



*~ Serving the United States of America, Islands
of the Caribbean, and the Central & South
Americas, since 1984 ~*

MARINE SURVEYORS INTERNATIONAL

CRANCHI MEDITERRANEE 50 HT



SURVEY NUMBER 370607211.SUR ~ JULY 06.2021

(CRANCHI PROMOTIONAL ADVERTISED PHOTO)



MARINE SURVEYORS INTERNATIONAL LLC

Post Office Box 012314 Miami, Florida 33101 - Phone: 305.758.0158 - Email: YachtSurveys@yahoo.com - Web: www.MarinePro.biz

SURVEY LIMITATIONS, DISCLAIMER CLAUSE & AGREEMENT

The information contained herein **represents the opinion of** the attending marine surveyor. Particulars are believed to be true and correct, while the most practical efforts have been made to survey the subject motor vessel. Findings, Comments & Recommendations of this report are in accordance with federally mandated regulations promulgated by United States Coast Guard (USCG) under authority of Title 46 of the United States Code (USC), and Title 33 & 46 of the Code of Federal Regulations (CFR); subject to voluntary industry standards & advisory guidelines established by the American Boat & Yacht Council (ABYC) and National Fire & Protection Association (NFPA); and/or are based on the personal knowledge and maritime experience of the undersigned attending marine surveyor.

Survey and determination of vessel's condition is limited in scope, subject to visual inspection of unobstructed and readily accessible areas only. No comments or conclusive statements regarding adequacy of the vessel can be offered for surfaces or structures that have been covered, shielded, refinished or painted over; nor for areas or items that are obscured from view caused by installation of decks, sub-floors, inner-liners, joinery, lockers, fixed/semi-fixed partitions, panels, locked or fixed compartments, structures, coverings, ceilings and/or equipment. Disassembly & removals of fastened panels, fittings, parts, equipment, instruments or systems also were not made; nor were personal effects, ground tackle, lines, miscellaneous materials or spare parts removed from place, kept in drawers, lockers, cabinets, enclosed spaces, compartments and/or bilge areas - which would impede access and limit viewing.

Limitations of a survey are also inclusive of the type of inspections and tests requested to be conducted that would reflect upon condition, which include: ENGINE DIAGNOSTIC AND MACHINERY LOAD TESTING; CYLINDER COMPRESSION TESTS; ENGINE LEAK-DOWN TESTING; SEA-TRIALS: OIL ANALYSIS; APPLIED GAUGE AND METER TESTING; COMPUTERIZED DIAGNOSTIC TESTING; DISASSEMBLY INSPECTION OF MACHINERY, SYSTEMS AND EQUIPMENT; ELECTRICAL MEGGING AND TESTING; UNDERSIDE BOTTOM INSPECTION; PERCUSSION SOUNDING; MOISTURE METER DETECTING; ULTRA-SONIC TESTING; INVASIVE INSPECTING; CORE SAMPLING; INFRA-RED THERMAL IMAGING; PRESSURE TESTING; STRESS TESTING; STABILITY TESTING; STRUCTURAL ENGINEERING AND DESIGN ANALYSIS; AND ADMEASUREMENT CALCULATING.

Emphasis of a survey is primarily placed on determining condition and integrity of the vessel's hull structures, with overview inspections made of machinery, systems & equipment installations. No type of warranty, guarantee or assurance pertaining to the vessel, nor regarding its condition, is made, either expressed or implied. Neither this surveyor, nor the company of **MARINE SURVEYORS INTERNATIONAL LLC**, are to be accounted liable for any omission, error in judgment, misstatement, misrepresentation, inaccuracy or default, whether due to negligence or otherwise; nor liable for any incidental, special or consequential damage, arising from, in reliance on, or made in connection with, any information offered / presented by this marine survey. **Information, Findings, Comments and Recommendations offered within this survey report also do not represent the seaworthiness of the vessel** - which is strictly contingent upon the capabilities, experience and qualifications of those operating the boat to be proficient to safely handle and command a vessel, who are also responsible to insure for themselves the satisfactory condition, equipping and provisioning of it to make ready and to proceed to sea - which do not reflect upon the accountability of the attending surveyor and/or the company of **MARINE SURVEYORS INTERNATIONAL LLC**.

Review, consideration and/or use of this marine survey report in any way or form, by any/all interested persons, constitutes complete understanding and full acceptance of this disclaimer. Likewise, this represents complete agreement and contract between any/all interested persons of/for this marine survey inspection.



MARINE SURVEYORS INTERNATIONAL LLC

Post Office Box 012314 Miami, Florida 33101 - Phone: 305.758.0158 - Email: YachtSurveys@yahoo.com - Web: www.MarinePro.biz

TO : Whom It May Concern
SUBJECT : In-water Condition & Valuation Survey – CRANCHI MEDITERRANEE 50-HT
SURVEY NUMBER : 370607211.SUR
DATE : July 06.2021

At the behest of Mr. Greg Cox of RMK Merrill Stevens, on behalf of the prospective buyer, the undersigned marine surveyor reported to and aboard the subject motor yacht for the purpose of conducting a marine survey. Inspection was made of the vessel on the 7TH day of June 2021, while lying safely afloat at 5400 Collins Avenue in Miami Beach Florida. A haul-out and sea-trial were planned to be conducted, but were later canceled.

Where readily accessible and visible, a definitive inspection was made of the hull structures, including overviews of the vessel's machinery, systems and equipment in order to determine condition and value of same (as pertains to matters of purchase). The methods of surveying to ascertain condition were principally made by means of visually inspecting throughout, inclusive of percussion sounding with a phenolic hammer over the hull decks and cabin structure only. No Sea-Trial was conducted, nor was the hull topsides and undersides inspected.

VESSEL PARTICULARS

TYPE OF VESSEL : 2007 CRANCHI MEDITERRANEE 50 HT hardtop sport cabin cruiser with single station and twin screw diesel propulsion

BUILDER / MANUFACTURER : Cranchi / Italy

DESIGNED HULL DIMENSIONS : 50' 3" Length Overall / 49' 2" Length on Deck / 14' 2" Beam / 3' 5" Draft

DESIGNED DISPLACEMENTS : 45,700 Lbs. (approximated dry weight of the hull – unladen/empty)

HULL & DECK CONSTRUCTION : Solid molded fiberglass laminate hull bottom reinforced with longitudinal & transverse stiffeners that are all fiberglass laminated in place; fiberglass sandwich cored cabin structure; and fiberglass sandwich cored decks that are non-skid finished (overlaid with teak planking on the aft deck, and swim platform)

INTERIOR CONSTRUCTION : Plywood constructed interior joinery with laminate veneer facing and vinyl covered overhead ceilings, including faux wood PVC or carpeted flooring (SEE FINDINGS & RECOMMENDATIONS)

HULL SURFACE FINISHES : Gelcoated hull topsides cabin & decks; with anti-fouling painted undersides (SEE FINDINGS & RECOMMENDATIONS)

OFFICIAL REGISTRY NUMBER : 1208912 Documented US Flag (SEE FINDINGS & RECOMMENDATIONS)

HULL IDENTIFICATION NUMBER : XGUP6630G607 (as obtained from the registry papers /not sighted)

OWNER OF RECORD : Zuri Ventures LLC
5401 Collins Avenue
Miami Beach, Florida - 33140

VESSEL'S NAME : ZURI

HOME / HAILING PORT : Miami Beach, Florida



MARINE SURVEYORS INTERNATIONAL LLC

Post Office Box 012314 Miami, Florida 33101 - Phone: 305.758.0158 - Email: YachtSurveys@yahoo.com - Web: www.MarinePro.biz

MACHINERY & FUEL SYSTEM

- MAIN ENGINE PROPULSION** : 2007 *VOLVO PENTA D12-715* 24-volt start inline 6-cylinder diesel powered inboard engines (rated at 715-horsepower @ 2300-rpms) with *ZF 3251A* hydraulic reduction/reverse gears (of 2.037:1 ratios); coupled to stainless shafts fitted thru self-aligning shaft lip-seals & bronze single arm struts with 4-blade bronze propellers (*SEE FINDINGS & RECOMMENDATIONS*)
- SERIAL NUMBER RECORDINGS** : Port Engine **1012588748** / Stbd Engine **1012588747**
Port Gear..... **20066737** / Stbd Gear..... **20079188**
- ENGINE BED / MOUNTING** : Flexible/resilient type (adjustable) mounts thru-fasten secured onto welded stainless steel engine bed frames/brackets secured over the hull's fiberglass hull stringers (*SEE FINDINGS & RECOMMENDATIONS*)
- ENGINE COOLING SYSTEM** : Fresh water cooled via plate heat exchangers and centrifugal water pumps; with raw-water intake & circulation by means of bronze thru-hull intakes with bronze ball/lever valve seacocks, inline bronze sea-strainers, gear driven impeller pumps, clamped hoses and painted steel piping; with engine oil and after coolers installed inline (*SEE FINDINGS & RECOMMENDATIONS*)
- ENGINE EXHAUST SYSTEM** : Wet thru-hull exhaust system comprised of painted steel manifolds, turbo chargers, stainless steel exhaust risers, fiberglass piping and mufflers, and double clamped hose lines; with exhaust discharges via fiberglass thru-hull openings in the aft hull bottom inboard of the chine sections
- FUEL DELIVERY / AIR-INTAKE** : Fuel injected with filtered air-intakes
- FUEL SYSTEM** : (2) 257-gallon insulated welded stainless steel fuel tanks that are strap secured in place, with hose-connected deck fillers and tank ventilation openings that are double clamped; copper piping and APPROVED fuel feed & return hose lines that are swage connected; a hose-connected cross over line installed between the tanks that are fitted with a ball/lever shut-off valve at each tank outlet; *RACOR* single stage primary fuel & water filter-separators fitted with pressure gages; engine supplied fuel filters; manual ball/lever and electric solenoid shut-off valves installed at the tanks; (*SEE FINDINGS & RECOMMENDATIONS*)
- STEERING & CONTROL SYSTEMS** : *SEA-STAR/HYPRO* hydraulically actuated steerage comprised of a tilt wheel helm, hydraulic helm pump, power steering oil reservoir with a pressure gage, bronze and stainless steel single-ram cylinder actuator with a painted steel tie-bar interconnected between bronze tillers that attach to bronze rudder posts installed thru-hull with bronze bearing seals and bronze single hung spade rudders; *VOLVO* electronically actuated dual action engine throttle/gear-shift control; *RAYMARINE SMART PILOT ST6002+* autopilot; *QL* 5-kW bow & stern thrusters; *BENNETT* electro-hydraulically actuated trim tabs; *VOLVO* engine and fuel monitoring with analog instrumentation gages; and (2) push button on/off switches at the helm station with audible engine warning alarms; (*SEE FINDINGS & RECOMMENDATIONS*)



MARINE SURVEYORS INTERNATIONAL LLC

Post Office Box 012314 Miami, Florida 33101 - Phone: 305.758.0158 - Email: YachtSurveys@yahoo.com - Web: www.MarinePro.biz

SYSTEMS & EQUIPMENT

ELECTRICAL SYSTEMS

: 12/24 & 120/240-volt ship's service and 120/240-volt shore power

WIRING: Insulated/fire retardant copper strand wires protected by manual reset master and branch circuit breakers provided at primary and secondary distribution panels with illuminated push-button on/off switches

BONDING SYSTEM: Independent common bonding protection system comprised of stranded wiring & copper strips run/interconnected throughout (with sacrificial zinc anodes expectantly attached on the hull bottom, on the trim tabs and shafts)

SHORE SERVICE: 240-volt 50-amp 60-hertz shore power inlet connection providing 240 & 120-volt split load service through a 5-KVA power transformer and master distribution panel in the cabin salon; protected by main circuit breakers with on/off branch circuit breaker switches, including ground-fault receptacle outlets installed through-out; and equipped with a *GLENDINNING* shore power cord feed/retrieval unit; (*SEE FINDINGS & RECOMMENDATIONS*)

CHARGING SYSTEMS: *CHARLES 5000 SP* 24-volt 60-amp multiple bank charger; *XANTREX TRUE-CHARGE-2* 24-volt 30-amp multiple bank charger; *DOLPHIN* 12-volt 10-amp multiple bank charger; *PRO-NAUTIC 12/40P* 12-volt 40-amp multiple bank charger; and (2) 24-volt belt-driven engine alternators

BATTERY SERVICE: 24 /12-volt multiple bank battery system providing service for engine and generator starting, house service, bow & stern thrusters, windlass, electronics and hydraulically actuated systems; with a *NEWMAR 32-12-35* DC to DC converter providing 24-volt to 12-volt service for some equipment (30-amp output); protected by keyed on/off battery switches, main circuit breakers and on/off branch circuit breaker switches at the distribution panel within the main salon, including some vapor-proof on/off battery switches within the lazarette, some fused circuits installed inline, and on/off illuminated rocker switches at the helm station; (*SEE FINDINGS & RECOMMENDATIONS*)

GENERATOR: 2021 *FISHER PANDA P12 Mini* 120/240-volt 10.2-kW 60-hertz diesel powered fresh water cooled, wet/dry exhaust and 12-volt start generator with remote start/stop control and power distribution circuit breaker protection
[SERIAL NUMBER RECORDING: 2004460]

NAV-ELECTRONICS

: *RAYMARINE E120 GPS* color navigational chart plotter with radar, depth and speed; *RAYMARINE ST60 TRI-DATA* nav, depth & speed display; *RAYMARINE* Vhf handset radios with separate speaker; and a *RITCHIE* magnetic compass

NAVIGATIONAL LIGHTING : Rigged with the required arrangement of nav-running and anchor lights

SAFETY & EMERGENCY GEAR : (6) APPROVED TYPE-II PFD adult life jackets; APPROVED TYPE-IV PFD throw cushion; (1) APPROVED TYPE-IV PFD throw ring with retrieving line; (1) *ACR GLOBAL FIX PRO* 406-Mhz GPS EPIRB emergency locating device; Required day & night emergency distress flare signals; trumpet air horn and a loud hailer; (*SEE FINDINGS & RECOMMENDATIONS*)



MARINE SURVEYORS INTERNATIONAL LLC

Post Office Box 012314 Miami, Florida 33101 - Phone: 305.758.0158 - Email: YachtSurveys@yahoo.com - Web: www.MarinePro.biz

SYSTEMS & EQUIPMENT

- FIRE FIGHTING EQUIPMENT** : (2) manual and automatically activated fixed fire extinguishers in the engine room containing 6.8-Lbs. of *FE-241* agent of 200-cu.ft area coverage (each); and (3) 2.5-Lbs. *DRY CHEMICAL* portable fire extinguishers with gages and suitably mounted in accessible locations; (*SEE FINDINGS & RECOMMENDATIONS*)
- VENTILATION SYSTEMS** : Equipped with exhaust blowers installed within the machinery department, including exhaust blowers furnished in the galley and heads
- FUME DETECTION DEVICES** : (2) 12-volt carbon monoxide sensors installed within the main salon and on the bridge deck; and equipped with a gasoline fume detection system in the engine compartment (though no gas installed systems are furnished/installed aboard); (*SEE FINDINGS & RECOMMENDATIONS*)
- SECURITY SYSTEMS** : *GHOST PHAMTHOM* multi-alert onboard vessel monitoring/warning system for fire, smoke, high bilge level, shore power loss warning and low battery voltage, with security camera monitoring (*SEE FINDINGS & RECOMMENDATIONS*)
- HATCHES, PORTS & ACCESSES** : Engine room access provided by a hinged hatch on the aft deck; (1) anodized aluminum bow deck hatch installed overhead within the forward stateroom for emergency exit; (2) anodized aluminum cabin top ventilation hatches installed overhead within the main salon; Electrically actuated opening skylight/sun roof overhead on the bridge deck; Fiberglass hinged garage door on the transom; Fiberglass hinged deck access on the aft deck entry providing access to the port side of the lazarette; and (8) stainless steel opening portholes in the hull topsides
- HANDRAILS & ACCESSES** : Stainless thru-deck fastened handrails around the bow deck extending aft along the side decks fitted with second-tiered cable lifelines; Stainless handrails around the aft sun lounge and on the swim platform/transom (located on port outboard side by the swim boarding ladder); and powder-coated aluminum handrails installed at the wet bar on the bridge deck, forward of the helm seats and companionway access, and overhead leading along the aft deck access way
- DECK HARDWARE** : Stainless steel deck cleats furnished on the bow, sides & stern (suitably fastened & reinforced in place); and equipped with electric capstan deck service winches furnished on each outboard stern side
- GROUND TACKLE** : Galvanized steel plow anchor with galvanized steel chain rigged through a stainless steel anchor roller guide; with *LOFRANS* 24-volt anchor windlass powered by remote helm switches with bow deck foot controls, with a chain counter and dedicated circuit breaker protection
- THRU-HULL FITTINGS** : Stainless thru-hull fittings installed above waterline that serve the overboard discharges of the air-conditioners, sinks and deck scupper drains; Bronze thru-hulls fitted with ball & lever valve seacocks installed below waterline that serve the saltwater intakes of the engines, generator and air conditioners, including the overboard discharge of the waste system; Bronze sea strainers installed inline on the water intakes serving the engines, generator & air-conditioning system; and all hose connections double clamped; (*SEE FINDINGS & RECOMMENDATIONS*)



MARINE SURVEYORS INTERNATIONAL LLC

Post Office Box 012314 Miami, Florida 33101 - Phone: 305.758.0158 - Email: YachtSurveys@yahoo.com - Web: www.MarinePro.biz

SYSTEMS & EQUIPMENT

- BILGE PUMP SYSTEMS** : (3) 2200-GPH 24-volt manual and automatically activated bilge pumps located within the forward hull, lazarette and engine compartment; and equipped with a 24-volt manual and automatically activated sump pump
- MARINE SANITATION DEVICES** : APPROVED marine waste system comprised of two fresh water vacuum flush toilets with double clamped sanitation type hose lines, a PVC holding tank, hose-connected deck pump-out (and overboard pump discharge via blow waterline thru-hull seacock valve fitting); and equipped with a tank level monitoring system; (*SEE FINDINGS & RECOMMENDATIONS*)
- WATER SYSTEM** : Pressure-regulated dockside connection and onboard water system comprised of a 132-gallon PVC tank with a suitable deck filler, clamped hose lines, color coded flexible PVC piping, inline shut-off valves, (2) 24-volt pressure regulated water pumps and a *ISOTHERM* 240-volt water heater fitted with heat exchanger hose lines
- GALLEY SERVICE** : Ceran 240-volt stove top; *GE PROFILE ADVANTUM* 120-volt stainless microwave convection oven; *ISOTHERM* refrigerator; *VERTIGO* drawer freezer; Custom made insulated/cold plate freezer (furnished beneath the forward salon settee); and a single basin round galley sink with hot/cold water service
- WET-BAR SERVICE** : 240-volt stainless electric grill, compact refrigerator with freezer compartment and a stainless steel sink with hot & cold water service furnished on the aft deck
- COMFORT CONTROL SYSTEMS** : *CONDARIA* 240-volt 60-hertz 48,000-BTU seawater cooled reverse cycle water chiller type marine air-conditioning system with four air handler units
- ENTERTAINMENT SYSTEMS** : Flat panel remote color television and a *FUSION MSAV750* Bluetooth stereo and DVD/CD player in the main salon; with a *PIONEER DVHP5000MP* compact stereo DVD player in the forward stateroom; *CLARION APX201.2* 200-watt power amplifier in the forward stateroom; (2) *CLARION DB248RB* compact stereo CD players in the aft cabins; and a *FUSION MS-NRX300* remote control radio tuner installed at the helm station
- ADDITIONAL EQUIPMENT** : *WATER MAKER* desalination/fresh water maker;
Electrically actuated sun roof;
Electrically actuated retractable passarelle;
Fold-out swim boarding ladder;
Remote control spotlight;
(*SEE FINDINGS & RECOMMENDATIONS*)



MARINE SURVEYORS INTERNATIONAL LLC

Post Office Box 012314 Miami, Florida 33101 - Phone: 305.758.0158 - Email: YachtSurveys@yahoo.com - Web: www.MarinePro.biz

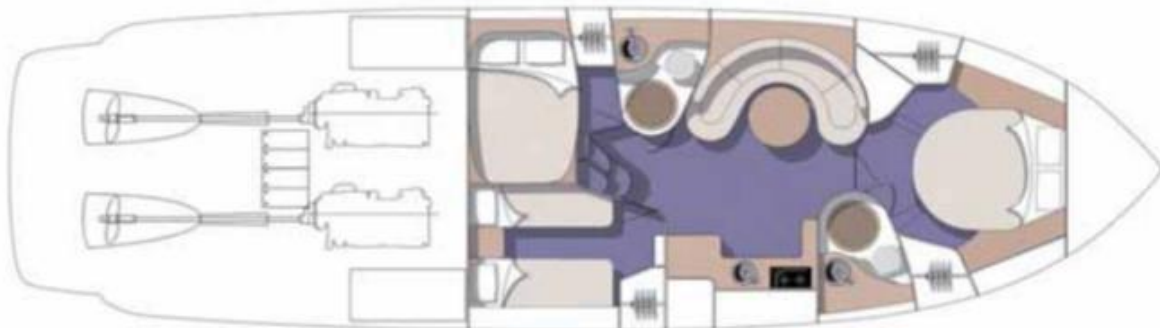
DRAWING LAYOUTS



PROFILE



MAIN DECK



LOWER DECK



MARINE SURVEYORS INTERNATIONAL LLC

Post Office Box 012314 Miami, Florida 33101 - Phone: 305.758.0158 - Email: YachtSurveys@yahoo.com - Web: www.MarinePro.biz

PHOTOS



PORT STERN QUARTER OVER VIEW



STARBOARD STERN QUARTER OVER VIEW



PORT ENGINE (SIDE INBOARD VIEW)



STARBOARD ENGINE (SIDE INBOARD VIEW)



GENERATOR



HELM STATION



MARINE SURVEYORS INTERNATIONAL LLC

Post Office Box 012314 Miami, Florida 33101 - Phone: 305.758.0158 - Email: YachtSurveys@yahoo.com - Web: www.MarinePro.biz

OVERALL FINDINGS OF CONDITION

HULL & DECK STRUCTURES: The structural adequacy of the vessel appears to be of well-found condition within with no findings of severe stress, damage or failure noted. Percussion soundings that were randomly made over deck and cabin structures, and within to hull stiffening members (where accessible), appeared satisfactory. Moisture meter readings randomly noted over deck and cabin top structures indicated satisfactory (dry) levels. However, the general appearance (showing) of the subject vessel reflects generally poor condition overall, whereas gelcoat finishes were found to be heavily oxidized & faded; most helm & aft deck upholstered seats, including bow and aft deck sun lounge cushions, are stained and discolored; teak decks exhibit weathered and non-maintained condition; interior carpeting is worn and heavily soiled; and several interior wooden finishes of the cabin doors, partitions, cabinetry and trim moldings manifest cloudy discoloration.

REMARKS: No determination of stability characteristics or inherent structural integrity has been made, and no opinion is expressed with respect thereto. Consequent of not surveying the boat in dry dock, no comments can be offered regarding conditions of the hull topsides and undersides.

FUEL, WATER & SANITATION SYSTEMS: Access and inspection of the fuel, water and sanitation systems were partially restricted. Where readily accessible for viewing, installations appear to have been made in accordance with accepted marine practices. Condition of fuel tanks, including most hose lines and pipes, shut-off valves, filters, connections and fittings, appear to remain in serviceable condition. However, some fuel pipes manifest corroded condition and diesel fuel was noted in the engine compartment bilge. Condition of the water system, including the tank, water heater, pump, manifold valves, pipes, hoses, connections and fittings remain in serviceable condition with no indications of leakage sighted. This vessel is also considered to be complaint with COAST GUARD mandates regarding provision and installation of a marine sanitation system, though indication of some leaks were noticeable.

REMARKS: None of the tanks were filled or pressure tested, nor were any internally accessed for inspection, whereby integrity of the tanks could not be fully determined. Likewise, condition of contained fuel & water was not determined.

SYSTEMS & EQUIPMENT: This vessel is considered to be well equipped for its class and size, which has added installations of a water maker/desalination unit (with 283-hours of logged operation), a retractable passarelle, sun roof, air-conditioning and a new generator. This vessel is also considered to be provisioned with all emergency and safety gear that is required to be furnished aboard, inclusive of also having an EPIRB system. However, the distress flare signals are expired, no bell was sighted aboard, all fixed & portable fire extinguishers are regarded to be past due for periodic inspection, and no navigational rules handbook was sighted.

Installation of electrical circuits & systems appear to have been made in accordance with accepted marine practices. Condition of the vessel's independent common bonding system reflects mostly satisfactory condition, though some corrossions were noticeable aft within the lazarettte. Thru-hull service fittings, including most seacocks & sea-strainers, reflect serviceable condition (though two thru-hull seacock valves were found that would not actuate). The galley refrigeration and air-conditioning systems were observed to be in working order at the time of survey.

REMARKS: Inspection of electrical circuits and systems were limited to visual sighting of installed wiring, circuits and equipment only (where accessible). Consequent of not sea-trialing the boat, the battery systems were not accessed for inspection to permit meter testing of same. Likewise, no 12/24 & 120/240-volt power was applied to any circuit for the purpose of noting normal working order (function) of systems and equipment (unless otherwise noted), nor were any of the electronics checked for "power-up". No type of voltmeter or ohmmeter test, inclusive of electrical megging or testing was conducted of circuits, systems or equipment as well.



MARINE SURVEYORS INTERNATIONAL LLC

Post Office Box 012314 Miami, Florida 33101 - Phone: 305.758.0158 - Email: YachtSurveys@yahoo.com - Web: www.MarinePro.biz

OVERALL FINDINGS OF CONDITION

MACHINERY: Overall, the machinery compartment reflects somewhat poor to relatively fair condition. The engines, gears and generator appear to be of serviceable/working order, while installations of machinery and related systems appear to have been made in accordance with accepted practices. Engines and gear hose lines remain in serviceable condition, while visual appearance of the engine, gear & generator oils were all found to be normal and filled to acceptable levels. However, indications of some water leakages were noted on the engines, with excess corrosion noted of the exhaust risers around the flange mounts on the engines. Most engine water cooling systems also reflect suspect/corroded condition. Condition of hydraulic steering assemblies reflect unsatisfactory condition in several regards as most hose lines were found to be badly degraded and indication of leakage was apparent (evidenced by hydraulic oil noted in the aft bilge, and the reservoir tank noted to be empty of steering fluid). Excess oil was also noted within the engine compartment and lazarette bilges. Engine shafts and shaft seal assemblies appear to remain in serviceable condition. Condition of engine exhaust hoses and fiberglass piping appear satisfactory. The generator was also noted to be a newly installed unit, which shows very well.

REMARKS: Logged running time for the engines, gears and generator is unknown, whereas notation of such was intended to be made following completion of sea-trial (which was cancelled). No mechanical checks, diagnostic tests, applied meter testing, compression tests or disassemblies were made in conjunction with this marine survey inspection, whereby no reference or information should be construed to indicate internal condition of the engines, gears and generator. Likewise, since no sea-trial was conducted (whereas it was not possible to observe the working and running condition of the boat), no comments can be offered regarding functioning order of machinery, systems and equipment, nor can any remarks be made regarding performance of the boat.

U.S. GOVERNMENT REQUIREMENTS

AUTHORITY	: MBA/40 as amended by FBSA/71; and Code of Federal regulations CFR Title 33
MONITOR	: United States Coast Guard (USCG)
INTENDED SERVICE	: Pleasure / Recreational
NAVIGATIONAL LIMITS	: Per insurance declarations (designed for near coastal navigation)
COMPLIANCE (CLASS III VESSEL'S)	: This vessel is regarded to be non-complaint with some federally mandated regulations (REFER TO FINDINGS M.1.0 THRU M.4.0)
ADVISORY COUNCILS	: American Boat & Yacht Council; and the National Fire Protection Association

FINDINGS & RECOMMENDED REMEDIALS

THE FOLLOWING PERTAIN TO FEDERAL REGULATORY STANDARDS THAT MUST BE COMPLIED WITH / MANDATED /:

FINDING M.1.0 The vessel's official registry number was not found affixed within as mandated by Coast Guard. **In accordance with regulations, permanently & conspicuously affix the official documentation number on a hull structure within (i.e.; compartment bulkhead or stringer), inclusive of designating the boat's net-tonnage as well.**

FINDING M.2.0 No bell was sighted aboard. **Furnish a suitable sound signaling device (bell) aboard, as required for vessel's over 39.9' operating in U.S. territorial waters.**

FINDING M.3.0 No International & Inland Navigational Rules handbook was sighted aboard. **Furnish a copy of the Navigational Rules handbook (NAV RULES CG169) aboard, as is required for vessel's over 39.4'.**

FINDING M.4.0 All of the emergency distress flare signals were expired (out-dated). **Furnish & equip vessel with additional (current-dated) emergency flare signals.**



MARINE SURVEYORS INTERNATIONAL LLC

Post Office Box 012314 Miami, Florida 33101 - Phone: 305.758.0158 - Email: YachtSurveys@yahoo.com - Web: www.MarinePro.biz

FINDINGS & RECOMMENDED REMEDIALS

THE FOLLOWING PERTAINS TO CURRENT-DATED RECOMMENDED STANDARDS PROPOSED BY THE AMERICAN BOAT & YACHT COUNCIL, WHICH (THOUGH NON-OBLIGATORY) SHOULD BE AFFORDED DUE CONSIDERATION / ADVISED/:

FINDING A.1.0 Three batteries, a vapor-proof battery switch and a hi-amperage fuse located starboard side within lazarette, are not identified in accordance with their intended service, **which should be suitably marked/labeled.**

FINDING A.2.0 No manual or automatically controlled fixed fire extinguishing system is furnished within the lazarette compartment where the generator is installed. **It is advised that one be furnished and installed.**

FINDING A.3.0 No smoke detectors are furnished aboard, **whereas it is advised that such be installed within the living areas and sleeping quarters.**

THE FOLLOWING FINDINGS PERTAIN TO NOTED DISORDERS & INADEQUACIES, AND/OR ARE PERTINENT TO SAFE AND CONTINUOUS OPERATIONS, WHICH NECESSITATE REMEDIAL ATTENTION / RECOMMENDED/:

FINDING R.1.0 The fixed and hand-portable fire extinguishers are expired. **Certify same by routinely checking all portable fire extinguishers, fully inspecting the fixed fire extinguisher and proving emergency shut down systems, with servicing or replacements made as found necessary.**

FINDING R.2.0 No carbon monoxide (CO₂) detectors are furnished within the cabin sleeping quarters. Although detectors are furnished within the salon and on the helm bridge (and the vessel is diesel powered, whereas CO₂ detectors are not required), **it is proposed that CO₂ detector alarms be installed within each sleeping quarter** (to alert of possible exhaust gas ingress and permeation that could be caused by other nearby vessels).

FINDING R.3.0 The security monitoring alert system supposedly is not activated, nor could the system be tested, **which should be proven fully operational and activated to be maintained in working service.**

FINDING R.4.0 Excessive amount of oil and diesel fuel were noted in the bilges of the engine compartment and lazarette. **Determine origin of leaks & address as found necessary to arrest, monitor to insure no oil accumulation occurs thereafter, and thoroughly and properly clean the bilges and maintain in clean dry condition throughout.**

FINDING R.5.0 Hydraulic steering fluid was noted within the lazarette's bilge; no oil was sighted within the hydraulic steering's reservoir tank; numerous hydraulic hose lines manifested badly degraded condition; and the rubber seal boot for the hydraulic steering ram actuator within the lazarette is damaged. **Replace all hydraulic steering hose lines within the engine compartment and lazarette, service/repair system components as found necessary, inclusive of replacing the rubber boot; and prove system to be in fully serviceable/working order.**

FINDING R.6.0 All of the passarelle hydraulic hose lines within the lazarette exhibit badly degraded condition, **which necessitate being replaced.**

FINDING R.7.0 The *BENNETT* trim tab reservoir fluid level is exceptionally low. **Check trim tab system for leaks and address if/as found necessary; service, refill & purge system, and prove fully operational.**

FINDING R.8.0 The fuel pipes that route between filters and engines manifest suspect corroded condition (noted where they route along the stringers and bulkhead), and the swaged connect-fittings for the hose lines that connect to the pipes are also corroded, which appear to be derived from having been submersed. A fuel hose line is also dry rotted at its connection on the starboard engine. **It is proposed that the fuel pipes be cut back to where no corrosion exists and that new fuel lines be furnished to connect at said points.**



MARINE SURVEYORS INTERNATIONAL LLC

Post Office Box 012314 Miami, Florida 33101 - Phone: 305.758.0158 - Email: YachtSurveys@yahoo.com - Web: www.MarinePro.biz

FINDINGS & RECOMMENDED REMEDIALS

THE FOLLOWING FINDINGS PERTAIN TO NOTED DISORDERS & INADEQUACIES, AND/OR ARE PERTINENT TO SAFE AND CONTINUOUS OPERATIONS, WHICH NECESSITATE REMEDIAL ATTENTION /RECOMMENDED/:

FINDING R.9.0 The port fuel filter's pressure gage denotes excessively high reading. Since no sea-trial was conducted, **the fuel system should be checked to assess condition, with servicing/attentions afforded as needed.**

FINDING R.10.0 Several engine water cooling system components exhibit suspect/corroded condition to various degrees, whereas: excess corrosion was noted of both transmission oil coolers; a water cooling hose line for the starboard transmission's oil cooler (on the outboard side) was broken off at the connection fitting (due to corrosion, possibly electrolysis); both the port and starboard engine's raw water intake pumps are corroded; and indication of an engine water leak was noted on the aft inboard side upper side of the starboard engine, evidenced by water stain markings and excess corrosion noted of several engine components, pipes, fittings and the air filter housing. **All engine water cooling system components should be thoroughly checked, with servicing, reconditioning and/or replacement made as deemed necessary, inclusive of proving same fully satisfactory while operating under full load running conditions without leakage and overheating.**

FINDING R.12.0 Excess corrosion and rusting was noted of the port engine's turbo charger exhaust manifold mounting flange where the stainless steel exhaust riser attaches (also noted of the starboard side, though corrosion is not as severe as on the port side). Indications of water seepage were also noted from both the port and starboard engine exhaust risers around the hose connections, evidenced by water stain markings and noticeable corrosion. Several plug fittings on the underside of the risers were also found to be heavily corroded. **Service and repair as indicated, and prove fully operational under full running load conditions.**

FINDING R.13.0 High bilge markings were noted within the engine compartment that were observed to reached half way up on engine oil pans. **Servicing and conditionings are warranted for some metal assemblies affect by submergence and corrosion** (i.e.; corroded fuel lines, as previously identified).

FINDING R.14.0 A drain hose within the lazarette on the starboard aft side is disconnected from a thru-hull fitting located overhead that openly terminates (drains) within. Standing water also noted within the bilge beneath. **Reconnect hose and drain all water out of the bilge.**

FINDING R.15.0 Standing water was noted between the hull stiffeners over the strut backing plates and beneath the steerage assemblies. The port side was also partly filled with oil (likely derived from oil reservoir tank that serves the passarelle and/or is from the steering system). **Drain water & oil, and service/condition assemblies.**

FINDING R.16.0 The welded stainless steel engine bed support for the port engine's forward outboard motor mount manifests suspect/corroded condition around the lower aft welds. Other weld sections of the engine bed frames also manifest suspect/corroded condition in random places. Likewise, suspect corrosion was noted of some welded frames on the steering supports aft within the lazarette. **Address as found necessary to insure sound condition of all stainless steel and of their welded sections.**

FINDING R.17.0 Some common bonding wire connections and the copper strip in vicinity of the starboard strut backing plates exhibit suspect/corroded condition, **which should be conditioned or replaced.**

FINDING R.18.0 Both common bonding conductor straps that connect to the port and starboard side rudder assemblies manifest excessively corroded condition which have broken apart. **Replace and reconnect.**



MARINE SURVEYORS INTERNATIONAL LLC

Post Office Box 012314 Miami, Florida 33101 - Phone: 305.758.0158 - Email: YachtSurveys@yahoo.com - Web: www.MarinePro.biz

FINDINGS & RECOMMENDED REMEDIALS

THE FOLLOWING FINDINGS PERTAIN TO NOTED DISORDERS & INADEQUACIES, AND/OR ARE PERTINENT TO SAFE AND CONTINUOUS OPERATIONS, WHICH NECESSITATE REMEDIAL ATTENTION / RECOMMENDED /:

FINDING R.19.0 A fuse is tie-frapped to some wiring that incorporates the use of an inline fuse, which has been subjected to submersion in bilge water. **Replace the fuse and affix to the wiring further up the wire (from being close to bilge level) and contain same in a watertight seal to prevent corrosion.**

FINDING R.20.0 Disconnected wiring was noted in vicinity of the air-conditioning unit's water circulation pump / motor within the lazarette. **Inspect and service as needed.**

FINDING R.21.0 All receptacle plug outlets proved to in unsatisfactorily working order as the ground fault interruption (power shut-off) would not occur when tested. **Check circuits and address as found necessary to insure proper working order of same.**

FINDING R.22.0 The *DOMETIC* air conditioning unit's electrical control box will not open (key seized). **Repair and access to permit inspection of circuits within to insure satisfactory condition.**

FINDING R.23.0 A thru-hull seacock valve that serves the air conditioner's raw-water cooling intake pump would not easily actuate (located beneath the generator). **Service or replace.**

FINDING R.24.0 A thru-hull seacock valve located aft underneath the main salon's cabin settee (situated on the port aft hull side underneath the Y-valve for the waste system) would not actuate. **Service or replace.**

FINDING R.25.0 A sanitation/waste hose line that connects to the aft vacuum pump is improperly clamped, where the clamp only secures around the hose and does not secure onto the connect fitting (only compresses hose which can split it). This was noted in the port aft cabin beneath the berth. **Insure clamping is properly made onto the hose around the connect-fitting.**

FINDING R.26.0 A float switch is disconnected aft under the generator that has apparently been replaced by another type switch. **Remove the disused float switch.**

FINDING R.27.0 What appears to be a fresh water hose pipe is disconnected within the lazarette, situated on the aft side of the bulkhead where the port engine's exhaust piping passes through into the lazarette. The pipe is fitted with a manifold shut-off valve that was noted to be actuated closed. Determine **intended service of said piping & properly reconnect, or if found to be of disuse, then fit a cap on the end of the pipe.**

FINDING R.28.0 Indication of waste leakage was noted from the sanitation holding tank within the port aft cabin, evidenced by waste stain markings from one of the hose connection fittings. Indication of waste leakage was also noted from the forward head's pump assembly (located forward underneath the main salon's cabin settee). **Address as found necessary to insure the aft tank & it's fitting, and the forward pump assembly, are fully sealed.**

FINDING R.29.0 Fiberglass bonding tab failure (or repair) was noticeable between a hull stringer and transverse member, located by the water maker filter, which is situated beneath the starboard aft cabin's berth (visible looking towards starboard side from the port aft cabin beneath the berth). Although the structural adequacy of the hull stiffeners do not appear compromised, **the tabbing join should be suitably fiberglass repaired and reinforced.**

FINDING R.30.0 Consequent of not sea-trialing the boat, **it is recommended that ALL machinery, systems and equipment, be tested and observed for proper function while operating under various running load conditions.**



MARINE SURVEYORS INTERNATIONAL LLC

Post Office Box 012314 Miami, Florida 33101 - Phone: 305.758.0158 - Email: YachtSurveys@yahoo.com - Web: www.MarinePro.biz

FINDINGS & RECOMMENDED REMEDIALS

THE FOLLOWING FINDINGS PERTAIN TO NOTED DISORDERS & INADEQUACIES, AND/OR ARE PERTINENT TO SAFE AND CONTINUOUS OPERATIONS, WHICH NECESSITATE REMEDIAL ATTENTION / RECOMMENDED /:

FINDING R.31.0 Consequent of not inspecting the vessel in dry dock, **it is recommended that the hull undersides, all running gear (i.e.; shafts, struts, cutlass bearings, rudders, etc.), including trim tabs, the bow & stern thrusters, and all metallic thru-hull service fittings & assemblies, be inspected to ascertain condition of same, inclusive of percussion sounding the hull topsides & bottom with a phenolic hammer and moisture metering the hull topsides.**

FINDING R.32.0 Consequent of not sea-trialing the boat, **the following equipment must be checked to insure satisfactory working order of same:** navigational running and anchor lighting; sound signaling device; engine compartment exhaust blowers; nav-electronics; vhf radio/s; automatic and manual function of all bilge pumps, including high water bilge alarms; and the anchor windlass.

THE FOLLOWING PERTAIN TO AN APPARENT NON-SERVICING THAT SHOULD BE GIVEN ATTENTION / PROPOSED /:

FINDING P.1.0 Several engine components, fitting and assemblies of each engine and gear manifest corroded condition, **which warrant being servicing, conditioning or renewal.**

FINDING P.2.0 The plexiglass constructed enclosure panels located on the aft bridge deck manifest degraded condition, **which should be replaced.**

FINDING P.3.0 Where sighted, the antifouling bottom paint is lifting/ peeling in places. **Removal and repainting appears to be necessary.**

FINDING P.4.0 The adhered non-skid decking on the bow deck is lifting/ peeling, **which needs to be replaced.**

FINDING P.5.0 Both air-conditioner units (main unit aft within the lazarette, and the forward unit under the salon sole) **appear to require servicing and conditioning.** The forward unit was noted to be completely iced up.

FINDING P.6.0 **The water maker unit and pump appear to require servicing and conditioning.**

FINDING P.7.0 The latch for the anchor locker deck access hatch is broken, **which needs to be replaced.**

THE FOLLOWING PERTAIN TO NOTED CONDITIONS THAT WARRANT REMEDIAL ATTENTION IN ORDER TO ENHANCE THE VESSEL'S APPEARANCE / SUGGESTED /:

FINDING S.1.0 The gelcoat finishes are all heavily oxidized & faded, **which warrant being refinished, inclusive of multi-step wet sanding, compounding and wax finishing.**

FINDING S.2.0 The black colored finishes around the windshield and sunroof are heavily oxidized & badly faded, **which need to be painted.**

FINDING S.3.0 The aft deck cockpit cushions, including the helm seats, cockpit seating, bow and aft sun lounge cushions, were all noticeably dirtied, stain discolored and worn in places, **which warrant being reupholstered.**

FINDING S.4.0 Several side and overhead vinyl covered panels on the bridge deck manifest degraded condition, **which should be reupholstered.**

FINDING S.5.0 The adhesive trim around the edges of the sun roof are degraded and peeling. **Scrape, clean and refinish trimmed edges.**

FINDING S.6.0 The powder-coated finishes of the engine-throttle/gear-shift control and steering system's helm unit manifests degraded condition, **which should be refinished.**



MARINE SURVEYORS INTERNATIONAL LLC

Post Office Box 012314 Miami, Florida 33101 - Phone: 305.758.0158 - Email: YachtSurveys@yahoo.com - Web: www.MarinePro.biz

FINDINGS & RECOMMENDED REMEDIALS

THE FOLLOWING PERTAIN TO NOTED CONDITIONS THAT WARRANT REMEDIAL ATTENTION IN ORDER TO ENHANCE THE VESSEL'S APPEARANCE / SUGGESTED/:

FINDING S.7.0 The steering wheel manifest degraded condition, **which should be refinished.**

FINDING S.8.0 The cabin interior carpeting is worn and stained throughout, **which warrants replacement.**

FINDING S.9.0 All exterior teak wood decking exhibits weathered deterioration. **Detailed attention (cleaning, reconditioning and refinishing) is suggested in order to enhance the vessel's appearance.**

FINDING S.10.0 Several interior wooden finishes manifest cloudy discoloration, particularly noticeable to several cabin doors, partitions and cabinetry and trim moldings. **Refinish or paint.**

FINDING S.11.0 The trim edges of many cabinet and cabin doors are lifting/peeling from place. **Refinish all edges.**

FINDING S.12.0 The galley sole manifest cloudy discoloration, **which needs to be refinished.**

VALUATION

Fair Market Value of the boat is predicated upon (1) age and subsequent condition; (2) status of appreciation or depreciation; (3) economic longevity; (4) comparable market values noted according to the BUC Value and/or the JC POWER/NADA Used Boat appraisal guides; (5) comparable sale 'listings' currently noted in the domestic marine market place; (6) added consideration relative of special equipment, upgrade and/or deficiency; (7) manufacturer's suggested retail price when built; and (8) estimated new replacement cost today:

(1) AGE & OVERALL CONDITION : (14) Fourteen years - Generally poor to somewhat fair

(2) DEPRECIATION / APPRECIATION : In a depreciative cycle

(3) ECONOMIC LONGEVITY : 5 to 6 years, with continual good maintenance schedules and prudent operations

(4) COMPARABLE SELLING PRICES : Comparable 2007 *CRANCHI MEDITERRANEE 50 HT* powerboats of average condition range between \$298,000 & \$327,500 according to BUC VALUE guide;
No market sale values are listed in the JC POWER/NADA used boat guide;

A 2007 *CRANCHI MEDITERRANEE 50 HT* purported to be in above average condition recently sold in April of 2021 for \$340,000 according to *SoldBoats.com*

(5) COMPARABLE SALE LISTINGS : No comparable 2006 to 2008 *CRANCHI MEDITERRANEE 50 HT* boats are listed for sale in the United States

(6) ADDED CONSIDERATIONS : Equipped with electronics, air-conditioning, hydraulic passerelle, bow & stern thrusters, security/monitoring system and new 2021 generator. Yet the general appearance of the boat manifests degraded condition in several respects due to age & weathering, whereas gelcoat surfaces need to be refinished, vinyl covered cockpit seats & sun lounge cushions need to be reupholstered, interior carpeting needs to be replaced, and several interior panels need to be refinished. Servicing and upgrades within the engine compartment and lazarette are also warranted

(7) ORIGINAL BUILD COST : Purchase price of this boat in 2007 is estimated to have been around \$900,000

(8) CURRENT REPLACEMENT VALUE : Approximate New-Building Cost for a 2021 comparable model is estimated to be around \$1,800,000/Plus

FAIR MARKET VALUE (AS IS & AS EQUIPPED) \$270,000 (TWO-HUNDRED-SEVENTY-THOUSAND)



MARINE SURVEYORS INTERNATIONAL LLC

Post Office Box 012314 Miami, Florida 33101 - Phone: 305.758.0158 - Email: YachtSurveys@yahoo.com - Web: www.MarinePro.biz

CONCLUSIONS & INSURANCE RECOMMENDATIONS

Overall, the motor yacht is regarded to be in poor condition. Subject to the satisfactory completion of each FINDING & RECOMMENDATION listed herein, this vessel could be considered fully found, staunch, able, sound & sea-kindly, with satisfactory structural integrity and water-tightness. Likewise, in consideration of the aforesaid COMMENTS, FINDINGS & RECOMMENDATIONS, this vessel should be regarded suitable for said intended service, as set forth on page-ten (10).

REMARKS: The undersigned has no first-hand knowledge regarding history of the yacht, nor of scheduled maintenance, servicing or repair possibly made, which would bear upon condition. Offered opinions regarding condition of the vessel, including that of the machinery, systems and equipment, are limited, subject to visual inspection while lying afloat only.

RESPECTFULLY SUBMITTED, WITHOUT PREJUDICE OR WARRANTY, STATED OR IMPLIED, MADE THIS 6TH DAY OF JULY 2021.

MARC HUNDLEY
MARINE SURVEYOR & CONSULTANT

MARINE SURVEYORS INTERNATIONAL - LLC
Miami - Ft Lauderdale - Palm Beach - Florida Keys

Email: YachtSurveys@yahoo.com

Telephone: (305) 758-0158

Web: www.MarinePro.biz

SURVEYOR'S RECOGNITIONS:

Recognized & Accepted Marine Surveyor of Boat / US Marine Insurance

Advisory Board Member of the NADA Marine Appraisal Guide

Established Expert before Federal and Florida State Courts

Accepted Appraiser for Insurance Dispute Settlement