



Condition and Valuation Report

1982 Panda 40





Prepared For: ~~Ronald P. Laurain~~
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Prepared By: Bradley A. Destache S.A.M.S. SA

Scope of Inspection of the Vessel

Date of inspection: May 20, 2014

Location: San Diego, California

Weather during inspection: Cloudy

Inspection Conducted by: Bradley Alan Destache S.A.M.S. SA

The vessel was inspected afloat in the owners slip and in travel lift slings. Underwater fittings and hull soundings were inspected.

Hull and deck fittings were subjected to close visual inspection.

The deck, cockpit sole, and coach roof were subjected to random percussion soundings.

The interior structure of the vessel was closely inspected and subjected to percussion soundings where relevant.

Certain parts of the vessel's structure, systems, and equipment could only be inspected by destructive means and therefore no tools or machinery was used for this survey. In addition there were no core samples taken or inspected.

The installation and external condition of machinery, plumbing, electrical systems, and electronics were visually inspected. There has been no disassembly of any components mentioned above.

Mechanical tests were performed on this survey for the propulsion machinery.

No compression tests were done

No fluid samples were taken.

The inspection of the plumbing, wiring, and casings were only inspected visually.

Batteries and their installation were visually inspected and only load tested if noted.

Electronic and electrical equipment was tested by powering up and observing basic function.

There were no calibration or adjustments made to this equipment.

If this report did not discuss a specific item, equipment, or machinery, it was not covered by this inspection. Small defects such as loose hinges, minor scratches, or chips in the cosmetic finish where regular wear and tear took place will not be included in this report.

Issues not affecting the value of the vessel will not be included in the report.



Scope of Market Analyses

Valuation was determined by the following:

- Comparisons with other similar vessels recently sold and or listed in current publications
- Standard industry pricing guides such as Soldboats.com and BUC ValuProfessional.
- Current asking prices on brokerage sites or YachtWorld.com

Adjustments were made for differences in equipment and condition.

Limiting Conditions

Descriptions are based on visual examination as set forth in the section “Scope of Survey” of this report. The assigned valuation assumes that components, systems, and equipment not accessible or proven during the inspection were in fact in good condition and operational. If this is not true than the value of the vessel may be significantly lower.

There is no guarantee or warranty, expressed or implied, as to the suitability of the vessel, equipment

This report can only be of value considering the condition of the vessel the day of inspection. Having delivered this survey there is no more obligations and concludes the obligation of the request for survey.



Vessel Specifications

Name of vessel: Karma II
Hailing port: San Diego, California
Hull ID number: OSL400320982

Documentation number: 654910
Type: Aft cockpit canoe stern cutter
Builder: Ta Shing
Model: Panda 40
Model year: 1982
Designer: Robert Perry
LOA: 39.83 feet **LWL:** 36.25 feet
Beam: 12.83 feet **Draft:** 6.00 feet
Gross weight: 32,000 lbs. **Ballast:** 12000 lbs.
Sail area: 865 square feet
Engine: Diesel **Output:** 50 hp.
Fuel capacity: 70 gallons
Potable water capacity: Unknown
Black water capacity: Unknown
Last hauled: Unknown

Design and Construction of Vessel

Design: Molded fiberglass production cutter sailboat
Propulsion: Inboard diesel, stainless steel propeller shaft, bronze 3 blade propeller
Hull: Fiberglass, unknown core, white gelcoat
Interior structure: Plywood bulkheads, wood flooring, fiberglass bilge structure
Decks: Teak overlay, fiberglass, unknown core
Cockpit: Teak overlay, fiberglass, unknown core
Coach roof: Fiberglass, unknown core, white gelcoat, molded nonskid
Hull to deck joint: Mechanically fastened
Toe rail: Teak
Rub rail: Teak with bronze cap



Keel and Ballast

Keel design: Full keel with cutaway forefoot

Keel bolts: None

Rudder and Steering Gear

Rudder type: Fiberglass unknown core, keel hung, bronze shoe

Rudder stock: Stainless steel

Skeg: None

Bearings/packing gland: Grease-able bearing, bronze compression

Steering gear: chain-to-cable, aluminum quadrant

Auto pilot: Linear drive, bronze tiller arm

Emergency tiller: Stainless steel and wood, stored under port cockpit

Through hull fittings and plumbing

Through hulls: Bronze above and below waterline

Valves: Bronze ball valves and sea cocks, bonded

Hoses: Reinforced, stainless steel clamps

Wooden plugs: None sighted

Transducers: Speed and temperature - forward and port, depth forward and starboard

Hatches, Windows, and Port lights

Deck hatches: (3) escape hatches on coach roof, (4) cockpit hatches

Opening ports/portholes: (2) in cockpit, (13) in coach roof sides

Fixed port lights/portholes: (3) deck prisms

Companionway: (2) wood swing-out doors, overhead slider, companionway slide in boards stored in aft cabin



Rails, Stanchions, Lifelines, and Ladders

Pulpit and stern rail: Wood pulpit with stainless steel railing, stern has stainless steel railing and raised bulwarks

Stanchions: (10)

Height: 29"

Lifelines: Vinyl coated, double

Gates: Port and starboard, forward of cockpit

Swim ladder: None sighted

Grab rails: Teak rails along coach roof

Mast Collar, Mast step, and Chain plates

Mast collar: Stainless steel on coach roof deck

Mast step: Unknown material, bears on fiberglass bilge structure

Chain plates: Stainless steel, shrouds pass through deck

Accommodation

Layout: Aft cabin starboard side of companionway, galley to port, salon table port amidships, navigation desk and salon seating starboard, head port and forward of mast, owner's cabin forward

Fresh Water System

Tanks: (1) stainless steel tank under starboard salon seat, (1) stainless steel tank under port salon seat

Remote level reading: None

Pumps: (1) Jabsco 40-psi 12V pump

Piping: Reinforced hose, stainless steel clamps

Hot water: Raritan 6-gallon, A/C and engine coolant exchange

Manifold: Valves located amidships under salon floor

Filtration: None

City water connection: None



LPG System

Gas: Propane
Tanks: (2) steel tanks
Locker: Starboard side, aft cockpit
Drain overboard: Yes
Solenoid valve: Yes
Regulator: Yes
Pressure relief device: Yes
Pressure gauge: Yes
Fuel lines: High pressure soft-wall hose
Gas detector: No
Warning label: Yes

Heads and Sanitation (MSD)

Heads: (1) Groco manual head
Discharge: Into tank
Holding tank: Fiberglass tank under forward salon seat
Level indicator: No
Waste pump: Whale manual pump

Bilges and Bilge Plumbing

Electric bilge pump: (1) Rule 1100 fully automatic
Manual bilge pump: Henderson pump, in port side of cockpit coaming
High bilge water alarm: No
Sump pump: Whale Gulper 12V pump below head floor
Discharge hoses: Suitable for intended purpose



Engine

Make: Yanmar **Number of cylinders:** 4 **Model:** 4JH2E
Type: Inboard diesel
Output: 50 hp. At 3400 rpm
Serial Number: 10763
Last overhaul: Unknown
Engine hours: 427.1
Cooling system: Closed cooling system
Aspiration: Natural
Gauges: Tachometer, oil pressure, coolant temperature
Transmission: Kanzaki
Engine control: Push/pull cables, single function levers on pedestal
Alternator: Factory
Engine compartment blower: No

Fuel System

Tanks: (2) aluminum tanks, central in salon under floor
Fuel gauge: Wema gauges at navigation desk area
Filters: Racor 500 FG
Fuel fill hoses: Fuel rated, double clamped
Vent hoses: Fuel rated
Fuel distribution: Valve system under floor at base of companionway
Fuel shut off: At tanks
Anti-siphon: No
Grounding: Yes

Exhaust System

Type: Wet exhaust, exits starboard hull aft
Hoses: Wire-reinforced
Vented loop with siphon break: Yes
Muffler: Fiberglass lift muffler



Drive train

Propeller: 16 x 12 3-blade bronze, left hand rotation

Propeller shaft: 1/1-4" stainless steel

Coupler: Steel

Shaft seal: PSS dripless

Propeller shaft strut: None

Electrical System

Power source/Voltage: (4) 6V 250 amp AGM, (1) Group 31 AGM, 12V system

Location: Under aft cabin bed

Secured: Yes

Battery switches: Yes, at electrical distribution panel

Charging system: A/C battery charger, engine alternator

Battery monitor: Analog gauges at distribution panel

Battery cables: Multi-strand

Terminal covers: No

Distribution: Factory distribution panel, refit sub panel

A/C system

Power sources: 30 amp 125V A/C, inlet located starboard side of coach roof

Main shore power breaker: At the distribution panel

Shore power cords: (1) 50' 30 amp cord

Circuits: One

Reverse polarity indicator: Yes, with test button

Galvanic Isolator: Zinc Saver behind distribution panel

Inverter: None

Charger: Professional Mariner 50 amp

Distribution: Factory panel at navigation desk

Receptacles: Various GFCI protected



Wiring

Reverse polarity: Checked, good

Ground neutral connection: Checked, good

Ground Tackle and Mooring Equipment

Anchor roller: (2) Bronze rollers on teak platform

Windlass: Nilsson horizontal, manual down/electric up, 12V

Anchors: (1) 45# CQR, (1) Fortress FX23, port cockpit locker

Rode: 3/8" chain, stern setup in starboard gunwale

Mooring equipment: Bollard on bow, stainless steel amidships and stern cleat sets

Spars, Rigging, and Sails

Rig: Single spreader, cutter rig, bob and whisker stays

Mast: Aluminum extrusion

Manufacturer: Kenyon

Boom: Aluminum extrusion

Spinnaker poles: None

Standing rigging: 1 x 19 stainless steel cable

Terminals: Swaged, stainless steel

Turnbuckles: Plated bronze

Sail Furlers: Schaefer 3100 sail

Back stay adjuster: None

Running rigging: Suitable for intended purpose

Sail inventory: Mainsail, headsail, staysail, asymmetrical spinnaker, 120% headsail, unknown size headsail under V-berth

Sailing Hardware

Winches: (2) Lewmar #16 self-tailing, (3) Lewmar #30 self-tailing, (1) Lewmar #40 self-tailing, (2) Lewmar #48 self-tailing

Sheet tracks: (2) aluminum T-tracks on coach roof, (2) aluminum T-tracks on side decks

Traveler: Schaeffer aluminum track forward of companionway

Vang: None



Canvas

Dodger: Tan canvas, stainless steel frame

Bimini: Tan canvas, stored below

Covers: Sail covers, pedestal cover

Fire Fighting Equipment

Portable fire extinguishers: Various dry chemical units, certified date June 2006

Fixed fire extinguishers: None

Fire port: None

Smoke detector: None

CO detector: None

Safety Equipment

Personal floatation devices: (9) Type III, (4) Type IV

Life ring: Life Sling, Jim Buoy on stern rail

Harnesses: No

Jack lines: No

Flares: Orion kit, handheld kit, newest expired 2010

Distress flag: Yes

First aid kit: No

Navigation Instruments/Electronics and Entertainment

Compass: Danforth Constellation

Compass deviation chart: None sighted

Radar: Garmin on mast

GPS: Garmin

Tridata: Garmin GMI 10

Wind point/wind speed: Garmin GMI 10

VHF: Garmin 200

Auto pilot: Autohlem ST6000+ with remote



Navigation Equipment

Navigation lights: Separate LED side lights, steaming lights, LED stern light

Radar reflector: None

Sound producing device: Portable air horn

Miscellaneous Equipment

Amtrol freshwater accumulator, Blue Seas ACR, Kenwood HF transceiver TS-50, (2) Whale foot pumps, 3-burner stove/oven, winch handles, sheet blocks, Frigiboat refrigerator/freezer, double stainless steel sink, Dynex LCD TV, Dickenson Alaska diesel heater with gravity feed tank, cockpit cushions, (4) dorade vents

Comments

This Panda 40 is a molded fiberglass production boat built in Tainan, Taiwan. The exterior of the vessel is in good condition. The exterior wood is currently being re varnished. There are some locations on the bow deck where the teak overlay has separated from the deck seam sealant. The interior of the vessel is in good condition. There were no noticeable stains or tears in the upholstery. A water stain was noticed around the forward deck prism. The plumbing system is in good condition. The fuel tanks are not original to the vessel and have a spec date of 2008. The electrical system is in good condition. The fuel gauges are powered by the running lights breaker. The sailing systems look to be in good condition. It was stated that the running and standing rigging was renewed in 2011. The sellers broker stated that the vessel went through a major refit on 2008 including new electronics. The mechanical systems are in good condition. The engine is not original to the boat and was part of the 2008 refit.

Overall the vessel is in good condition and with recommendations attended to should be suitable for its intended purpose.

Recommendations

1. The cockpit drain hose is deteriorated. Replace hoses as necessary to restore integrity.
2. The engine exhaust hose after the fiberglass lift muffler is deteriorated. Replace as necessary to restore integrity.



3. The head A/C outlet is in an area considered wet. This outlet is not GFCI. Replace with a GFCI outlet per ABYC standards.
4. The holding tank discharge outlet hose is cracked and the hose clamp is rusted. Renew hose and clamps to restore integrity.
5. The positive battery terminals are not covered. Cover terminals per ABYC standards.
6. Ferrous metals were found in the aft drawer or the aft cabin. The drawer is inboard of the autopilot fluxgate compass. Remove metal items, mark drawer with an indicator of the compass location, and recalibrate autopilot. The autopilot heading and the binnacle headings do not correspond.
7. Certify or replace fire suppression equipment according to NFPA regulations.
8. Current flares were are not aboard the vessel. Supply current flares in accordance with Federal regulations.
9. All but two of the seacocks were able to open or close with reasonable force. Service or replace the seacocks as necessary to operate as intended by the manufacturer.

The mandatory standards promulgated by the United States Coast Guard (USCG), under the authority of title 46 United States Code, Title 33 and Title 46 Code of Federal Regulations (CFR), the voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC) and the National Fire Protection Association (NFPA) have been used as guidelines in the conduct of this survey. Items listed under "recommendations" are repair or deficiency items which are required or recommended by one of these survey standards or practices, or which, in the surveyor's opinion, otherwise affect the soundness of the hull, the general seaworthiness of the vessel (considering its' intended use) and/or the safety of the vessel's operators and/or passengers.



Market Analyses

If there is a wide divergence between actual prices of vessels sold and asking prices of vessels offered for sale, estimates provided by industry pricing guides have also been used in arriving at the market value of the surveyed vessel.

The vessel has a low retail value of \$115,000.00 and an average retail of \$179,000.00

Based on the average actual sale prices reported by Soldboats.com and the adjusted average listing price of Yachtworld.com and considering the condition of the vessel, the market value, not affected by undue stimulus, the **Fair Market Value is estimated at \$141,000.00**

Estimate of New Replacement Value \$582,000.00

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Bradley Alan Destache', is written over a light pink rectangular background.

Bradley Alan Destache S.A.M.S. SA
May 21, 2014 amended May 25, 2014

All specs and items listed in this survey are only a reflection of the day of the inspection and there are no promises implied to the conditions viewed by this company's inspector.

