

All Island Marine Survey LLC

Robert Oakley, ACMS
835 Akumu St.
Kailua, HI 96734
Phone: (808) 597-0086
E-Mail: allislandsurvey@gmail.com

May 5, 2023

REPORT OF MARINE SURVEY (Confidential) NUMBER 050523C

In accordance with your request for a marine survey of the PDQ Antares 44 Catamaran, "**HANA HOU**," Official USCG Documentation Number 1180703, for purposes of evaluating its present condition and estimating its fair market value and replacement cost for insurance purposes, I herewith submit my report.

The subject vessel was personally inspected by the undersigned on May 4th and May 5th, 2023, while hauled out at Keehi Marine Center, Sand Island, Hawaii.

SCOPE OF SURVEY PERFORMED: The report addresses the condition of the vessel and her equipment on the date of the survey. The examination was conducted in accordance with standard and accepted marine survey practice by tapping, probing, and visual inspection of accessible spaces, without removal of any parts, including fittings or other fixed or semi-fixed items. Filled compartments or otherwise inaccessible areas would also preclude inspection. No determination of stability limitations have been made in this report. Reliance is placed on past vessel service and on periodic owners/masters inspections as to the vessel's continued compliance with comprehensive safety standards and requirements. No warranty, expressed or implied, is made for conditions of equipment, hull, gear, or any other item or aspect of the vessel, other than as stated herein.



All Island Marine Survey LLC

SUMMARIZED CONCLUSION

The vessel was found to be properly designed, well-constructed, in sound condition, and is fit for her intended route and service in Hawaiian waters. The vessel can be recommended for complete operational insurance coverage, pending completion of the essential recommendations listed on page eleven.

STANDARDS AND CODES FOLLOWED: The following standards have been used as guidelines in the conduct of this survey:

- (1) Title 33 United States Code (USC); Title 33, Code Of Federal Regulations
- (2) The American Boat and Yacht Council (ABYC)
- (3) The National Fire Protection Association (NFPA)

VESSEL PARTICULARS

VESSEL NAME:	HANA HOU
VESSEL MAKE:	PDQ ANTARES 44 CATAMARAN
USCG DOCUMENT NUMBER:	1180703
HULL I.D. NUMBER:	QPQ44014H506
YEAR BUILT:	2005 (2006 model)
BUILDER:	PDQ YACHTS
LOCATION:	WHITBY, ONTARIO, CANADA
LOA / BEAM / DRAFT:	44'0" X 21'9" X 4'0"
REGISTERED DIMENSIONS:	44'0" X 21'6" X 10'6"
DISPLACEMENT:	23,900 (loaded)
ESTIMATED MAXIMUM SPEED:	16 KNOTS (under sail)
AUXILIARY PROPULSION:	(2) YANMAR 3YM30 DIESELS
TANKAGE (gallons):	120 FUEL / 150 FRESH WATER / 60 WASTE
OWNER:	
SERVICE:	RECREATIONAL
INTENDED CRUISING AREA:	HAWAIIAN WATERS
VESSEL REPRESENTATIVE:	
FAIR MARKET VALUE BOAT AND EQUIPMENT:	\$ 525,000.00
REPLACEMENT COST NEW:	\$ 1,200,000.00

EXPLANATION OF TERMS

Excellent condition: New or like new.

Good condition: Nearly new and showing only minor wear.

Fit for service: Adequate for its intended use.

Serviceable, adequate: Sufficient for a specific requirement.

Appears: Close inspection of the item was not possible, due to constraints such as inaccessibility.

Fair condition: Indicates that the item has some visual defects but is still usable (should be monitored).

Poor condition: May be operable but close to needing renewal.

Powers up: Power was applied only. This does not refer to the operation of any system or component, unless specifically indicated.



VESSEL DESCRIPTION

"HANA HOU" is a fiberglass constructed sailing catamaran built by PDQ Yachts in 2005. The builder's design description is as follows:

"The hull has a narrow waterline beam to maximize performance. The sections aft are designed to support the full aft cabin configuration with buttock lines that run out at a milder angle. This produces a faster, better-supported hull. The resultant slight submergence of the very narrow transoms is not a significant drag factor, especially as the water leaves cleanly at moderate speeds. The stem has been given only a mild rake angle to maximize waterline length and useful interior space within the length parameter. From a fine entry at the waterline, the bows are mildly flared upward to provide wider drier deck areas forward. The keel and rudder are designed using N.A.C.A. sections selected for their stall and drag characteristics."

On deck, starting forward, is the aluminum bow beam with pelican striker and furling unit for the headsail. Each hull bow has aluminum railings with bow seats. A centerline fiberglass walkway has passenger nets on each side and the walkway has access hatches to the anchor chain rollers. Bomar deck hatches on each side lead down to sail/storage lockers forward on each hull, and the starboard side locker houses the 6 KW diesel generator. Further aft are additional Bomar hatches opening to forward hull cabin areas on each side. The below deck anchor chain locker is just aft of the centerline bow walkway and also houses the electric anchor windlass. Just starboard of the anchor chain locker is a gear storage compartment that also houses the house batteries. The cabin trunk is fitted with three additional Lewmar hatches on top and fixed wraparound windows forward and along the sides. Wide side decks lead aft along the cabin trunk to the cockpit area, which is arranged with helm station forward to starboard and is fitted with a full array of navigation and communication electronics and full engine controls and instrumentation. Further aft are molded longitudinal bench seats with a leafed teak table between. Flush deck hatches between the bench seats open to a large storage area below. The cockpit area is covered by a composite hardtop that also supports solar panels and the mainsheet traveler. Further aft are transverse upper and lower forward-facing transom bench seats. Molded transom stairs on each hull lead aft and down to boarding platforms on each side. The port side boarding platform is fitted with a swing-down telescoping boarding ladder. The transom is fitted with a stainless steel solar panel arch, which also supports a wind generator and the dinghy davits. The sliding door to the cabin is forward and inboard of the helm station. The wing deck salon area is fitted with L-shaped settee with triangular table forward to port and forward-facing navigation desk forward to starboard. Aft to port is a top-loading freezer and side-loading reefer and opposite in the aft starboard corner is an L-shaped wet bar with sink, cabinets and drawers, and a combo washer/dryer. Stairs on each side lead down into the hull accommodation areas. The port hull accommodation is arranged with a forward cabin with an enclosed head with common shower and athwartship double berth that is fitted inboard and over the wing deck. Walking aft is the galley with double stainless steel sinks, cabinets, and counters outboard, and inboard are a three-burner LPG stove, separate LPG oven, microwave oven, and dishwasher. Inboard aft of the galley is an aft cabin with athwartship queen berth. The starboard hull is dedicated as the owner's master suite and is arranged with enclosed head with separate stall shower forward, followed by numerous cabinets, drawers, and hanging lockers, and the master suite private cabin with island queen berth. Just aft of the master head is the main electrical panel, tank level indicators, generator start panel, and hour meters for the diesel auxiliary propulsion engines and the generator.

All Island Marine Survey LLC

VESSEL CONSTRUCTION

The hull, decks, and superstructures are constructed of solid and/or foam-cored fiberglass reinforced plastic (FRP) using polyester resin. Vacuum bagging is employed where coring is used. The internal structure is comprised FRP skinned foam, honeycomb, and/or wood-cored bulkheads, frames, stringers, and built-ins. The boat is built to PDQ factory specifications.

MATERIAL CONDITION OF HULL, DECKS, AND STRUCTURES

The vessel was surveyed by hammering, probing, and visual inspection while hauled out and resting on blocks. Internal structures were inspected through all accessible hatches and openings. The hull exterior below the waterline was in good condition without osmosis blisters or signs of damage or delamination. The hull was being prepped for painting. The hull above the boot stripe is finished with yellow gelcoat had the normal small scratches, scuff marks and mars, but was without any significant damage. The hull below and above the waterline was sounded with a mallet and there was no delamination noted. There was no evidence of hard collisions or previous repairs. The hull-to-wing deck attachment was intact without signs of excessive movement or fracturing. The decks were finished with the factory gelcoat non-skid and were in fair condition, with some sun damage in the form of gelcoat degradation and sun crazing. The internal hull and structures, where accessible for inspection, were found in good condition, and I was unable to detect any broken or cracked structural members or bulkheads. The frame and bulkhead tabbing was solidly connected to the hull, where sighted. The mast step and supporting foundation was intact. The forward aluminum crossbeam was found without damage or fractures.

VESSEL SYSTEMS

Propulsion:

Engine type: (2) 3YM30 naturally aspirated freshwater cooled diesel engines:

(P) serial #E03973; engine hrs: unknown; year of manufacture: 2005

(S) serial #E03968; engine hrs: unknown; year of manufacture: 2005

Engine cooling: Seawater cooled via freshwater heat exchanger; starboard heat exchanger, in process of replacement at 5/2023 dry dock.

Engine exhaust: Seawater injected at exhaust riser; silencer, hoses, and clamps in serviceable condition.

Turbocharger: N/A

Engine ventilation: Natural and 12 vdc blower.

Engine mounting: Mounts appeared in serviceable condition.

Hoses/clamps/belts and pulleys: In serviceable condition.

Fluid levels and condition: Proper levels without evidence of water contamination.

Gauges: Engine tachometers, oil pressure, cooling water temperature, volt meters, fuel gauges, fuel consumption meters (inoperable), hour meters; the hour meters on the tachometers were unreadable and the hour meters in the starboard hull did not reflect the actual hours.

Engine controls: Kobelt throttle and gear controls.

Reduction gear: (2) Kanzaki Model KM2P.

Propeller shaft and bearings: 1.25" propeller shaft; (2) cutlass bearings, bearings replaced at 5/2023 dry dock.

Propeller shaft seal: (2) PSS dripless type, appeared in serviceable condition,

All Island Marine Survey LLC

reported as about 10 years old.

Summary: The auxiliary propulsion engines were not operated, due to the vessel being hauled out at the time of survey. The engine compartments were clean and well organized. The engines were in good cosmetic condition. The engines had hour meters but it was reported that the meters were not accurate. The dripless shaft seals were over 10 years old. The cutlass bearings were in the process of replacement at the time of the survey.

Recommendations: Provide servicing for the propeller shaft PSS dripless shaft seals, per the manufacturer's recommended servicing procedures.

Running Gear:

Propeller/shaft: (2) 16" diameter max props; (2) 1.25" stainless steel propeller shafts.

Propeller shaft bearings: (4) neoprene cutlass bearings, new at 5/2023 dry dock.

Struts: (2) single-leg bronze struts, no damage noted.

Rudders: FRP rudders, no damage or delamination noted.

Anodes: Zinc anodes, new at 5/2023 dry dock.

Summary: The running gear was in serviceable condition. The cutlass bearings were new.

Recommendations: None.

Fuel System:

Tankage: (2) 60-gallon aluminum fuel tanks.

Piping and hoses: Designed for fuel service.

Venting: Tank vents overboard.

Tank grounding: Yes.

Fuel filter system: Each propulsion engine was fitted with Racor 75-500 primary and engine-mounted secondary filters.

Fuel fill: Properly capped and marked.

Fuel shut-off valves: Located on tank and at primary filter system.

Summary: The fuel delivery system was in serviceable condition. The fuel tank liquid level sending units were replaced at the 5/2023 dry dock. The fuel consumption system for the engines was disconnected.

Recommendations: Reconnect the propulsion engine fuel consumption system and test for proper operation.

Electrical System:

12 VDC:

Battery system: (2) Group 24 flooded marked 11/22 for engine start; (4) West Marine flooded 6 vdc batteries marked 11/19 for house supply; (1) Group 24 flooded battery for generator start; batteries properly contained, vented and secured; battery cables properly sized and fused.

Circuit isolation fuses, installation, circuit routing, and suspension: (1) 25 gang breaker panel; copper stranded marine grade cable; cable properly routed and secured.

Power monitoring: Volt and amp meters.

Charging: (2) belt-driven alternators; Xantrex Freedom 2000 inverter charger; (4) 50 watt (est.) solar panels and (2) 80 watt solar panels; (2) Blue Sky solar

All Island Marine Survey LLC

charge controllers; (1) Airex wind generator.

120 VAC:

Shore power: (2) 30 amp shore power inlets.

Shore power electrical cords: (2) 50' marine grade shore power cords.

System grounding: Appeared properly grounded.

Circuit isolation fuses, installation, circuit routing, and suspension: (1) 13 gang breaker panel; copper stranded marine grade cable; cable properly routed and secured.

Reverse polarity indicator: Yes.

GFCI electrical outlets: Yes

Summary: The vessel's 12 vdc and 120 vac electrical systems were professionally installed and appeared in good condition.

Recommendations: None.

Generators:

Make: (1) Northern Lights generator set Model: TF-276D; KW rating: 6 KW; hours: 2,231.0.

Fuel delivery system: Via starboard fuel tank.

Exhaust: Wet exhaust hoses, silencer, and clamps, in good condition.

Cooling: Heat exchanger.

Mounting: Located in starboard bow locker in factory enclosure.

Circuit isolation fuses, ventilation, installation, circuit routing, and suspension: Appeared professional installed.

Summary: The generator was in good material condition. The generator was not tested, due to the vessel being hauled out at the time of survey.

Recommendations: None.

Thru-hull Fittings, Seacocks, and Valves:

Below the waterline: Marelon thru-hull fittings and valves; valves all operable by hand; replace garden hose attached to saltwater wash-down thru-hull valve in the port hull amidships with a reinforced hose designed for below the waterline use; replace the plastic strainers attached to each air conditioner thru-hull valve assemblies with bronze strainers designed for below the waterline applications.

Above the waterline: Reinforced nylon type, in serviceable condition.

Rudder shaft seal: Raised FRP integral rudder shaft tube with lip type seal.

Propeller shaft seal: PSS dripless type, reportedly over 10 years old.

Transducers: Depth and speed transducers, securely mounted to the hull.

Summary: Lubricate, exercise, and monitor frequently. It is recommended to perform maintenance on all seacocks & sea-strainers annually (disassemble, inspect, clean and lubricate). It is also recommended that all below the waterline and near the waterline thru-hulls have a properly sized wooden plug attached to function as an emergency plugging device.

Recommendations: Replace garden hose attached to saltwater wash-down thru-hull valve in the port hull amidships with a reinforced hose designed for below the waterline use. Replace the plastic strainers attached to each air conditioner thru-

All Island Marine Survey LLC

hull valve assembly with bronze strainers designed for below the waterline applications.

Steering:

Type: Whitlock rack and pinion steering.

Rudder shaft and seals: Stainless steel rudder shaft: raised FRP tube with lip type seals.

Connections and crossbars: Securely connected.

Bearings: Not inspected.

Excessive play: None noted

Emergency steering provisions: Yes.

Summary: The steering gear was in serviceable condition.

Recommendations: None.

De-watering Pumps:

Type and location: (6) Rule 3700 12 vdc submersible bilge pumps; (1) portable Whale pump.

Bilge alarms: Yes.

Summary: The bilge de-watering system was fit for service.

Recommendations: None.

Freshwater System:

Tanks: (2) 75-gallon aluminum water tanks located forward of the fuel tanks.

Pumps: (1) 12 vdc pressure pump.

Filters: In-line filter system.

Fill fittings, vents, and piping: In serviceable condition.

Hot water heater: (2) Quick Isotemp 6-gallon (est.) 120 vac hot water heaters with engine heat exchangers.

Water maker: (1) Little Wonder 200 38 GPH desalinator located in starboard lazarette, in pickled status.

Summary: The freshwater system was in serviceable condition.

Recommendations: None.

Sanitation:

Commodes: (2) electric flush commodes.

Holding tank type and condition: (2) 30-gallon FRP tanks.

Piping, clamps, hoses, and vents: In serviceable condition.

Showers and basins: Common shower in port head; separate shower stall in starboard head; aft deck shower with new shower valve at 5/2023 dry dock.

Pumps: (2) 12 vdc shower discharge pumps; (2) 12 vdc macerator pumps.

Summary: The marine sanitation system was fit for service.

Recommendations: None.

Air Conditioning:

Make and model: (1) Cruise Air 18,000 BTU; (2) Cruise Air 7,000 BTU; thru-hull type and condition: Marlon ball valves.

Temperature output: Not tested.

Controls: Digital controls for each unit.

Pumps: (3) Marsh 115 vac raw water supply pumps.

All Island Marine Survey LLC

Summary: The air conditioners were in good material condition but not tested, due to the vessel being hauled out at the time of survey.

Recommendations: None.

Deck Hardware:

Mooring bitts and cleats: (8) stainless steel horn cleats.

Lifeline stanchions: Stainless steel lifeline stanchions with double courses of lifeline wire.

Railings: Bow and stern rails, in good condition.

Handholds: Stainless steel handholds around cabin superstructure and along transom steps, no damage noted.

Antennas: VHF and radar antennas, securely mounted.

Doors: Cabin sliding door, in good condition.

Hatches: (11) Bomar hatches, in serviceable condition; (2) Bomar escape scuttles inboard on each hull; provide cleaning and maintenance to gaskets.

Portlights: (10) opening ports on hull topsides, in serviceable condition.

Vents: (3) solar vents for forward bow lockers and hose battery storage locker.

Windows: Forward salon windows with approx. 6" fractures at bottom. Fractures had been drill stopped and did not appear to be leaking.

Other: (1) stainless steel-framed solar arch/dingy davit.

Summary: The deck hardware was in serviceable condition.

Recommendations: Provide cleaning and lubrication for both Bomar escape scuttles. Replace fractured forward salon windows.

Ground Tackle:

Anchor and rode: (1) 60 LB CQR anchor with 300' 3/8" HT chain; (1) Fortress FX 37 anchor with 200' 3/8" HT chain (est.).

Windlass: (1) Quick 1400 watt anchor windlass with freshwater wash-down system.

Summary: The ground tackle was in serviceable condition and suitable for the vessel's route and service in Hawaiian waters.

Recommendations: None.

Galley:

Stove: (1) Princess three-burner glass LPG stovetop; (1) Princess 325 LPG oven; (1) Black and Decker microwave oven; segregated LPG tank locker with all safeties in place.

Refrigeration: (1) 4 cu. ft. top-loading chest freezer; (1) 7 cu. ft. side-loading reefer; (2) Adler Barbour water cooled 12 vdc marine refrigeration compressor units.

Sinks: Double stainless steel..

Counters: Burgundy Corian counters, in good condition.

Other: (1) Fisher and Paykel microwave oven.

Summary: The galley was in good condition.

Recommendations: None.

Cabin Interior:

Finish: Light hardwood.

Upholstery: Imitation leather.

Doors: Cabin and companionway doors, operational.

All Island Marine Survey LLC

Sole: Teak and holly sole, needs refinishing, with numerous areas of broken varnish.

Lighting: LED overhead and bulkhead lighting.

Summary: The cabin interior was in average condition for the vessel's age and service, with exception of the teak and holly sole, which is in need of refinishing.

Recommendations: Consult with a boat repair professional to refinish the teak and holly cabin sole.

Safety Equipment:

Personal flotation devices (PFDs): (2) Type I, (15) Type II, and (3) Type III USCG approved adult PFDs.

Type IV throwable: (1) rail-mounted Lifesling.

Visual distress signaling: (4) day/night handheld flares, expiration 4/2024.

Life raft: None.

EPIRB: (1) ACR GlobalFix, battery expired; (1) ACR Res + Fix, battery expired.

Man overboard recovery: Via Lifesling and boarding ladder on port transom.

Searchlight: (1) handheld.

First aid kit: Yes.

Summary: The lifesaving equipment was in serviceable condition, with exception of the recommendations listed below.

Recommendations: Provide servicing for both EPIRBs. The batteries were expired.

Firefighting and Detection: **Portable fire extinguishers:** (6) Type B:C size one UL approved portable fire extinguishers, in serviceable condition.

Fixed firefighting system: None.

Smoke and carbon monoxide alarms: Yes, located in each hull.

Summary: The onboard firefighting systems were in good condition.

Recommendations: None.

Navigation and Communication:

VHF: (1) Standard Horizon Quest + Ram + mic at navigator station.

GPS: (1) Raymarine 15" HybridTouch multifunction display.

Depth, speed and trip: (1) Raymarine ST-60 depth, speed, and Trip 4" display.

Radar: (1) Raymarine radar with mast-mounted antenna.

Satellite phone: (1) Iridium Go.

Autopilot: (1) Raymarine Smartpilot with remote handset at navigation desk.

Navigation lights: Meets U.S. Coast Guard requirements; optional tricolor light on masthead.

Magnetic compass: (1) Ritchie 5" bulkhead mounted compass.

Other instruments: West Marine AM/FM/BT stereo with multiple speakers.

Sound signaling: Horn and bell.

Charts and publications: Electronic and hard charts on board.

Summary: The navigation and communication equipment was fit for service.

Recommendations: None.

Standing Rigging:

Seldon deck stepped double swept spreader, aluminum spar, and aluminum boom; 1x19 wire standing rigging with mechanical and swaged terminal end fittings, stainless steel toggles, bronze turnbuckles, and stainless steel chainplates. The

All Island Marine Survey LLC

rigging was reportedly replaced in 2017 by John Koon at Tradewinds Marine Services.

Summary: The rigging was inspected at the deck level only. The standing rigging, including chainplates, was reportedly replaced in 2017. There were no discrepancies noted at the deck level.

Recommendations: None.

Running Rigging:

All sail control lines lead aft through under-deck raceway to jammer clutches and winches located in the cockpit:

(1) Furler genoa furling unit

(1) Selden ridged boom vang

(1) Harken mainsheet and traveler

Harken sliding luff cars for mainsail

Lazy jacks for mainsail

(2) longitudinal genoa tracks with adjustable cars

(1) Harken self-tending transverse headsail traveler

Various Dacron yacht braid for halyards and sheets, between 5/16" & 9/16"

(1) Bow sprit for downwind sails

(1) Selden aluminum boom with composite stack pack

Summary: The running rigging appeared to be in good condition.

Recommendations: None.

Winches:

(2) Harken #48 electric self-tailing 2-speed winches

(2) Harken #44 two-speed self-tailing manual winches

Summary: The winches were securely backed and fit for service.

Recommendations: None.

Sails:

(1) Dacron full batten mainsail with two reef points (2019)

(1) Dacron 95% furling jib with Sunbrella sun guard (2019)

(1) Dacron 130% genoa with Sunbrella sun guard (2019)

(1) Code O screecher with Harken furler (2009)

Summary: The sails were inspected furled or in their bags.

Recommendations: None.

Inflatable launch:

Quicksilver Inflatables 11 foot RHIB, HIN: USA6538517; (1) Yamaha gasoline outboard Model 25MSHF, serial #6L2K S 1019266; (1) Sunbrella boat cover.

Other:

(1) Splendide 200S combo washer and dryer; (8) Hella cabin fans; (1) Paratech sea anchor; (1) Paratech drogue; (2) Sharp Aqueous 20" TVs; (1) set cockpit cushions; (1) stainless steel framed cockpit dodger; (1) full enclosure for cockpit area; (1) Magma Catalina series stainless steel BBQ grill; (1) cockpit shower with hot and cold water; Halogen cockpit lights, spreader lights, and foredeck light; extra gasoline and diesel jerry jugs; misc. engine spare parts and tools; misc. electrical spare parts and tools.

All Island Marine Survey LLC

CONCLUSIONS

The vessel's construction, systems, equipment, and hardware are suitable for the vessel's route and service in Hawaiian waters. The vessel is recommended for full insurance coverage, pending the completion of those items on the essential recommendations list located on the following page.

ESSENTIAL RECOMMENDATIONS

1. Provide servicing for the propeller shaft PSS dripless shaft seals per the manufacturer's recommended servicing procedures. **DONE**
2. Replace garden hose attached to saltwater wash-down thru-hull valve, in the port hull amidships, with a reinforced hose designed for below the waterline use. **DONE**
3. Replace the plastic strainers attached to each air conditioner thru-hull valve assembly with bronze strainers designed for below the waterline use. **DONE**
4. Provide cleaning and lubrication for both Bomar escape scuttles.
5. Replace fractured forward salon windows. **DONE**

NON-ESSENTIAL RECOMMENDATIONS

1. Reconnect the propulsion engine fuel consumption system and test for proper operation. **DONE**
2. Consult with a boat repair professional to refinish the teak and holly cabin sole. **DONE**
3. Provide servicing for both EPIRBS; the batteries are expired. **DONE**

DETERMINATION OF VALUE

The pricing represents a normal consideration for the vessel sold, unaffected by special or creative financing or sales concessions granted by anyone associated with the sale. Using comparisons of similar boats listed on the World Wide Web, the fair market value was determined by averaging out the comparable vessels, then making adjustments for age, condition, equipment, and location existing at the time of the survey.

VALUATION

Estimated present day fair market value:	\$ 525,000.00
Estimated present day replacement cost, new:	\$ 1,200,000.00

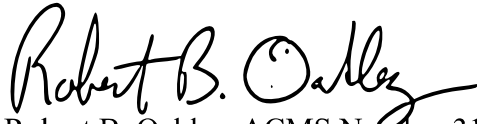
All systems named in this report were inspected by the undersigned surveyor.

In accordance with the request for a marine survey of the vessel, "**HANA HOU**," for the purpose of evaluating her present condition and value for insurance purposes, I hereby submit my conclusions, based on the preceding report. The subject vessel was personally inspected by the undersigned on the dates named in this report.

All Island Marine Survey LLC

SURVEYOR'S CERTIFICATION:

I certify, to the best of my knowledge and belief, that the statements of fact contained in this report are true and correct. The reported analyses, opinions, and conclusions are my unbiased professional analyses, assumptions, and limited conclusions. I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved. 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 estimates, the attainment of a stipulated result, or the occurrence of a subsequent event. This report is confidential, submitted without prejudice, and for the benefit and purposes of The Living Trust of Christine K. Ho.



Robert B. Oakley, ACMS Number 318

Hawaii State Certification No. 25.005

Attending Marine Surveyor

Enclosures:

1. Comparable boats for sale
2. Exterior photographs
3. Interior photographs

All Island Marine Survey LLC



2019 s/v Volare

Don't miss the rare opportunity to purchase a 2019 Antares GS with a full 5-year factory warranty! Volare is the Antares 'Boat Show' boat and is now being sold by Antares, to make room for our new GT models. This boat has been in the Annapolis and Miami boat shows. Click below for more information.

\$899k USD



2006 s/v Leap of Faith

Leap of Faith is a 2006 PDQ Antares 44 with a significant refit with new electronics, lithium batteries, increased solar, and new sails! She is meticulously cared for by the current owners and is ready for the next adventure. Leap of Faith is located in Meritt, NC, and is available for viewing. She will not last long, given the condition and price point of the boat.

\$595k USD



2015 s/v Antipodes

Antipodes is located in Merritt, NC and is an excellent Antares 44i, fully equipped and ready for bluewater sailing anywhere in the world. Luis, the owner, has spent considerable time and effort to certify Antipodes with Antares Catamarans. This is an excellent opportunity to purchase a *Factory Certified* Antares that is fully equipped to safely take the new owners to any location in the world.

\$798k USD



2017 Antares 44 Available Now

PRICE: \$860,000 USD



Idlewild

Idlewild is the latest Antares to come on the market and is outfitted with Selden's powered in-mast furling mainsail and performance Elvstrom EPEX sails. This makes cruising just that much easier, particularly for short-handed sailors, without any sacrifice to performance. Idlewild is in Florida and ready for your inspection!

From two chart plotters to a watermaker, solar panels upgrades, lithium house bank, SSB radio and more. Idlewild is one of only two Antares made with a king size bed in the master cabin. In addition she comes with a factory made cockpit tables that converts into a daybed. Idlewild is equipped for around-the-world cruising and is a perfect choice for the liveaboard cruiser. It's time to start living that dream.

The Antares quality and performance is indisputable. The buyer of this vessel can take advantage of all the benefits available to a new Antares minus the wait to build! This boat has already been fine-tuned and is ready for its next adventure.

For the complete specifications on Idlewild, link to the [Yacht World](#) listing or give us a call at (978) 549-7912 more information.

Price: \$860,000 USD

Vessel Highlights:

- One of only 2 Antares with king bed in the master
- Cherry chart storage unit installed
- Oceanair Skysol pleated shades on ports
- Full sunbrella covers for interior upholstery
- All port lights trimmed in cherry
- Flat screen TV at foot of master bed
- Underwater lights
- Full suite of upgraded Elvstrom sails
- Parasailor w/sock
- Cork MarineDeck 200 in cockpit

[Link here for full listing on our Yacht World page.](#)



Enclosure 1

All Island Marine Survey LLC



Enclosure 2

All Island Marine Survey LLC



Enclosure 3