

**JAMES CROSS**, Certified Marine Surveyor

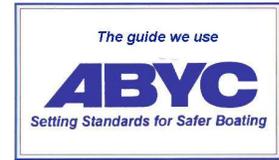
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Mr. Garrett Romano  
29 Main Avenue  
Sausalito, CA 94966

May 14, 2015

Re: 2008 Grand Soleil 54 Sloop

Dear Mr. Romano,

This letter reports the results of a survey of the above vessel which was inspected on the 13th of May, 2015, while afloat at New England Boatworks in Portsmouth, 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.



Inspection and operation of the engine was limited to a visual inspection.

#### General

The vessel was built by Cantiere del Pardo Shipbuilders of Forli, Italy, in 2008. The hull ID number is CDP54V27E808. The Official number is DL0829AB. Pertinent dimensions of the vessel are: The LOA 53' 8" , the beam is 15' 3", the draft is approximately 8'. The displacement, according to the book is, 35,274 pounds.

## 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 Kevlar, and woven roving. The hull is hand laid up fiberglass. The deck is similar, but with some end grain balsa core and plywood core 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 inspected. The lead ballast is properly fitted and secured via large bronze 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.



The wheels, (there are two after market Kevlar), pedestals, quadrant, cables, and all related steering gear are 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 Teak and Holly, 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 excel-

lent 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 the port cockpit seat, within easy reach, while operating under power. The overall condition of the cockpit is excellent. The appearance from on deck, including the teak trim, is better than average. There is a compass properly secured and the bearing is correct on the present heading. The gusher, a hand operated bilge pump, is installed and operated from the cockpit.



The full cockpit is equipped with a dodger and aft sun shade. Note photos on page 7 and 11. 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 head. 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 a refrigeration compressor. 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 condition. The jointer work is Cherry and Mahogany. The jointer work is nicely done and in very good condition with a bright finish. The headliner is a composite of insulated vinyl

with trim. The head liner is in good condition. The upholstered sections are also in excellent condition and show only light use. The sole is teak and holly 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, and the tanks and below deck systems. Good access to the engine is available just behind the companionway ladder.

The aft head is good sized and has a manual toilet that discharges into a large holding tank, which can be pumped out. There is also a hand



wash basin and shower in the head area. Lighting is good throughout the vessel. The dinette table is large and can fold for berthing. There is an auto/manual bilge pump installed. An AM-FM, cassette radio, and appropriate speaker system is installed. 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. Currently being used for storage.



### Main cabin continued

Both forward and aft heads are good sized and equipped with showers and marine toilets that discharges into holding tanks, or can be pumped overboard via a proper Y-gate. There are hand wash basin and fiberglass showers installed. No wood rot was noted in this area. The heads are finished in Cherry, Fiberglass, and Teak, and exceptionally clean. (Photo of one below)



The V-Berth (Photo on Page 9) is located beneath the forward deck. This area will sleep two. This area is clean and nicely upholstered. There is adequate lighting and locker space in this area. Also housed in the V-berth area are several PFD's and rode storage at the forepeak. The deck hatch to this area is tight to the weather and in good condition.

### Sails

There are five sails, a main, 100% furling Genoa, and three Spinakers. The sails are in like new condition. (Recent upgrades



### Running Rigging

The halyards are in good condition. The sheets are in better than average condition. All of the sheets and their associated blocks and gear are in good condition.



### Aft-Berth compartments

There are two Aft-Berth compartments located beneath the after deck. (one shown at left) These areas will sleep four. These areas are clean and nicely upholstered. There is adequate lighting and locker space in these areas. The escape deck hatches to these areas are tight to the weather and in good condition.

### Mast, Booms and Standing Rigging

The aluminum mast and aluminum boom and related winches and hardware are in excellent condition as can be observed from on deck. The mast steps on the deck and into a step socket which is well secured to compression structure. The mast step is properly fitted). All deck hardware, including winches, are properly backed and secured. The head stay standing rigging is properly bonded to the ground plate. The standing rigging hardware is properly sized for this vessel. The winches are properly sized. All deck hardware is properly secured and backed.



### 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.

## *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
7. Fuel tanks..... Aluminum, well secured, sections that can be observed are in good, clean condition, no oxidation noted.
- 7a. Propane, CNG, Alcohol..... Two propane tanks 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 type rubber, fiberglass silencer, in good condition, with original supports in place.
10. Engine mounts..... secure
11. Engine shaft logs...secure, properly clamped

### Hull and Mechanical systems

- 11A. Engine compartment ventilation.....one Coast Guard Approved type 12 volt blower along with appropriate flexible ductwork to hull vent.
12. Rudder shaft logs.... secure
13. Rudder tower.... NA...fiberglass tube to quadrant, all secure
14. Steering gear and controls.... Stainless wheel on binicle, lines and hardware, and quadrant in good condition. new lines and hardware in 2005
15. Overboard fittings...all approved 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 waterline are in good serviceable condition
16. Backup ground tackle.....Complete equipment is installed.



### Propulsion and Mechanical Systems



Propulsion is by a 110 HP turbo charged fresh water cooled Yanmar diesel engine with Hurth reduction gear, coupled to a monel shaft and then to a three blade feathering propeller. The shaft and shaft log, are in good condition. The engine and gear appear in good condition, very clean and well maintained. Ventilation to the engine spaces is adequate. The exhaust (most can be inspected) system is cast and rubber, heavy duty, and in good condition. The system clamps are now all doubled and have had recent service.

All 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 gen set is a Master Volt Whisper Diesel powered 6 KW and is in good shape. The bow thruster and related hardware work well but were not vied.



### Electrical, Electronics, and Navigational Equipment

The batteries appear fairly new and are 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 checked out and all is working. The electric anchor windlass is in excellent condition and secure. The Auto pilot hardware is properly installed and appears in good condition. All of the electronics devices were checked out. You should check into the 50 cycle current provided by the generator as it will not mesh very well with US sixty cycle power.



### 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 appears 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.

*Boat Detail Sheet from (BUC) International for reference only.*

*GRAND SOLEIL, , ITALY*

*GRAND SOLEIL, CANTIERE DEL PARDO*

*Model Year 2008 Hull Material      Fiberglass*

*Model      GRAND SOLEIL 54 MED      Hull Configuration      Keel*

*Length Overall      53' 8" Draft 8'*

*Length On Deck      Beam 15' 3"*

*Boat Type      Sailboat - Racer/Cruiser | Sloop Rig      Weight      35274 lbs.*

*Engine Type Inboard      Single 110D*

*Ballast      14331*

*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      \$460,500-\$506,000*

*108th edition.*

*Fair Market Value Adjusted for BUC Condition in the North Atlantic      **\$460,500-\$506,000***

*Replacement Value \$1,500,000*

*All prices in US Dollars.*

## 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 while at the dock. A sea trial was not conducted.

This vessel is in overall good 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 the ocean, all necessary safety and navigation equipment is on board..

Due to the cost of converting this vessel to sixty cycle power, which should be done if you plan to navigate in U.S. waters, I feel the value of this vessel would be approximately \$420,000.00 in today's market. The replacement cost for a new vessel is approximately \$1,500,000.

Recommendations: None.

There are no recommendation as this vessel is in good condition and is ready to go.

Cordially,



James Cross, Certified Marine Surveyor

JC/pam

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