

**STEVEN C. MAC NEAR**  
Technical Valuation/Marine Survey  
2004 Whittier Drive  
Davis, California 95616  
Office: (530) 753-6408  
Office: (209) 956-6400

Account No. 8109

**SAILBOAT SURVEY AND APPRAISAL**

APPRAISAL REQUESTED BY:                   Cheyenne

DATE REQUESTED:                            August 27, 2004


OWNERS:                                        Joshua L. Coxwell  
  Cheyenne Sierra Weil  
  2580 3<sup>rd</sup> Street, #4  
  San Francisco, CA 94107

TELEPHONE NUMBER:                       (650) 804-5320 / Cellular

OWNERS PRESENT:                            Yes

SURVEY DATE:                                 August 28, 2004

THIS REPORT CONSISTS OF 12 PAGES

BY:   
Steven C. MacNear  
Technical Valuation Yacht/Survey  
Report made, signed and submitted  
without prejudice to rights and/or

interests of whom it may concern.

**GENERAL INFORMATION:**

HULL NUMBER: NVZ096160697 Nevada Division of Wildlife, State  
Assigned B000349 Control Number

DATE INSPECTED: August 28, 2004

WHERE INSPECTED: Das Cliff Haus, dry docked

NAME OF YACHT: TIME MACHINE

REGISTRATION NUMBER: CF 6036 SX

VESSEL PURCHASED: Used

DATE ACQUIRED: Currently in the process of acquisition

YEAR BUILT: 1997

CLASS: Trimaran, center cockpit

TYPE RIG: Marconi

SAIL PLAN NUMBER: 300

MANUFACTURER: Joseph P. La Guardia

DESIGNED BY: Jim Brown and John Marples

MODEL: Searunner 31 A-Frame version with 10" extension

L.O.A.: 32'  
Length including outboard bracket and rudder: 34' 6"  
Float length: 27' 2"

BEAM: 18' 10"  
DRAFT: 2' 8" (board up)  
5' 9" (board down)  
KEEL: Retractable centerboard  
DISPLACEMENT: 4,800 pounds (approximate)  
VESSEL EVER CHARTERED: No  
CONSIDERED FOR CHARTER: No, pleasure use only

**GENERAL CONDITION:**

MAINTENANCE: Excellent  
HOUSEKEEPING: Very good

**REMARKS:**

Varnish peeling sole helm station. Paint peeling in some areas with some checking present. Small split in fiberglass reinforced plastic in port side of cabin midships. Bottom paint has just been renewed. Small area of keelson starboard side aft where fiberglass reinforced plastic has lifted off. Split in fiberglass reinforced plastic at lower corner of cabin port side midships approximately 3' in total length. Small area port forward on port float where percussion sounding revealed a hollow area.

**CONSTRUCTION:**

**HULL AND RIGGING**

MATERIAL: Epoxy, fiberglass reinforced plastic, marine grade plywood, mahogany, airex and kleducell foam  
FASTENINGS: Stainless steel and silicone bronze

DECKS:

MATERIAL: Epoxy, fiberglass reinforced plastic, marine grade plywood

MAIN MAST MATERIAL: Aluminum

LENGTH: 35', 18 mast steps

MAIN BOOM MATERIAL: Aluminum

LENGTH: 10'

REMARKS:

No cotter pins in turnbuckles. Pedestal-stainless steel Destroyer wheel steering, via stainless steel cables (pull-pull) to rudder box yoke. Construction: the vessel hull is marine plywood, epoxy coated and fiberglass reinforced plastic covered exterior with mahogany stringers articulated in the frames and bulkheads. Foam in used as core material for the hatches, cockpit seats and interior reinforcing as well as some other components of her construction. Safety nets between main hull and sponson floats.

**DECK EQUIPMENT:**

PULPIT: Bow: stainless steel

SHEET WINCHES:

NUMBER: 3

MAKE: 1- Barlow 19, 2- Barlow 23 (play in bearings)

HALYARD WINCHES:

NUMBER: 2

MAKE: Arco 7

SAILS INVENTORY: 6 sails: main (165 square feet with 2 reef points), storm jib (55 square feet), 100% Lapper, 150% Genoa,

170% Genoa and .75oz Cruising Spinnaker (jennaker style) with deploy-retrieval chute and lines. Surveyor did not go aloft.

SAILMAKERS: North Sails and various others

GENERAL CONDITION: Reported to Surveyor to be very good (not unfurled for inspection)

**ENGINE:** Was not run at the time of the survey.

MANUFACTURER: Evinrude, electric start with controls in cockpit

MODEL: 9.9, model number 10454G, sail, long shaft

FUEL: Gasoline

LOCATION: Bremer MFG Co., TW, 20 tilt mounted on the starboard side of transom

H.P.: 9.9

SERIAL NUMBER: E0001805

AGE: 1974

DATE LAST REPAIRED: 7/12/2000, new pistons, rings, bearings, coils, reeds, fuel and water pumps, carb, seals and propeller

COOLING: Seawater

FUEL TANK:

    NUMBER: 1

    CAPACITY: 3 gallons

    MATERIAL: Steel

LOCATION: In lasarette  
SHUT-OFF VALVE: 0  
FUEL LINE MATERIAL: OMC fuel hose

**ELECTRICAL SYSTEM:**

BATTERIES: 2  
VOLTAGE: 12 V.D.C.  
WIRING: Double  
CIRCUITS FUSED: Circuit breaker  
LOCATION OF FUSE PANEL: Forward in galley  
LOCATION OF MASTER SWITCH: Forward in locker below stove  
BILGE PUMPS: 2 / 1 auto / 1 electric (non-functional, wiring not connected) / 1 manual (portable)  
GENERAL CONDITION OF BILGE: Excellent

**GALLEY AND HEAD:**

STOVE: Origo 3000 (not tested)  
MODEL: 2-burner alcohol fueled  
REFRIGERATOR: Koolatron (not tested)  
POWER SOURCE: 12 Volts D.C., 4 amp  
HEAD: Sears Pak-A-Pottie IV, Type III  
HOLDING TANK: Built in base

WATER TANK: Under cockpit

CAPACITY: 16 gallons

MATERIAL: Plastic

**REMARKS:**

The interior is complimented with teak, mahogany and oak. "Discharge of Oil Prohibited" and "MARPOL" placards displayed on the underside of the lasarette hatch cover. Unsecured wires in lasarette in space below helm station sole. "MARPOL" placard displayed in the galley.

**ELECTRONICS AND NAVIGATIONAL EQUIPMENT:**

COMPASS: Loose, pedestal top mount

MAKE: Aqua Meter

MODEL: Gemini High Speed

**OTHERS:**

Standard Horizon MAXI VHF Radio (receives, no attempt made to broadcast). Aqua Tronics Products by Audiovox MS-700 Stereo (operational). Solar Panel Charging System 12V (operational). Navman Depth Finder (new, in the process of installation).

**FIRE PROTECTION AND SAFETY EQUIPMENT:**

PORTABLE FIRE EXTINGUISHERS: 2

MAKE: Kidde

CONDITION: Galley (MFR'd '92, gauge in the empty zone)  
Loose (MFR'd '92, gauge reads full)

LOCATION: Galley, loose in forward cabin (2)

TYPE: B:C, Size I, Dry Chemical

ANCHORS: 3

TYPE: 2- Fluke, Plow (SL Claw)

WEIGHT: 16 pounds, 10 pounds (est.), 7.5 kg

ANCHOR LINE: Chain and rope rode

FOG HORN: Mouth, hand held air signal horn

BELL: Brass, loose in galley

U.S.C.G. LIFE PRESERVERS: 3- Type I  
4- Type II

FLARES: 5 expired hand held flares, 3- 12 gauge white meteors,  
6 expired red meteors for flare gun

FIRING EQUIPMENT: 12 gauge signal flare launcher

MAN OVERBOARD FLOAT: 4 cushions

NAVIGATIONAL LIGHTS: Operational

FENDERS: 4

REMARKS: 2- boat hooks. 2- paddles.

**STRUCTURAL AND SAFETY RECOMMENDATIONS:**

1. Complete wiring to automatic float switch and electric bilge pump so as to be made operational.
2. Secure the unsecured wires in the lasarette and in the space below cockpit sole at least every 18 inches with non-metallic straps or clips.
3. Replace the discharge fire extinguisher and mount the 2<sup>nd</sup> required by law and the 3<sup>rd</sup> required by N.F.P.A. 302 fire extinguishers in readily accessible locations.
4. Current visual distress signals would be required if vessel were to be used in "coastal waters".



**MAINTENANCE RECOMMENDATIONS:**

5. Install cotter pins in standing rigging turnbuckles.
6. Have existing fire extinguishers inspected and tagged by a professional service or replace them with new ones.

This Survey sets forth the apparent condition of the vessel, including hull, machinery equipment, fittings and gear, to the best of the Surveyor's ability without removal of bulkheads, paneling, ceilings and other portions of her structure and without the opening of her machinery or auxiliaries for the internal examination of their operation for performance study. It represents the Surveyor's honest and unbiased opinion, but in submitting this Survey, it is understood by all parties concerned that the Survey is not to be considered a guarantee of its accuracy, nor does it create any liability on the part of the Surveyor or his employers, arising out of the reliance on information contained in this Survey.

It is Surveyor's opinion that the 32' Trimaran, known as TIME MACHINE, Registration Number CF 6036 SX is structurally **sound**.

It is also Surveyor's opinion, after Recommendations set out in this report have been complied with, the vessel will be sound and fit for her intended service as a Sailboat and a good insurance risk provided that the propulsion engine is in satisfactory operating condition.

In arriving at Approximate Market Value of subject Sailboat, Surveyor researched comparable vessels in the general market place, the BUC Used Boat Price Guide and the N.A.D.A. Boat Appraisal Guide; also considered were the state of the local market for this type of Sailboat, the GOOD condition of subject Sailboat and the quality and amount of extra electronics. After having considered all pertinent influencing factors known to him or reported to him, Surveyor is of the opinion that at the time of survey evaluation of subject Sailboat was as follows:

APPROXIMATE MARKET VALUE AS IS:

\$ 30,000.00

REPLACEMENT COST NEW:  
commercially available

This exact model vessel is not

COMPARABLE:

\$ 120,000.00

By Steven C. MacNear  
Steven C. MacNear

## **FACTS, ASSUMPTIONS AND CONDITIONS GOVERNING THIS REPORT**

---

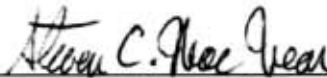
The information contained in this report is founded upon a thorough and diligent examination and analysis of information gathered and obtained from numerous sources. Certain information has been accepted at face value. Other empirical data required interpretive analysis pursuant to the objective of this Survey. For these reasons, the following Contingent and Limiting Conditions have been prepared to summarize the basic factors and circumstances which govern, in part, the analyses, opinions and conclusions contained in this report.

1. This survey is valid only for the purpose states herein. Any other use of reliance by a third party is invalid.
2. This firm assumes no responsibility for matters legal in character, nor do we render any opinion as to title, which is assumed to be good.
3. This firm believes the information mentioned in this report as being furnished by others, to be reliable, but assumes no responsibility for its accuracy.
4. Possession of any report or copy thereof prepared by the Surveyor will not carry with it the right of publication, and copyright in the report remains with the Surveyor. Neither any report nor any copies nor any part thereof are to be delivered or sol to any person other than the applicant and his representatives, other than as may be required by law.
5. In no event shall any of the report be used, shown or delivered to any person separately from the whole report, including all qualifications thereon by the Surveyor.
6. This firm is not required by reason of this Survey to give testimony or evidence in court with reference to the vessel in question unless arrangements have been made therefore.
7. This firm warrants that it has no interest in the subject vessel nor is the fee for making the Survey in any way contingent upon the reported condition.
8. This Survey is subject to revision upon the presentation of data which might be later made available that is undisclosed or unavailable at the completion date of this report.

## CERTIFICATION

I certify that, to the best of my knowledge and belief:

1. The statement of facts contained in this appraisal report, upon which my personal, unbiased professional analyses, opinions and conclusions expressed herein are based, are true and correct.
2. I have no present or contemplated future interest in the vessel that is the subject of this appraisal report.
3. I have no personal interest or bias with respect to the subject matter of this appraisal report or the parties involved.
4. My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event.
5. This appraisal report sets forth all the limiting conditions (imposed by the terms of my assignment or by the undersigned) affecting the analyses, opinions and conclusions contained in this report.
6. My analyses, opinions, and conclusions were developed, and this appraisal report has been prepared in conformity with and is subject to the requirements of the Code of Professional Ethics and Standards of Professional Conduct of the American Society of Appraisers and the Uniform Standards of Professional Appraisal Practice.
7. I have made a personal inspection of the property that is the subject of this report.
8. The American Society of Appraisals has certified Steven C. MacNear in the field of Technical Valuation: Yacht/Survey.
9. No one other than the undersigned prepared the analyses, conclusions, and opinions concerning property that are set forth in this appraisal report.



---

Steven C. MacNear