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- Transport Canada Licensed Captain
- Transport Canada Appointed Tonnage Surveyor
- BoatUS® Approved Surveyor

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Marine Survey Report

Report Number : 2014S/2971 Date of Inspection : January 12, 2014

Commissioned by : [redacted] for condition and valuation purposes

Address : [redacted]

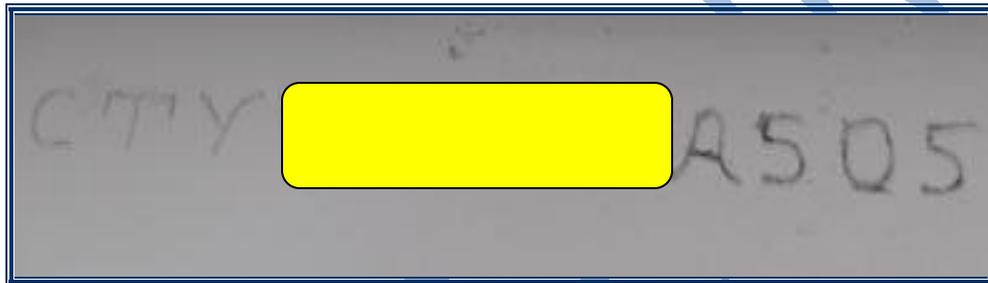
e-mail : [redacted]

Phone : [redacted]



GENERAL

Make of Vessel : Catalina 42
Name of Vessel : [REDACTED]
Model year : 2005
Date of mfg. : January 2005
License Number : [REDACTED]
HIN/MIC : [REDACTED]



HIN/MIC on upper starboard transom

TRANSPORT CANADA REGISTRY DATA

Register No. : [REDACTED] **Registry expires :** 2015 - 12 - 31

PUBLISHED SPECIFICATIONS

The surveyor has made neither weight calculations nor measurements. All dimensions and weights are from published specifications such as original brochures The PowerBoat Guide, Mauch's Sailboat Guides, manufacturers or owners association web sites. Survey fees are based on such published L.O.A.,

L.O.A. : 41' 10" **Beam :** 13' 10"
Draught : 4' 10" **Ballast :** 8300lbs.
Displacement : 20500lbs. **Vessel type :** Monohull sloop

SURVEY SITE

The vessel was inspected afloat at the Port Credit Yacht Club, Mississauga, Ontario. Weather was cool at 5.6°, overcast and dry. The client did attend.

GENERAL DESCRIPTION

The vessel is a ballast, wing keel, monohull sloop with diesel fueled auxiliary power manufactured by Catalina Yachts. She has galley, head compartments and sleeping quarters for six crew. The HIN/MIC is etched in the upper starboard topsides aft.

SCOPE OF SURVEY

The purpose of this inspection and survey report is to determine, insofar as possible within the limitations of visual and physical accessibility, through non-invasive and non-destructive means, the vessel's condition at time of survey by reporting deficiencies against the standards noted and to present the surveyors personal opinion as to the vessel's condition. Certain parts of the structure, systems and equipment may be inaccessible without removing decks, tanks, bulkheads and headliners etc. or in the case of cored structure, drilling core samples. This would be prohibitively time consuming, potentially destructive, costly to restore and not within the scope of this survey. Coatings build up, corrosion, marine growth, excessive gear on board or dirt may have hampered the surveyor's ability to inspect. The vessel is surveyed as found. Loose gear and accessories are neither inventoried nor inspected.

All Seacocks are activated and tested by hand pressure only. Cosmetic or comfort issues may be addressed where there is a significant effect on the value of the vessel. Electronic and electrical equipment may be tested by powering up, only when power is already connected. A complete analysis of the vessels electrical systems would require the services of a qualified marine electrician. Only the external visual condition of wiring, connections and panels is reported. The surveyor recommends that a qualified marine mechanic inspect all engines, generators, V-drives, transmissions, saildrives and or stern drives. Normal wear and tear relative to the model and vintage will not generally be reported on. Fuel burning equipment or appliances will be visually inspected and not be started or ignited by the surveyor.

Any reference to bronze, aluminum or stainless steel metals is a colour reference for convenience only as the actual metallurgy cannot be determined without laboratory testing.

The statements in this survey are the personal opinions and observations of the undersigned surveyor and are for the consideration of the party or persons retaining him, with no guarantees express or implied. The surveyor cannot predict how the vessel or its systems will perform over time and therefore this report is valid only at time of survey. No right of action against the surveyor for negligence, or breach of contract or otherwise, accrues to anyone other than the party retaining the surveyor and is both restricted and limited to the cost of the survey herein provided. All photographs remain the property of Port Credit Marine Surveys. Acceptance and or use of this report constitutes agreement to these and all other conditions and limitations contained herein. This report remains the property of Port Credit Marine Surveys until the accompanying invoice is paid in full.

Note : The vessel is surveyed as found. Loose gear and accessories are neither inventoried nor inspected. Appropriate authorities should be consulted as to required safety gear to be carried for this size and type of vessel.

MOISTURE CONTENT

Be advised that moisture meter readings and percussive soundings on frozen structure are not reliable. Meter readings on composite structures are relative and moisture percentages cannot be determined by these meters. Moisture levels where measured are taken with an Electrophysics, capacitance type digital meter. Relative meter readings related to balsa cored structure are interpreted as follows

Meter reads 10 - 13 = Low : Core is dry to the touch.

Meter reads 13 -16 = Slightly elevated : Faint dampness can be felt in core.

Meter reads 17- 23 = Elevated : Slight moisture visible in core when squeezed by hand.

Meter reads 24 + = High : Droplets can be squeezed from core with light finger pressure.

Meter reads 40 + = Near saturation Moisture is clearly visible in core and decay is likely present.

STRUCTURAL COMPONENTS

General : Hull is fabricated from fiber reinforced resin and taken from a two piece female mold. Decks, and superstructure are of FRP balsa cored sandwich construction while the bottom appears uncored and the topsides appears to incorporate a Coremat like material. The hull and deck shells are supported by a bonded FRP liner FRP frame members bonded to the hull with FRP. Main bulkheads are inset in the liners and some partial bulkheads are FRP bonded to the hull.

Structural changes : None sighted.

Trunk : No evidence of delamination or core separation was noted and all surfaces check sound with moisture levels in the low range

Decks : No evidence of delamination or core separation was noted and all surfaces check sound with moisture levels in the low range.

Deck to hull joint : Shoe box type joint sealed with a caulking compound and fastened through the rub rail is secure and shows no sign of movement or impact.

Topsides : Topsides inspection was greatly limited by shrink wrap however, all surfaces appear fair and are sound with moisture levels in the low range where accessible.

Transom : The transom checks sound with moisture levels in the low range. There are very fine hairline fractures to starboard of the re-boarding ladder mount. Wet locker hatches are sound and secure.

Bottom : The bottom checks sound and appears fair with moisture levels in the low range. Anti-fouling paint over an epoxy barrier coating is flaking but in serviceable condition. **See comment (1).**

Keel / Skeg(s) : Keel is fair and shows no evidence of grounding damage. Keel bolts are submerged in bilge water but appear free of visible corrosion.



Flaking bottom paint



Transom hairline fractures

- Keel/hull joint :** The joint is faired and shows no fractures or separation.
- Bulkheads/frames :** All sound and secure where accessible.
- Engine beds :** FRP beds bonded to the hull check sound and appear secure.
- Shroud load points :** Areas of chainplate attachment the stem and transom are secure and sound. Upper, middle and lower shroud rods are common and T-bolt entrapped in re-inforced knees bonded to the hull are sound and secure.
- Mast compression :** The keel stepped mast will be supported in a cast shoe on the liner which is secured over an FRP re-inforced transverse floor member bonded to the hull and the structure appears sound exhibiting no signs of movement.

COCKPIT EQUIPMENT

A sliding FRP companionway hatch with deadlight and wooden washboards are secure and in good order as are two escape hatches under port/starboard benches. Two lazarette hatches are in good order as is the steering pedestal with binnacle and instrument pods. A folding table is also in good condition. A stainless steel bimini/dodger frame with matching full enclosure are in good order. Propane locker hatches in the coaming are also in good order.



STERN EQUIPMENT

The stern is fitted with a shore power inlet, two cowl vents, fuel fill fitting and two transom wet lockers with secure and sound hatches. All are secure and in good order. Mounts for a re-boarding ladder are present but the ladder was not fitted. (stored on trunk).

DECK / TRUNK EQUIPMENT

Stainless steel bow and stern rails (with seats) are connected through stainless steel stanchions with double lifelines fitted with port/starboard gates and all are sound as are bow, midship and stern mooring cleats. A stainless steel stemhead plate with dual anchor roller is in good order. Molded toe rails are fair and sound. On the trunk, an escape hatch, seven ventilation hatches, four acrylic deadlights and six ports are secure with no visible sign of leakage.



SPARS / RIGGING

Standing rigging is inspected from deck level only, if the mast is stepped. Periodic inspections of all rigging and connections by a qualified rigger are advised. All chainplates should be removed and inspected for evidence of metal fatigue and/or corrosion if the vessel is more than ten years old. Sails are neither inventoried nor inspected unless laid out for the surveyor

Note : The mast was stepped at time of survey and standing rigging inspected from deck level only using 8X32 binoculars.

Sails : Sails were not onboard at time of inspection

Mast(s) : The aluminum extruded mast with internal mainsail furling is fair and sound with all fittings secure. A pair of through-mount foil spreader bases with matching foils are in good order.

Boom(s) : The aluminum extruded boom with internal track appears fair and sound with gooseneck, stainless steel rigid vang and all fittings secure. There are corrosion stains running from the rivets at the lower vang mount. **See comment (2).**

Headsail pole : n/a

Traveler/tracks : The mainsail track is securely mounted on the trunk forward of the companionway. Headsail tracks are securely fastened on deck and toe rails.

Headsail furler : The Schaefer 3100 furling unit appears to be free moving and in working order.

Winches : On the cockpit coaming are Two Lewmar #54st, 12VDC and one Lewmar #40st and on the trunk, one Lewmar #40st and one Lewmar #44st, 12VDC. all are secure and in good working order. All 12VDC winches did power up.

Standing rigging : All standing rigging is of stainless steel 1X19 wire. Forestay was covered by furling foils and could not be inspected but is securely attached to a thru-deck plate in turn welded to an external bow chainplate. Back stay secures to an external transom plate. Upper, middle and lower shrouds secure to common thru-deck plates to stainless rods and saddle bolted through bonded stringers and all are secure and sound. Port side shroud lower terminals show faint corrosion staining. Turnbuckles are of the bronze open body type, fitted with safety cotter pins and are in good order. **See comment (3).**

Running rigging : Various sheets and lines appear in serviceable condition.

Blocks/Clutches : All including ten Garhauer lever type clutches are secure and in working order.



Vang rivets corrosion stains



Port shrouds corrosion stains

RUNNING GEAR

- Steering :** Wheel to cable and pulleys with cable type rudder stop to stainless steel stock are secure and free moving.
- Rudders :** The rudder is fair and checks sound with moisture levels in the low range. Bushing play is minimal.
- Shaft system :** The shaft is supported through bronze strut with cutless bearing to an FRP log and conventional stuffing box and gear flange. The bearing is worn and stuffing box clamps are corroded is the stuffing box. **See comment (4).**
- Propeller :** A feathering propeller hub appears in good order but the blades are not fitted. **See comment (5).**
- Thruster :** Secure and powered up.



Port side thruster



Stb. side thruster



Corroded clamps and stuffing box



Feathering propeller, missing blades

AUXILIARY ENGINE & COMPARTMENT

The engine and compartment are in clean and orderly condition. Coolant, oil and gear reduction fluid are clean and at proper levels. The engine bilge is free of oily contaminants.



Engine oil



Gear reduction fluid



Engine coolant

Engine mounts : Steel mounts with flexible bushings bolted to FRP beds bonded to the hull. All appear sound and secure.

Ventilation : Passive intake and 12VDC blower output are satisfactory.

Engine controls : Dual function lever to cables is secure and free moving. Engine ignition panel includes fuel gauge, temperature gauge, volt meter, blower control, overheat alarm, hour meter and tachometer. All are clear and secure but tachometer is stuck at 1000RPM. **See comment (6).**



Tachometer stuck at 1000RPM

Exhaust system : Cast exhaust manifold to FRP muffler with type approved exhaust hose. All double clamped as required and in good visual condition with no sign of leakage.

Cooling system : Closed circuit cooling with heat exchanger and raw water exhaust cooling is free of visible leakage. The impeller cover plate is in place and appears to be scorched. **See comment (7).**



Scorched impeller cover plate

Gas/Diesel : Diesel

Engine (s) : One

Manufacturer : Yanmar 4JH4E

Type : Naturally aspirated.

Size : 4 cylinder

Power output : 38.6kW continuous

Serial No. :

Engine hours : 1197.6 per meter

Gear Mfg. : Kanzaki

Gear Ser. No. :

Gear Mod. No. : KM35A

Ratio : 2.64 : 1

FUEL SYSTEM

Fuel lines(s) : Type approved and double clamped where accessible as required.

Fuel filters : Racor cartridge type with clear plastic bowl. Fuel appears clean and no debris is sighted.

Tanks : One aluminum tank is securely mounted under the aft berth. Only a small portion of the tank is readily accessible for inspection.

Ground : Shows less than 1ohm resistance as required between fill fitting, tank and engine.

Ventilation : Fuel tank is vented overboard through vent fitting with flame suppression screen as required.

Anti-siphon : At tank end of supply line as required.

Shut-off valves : At tank.

Fuel overflow : Overflow from filling will run overboard as required.



Fuel filter bowl

OTHER FUELS

A galley stove is propane fueled and supplied from an active locker with pressure gauge and remotely activated solenoid in the starboard cockpit coaming locker with direct overboard drainage. A passive propane storage locker is in the port cockpit coaming.



Active propane tank

GENERATOR

None fitted.

GROUND TACKLE

- Windlass :** Maxwell 800watt unit with wildcat and gypsy did power up.
- Anchors :** One approximately 45lb. Delta type and one 20kg. Bruce.
- Rode :** Undetermined lengths of 7/8" triple strand nylon rode and 5/16" chain leader. Rode sizes are approximate.



NAVIGATION EQUIPMENT

- Navigation lights :** All in place as required by Collision Regulations and powered up.
- Compass :** A Ritchie 4 1/2" fluid damped type is clear and responsive to magnetic influence.
- Radar :** Raymarine mast mount closed array antenna with RL80C display at helm did power up.
- Radar reflector :** Mast mount unit.
- Chart plotter :** Integral to radar display. Powered up and located what appeared to be a proper fix.
- GPS :** As above.
- Depth sounder :** Raytheon ST 60 Tridata powered up.
- Sound signal :** Aerosol canister type.
- Knot log :** Raytheon ST 60 Tridata powered up.
- Marine radios :** Raymarine DSC VHF and Raymic powered up.
- Autopilot :** Raymarine ST6001+ linear drive powered up.
- Wind :** Raytheon ST 60 true/apparent and repeater powered up.



AC ELECTRICAL SYSTEM

Shore power - 120VAC/30amp X2

NOTE : Shore power was not connected and AC systems not powered up.

Ignition Protection : Not required in diesel fuel or engine compartments and no such equipment was sighted in the propane locker.

AC panel : Original equipment type panel with single pole main breaker, and polarity indicator at panel, sharing the panel with the DC system but with required dielectric separation. There are two 30amp inlets. One single pole main is in the starboard lazarette locker servicing the transom inlet. No circuit protection could be located between the rode locker inlet and the panel. No method of switching between fore and aft inlets could be located.
See comment (8).

AC/DC Bond : The AC and DC grounds are bonded with resistance of 0.0ohms

Neutral/ground : With the inverter and main breaker off, resistance between neutral and ground at the outlet immediately forward of the nav station is 9.0ohms and at the nav station 0.0ohms.
See comment (9).

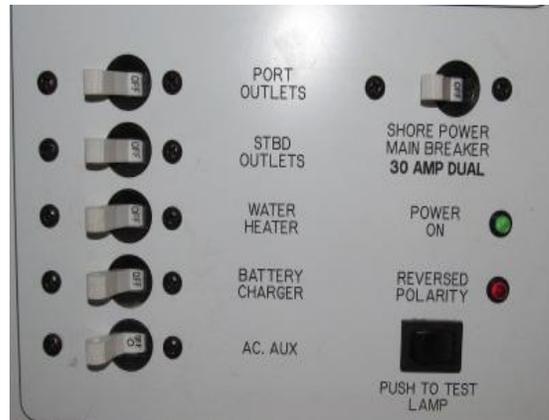
Conductors : Stranded copper conductors where accessible and marked 600volts as required.

G.F.C.I. : All as required but not tested.

Other Outlets : All secure but not tested.

Inverter : One Freedom 20, 2000watt unit with chassis ground as required.

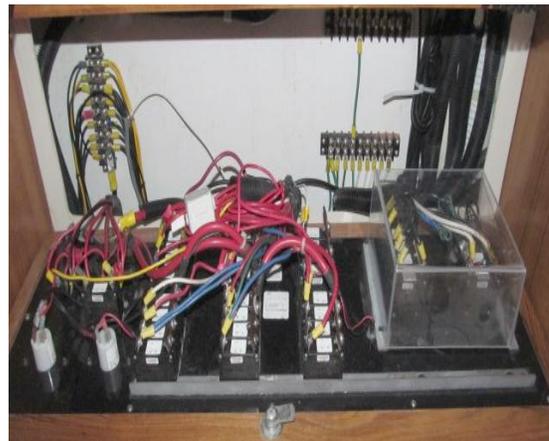
Battery charger : Integral to charger.



AC panel showing only one main breaker



Single pole main in stb. lazarette locker



Back of panel

DC ELECTRICAL SYSTEM Ships power - 12VDC

NOTE : Batteries were fitted and DC systems tested by powering up only.

Ignition Protection : Not required in diesel fuel or engine compartments and no such equipment found in the propane locker.

DC panel : Original equipment type circuit breaker panel with accessory breakers and volt meter in good visual order.

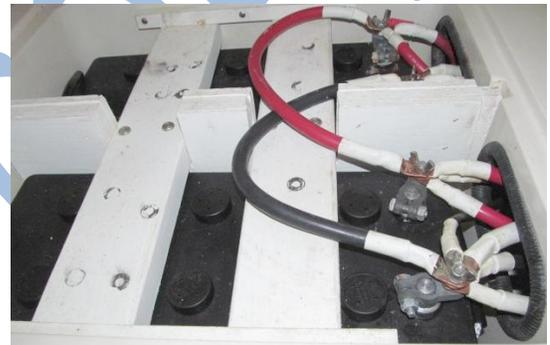


Pair of 4D terminals

Conductors : Stranded copper where accessible.

Alternator : One 12VDC 80amp unit.

Battery switch : Two readily accessible 2-way units are functional and secure in the port aft cabin.



Two 4D batteries under aft berth

Batteries : Two sealed, 4D, 12vdc wet cells and one 4D 12VDC wet cell. The single battery under the dinette is low on electrolyte. All terminals are secured with wing nuts and three terminals on the two batteries under the aft berth are loose and one terminal has five connections. There is no fuse protection, no positive terminal protection and no ventilation outside of accommodations spaces. **See comment (10).**



One 4D under dinette

CORROSION PROTECTION

Anodes : Two anodes on the bow thruster and one on the propeller shaft show no continuity and appear to be zinc. **See comment (11).**

Bonding : Below the waterline metals are not bonded.

Current impressor : None sighted.

Transformer : No isolation transformer sighted.

Galvanic isolator : A Professional Mariner unit is fitted to one 30amp service only. **See comment (12).**



Galvanic isolator

SEA CONNECTIONS

There were ten below the waterline through hull fittings located on this vessel. Diagram is subject to confirmation at out-of-water survey.

1. Engine intake. Marelon lever activated ball valve, double clamped and free moving
2. a/c intake. Metal lever activated ball valve, double clamped and free moving.
3. Black water discharge. Marelon lever activated ball valve, double clamped and free moving.
4. Sink & shower sump outlet. Marelon lever activated ball valve, double clamped and free moving.
5. Head intake. Marelon lever activated ball valve, double clamped and free moving.
6. Sink drain. Marelon lever activated ball valve, double clamped and free moving.
7. Sink drain. Marelon lever activated ball valve, double clamped and free moving.
8. Not known. Marelon lever activated ball valve, double clamped and free moving.
9. Black water discharge. Marelon lever activated ball valve, double clamped and free moving.
10. Head intake. Marelon lever activated ball valve, single clamped and free moving.
11. Shower sump outlet. Marelon lever activated ball valve, single clamped and free moving.

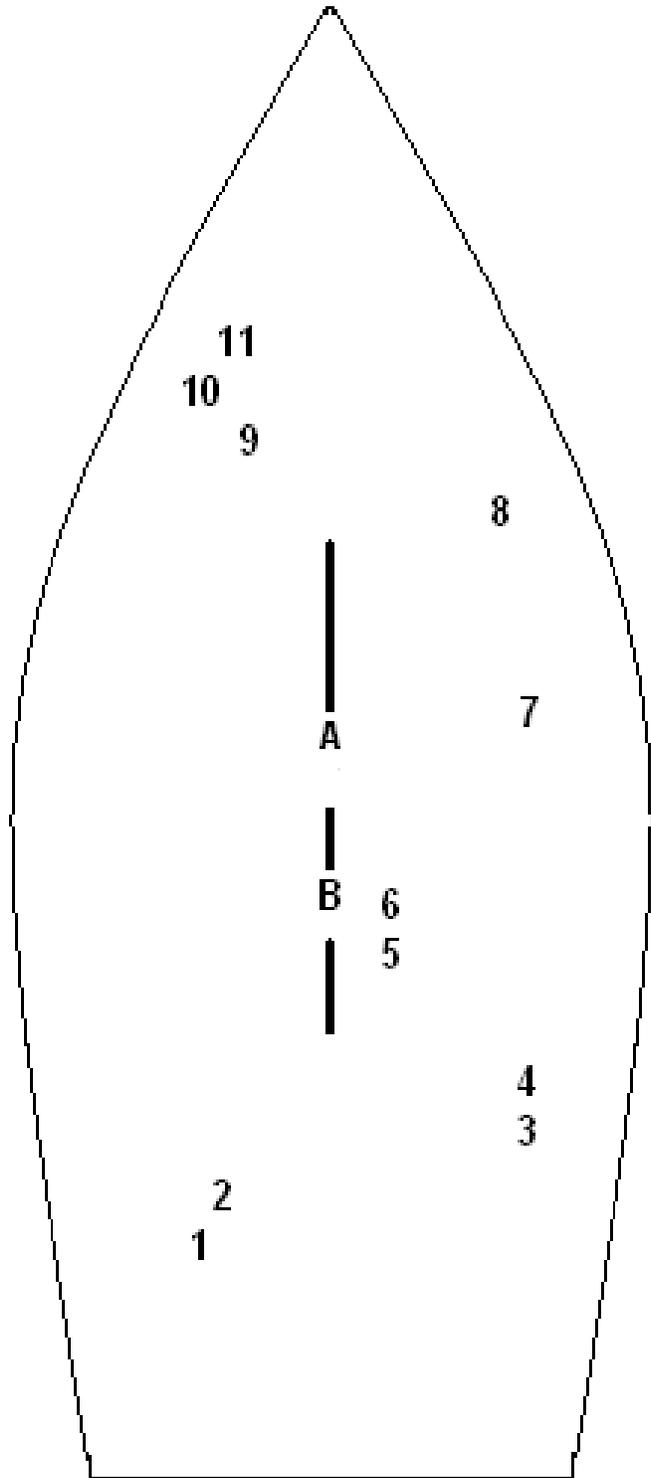
BILGE PUMPS

One manual and one electric bilge pumps were located and both are functional.

- A. 12VDC bilge pump.
- B. Manual bilge pump pickup.

HIGH WATER BILGE ALARM

None fitted. **See comment (13).**



INTERIOR

The interior headliners, sole panels, cabinetry and upholstery are in clean, sound and in very good condition. There is some mold in various areas on the inner hull surface. Bilges appear clean with a few inches of anti-freeze. Cabin doors would not close. **See comment (14).**



Saloon bilge

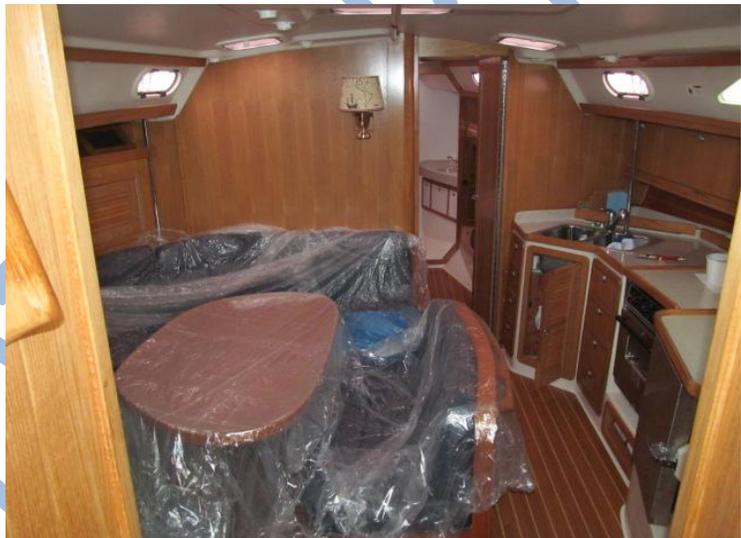
Cabin layout : From the companionway one finds the entrance to the port aft and starboard aft staterooms then navigation station to port and head/shower compartment opposite followed by the saloon with dinette to port and galley to starboard then a third stateroom with pullman double followed by a head/shower compartment forward.

Air conditioning : Two reverse cycle units not tested.

Heating system : As above

Vacuum system : n/a

Entertainment : Planar stereo with separate disc changer, Vizio LCD TV



GALLEY

All fixtures and fittings are clean, secure and in near new condition.

Refrigeration : 12VDC remote compressor, air cooled unit powered up.

Potable water : 12 VDC pressure system supplied from a polyethylene tanks powered up.

Water heater : 11US gallon 120VAC /heat exchanger unit is not provided with air space underneath nor a hose from the drain. **See comment (15).**



Stove : 3- burner propane unit with oven and thermocouples not tested.

SANITATION

Heads : Two 12VDC marine heads

Shower : Integral to aft head compartment and separate stall in forward compartment.

Holding tank : Polyethylene black water tanks connected to deck pumpout fittings as required. Both discharges with macerator are operable. **See comment (16).**



SAFETY EQUIPMENT

Safety equipment that is not integral to the vessel or permanently installed has not been inventoried or inspected by the surveyor. The Transport Canada “Safe Boating Guide” lists safety equipment required on this vessel and should be consulted.

Gasoline Fume detector : No gasoline aboard.

Carbon monoxide detector : None sighted. **See comment (17).**

Propane Fume detector : None sighted. **See comment (18).**

Smoke detector : None sighted. **See comment (19).**

Fixed fire fighting system : No fixed system in the engine compartment. **See comment (20).**

Re-boarding ladder : Yes, but not mounted at time of inspection.

Emergency tiller : Yes

USCG RECALLS

Note: A search of the “USCG Recall Notice” database revealed no issues with this model.

BoatUS TECHNICAL EXCHANGE NOTICES

Note: A search of the BoatUS “Technical Exchange” database revealed no issues with this model.

BoatUS CONSUMER COMPLAINT DATABASE

Note: A search of the BoatUS “Consumer Protection” database revealed no issues with this model.

MANDATORY STANDARDS USED

Canada Shipping Act (CSA2001)

All regulations under the Act including "Small Vessel Regulations, "Construction Standards for Small Vessels" – TP1332E and "International Regulations for Preventing Collisions at Sea, 1972 with Canadian Modifications" are mandatory.

Transport Canada, TP1332E, Construction Standards For Small Vessels

American Boat and Yacht Council® *AC and DC Systems on Boats, E-11 and Storage Batteries, E-10* are a requirement of TP1332E.

Any other provision in the American Boat and Yacht Council® Standards referred to in TP1332E that is expressed as a recommendation shall be read as a requirement unless it is incompatible with the vessel's construction.

TP1332E requires that this vessel be fitted with a number of Safety, Caution and Compliance labels. These labeling requirements can be found at www.tc.gc.ca/marinesafety/tp/TP1332/menu.htm

US Code of Federal Regulations

For vessels to be USCG Documented, State Registered or exported to the USA, United States Code of Federal Regulations Title 33 and 46 requirements will be applied.

VOLUNTARY STANDARDS USED

American Boat and Yacht Council® – ABYC® "Standards and Technical Information Reports for Small Craft" are generally voluntary with many standards incorporated into TP1332E

National Fire Protection Association - NFPA302 "Fire Protection Standard for Pleasure and Commercial Motor Craft" are generally a voluntary with some of its standards mandated by TP1332E.

COMMENTS

Comments based on a specific authority are cited as such. Other comments are based on the opinion of the surveyor as being of "good marine practice". Standards used are the latest editions and may not have been in place when this vessel was built.

A: Issues in need of immediate attention.

- 4a. Replace corroded gear clamps.
7. Remove impeller for inspection prior to starting engine as there is no way of knowing when this cover plate was scorched.
8. Without AC power it could not be determined if the forward AC inlet is stand-alone or is run to the main panel. If it runs to the main panel, a lock out switch must be fitted that both inlets cannot be energized at the same time; In either case it must have circuit protection within 10' (cable length) of the inlet.
9. Transport Canada "Constructions Standards For Small Vessels", TP1332E requires that electrical systems shall at least meet the requirements of ABYC "AC and DC Electrical Systems On Boats" Standard E-11 which in part requires that AC ground and the AC neutral not be bonded on the vessel other than at a source of power such as generator or inverter. With GFCI's in the circuit, resistance between neutral and ground must be at least 25megohms.

B: Issues that may enhance safety and or value of vessel.

- 4b. Replace cutless bearing. Clean corrosion from stuffing box and re-inspect.
5. Inspect propeller blades when located.
6. Repair tachometer as required.
10. ABYC "Storage Batteries" Standard E-10 and TP1332E require in part that batteries be vented outside of accommodation spaces, that positive terminals be protected by dielectric material, prohibits wing nuts as a means of securing conductors 6AWG and larger and requires positive conductors be fuse protected within 7" of the battery or 40" if the conductor is fully enclosed with the exception of the conductor running to the engine starter motor.
16. The Ontario Water Resources Act provides for fines up to \$50,000 and vessel seizure for discharge of certain materials including fuel, oil, dangerous chemicals and sewage. The Environmental Act, Ontario Regulation 343 states "Water outlets for the head and/or holding tank must have no physical connection to an overboard discharge valve.
17. ABYC "Carbon Monoxide Detection Systems" Standard A-24 and NFPA 302 require the installation of carbon monoxide detectors.
18. ABYC "Gasoline & Propane Detection Devices" Standard A-14 requires in part the installation of a propane fume detector where such powered appliances are in use.
19. NFPA 302 "Fire Protection Standard for Pleasure and Commercial Motor Craft" requires the installation of a smoke detector.
20. ABYC "Fire fighting Equipment" Standard A-4 and NFPA 302 "Fire Protection Standard for Pleasure and Commercial Motor Craft" require either an automatic extinguishing system in the engine compartment or a provision (fire port) for discharging a fire extinguisher directly into the engine compartment without opening the primary hatch.

C: Offered for information or suggested as maintenance or upgrades.

1. Prepare and re-coat anti-fouling.
2. Clean corrosion from vang lower mount rivets and monitor.
3. Clean corrosion from lower port terminals and monitor.
11. Ensure continuity of less than one ohm between any anode and the metal to which it is secured. Almost all boats come from the factory with zinc anodes which are not suitable for fresh water. Magnesium is the anode material recommended for fresh water.
12. Be aware that only the aft shore power line is protected by the galvanic isolator.
13. Installation of a bilge high water alarm is advised.
14. Cabin doors may fit properly when boat is in water.
15. Water heaters can be expected to have a significantly shortened life due to corrosion if no air space is provided underneath such as this installation.

VALUATION

Valuation is primarily determined through www.soldboats.com but may also be derived from consultation with knowledgeable boat brokers, personal experience, current listings and available pricing sources such as Boat For Sale Value Guide, Computer Boat Value Guide and N.A.D.A. Marine Appraisal Guide or the BUC Value Guide.

www.yachtworld.com Currently lists four such models for sale in North America asking from \$193,436 to \$243,425

www.soldboats.com Listed below are the sales data for all such models sold through yachtworld.com in North America since January 2011. Note that fresh water vessels may command a significant premium over salt water vessels.

Items: 1 - 5 of 5

Page 1

<u>Length</u>	<u>Boats</u>	<u>Year</u>	<u>Listed Can\$</u>	<u>Sold Can\$</u>	<u>Location</u>	<u>YachtWorld M</u>
42'	Catalina 42 ...	2005	215,714 (10/12)	193,436 (03/13)	MD, USA	S&J Yachts
42'	Catalina 42 ...	2005	206,368 (11/11)	193,436 (10/12)	FL, USA	Massey Yacht...
42'	Catalina Mar...	2005	173,767 (04/10)	152,141 (10/11)	ON, Can	765 Yachts &...
42'	Catalina Mar...	2005	216,257 (06/10)	203,760 (10/11)	WA, USA	Anacortes Ya...
42'	Catalina Sloop	2005	178,222 (02/08)	171,702 (03/11)	Mexico	Vallarta Yac..

"Current fair market value" is the price, in terms of currency or its equivalent that a willing seller will accept for property from a willing buyer, neither part being under undue pressure to act in the matter. The assigned value assumes that components, systems or equipment not inspected during the survey are in serviceable condition commensurate with age.

Note : Corrosion sighted on stuffing box, stuffing box clamps and lower terminals is indicative of salt water usage.

This valuation opinion is intended for insurance and financing purposes only and is not intended to influence the purchase or purchase price of the subject vessel. The surveyor has no interest in the vessel financial or otherwise. It is the opinion of the surveyor that current fair market value of this vessel is

\$

Prepared without prejudice

W.

Wallace Gouk AMS®
 Society of Accredited Marine Surveyors® seal #757
 Transport Canada Appointed Tonnage Measurer
 Transport Canada Licensed Master
 ABYC® Certified Technician #10952
 BoatUS® Approved Surveyor