

ASSOCIATED MARINE DESIGN

NAVAL ARCHITECTS - PROJECT MANAGERS - SURVEYORS

CONDITION / VALUATION SURVEY

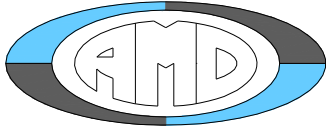
VESSEL'S NAME: TEVAI

SURVEY DATE: NOVEMBER 07TH 2017

REQUESTED BY: TIM BITTEL

LOCATION: PBMFL – HAULED OUT
CHAGUARAMAS, TRINIDAD W.I.

SURVEYOR PRESENT: BASTIEN POUTHIER

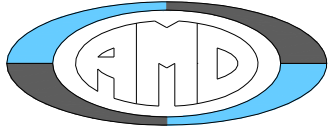


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GENERAL PARTICULARS

Vessel name	Tevai
Vessel model	Lafitte 44
Builder	Kaohsiung, Taiwan
Designer	Bob Perry
Year built	1980
Registered length	44'
Registered beam	12.6'
Registered depth	6.3'
Draft	6' 6"
Design displacement	Not ascertained
Official U.S.C.G. #	639 427
HIN	PKE440220780
Gross tonnage	17
Net tonnage	15
Registration validity	October 31 st 2018
Port of Registry	Cleveland, Ohio, USA
Material	G.R.P.
Insured Value	200 000 US\$
Market Value	Not ascertained
Replacement Value (new)	550 000 US\$
Owner at time of survey	Tevai Global Ltd 411 Walnut St # 5741 Green Cove Springs, FL 32043, USA
Location of survey	Power Boats Mutual Facility & Crews Inn marina Chaguaramas, Trinidad W.I.

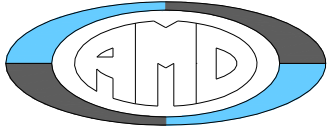


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HULL

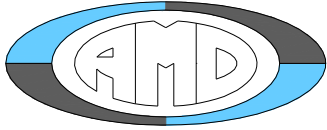
Vessel type	Sailing monohull – cutter
Hull type	Displacement
Design aim	Cruising, pleasure
Design operation	Ocean – unrestricted
Recommended operation	Off-shore – up to 60 N.m from safe haven
Keel type	Long keel, ballast moulded in
Rudder	Attached to keel, stainless steel stock – firmly mounted, no play
Topsides	Moulded G.R.P. single skin w/ polyurethane paint finish new 2016
Undersides	Moulded G.R.P. single skin w/ antifouling paint finish, newly applied September 2017 – not seen
Deck	Moulded F.R.P. foam cored sandwich w/ white paint & painted non skid – new 2017
Superstructure	Moulded F.R.P. foam cored sandwich w/ white paint & painted non skid – smooth new 2016, non skid new 2017
Deck hatches	Goïot aluminium frame – weathertight – Plexiglas window replaced 2013 Wooden frame replaced 2017
Portholes	Goïot painted aluminium frame
Portlights	None
Bow	Raked forward – no signs of major impact
Stern	Raked curved transom – no signs of major impact



STRUCTURE

At time of survey the vessel's structure was found as indicated below:

- The hull below the waterline appeared to be in satisfactory condition with no signs of osmosis, seepage or water ingress. No signs of major impact to the bow, keel, rudder and stern were seen.
- Hull to deck joint was found in satisfactory condition where accessible. However, limited areas were accessible at time of survey due to sheathings, liners or other coverings. The surveyor viewed no external signs to indicate that a problem may be evident.
- The vessel's internal structure was inspected where possible and found free of staining or any indication of damage due to water ingress and free of delamination.
- No watertight bulkhead was found.
The drain hose connection for the anchor locker was found in poor condition and should be renewed.

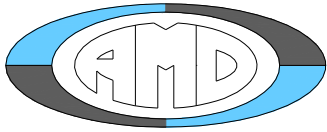


DECK FITTINGS

Located on or fitted through the deck, the deck fittings were found as follows at time of survey:

Pulpit	Stainless steel tube bolted thru deck & toe rail
Pushpit	Stainless steel tube bolted thru deck
Stanchions	Stainless steel tube, port & starboard gates
Stanchion base	Goïot aluminium bolted thru deck & toe rail
Life lines	Stainless steel 1x19 wires
Anchor roller	Double – stainless steel
Primary anchors	Rocna – 25 Kgs, to port & Bruce – 35 Kgs
Primary chains	325' To port & 230' lengths of 5/16" galvanised chain
Strong point	Rope to pad eye
Additional anchors	Steel painted Fluke – 20 Kgs Fortress Fx-55 storm anchor
Windlass	Lighthouse 1501 – 12 V & 1500 W Motor rebuilt 2016
Mooring cleats	Stainless steel – 2 x forward, 2 x amidships & 2 x aft
Fairleads	Aluminium – amidships & stainless steel – aft
Toe rail	Anodised aluminium w/ teak caprail aft New teak coamings – october 2017
Handrails	Stainless steel railing & mast pulpit
Deck fills	Water to port & starboard amidships, fuel to starboard aft & waste to port forward & starboard aft
Antennae	Raymarine mounted on stern pole 1 x VHF on mast head (navigation station), 2 x VHF on stern pole (cockpit VHF and AIS) Wifi Rogue Wave SSB on backstay w/ isolators
Additional equipment	Raymarine GPS antenna Solar panels & wind generator Magma stainless steel BBQ Hubbell shore power plug SSB antenna tuner Ullman Sails awning 2017

At time of survey, the vessel's ground tackle and the deck fittings were found in satisfactory condition.



COCKPIT

The cockpit was located aft on the deck and found as follows at time of survey:

Helm	Stainless steel steering wheel Yacht Specialities steering column
Steering gear	Cable & chain to quadrant
Autopilot	Linear electric ram w/ Raymarine ST6001+
Emergency tiller	Yes, companion way
Compass	Ritchie
Navigation instruments	Raymarine ST60 Multi, Wind, Depth & Speed Raymarine GPS, chartplotter & AIS Raymarine RL70C radar display
VHF	Ram+ Standard Horizon VHF remote
Number of control station	Cockpit only
Engine panel	Tachometer, oil pressure, water temperature, engine hours & alarms – 2006
Bimini	Stainless steel frame & canvas – new 2013
Additional equipment	Manual bilge pump Cockpit & anchor salt water wash down Cockpit shower

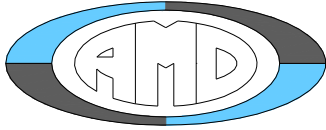
At time of survey, the cockpit was found in satisfactory condition.

PROPANE LOCKER

Located in the cockpit, the propane locker was found as follows at time of survey.

No. of tanks	1 x 6 Lbs Aluminium for grill only 1 x 10 Lbs Steel & spare 10 Lbs steel
Drain	To overboard
Compartment material	G.R.P.
Hose	Satisfactory – 2013, good thru bulkhead connection
Solenoid	Yes
Pressure gauge	Yes
Shut off valve	On bottle & solenoid in compartment

At time of survey, the propane locker was found in satisfactory condition.

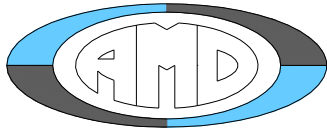


RIGGING & SAILS

The rigging, sails and hardware were found as follows at time of survey:

Main mast	Sparcraft painted aluminium – 2 inline spreaders Awl Grip polyurethane paint 2013
Shrouds (per side)	Conventional stainless steel 1x19 wires 2 x Lowers, fore & aft – 3/8", 1 x Intermediate – 5/16" & 1 x Capshroud – 3/8"
Forestay	Not seen because of roller furler's profile Conventional stainless steel 1x19 wire
Inner forestay	Not seen because of roller furler's profile Conventional stainless steel 1x19 wire
Backstay	Conventional stainless steel 1x19 wire w/ SSB isolator Harken hydraulic ram – 2013
Terminals	Mechanical Sta Lok & toggles on deck
Winches – mast	Lewmar – 3 x 40ST & 1 x 40
Winches – cockpit	Lewmar – 2 x 55ST & 2 x 30ST
Boom	Aluminium – Awl Grip polyurethane paint 2013
Spinnaker pole	Anodized aluminium
Roller furler	Profurl NC42 – genoa & staysail
Genoa	Substaad 135% Dacron on roller furler w/ anti UV band
Staysail	Dacron on roller furler w/ anti UV band – 2005
Main sail	Dacron full batten & 2 reefs – 2005
Additional sail	Storm trysail 2009 Storm jib
Mast step	Keel stepped – satisfactory condition on deck Stainless steel 1/2" plate step, dirty inside, no signs of drainage, signs of corrosion, mast to be unstepped for cleaning & further inspection at next haul out
Gooseneck	Stainless steel, satisfactory external condition
Chain plates	Stainless steel – satisfactory condition on deck, runs through deck & ties to hull structure No backing plates on forestay – fender washers
Kicker	Rigid w/ block & tackle
Track & traveller	Merriman – genoa

The standing rigging was replaced in 2013. A visual inspection at deck level indicated no signs of abnormal wear & tear. At time of survey, the rigging and sails were found in satisfactory condition, with exception of the mast step to be cleaned and drained.



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DINGHY

The dinghy was found stored on the coachroof and as follows at time survey:

Type	RIB
Manufacturer	AB
Model	9VL
HIN	XMO41055D808
Length	Approximately 9'
Materials	GRP & Hypalon
Engine	Yamaha 15 Hp – 2 stroke gas outboard – 2009 – Serial # 684K S 1083656
Tank	Portable gasoline – inline fuel filter
Anchor	Yes
Bailer	Yes
Pump	Yes
Oars	Yes

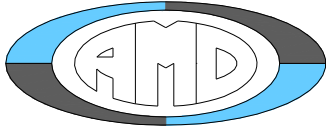
At time of survey, the dinghy and equipment found were in satisfactory condition.

AUXILIARY ENGINE / GENERATOR

The main engine was found as follows at time of survey:

Main engine	Kubota EA300-E2 – 1 cylinder diesel
Year of manufacture	Not ascertained
Engine hours	1159.5
Fuel filter	Racor water separator
PTO	1 x Alternator mounted on engine – Balmar 225 Amps & 12 V, belt driven
Mounts	Soft mounts, satisfactory external condition
Pan under engine	Yes
Ventilation	Adequate
Cooling system	Raw water w/ strainer to heat exchanger
Exhaust type	Wet exhaust w/ G.R.P. muffler
Exhaust lines	Satisfactory condition where seen

At time of survey, the main engine was found in satisfactory condition.



MAIN ENGINE

The main engine was found as follows at time of survey:

Main engine	Yanmar 4JH3TE – turbocharged, 75 Hp – year 2006
Engine #	E16072
Engine hours	1627
Fuel filter	Dual Racor water separators w/ manifold
PTO	1 x Alternator mounted on engine – Ample Power 100 Amps & 12 V, belt driven
Gear box	Mechanical ZF30M – 2.70:1 – Serial # 31742N
Mounts	Soft mounts, satisfactory external condition
Pan under engine	No, sump connecting to main bilge
Ventilation	12 V blower – corroded stainless steel hose clamps
Cooling system	Raw water w/ strainer to heat exchanger
Exhaust type	Wet exhaust w/ G.R.P. muffler
Exhaust lines	Satisfactory condition where seen

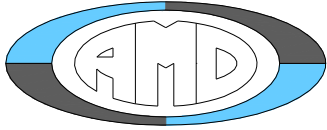
At time of survey, the main engine was found in satisfactory condition.

STERN GEAR

The stern gear was found as as follows at time of survey:

Propeller shaft	1 1/2” Solid stainless steel direct shaft – 2006
Propeller	3 Bladed Autoprop propeller
Cutlass bearing	Rubber & bronze – 2016
Strut	Bronze strut laminated in place
Stuffing box	PYI dripless shaft seal – 2016
Anodes	1 x On propeller, 4 x on strut & 2 x on shaft
Grounding plate	2 x SSB grounding plates
Thru hulls	Bronze thru hull fittings – satisfactory external condition
Sea cocks	Bronze, generator exhaust elbow to be clean & further inspected

At time of survey, the stern gear were found as described above.

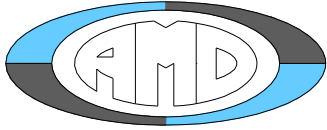


TANKAGE / PLUMBING

The tankage was found as follows at time of survey:

Fuel	2 x Black iron – 100 Gallons to port & 30 G to starboard, cleaned 2013, vented, lines in satisfactory condition where seen, dipstick on tanks Bronze 2-way valves on supply & return lines Algae-X treatment centre, 12 V feed pump, complete manifold to ease transfer & polishing
Fresh water	2 x Polypropylene tanks in saloon settee, port & starboard, 60 & 40 Gallons capacity, built in 2013 Fresh water shut off mounted on tank
Water heater	110 V or engine heat exchanger
Water maker	Echo Marine – 12 V single membrane 11 gph – good installation for easy access & maintenance Post treatment softener
Sinks	Single stainless steel in heads & double stainless steel in galley – drain to shower sumps
Taps	Pressurized hot & cold mixer tap Seagull drinking water filter
Fresh water pump	12 V Jabsco electric pump w/ accumulator tank
Holding tanks	2 x G.R.P. tanks w/ manual discharge pumps Forward – disconnected, hose to holding tank cracked & to be replaced
Heads	2 x Manual bronze pumps to holding tanks or overboard w/ Y-valve
Showers	2 x Pressurized fresh hot & cold showers,
Shower sumps	2 x Electric sump pumps on manual switches
Sea water pumps	Shurflo 12 V deck wash down pump, March 110 V air condition pump & 2 x manual pumps
Bilge pumps	1 x Electric automatic Rule 3700 bilge pump 1 x Auxiliary pump – 12 V for residual water 2 x Manual pumps in cockpit & aft cabin 1 x Engine raw water cooling pick up
Thru hull fittings	Bronze – satisfactory external condition
Sea cocks	Bronze – operational, forward holding tank discharge locked closed, not in use Double stainless steel hose clamps

At time of survey, the tankage was found in satisfactory condition.

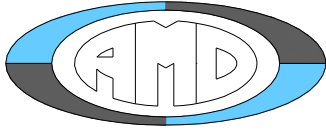


ELECTRICAL SYSTEMS

The electrical systems on the vessel were found as follows at time of survey:

Shore power plug	Hubbell 30 Amps, 110 V & 60 Hz system
Shore power cable	Cockpit, adequate section
Master shore breaker	At navigation station
Reverse polarity alarm	Yes
AC charger	Heart Interface Freedom 30 – 110 V & 140 Amps
Inverter	Heart Interface Freedom 30 – 3000 W 400 W spare
AC panel	Navigation station
DC charger	1 x 12 V & 100 Amps alternator – mounted on engine 1 x 12 V & 225 Amps alternator – mounted on generator 3 x Solar panel – 150 W, 180 W & 195 W – flexible 1 x AirX wind generator
DC charge regulator	2 x Ample Power alternator smart charge regulators 3 x Victron solar panel charge regulators AirX internal regulator
DC panel	Navigation station
Batteries	2 x 12 V Gel batteries – Group 24 Prevailer – windlass – 2013 2 x 12 V Gel batteries – 8D Prevailer – service – 2013 2 x 12 V Lead acid engine start batteries – Group 27 – 2016
Battery boxes	Plug covers were found on the batteries to prevent accidental shorts, well secured, splash proof & ventilated
Battery switches	2 x Battery isolators – On/Off – house & engine Windlass batteries parallel, wind generator switch, inverter switch & inverter/shore/off selector switch
Meters & gauges	AC Volts & Amps & DC Volts & Amps gauges Heart Interface Link 2000 monitor
Connections	Mostly crimped eye terminals to bus bars
Circuit breaker and wiring	Satisfactory condition >>> Loose or cut wires should be kept secured & isolated from metal parts such as fuel tanks

At time of survey, the vessel electrical systems were found in satisfactory condition.

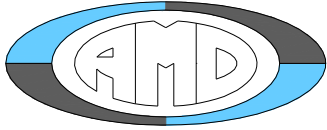


ACCOMMODATION

The accommodation was found as follows at time of survey:

Television	None
DVD player	None
Stereo / CD player	AM / FM / CD player
Stove	Force 10 3 burners & oven
Microwave	None
Refrigerator / freezer	2 x 2016 Sea Frost freezer & refrigerator compressors – air cooled & salt water cooled – evaporator plates
Air condition	Marine Air Systems 5000 BTU & 110 V air condition unit – CLM 5KC – serial # EO-M82702
Cabins	2 x Double, V-berth forward & master aft
Heads	En-suite to cabins
Galley	To port of companion way
Saloon	To amidships
Navigation station	To starboard of companion way
Deck hatches	Goïot – aluminum frame – weathertight
Portholes	Goïot – painted aluminum frame – weathertight
Portlights	None
Furniture	Wooden & G.R.P., Corian counter tops
Stowage	Adequate
Light	12 V adequate
Ventilation	Adequate – 12 V fans, air condition & natural air
Liner & headliner	Vinyl overhead & solid wood to sides
Floor boards	Plywood w/ teak – mostly good condition
Varnish	Satisfactory condition
Bilges	Mostly dirty & dry

At time of survey, the accommodation & equipment was found in satisfactory condition.



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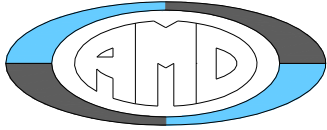
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NAVIGATION STATION

Located to starboard of the companion way, the navigation station was found as follows:

Stowage	Adequate
Seating	Adequate – single
Table	Medium format, wooden
Light	Adequate, green & white
SSB	Icom IC-M710
Antenna / tuner	Icom AT130 automatic antenna tuner
Modem	Pactor
Radio	Not seen
VHF	Icom IC-M402 w/ DSC
GPS	Simrad Shipmate CP 32
Computer	Dell Inspiron laptop w/ MaxSea & GPS reception from AIS
Radar	Raymarine RL70C
AIS receiver	Digital Yacht Class B transponder
Satellite phone	Iridium in waterproof case
Repeater	Raymarine ST60 Multi
Clock	Analog
Barometer	Analog

At time of survey, the navigation station was found in satisfactory condition.



SAFETY EQUIPMENT

At time of survey, the safety equipment was found as follows:

EPIRB:	2 x ACR Global Fix 406 MHz – battery expiry 10 2017 & 05 2018 1 x New ACR being shipped
M.O.B. system:	1 x Flag pole
Life ring	1 x Horse shoe ring
Life jackets	4 x Type I jackets & 5 x Suspenders
Harnesses	5 Harnesses w/ tethers Jack Lines
Flares	Expired 12 2017
Life raft	Winslow model # 60SLOP – 6 persons – manufactured 06 2013 – serial # 60P-00806 – being serviced
Fog horn	Yes
First aid kit	Yes
Flash lights	Yes
Wood plugs	Yes, to be tied to each thru hull fittings
Bolt cutter	Yes
Binoculars	Yes
Bilge pumps	1 x Electric automatic Rule 3700 bilge pump 1 x Auxiliary pump – 12 V for residual water 2 x Manual pumps in cockpit & aft cabin 1 x Engine raw water cooling pick up
Smoke / gas detector	Solenoid sensor
High level bilge alarm	Yes

FIRE FIGHTING

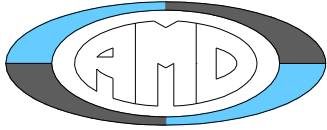
Extinguishers	2 x Badger Halothron 1 – aft cabin & galley
Fire blanket	No

Lock on main access hatch was found at time of survey.

Sea Valves were found in a satisfactory condition. Seacock hoses were found secured with single stainless steel clips to be doubled. Sufficient bilge pumps were found.

>>> Flares should be provided for coastal cruising.

The safety equipment was found in satisfactory condition, with exception of the expired flares.



TERMS OF SURVEY

A condition survey provides an opinion on the structural condition of all visible and significant aspects of the structure of the vessel as presented for survey, with particular reference to hull condition.

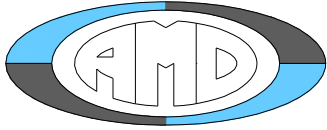
Machinery, masts, spars, rig and sails, ancillary equipment, gas, electrical, electronic, pumping and plumbing equipment, sewage treatment plant, refrigeration equipment, air conditioning, navigational aids, other sundry services and tankage are inspected only for visual appearance and installation standards, without dismantling or specific test. Where a mast is stepped only those parts of the mast and rig up to head height are inspected in detail.

Hull condition is assessed by general non-destructive examination and by assessment of the condition of sample areas where coatings are removed. Where hulls carry heavy layers of paint, pitch or epoxy finishes the condition of all areas of the substrate cannot be guaranteed and condition can only be estimated on the basis of the evidence gleaned from sample areas scraped clean. The survey does not provide an opinion on the condition of areas not presented visible, for example behind linings, beneath fixed floors etc. unless these are accessible through visible portable traps, and should not be taken to preclude completely the existence of isolated damage or deterioration concealed by paints, fillers or other means.

The engine and generator installations are inspected visually, and (where possible if presented in commission) the engine is run up to assess its general running characteristics, vibration levels etc.. No dismantling of the engine or associated equipment is carried out within the scope of a condition survey so no detailed comment upon the condition of internal parts is possible without separate full strip down and mechanical survey.

Electrical, plumbing, heating and other services are inspected where visible but not operated unless presented in commission. Electrical wiring is inspected visually (only) in all cases.

The bottled gas installation is inspected visually only and pressure tests are not undertaken within the scope of this survey. All gas systems should be regularly tested as part of a normal preventative maintenance routine, and the installation of a bubble test leakage tester which permits simple non-invasive regular checks on the integrity of the system is strongly recommended.



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Tanks are inspected where visible but not internally, and are not pressure tested. Windows, hatches and external doors are not tested for water tightness. Hull fastenings and skin fittings are not withdrawn for inspection.

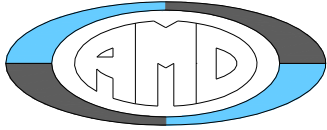
Any estimate of valuation provided is based on average retail values achieved by craft of similar types and condition in the same location and should not be confused with the replacement value, which may be substantially higher, particularly in the case of rare or unusual boats.

Particulars such as registration numbers, tonnage, build year and dimensions are normally stated as advised or as exhibited aboard the ship, and are not authenticated. Dimensions, if checked, are measured by means of steel tape measures and should not be relied upon as to total accuracy. This survey does not seek to establish that clear title to the vessel exists or that it is being offered for sale free from all debts or encumbrances.

Unless specifically instructed to the contrary the inspection, and any comments made relative to design, performance or suitability of the vessel, are based on the assumption that the vessel will be used as a private pleasure boat in the waters for which it was designed. Unless specifically stated to the contrary this inspection and report does not seek to address compliance with any national or international codes, standards or regulations.

This survey has been carried out for Tim Bittel on November 07th 2017 and the report is intended for their use only. Copies in whole or in part should not be released to, or consulted by, other parties without the express prior permission of the surveyor. This report is prepared solely for the benefit of the client to whom it is addressed and by whom it was commissioned and no responsibility is accepted to any third party to whom the report may be passed or sold. This survey contract shall be governed by and construed in accordance with English law. Any dispute arising hereunder shall be submitted to the exclusive jurisdiction of the courts of England and Wales. No responsibility is accepted for any consequential losses arising, including but not limited to loss of profits, loss of use or business interruption.

This inspection was carried out to the best of our knowledge and ability and the report is issued without prejudice to the interests of any party. It is hereby understood and agreed that this surveyor's report is a factual statement of the examination carried out within stated limitations. All opinions are based on the knowledge and experience of the individual surveyor and are given in good faith and without guarantee. In particular, it implies no guarantee against faulty design, latent defects or suitability of the vessel for a particular purpose. Neither AMD Ltd nor Bastien Pouthier shall be held liable for any error of judgement or omission of facts.



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The vessel is a strongly built yacht from an acknowledged yacht designer. Installation is typical of Taiwanese built yachts of this age, strong furniture and extensive equipment.

Some recommendations were issued above. Much work has been carried out on deck and inside from 2013 when the yacht was being prepared for its extended cruise. Some work is still required under the cabin sole with hose clamps, hose connections to be renewed. The mast should be unstepped at the next haul out for cleaning and to ensure proper drainage occurs, preventing further corrosion to the mast base.

An effort was made to keep track of the wiring installation but some wires need attention, removal of unused wiring is recommended for safety and ease of maintenance.

This is to confirm that the vessel was surveyed whilst afloat in Crews Inn Marina, Chaguaramas, Trinidad, W.I..on November 07th 2017.

BASTIEN POUTHIER
NAVAL ARCHITECT
MARINE SURVEYOR