAL HULL FITTINGS

SEA COCKS

Swing valves, in working order, all with double hose clamps.

RUDDER & FITTINGS

Foam filled fiberglass spade rudder no defects seen. The bearings are in good condition with very little play

STEERING MECHANISM

Wheel with roller chain, stainless steel cable to quadrant, no defects seen.

PROPS, SHAFTS & STRUTS

Three blade bronze prop on stainless steel shaft, The blades have small "dings" and should be "dressed", no structural defects seen.

CUTLASS BEARING

In good condition, the shaft log has recently been replaced The bearing has moved partly out of the housing and there is no retaining bolt fitted. The cutlass bearing should be secured or it will need to be replaced at the next haul

ZINCS

Prop shaft zinc in poor condition and will soon need to be replaced.

KEEL BOLTS

Steel. The heads of the bolts are in need of cleaning and preserving. The bolts were not drawn for inspection.

KEEL

Steel fin with bulb and winglets, some evidence of grounding damage noted. There was no movement of the keel to hull join

MACHINERY

ENGINE TYPE & MAKE

Yanmar 4JH2E #6645, four cylinder marine diesel. The engine started well but was a little noisy and did make a little blue smoke at high revs. We recommend a compression check.

TEST TIME RUN & RPM

Various RPM for 2 hours including 10 minutes @3250 RPM

WATER TEMPERATURE

Alarm fitted and not tested. The engine block temperature was approx 170 degrees when tested with an infra red thermometer

OIL PRESSURE

Alarm fitted and working.

BLOWER

Is provided and not working

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EXHAUST SYSTEM

Wet with stainless steel waterlock. The water injection elbow has started to leak and will very soon need to be replaced. The heat exchanger resting on top of the gearbox is corroding and should be cleaned and preserved or it will need to be replaced in the near future, no other defects seen



ENGINE HOUR METER The meter has 2772 hours and is obviously not original

GEARBOX Hurth KBW 20 in working order, no defects seen.

ELECTRICAL

AC 30 amp 110 V shore power. The original wiring was for 230 volt. The wiring size should be examined before the attachment of any high 110 volt loads. We note that the wiring supply has been disconnected to the hot water heater. There are no outlets provided

DC 2 x 4D house batteries, undated, in 1 x 12V bank, and 1 group 27 wet cell starting battery. The engine battery needs to be secured

DC CHARGING SYSTEM Tecpro 25 amp battery charger, and engine driven alternator, both in working order .

MASTER SWITCH Is provided

REFRIGERATION Sea Frost R12 engine driven with holding plates in working order

OTHER EQUIPMENT Fans (three different types fitted!), lights, 3 x par shower drain pumps, Jensen 10 CD changer

TANKS AND ASSOCIATED SYSTEMS

WATER TANKS Fiberglass tanks built-in to hull liner. The fore tank leaks at the top. The starboard tank leaks at the top. The port tank leaks at the top. The leaks should be repaired and the vents verified.

FRESH WATER SYSTEM Johnson and Sureflo pump pressurized hot and cold with accumulator tank., no defects seen.

FUEL TANKS 1 alloy no defects where seen.

FUEL SYSTEM Racor water separator/filter and engine mounted secondary filter. The Racor is dirty and should be cleaned with a new filter provided

WASTE TANKS Two plastic with dock side pump out

MARINE TOILET Two manual, in working order.

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SAFETY EQUIPMENT

EMERGENCY TILLER	Is provided
ANCHORS & RODES	45lb CQR with a slight bend to the shaft, with chain rode. 35lb CQR with warp and chain, no defects seen.
ANCHOR WINDLASS	Lofrans Tigress in working order
FIRE EXTINGUISHERS	3 x Kidde 10BC and 1 x Kidde 1A 10 BC in charged condition
AUTOMATIC FIRE EXTINGUISHERS	None fitted and none required.
SIGNAL HORN	Bell provided and not mounted. Lung powered in working order
VHF RADIO	Icom IC 56 in working order.
FLARES	2 x red hand held and 1 x orange smoke day signal, expire in 2004
LIFE JACKETS	8 x type II (near shore type)
BILGE PUMPS	1 x Rule 500 submersible with float switch, 1 x PAR manual electric(doubles as a fridge drain) and 1 x Whale manual
MAN OVERBOARD RECOVERY	Horseshoe in reasonable condition with light. The light is not working and should be repaired

NAVIGATION EQUIPMENT

RUNNING LIGHTS	Provided and not working
COMPASS	Plastimo Olympic 135, last correction is unknown.
DEPTH INDICATOR	Stowe, in working order.
LOG	Stowe, not working and should be replaced
WIND INSTRUMENTS	None
GPS	Micrologic not working and should be replaced
OTHER	Autohelm 7000 in working order

COMMENTS AND RECOMMENDATIONS FOR INSURANCE

1. The expired flexible propane hose should be replaced.
2. The outhaul car to the main sail should be replaced
3. Working navigation lights should be provided
4. The Racor filter to the fuel system should be cleaned and a new filter provided.
5. The port aft cabin overhead hatch has a broken hinge which should be repaired
6. The man overboard light is not working and should be repaired

Then this vessel can be recommended to Underwriters as an acceptable marine risk at the value shown

OTHER COMMENTS

1. The wetted surfaces show extensive osmotic blisters
2. The gooseneck to the boom needs a washer
3. Most of the floor boards to the cabin sole are delaminated

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4. The cutlass bearing is loose
5. There are no covers to the drain holes to the anchor locker or transom lockers
6. The port cockpit latch is missing
7. The Bimini fabric has many small holes

These and many other small items are detailed in the text of the report

VALUATION

After all the comments and recommendations for insurance have been repaired, we would value this vessel at approx \$80,000

W. J. Bailey Principal Surveyor

Accredited Marine Surveyor # 461

Certified Marine Loss Adjuster

International Association of Marine Investigators #2601

Surveyor of Ships for Transport Canada

This report is presented by the undersigned following his survey on the vessel and is submitted by him in utmost good faith and represents the full findings of the attending surveyor on the date of survey, and is subject to the following limitations: No withdrawal of shafting undertaken, No opening of joiner work, paneling, void spaces or tankage rendered. No removals made or destructive testing undertaken. No disassembly of engines, machinery, electrical, plumbing or other equipment undertaken; assessment thereof is limited to what is externally visible, or ascertainable from operation. Survey does not contain a full inventory, and any items not mentioned, or items put aboard at a later date that would normally be included under insurance, should be listed and the list appended hereto. No liability can be accepted for errors, inaccuracies or omissions which may occur. Every effort has been made to conduct such survey findings in accordance with marine surveyor's best practice. This survey is submitted without prejudice

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