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Mr.

October 17, 2020

Re: 2016 Beneteau Oceanis 45 Sloop

Dear Mr.,

This letter reports the results of a survey of the above vessel which was inspected on the 15th of October, 2019, while afloat at the Newport Shipyard in Newport, Rhode Island. You requested the inspection to establish its condition and value.



*The survey guidelines are provided, for the most part, by the "N.F.P.A., and A.B.Y.C., Coast Guard Standards, and the "Code of Federal Regulations", as published for pleasure yachts, and the values guideline is the current edition of the "BUC" book along with current market conditions.*

The survey of this vessel is based solely on a visual inspection of accessible portions of the hull and equipment. Certain parts of the hull and structure can be inspected only by removing decking, liners, bulkheads and sheathing. These areas were not inspected. Inspection of auxiliaries, piping, tanks, mechanical systems, electrical wiring and secured connection boxes, electrical and electronic equipment can be accomplished only by continuous operation or by disassembly. It is our practice not to disassemble any assembly. Systems are checked as operational or not operational. Fiberglass encased frames and stringers are mechanically sounded, only. It is my normal practice to conduct a survey which includes a sea trial. The sea trial enables me to make a determination concerning the engines, reduction gears, navigation equipment, electrical and electronics equipment. In order to make a proper inspection of these components an "in the water test" must be conducted. Many components must be brought up to operating temperature and run under a load, at RPM for a period of time. Inspection and operation of the engines was limited to a visual inspection.

#### General

The vessel was built by BENETEAU YACHTS, MARION, SC in 2016. The hull ID number is BEYDJH516. Pertinent dimensions of the vessel are: The LOA is 45' 5", the beam is 14' 9", the draft is approximately 7'. The displacement, according to the book is, 21,055 pounds.



## Preface

As work is just being concluded by the shipyard, the vinyl upholstery and cockpit enclosure are not deployed. An extensive upgrade of all electronics, navigational equipment and much of the electrical system is just about complete. (according to the yard manager).

### Hull/Deck and Structures

This vessel was designed and heavily built to withstand years of off shore yacht service. She is an aft cockpit cruising sloop rigged for high performance and comfortable ocean cruising.

The hull is a solid polyester laminate reinforced with fiberglass mat and woven roving. The hull is hand laid up fiberglass. The deck is similar, but with some core and plywood for backing. The freeboard finish is the original factory coating, presently waxed and clean, and has been well maintained. The hull area from the boot top to the gunwale is in excellent condition and blemish free. The hull from the boot top down was not sounded as the vessel was afloat. The keel bolts indicate the lead ballast is properly fitted and secured via large stainless keel bolts. The keel attachment is secure. The floor timbers and sole make up are in good condition and secure. The bulkheads are glass tabbed to the hull. The glass tabbing throughout is excellent. The rudder, rudder post, and all

related bushings are in good condition, as can be inspected without disassembly. The wheels, (there are two), pedestals, quadrant, cables, and all related steering gear is in excellent well maintained condition and working properly. There is a provision for an emergency tiller, and the tiller was on board.



The topsides are well secured, and are in good condition with no abrasions or damage. No soft spots were noted on the deck. All outside wood surfaces and trim are teak and in very good condition. The bow and stern pulpits and life line stanchions are constructed of stainless steel and properly secured and backed. The life lines and

their associated stanchions and gates are in excellent condition. The cockpit area is self bailing, through large scuppers. This area is clean, and the finish is in excellent condition. There are a few scratches, but they are superficial and typical for this age vessel. Engine instrumentation is located on each pedestal, within easy reach, while operating under power. The overall condition of the cockpit is Bristol. There is a complete cockpit weather enclosure that is in excellent condition. There are compasses properly secured and the bearings are correct on the present heading. The gusher, a hand operated bilge pump, is installed and operated from the cockpit. All Teak trim is in excellent condition as is the Settee table pictured in above photo. The lazarette is uncluttered and houses fenders, dock lines, PFD's and cleaning material.

Engine compartment intake and exhaust vents are also located in the stern section. The fuel and water fills are located (well marked and properly installed) out board of the cockpit.

### Main Cabin, Dinette, Galley and Heads

There is proper ventilation to the main cabin area through vents and ports. The main cabin houses the dinette, galley and heads. There is a propane range with oven properly gimballed in the galley. A large reefer system



with freezer is built in. The reefer system is equipped with refrigeration and freezer. New Alder Barbour unit for the refrigerator. The stove, and sink are in good condition. There is a pressure hot and cold water system installed. Closets, lockers and other storage areas are more than adequate through out the vessel. The interior areas are clean and in excellent, brightly finished condition. The jointer work is Cherry and Mahogany. The jointer work is nicely done and in Bristol condition. The headliner is a composite of insulated vinyl with trim. The head liner is in like new condition. The upholstered sections are also in excellent condition and show only light use (stored in forward berth while work is in progress). The sole is Cherry veneer over heavy marine plywood and also in excellent condition.



Access to the bilge is gained through several well designed sole sections which can be removed to reveal, much of the bilge, the tanks, and below deck systems. Good access to the engine is available just behind the companionway ladder and form doors on both port and starboard sides.

The aft head is adjacent to the starboard side, larger quarter berth is also in good sized and has an electric marine toilet that discharges into a large holding tank. There are also hand wash basins and showers in each of the head areas. Lighting is good throughout the vessel. The

dinette table is large and can fold for berthing. There are auto/manual bilge pumps installed. A new sound system has just been installed.



### Main cabin continued

The V-Berth is located beneath the forward deck. This area will sleep two. It is clean and nicely upholstered. There is adequate lighting and locker space in this area. The forward head (There are two, one forward and one aft, both adjacent to the berth areas) are good sized and equipped with electric flush marine toilets that discharges into holding tanks, or can be pumped overboard via a proper Y-gate. There are hand wash basins and a fiberglass showers in each head. No wood rot was noted in any area. The heads are finished in Cherry, Fiberglass, and Teak, and exceptionally clean. The escape hatch to these area are secure and tight to the weather. No septic odor was noted in any area.



Photo at left is a view of the companionway entry ladder to the main cabin, The entire unit folds upward for easy access to the engine compartment.

### Running Rigging

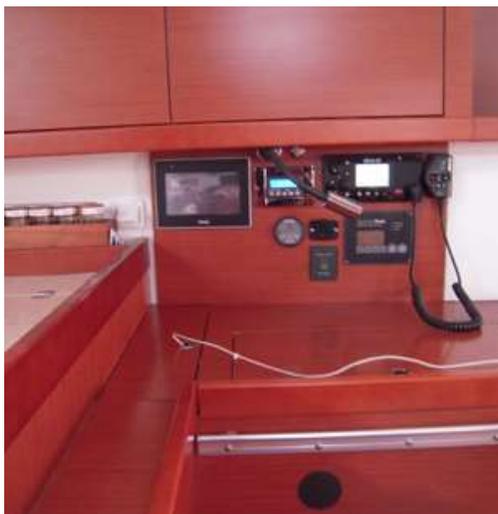
The halyards are in like new condition The sheets are in fairly new condition. All of the sheets and their associated blocks and gear are in good condition.

Heavy duty "off shore" winches, some electrically operated are properly installed and backed. All halyards and sheets are routed to the cockpit. ( great for foul weather sailing.

### Standing Rigging

The standing rigging was inspect while the mast was stepped. The mast is stepped on the deck, just above thr stainless compression post.The aluminum mast is in good shape with no evidence of corrosion noted. The masthead gear and spreaders are in very good condition. Masthead gear was part of the current upgrade. The forward, "Head: stay is equipped with a jib furler and is in very good condition and well secured. The radar antenna is properly secured. The

shrouds and turnbuckles all appear lightly used, no obvious damage was noted at the turnbuckles.. All chain plates are as they were when new.





Aft-Berth compartments



There are two Aft-Berth compartments located beneath the after deck. These areas will sleep four. These areas are clean and nicely upholstered. There is adequate lighting and locker space in these area. The escape deck hatches to these areas are tight to the weather and in good condition. A view of the properly inspected life raft can be noted in this photo.

Pictured at left are the two head areas, one forward with shower and one aft.

#### Sails

The sail inventory consists of a furler jib, a mast internal furling main and a Gennaker. The sails are in good shape. (original condition)





Note photo at left: A rusted fitting you may not be aware of.

### Safety Equipment

There are two VHF transceiver installed in the Navigation area. There are a number of 10 Kidde installed. These devices are in good condition. There are PFD's, a proper throw ring, and life raft, aboard in good condition. I did observe signalling equipment and a First Aid kit. There is an adequately sized plow type anchor with appropriate line (3/8" chain) properly mounted on rollers at the bow. The ground tackle is more than adequate and in good condition. Proper heavy duty backup ground tackle is on board.

Partial list of upgraded itens during this summer.

1. Intellian S6 HD Satellite antenna system
2. Magnum Dimensions ME-AGS-s, generator automatic start system
- 3 Vitrifrigo (complete system
4. Simrad (B&G) NAC-2
5. Alder Barbour System
6. EM 2000 Engine monitor system
7. Mastervolt (Charge Master Plus) system
8. Quick AL3 Windlass
9. Quick chain counter
10. Simrad (B&G) radar system
11. Aquamatic Compact water maker
12. B&G Zeus series navigation instrument system
13. Quick B3 automatic boiler system
14. ook Ahead Sonar system
15. Midnite Solar Mppt controler
16. 45 inch flat screen teleivision



## *Item Specific List*

1. Coast Guard Safety and Signalling package..... Complete

### Electrical

2. AC/DC Isolation..... Isolation system installed, GFCI is installed
3. AC/DC ground system...DC ground in accordance with ABYC standards, Bronze Dynaplate. AC ground, as originally equipped (Closed loop system). A.B.Y.C. compliant
4. DC control panel..... original, at control station, well maintained. DC wiring is original stranded copper with original harnessing in place.
5. AC control panel..... Breaker panel in original condition.

### Fuel system

6. Fuel lines.... Flex line, in good condition, properly secured, US Coast Guard approved type rubber reinforced line.
- 6a. Fuel line shut-off valve..... bronze valve, at tank and at control manifold
7. Fuel tanks..... Well secured, sections that can be observed are in good, clean condition.
- 7a. Propane.....Properly stored in vented lazarett, safety devices is in place.

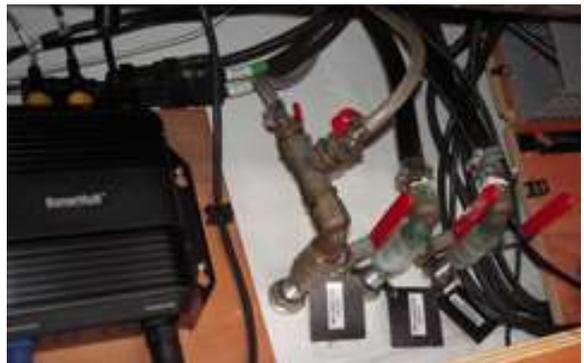
### Propulsion system

8. Carburetor back fire flame arrester.....NA diesel engine
9. Exhaust system.....US Coast Guard Approved, good condition, with original supports in place.
10. Engine mounts..... secure
11. Engine shaft logs...NA Sail drive (not checked while operating).

### Hull and Mechanical systems

- 11A. Engine compartment ventilation.....one Coast Guard Approved type 12 volt blower along with approprait flexible ductwork to hull vent.
12. Rudder shaft log.... secure
13. Rudder tower.... NA...fiberglass tube to quadrants, all steering is seccure
14. Steering gear and controls.... Stainless wheels on binicles, lines and hardware, and quadrant in good condition
15. Overboard fittings...all approved Bronze and Nylon fittings below the water line, shut-off valves are working. Related hoses US Coast Guard approved type and are double clamped. Overboard fittings above the water line are in good servicable condition
16. Backup ground tackle.....Complete equipment is installed.

*Other photos page*



*On this page are samples of equipment and their very neat installation. All wiring observed is properly routed and harnessed. Terminals are well protected at the AC level and DC terminals at the batteries are well protected and secure.*

## Propulsion and Mechanical Systems



Propulsion is by a 57 HP fresh water cooled Yanmar diesel engine with Yanmar Sail Drive reduction gear.

The engine is model 4 JH 5CE Serial number E15276. The Sail drive is Model SD) with serial number 347742. The engine and upper gear case, as can be observed, are in very clean, well maintained condition. Ventilation to the engine spaces is adequate. The exhaust system could not be accessed.

Through hull fittings including the valves are secure. The engine controls and cables are smooth operating. The



engine compartment bilge is epoxy painted, sound and sturdy. The bilge in this area is clean. There are adequate bilge pumps installed and working in this area. There is no oil in the bilge. All fuel and water tanks are in good condition as can be inspected. The fuel lines, including a Racor filter are approved type and in good condition. The flex fuel line appears to be a recent upgrade. The fuel fills, vents and shut-off are in good order. The EM 2000 engine monitor is a recent upgrade.



The gen set is an Onan Cummins Diesel powered 7.5 KW and is in good shape. The bow thruster and related hardware appear lightly used. The wiring and connections to the thruster are of the appropriate size and are secure.

The Quick AL3 anchor windlass is also in good shape, as is the Quick chain counter.

## Electrical, Electronics, and Navigational Equipment



The batteries appear fairly new and are in good condition and properly connected to the approved three-way switches and then on to the custom breaker panel. The batteries are properly secured and covered below the salon sole. The wiring and terminals that could be observed are in good condition. All of the electrical wiring has been properly harnessed and is secure. The shore power system overall is in good condition as are the cables. The automatic battery charger was not checked out. The navigation equipment and electronics, was not checked out while operating. All of the electronics and navigating equipment is contemporary and appears lightly used. The electric anchor windlass is in excellent condition and secure. The Auto pilot hardware is properly installed and appears in good condition.

## Piping, Tanks, and Systems

The water heater is in good condition and properly secured. Only portions of the surface can be observed of both aluminum fuel tanks, which appear in good condition. The water tankage is adequate for cruising. The water fill over flows into the bilge, via the inside surface of the hull. Only portions of the surface can be observed of the two built-in water tanks. The surfaces that can be inspected look good.

A fuel shut-off is installed and working. The fuel fill, feed lines, and vents are of the



approved type and properly installed and grounded. There is a proper sea water strainer installed just aft of the engine cooling intake.

*"BUC Book" Boat Detail Sheet*

*BENETEAU YACHTS, MARION, SC (MIC: BEY)  
CHANTIERS BENETEAU S/A-FRANCE*

*Model Year 2016 Hull Material      Fiberglass  
Model      OCEANIS 45      Hull Configuration      Keel*

*Length Overall    45' 5" Draft  
Length On Deck   44' 4" Beam 14' 9"  
Boat Type    Sail, Cruising-Aft Ckpt | Sloop Rig    Weight      21055 lbs.  
Engine Type      Sail Drive  
Single 57D Yanmar*

*The information presented here is believed to be reliable but not guaranteed. For various reasons, including the subjective nature of vessel evaluations and the possibility of incomplete or inaccurate information regarding comparable vessels and sales thereof, we do not make any warranties whatsoever regarding this report, and WE EXPRESSLY DISCLAIM ALL WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. BUC does not provide expert witness testimony.*

*Current Retail Value Range    \$290,500-\$319,500  
117th edition.*

*Fair Market Value Adjusted for Bristol Condition in the North Atlantic  
**\$354,500-\$389,500***

*Replacement Value      \$426,500*

## Conclusion

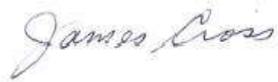
This report can not be construed to guarantee or warrant the condition or operational condition of the vessel as the engine, systems, and electronics were only checked out visually. A sea trial was not conducted.

This vessel is in overall Bristol condition. It is unusual to find a vessel of this age that does not have a list of items needing attention, but as she has been cruising between Rhode Island and Florida every year the owner has maintained all necessary cruising and safety equipment. Appropriate navigation equipment is on board.

I feel the value of this vessel would be approximately \$380,000.00 in today's market.

Recommendations: None, as once the upgrade work has been completed by Newport Shipyard in this coming week this vessel will be ready to go.

Cordially,



James Cross, Certified Marine Surveyor

JC/pam

