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Mr. Fred Jamison
22 Prarie Way
Danbury, CT 04987

May 30, 2018

Re: 1986 Hunter "LEGEND" Sloop "NO NAME"

This letter reports the results of a survey of the above vessel which was inspected on the 14th of May, 2018, while hauled at Wharf Marina in Warwick, Rhode Island. You requested the inspection to establish it's 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. Framework and stringers are checked by sounding, only. 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. 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 engine was limited to a visual inspection.



General

The vessel was built by Hunter Marine Corporation, of Alachua, Florida, in 1986. The vessel bears the hull numbers HUN45019D686. Pertinent dimensions of the vessel are: the LOA is 46' 8", the beam is 13' 10", and the draft is approximately 5'7". Displacement, according to the book is, 25,600 pounds.



Hull and Structures

The hull is a typical polyester laminate, reinforced with fiberglass matt and woven roving. The hull is sturdy and is free from damage or noticeable repairs. The hull between the boot top and gunwale is the original white gelcoat and the finish is in excellent condition. There were no noticeable dings or scratches on the hull. This area of the hull was sounded with a light mallet and found to be free from voids or soft spots. The deck has the original white gel coat finish.

The hull, below the waterline, was sounded and is in good condition. The lead keel is properly bolted to the hull. New keel bolts have just been installed. The compression post is properly installed and supported. All through hull fittings are properly installed along with recent hoses and clamps. The shaft log

and Monel shaft are in good shape. The rudder, rudder post, and all bushings are in "ready to go" condition. The wheel steering and associated, quadrant and gear are in good shape.



Deck, Cockpit and Deck Fittings

The topsides are in excellent condition overall with no high moisture readings noted. The deck is a cored laminate, with walking surfaces and working areas reinforced. The deck is white with white trim. The deck, in combination with the overhead liner is well secured to the hull. There are bronze bolts and epoxy joining the deck to the hull. There were no indictable cracks or dings in the deck gel coat. There is backing at all deck fitting points. All Plexiglass skylights are in good shape with minor crazing. A set of double vinyl covered life lines connecting the bow and

stern pulpits. The life lines are also in good, secure condition with working gates. No play was noted at any stanchion. The stainless boarding ladder installed at the stern pulpit is secure. The lifelines and pulpits are in good condition. The cockpit scuppers and their related hoses and hardware are in good condition. A recent Dodger and cockpit Bimini top are included in the refit. The large stainless wheel operates smoothly.



Interior (General)

There is a complete refit that is just ending. The new owner is sparing no expense regarding the items he is replacing or refinishing. A complete and itemized list of the refit items follows on a later page.

The interior is in overall excellent structural condition. This vessel was produced as a racing-cruising sloop, so the material used during construction, both in and out, is heavy duty. All upholstery has been replaced with New, and that includes the foam as well as the Sunbrella covering. There are two hull liners installed. These liners comprise

structural supporting of the overhead and sole supporting interior sections. Both liners are clean, rigid, and in very good condition. The sole (Teak and Holly) is clean and brightly finished. The bulkheads are 1/2 and 5/8 inch plywood. The bulkheads are not tabbed to the hull. The combination of plywood bulkheads, proper glass tabbing in some areas, and jointer work make a very strong and rigid composite unit. The deck and overhead is supported by the main bulkhead, which forms a compression

bulkhead. Structurally and now cosmetically, the interior is in excellent condition.

Main Cabin

Access to the bilge is not limited in the main cabin. The bilge is clean with no traces of oil or debris. There are three bilge pumps installed. Two auto / manual electric pumps, and a fairly new manual gusher. There is proper ventilation to the main cabin area through vents and ports. The main cabin houses the dinette, galley and two heads. A large double reefer/ ice chest is built in near the sink. The ice chest and recent sink hardware are in good condition. There is a pressure hot and cold water system aboard. Closets,

lockers and other storage areas are more than adequate through out the vessel. The two burner CNG stove with oven was not operated but is installed with appropriate safety equipment and feed lines to properly vented tank storage. Lighting is good throughout the vessel. The large dinette table has been fit with a New Corian solid top. The main cabin berths sleeps two. Much of the interior is plywood with a teak and mahogany veneer. Ports, vents, and hatches have just been re-bedded to attain a weather tight condition. There is hanging locker and cabinet space between the main cabin and the v-berth. These areas are clean and properly finished.

Berths

There are three berths areas. The forward Master Stateroom, pictured at left, is a large area, clean and in very good condition. It is located just adjacent to the large forward head. Lockers and storage areas abound. The aft berth, pictured below is also a large berth area. In both berth compartments the cosmetic refit has been completed and these areas are in like new condition. All bright work has been completed. The refit has been completed in a professional manner and all areas are also structurally sound.



The Main salon area, pictured on a previous page, also accommodates as many as three in two convertible berths. The table slides down to provide a good sized berth for two adults. All berth areas are free from any damage.

There is adequate lighting and locker space in these areas. Also, access to rode storage at the forepeak is adequate. There was no moisture noted in any berth area or under the cushions or bedding. The deck hatches to these areas are tight to the weather. All side ports are in good shape and tight to the weather.



The heads (two, fore and aft) are good sized and also in very good structural condition. Both heads are equipped with New manual marine toilets, showers, and hand wash basins. Both head areas are clean and odor free. All plumbing was found to be in very good condition and free from any leaks. The related plumbing and holding tanks are in good shape and no septic odor was noted below deck in any area.

Heads





View of Forward head



View of Aft head



Tanks, and Systems

Only portions of the surface can be observed of the water tank. It looks to be in good shape. The water tankage is adequate for cruising. The water fill over flows into the bilge, via the inside surface of the hull. The fuel tank looks good and is properly strapped in position. The fuel shut-off is properly installed and work-

ing. The fuel fill, feed lines, and vents are of the approved type and properly installed. Engine water lines to the water heater are also recent upgrades.

This vessel is equipped with a masthead sloop rig. The head stay is attached to a stainless steel weldment deck fitting which, in turn, is properly attached to the hull. The aluminum boom is equipped with jiffy reefing hardware. The mast is an aluminum oval extrusion in good condition. The mast, spreaders, and shrouds, are in good condition as can be inspected from the deck. The back stay is in good condition and secure. The mast steps on the deck onto a cast aluminum adjustable step. Bolts secure the mast step to the deck. Stainless tubular internal chainplates are installed and properly secured. The chainplates pass through the flange of the deck/hull connection and are secured to hull and other internal components. The upper shroud chainplates are bolted to bulkheads. The fore and aft are

properly secured to the hull. The bonding system is complete at the chainplates. The lower shroud chainplates are also well secured. There is no evidence of water leakage at any chain plate locations. Overall the chainplates are in good condition. An inspection was not made of the sails as they were not on board yet. They had been sent to the loft recently for cleaning and adjusting. All sheets are in like new condition. The halyards are in like new condition.



Ground Tackle

There is an estimated 275' of 5/16" diameter high Tensile chain at the fore-peak deck compartment with two plow

anchors. The ground tackle is more than adequate and a complete spare (Backup) ground tackle is now aboard.



The house batteries (6D) in the port lazaret compartment are properly installed. The batteries feed the 12 volt system through a proper three way switch and breaker panel. The switch and all associated wiring is in good working order. The electrical wiring and terminals observed throughout the vessel are in very good condition. The engine instrumentation is adequate.

Electronics and Navigation Station



Two radars with overlay and tracking, GPS chart plotter, Two VHF transceivers, Auto Pilot, not yet installed were not checked out.

The navigation station is nicely equipped with the necessary electronics for Coastwise Cruising. The electronics listed above was not operated.

The main AC/DC panel is properly grounded and all AC circuits are properly protected and isolated.

The binnacle mounted compass is in good shape. The batteries are properly installed. The batteries are properly sized and secured.



The electronics and related wiring is complete. The wiring complies with ABYC standards.



Propulsion and Controls

Propulsion is by a four cylinder Yanmar 55 HP Turbo fresh water cooled diesel engine and Hurth reduction gear, mounted under the companionway. The engine oil is clean, as is the coolant. Engine instrumentation, consisting of oil and heat lights are positioned just port of the pedestal. The engine was run at the dock during inspection. The engine shows signs of good care and proper maintenance. I was unable to locate an hour meter, but from outward appearances this vessel is sailed more often than motored.



The engine intakes salt water through an intake pickup tube and on to the strainer. The intake and strainer are in good condition. The shaft log is a recent upgrade as is the stainless shaft and propeller. The engine compartment is clean and free of any unessential material. The fuel tank and associated lines and vents are in good condition. The fuel shut-off is easily accessible.



All fuel lines, filters, and separators are properly secured. The engine exhausts through approved composite rubber pipe to overboard at the stern. The exhaust hose is also a recent upgrade, and is in good condition.

A Mase 4.2 KW Diesel Genset was not tested at the inspection.

Boat Detail Sheet from "BUC" International

*MARLOW-HUNTER LLC, ALACHUA, FL (MIC: MHL,HUN,JYA)
HUNTER MARINE CORP, HUNTER*

*Model Year 1987 Hull Material Fiberglass
Model LEGEND 45 SHOAL Hull Configuration Keel
Length Overall 46' 8" Draft 5' 7"
Length On Deck Beam 13' 10"
Boat Type Sailboat-Cruising | Sloop Rig Weight 25600 lbs.
Engine Type Inboard
Single 55D Yanmar
Ballast 11000*

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 \$65,100-\$71,500
Price changed after 114th edition.
Fair Market Value Adjusted for Better Condition in the North Atlantic
\$73,500-\$80,800
Replacement Value \$512,500*

All prices in US Dollars.

Item Specific List

1. Coast Guard Safety and Signalling package..... Not complete

Electrical

2. AC/DC Isolation..... Isolation system installed, GFCI installed
3. AC/DC ground system..... DC ground complete
AC ground, as originally equipped (Closed loop system).
4. DC control panel..... original, at control station, DC wiring is original
stranded copper with original harnessing in place.
5. AC control panel..... In main salon in original condition.

Fuel system

6. Fuel lines.... Flex line, All being replaced with New
- 6a. Fuel line shut-off valve..... bronze valves, at tank
7. Fuel tank..... Aluminum, well secured, sections that can be observed are in good
condition.
- 7a. Propane, CNG, Alcohol..... Proper storage, vented, safety devices in place

Propulsion system

8. Carburetor back fire flame arrester..... NA
9. Exhaust system.....US Coast Guard Approved type rubber, appropriate silencer, all
exhaust hoses are replaced with New approved hose.
- 9a. Exhaust system risers.....not checked
10. Engine mounts..... secure
11. Engine shaft logs..... New, properly installed and clamped

Hull and Mechanical systems

- 11A. Engine compartment ventilation....Coast Guard Approved type 12 volt blower
along with appropriate flexible ductwork to hull outlets.
12. Rudder shaft.... secure
13. Rudder tower.... NA Tube
14. Steering gear and controls.... Quadrant just rebuilt, New rudder bushings, no play in
system.
15. Overboard fittings..... fittings below the water line, shut-off valves are working
appear original. Related hoses All New US Coast
Guard approved type and are not all double clamped.
16. Backup ground tackle..... not observed

Upgrades and refit item installed since the previous survey in 2014.

50 Amp to twin 30 Amp shore power adapter.
EchoMax radar reflector mounted high on mast.
New halyards and sheets \$832.00
New Dodger and Bimini canvas \$1920.00
Two New manual marine toilets with related hoses and hardware \$355.00
New 6 gallon electric / engine heat water heater \$193.00
New Rule gusher bilge pump
New 30 amp battery charger \$425.
Main and Genoa reconditioned by Doyle Sales \$800.00
New rudder bushings \$312.00
New 1/1/2 inch 316 stainless keel bolts, washers, bolts, and bedding \$1000.
New three blade propeller \$560.00
New Monel prop shaft with cutlass bearing and shaft log \$1200.00
New upholstery, ALL \$4120.00
New solar powered vents \$320.00
New MTP29 starting battery \$209.00
Rebuild anchor windlass \$275.00
Rebuild electric main halyard winch \$80.
Rebuild compass
Upgraded all faucets in yacht
Upgraded all interior lights to LED
Anchor light at top and spreader lights on mast replaced with 25 LED light for burnout protection \$360.00

Conclusion

This survey can not be construed to guarantee or warrant the condition or operational condition of the vessel.

This vessel, presently, is in very good structural condition. As the professionally managed four year refit is about complete the vessel can now be considered in Bristol condition.

I feel the current value is between \$80,000. to \$85,000.

Recommendations: Insure that a complete Coast Guard Safety and Signalling package is aboard. Check engine raw water intake for rusted clamps.

Cordially,



James Cross, Certified Marine Surveyor

JC/pam

