



# Great Lakes Marine Surveyors Co., Inc.

P.O. Box 449 • Mentor, Ohio 44061-0449 • (440) 946-1111 • Fax (440) 946-3411

February 11, 2009

Mr. William Schmidt

*IN RE:* Vessel : 1994 Hunter 40 Sloop  
Our File No. : GL-15014

Dear Mr. Schmidt:

In accordance with your request, I am forwarding the completed insurance survey report regarding the above-captioned vessel.

This will confirm your payment of \$640 for which we thank you.

Should you have any questions regarding the report, or if I may be of further service, please do not hesitate to call me.



Very truly yours,

GREAT LAKES MARINE SURVEYORS

*Gregory G. Group*  
GREGORY G. GROUP CMS NAMS  
Certified Marine Surveyor

GGG:gg

Enclosure: Insurance Survey Report (8 pages)  
Photo CD-1  
Soldboats.com comparables report (4 pages)  
BUC Used Boat Price Guide page (2 pages)



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### INSURANCE SURVEY

Vessel	:	"Royal Eagle"
Customer	:	William Schmidt
Builder	:	Hunter Marine
Model	:	Hunter 40
Year of Vessel	:	1994
Hull Serial No.	:	HUN40621B494
LOA	:	40'6"
Beam	:	13'5"
Draft	:	4'10"
Approximate Weight	:	~20,000 lbs.
USCG Doc. No.	:	1023395
Survey Date	:	February 10, 2009
Location	:	Cleveland, Ohio
Our File No.	:	GL-15014

***THIS IS TO CERTIFY THAT*** the undersigned Marine Surveyors did, at the request of William Schmidt, hold survey aboard the above-captioned vessel. Survey was performed while the vessel lay ashore in outdoor storage, under winter cover, at Riverfront Yacht Services, Cleveland, Ohio, for insurance purposes only. Vessel was not sea trialed and systems were not test operated.

### DESCRIPTION

Vessel is described as a 1994 model Hunter 40 Auxiliary Sloop. Hull construction is selectively cored molded fiberglass, core material suspected to be foam. Deck construction is cored molded fiberglass, core material suspected to be foam with local wood reinforcement.

Vessel is powered by one Yanmar model 4JM2JE, serial number 07666. Output is 37.5kW at 3600 rpm. Power is transmitted through a Kanzaki model KM4A marine transmission with 2.63:1 reduction ratio, bearing manufacturer's serial number 7050.

Sleeping accommodations are for 6-7 persons as follows: forward cabin with double berth; port forward head compartment with single entry; main salon with starboard settee berth, port u-shaped dinette (converts to large double berth); port I-shaped galley, starboard nav station; starboard head compartment, with dual entry to main and aft cabin; port aft stateroom entry, aft stateroom with aftership clean berth and private head entry.

Vessel was built by Hunter Marine, Alachua, Florida.

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### EQUIPMENT

At time of survey, the vessel possessed the following items of equipment. (Note, equipment function was not tested due to the laid up status of the vessel. This is a partial listing of items of equipment that was noted on board at time of survey. For a complete, comprehensive list, contact vessel owner.)

1. Stainless steel bow rail, appears secure (railings on vessel attached directly to aluminum toe rail).
2. Stainless steel life line stanchions, appear bolted/secure.
3. Stainless steel boarding gate stanchions, 1/side, sound/secure.
4. Stainless steel split stern rails, one at each side aft, with integral jump seats (seat panels currently removed for storage).
5. Stainless steel radar arch, secure at stern, appears sound.
6. Auto helm closed array radar antenna, secure on arch with articulated mount.
7. Dual solar panels, secure on arch.
8. T.V. antenna, secure on arch.
9. Arch light.
10. Stainless steel dabsits, secure on arch aft.
11. Stainless steel boarding ladder, secure at integral platform.
12. Integral swim platform, secure at stern.
13. Fiberglass pedestal with integral fiberglass cockpit table, appears sound/good.
14. Stainless steel wheel, Edson, appears sound/secure, with rope grip.
15. Autohelm radar, LCD, pedestal mount, on guard.
16. Autohelm apparent wind/wind speed.
17. Autohelm apparent wind/wind speed.
18. Raymarine 6002 Autopilot.
19. B&G Network VHF with remote speaker.
20. Engine hour meter (900.2 hours, accuracy unknown).
21. Autohelm digital speed.
22. Autohelm digital depth.
23. Ritchie power damp compass, visually good.
24. Misc. instrument weather covers.
25. Tinted acrylic drink holder at cockpit table.
26. Lewmar size 46 2-speed self tailing primary sheet winches, 2, secure at combings.
27. Lewmar size 44 2-speed chrome plated bronze sheet/halyard winch, 1, starboard side cabin top.
28. Lewmar size 30 2-speed chrome plated bronze self tailing sheet/halyard winch, 1, port cabin top.
29. Line stoppers, 5 position, 1 per side, at each side of companion way, Garhauer.
30. Misc. halyards and running rigging Dacron, minor weathering, but sound.
31. Stainless steel dodger framework, appears sound/secure on cabin top.
32. Stainless steel soft top support, stored on cabin top.
33. Fiberglass RIB inflatable tender, hull serial number QRK413611304, Brig.
34. Acrylic/teak companion way hatch.
35. Teak bin boards.
36. Aluminum mast step, sound/secure on cabin top.
37. Aluminum compression post, appears sound/secure at interior.
38. Anodized aluminum toe rail, thru-bolted/secure.
39. Non-opening cabin windows, 2 per side, 2 forward, appear sound/secure.
40. Mesh screen windshield cover.

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41. Opening side windows, 2 per side at cabin sides.
42. Opening port, at aft cabin, with screen.
43. Opening hatches, cabin top, small size with vents, solar vents not functioning.
44. Integral shades and screens on vent hatches.
45. Vent hatches, small size, at forward cabin and forward head, with screen.
46. Foredeck hatch, large size, aluminum frame acrylic, Bomar.
47. Teak framed forward hatch screen, appears sound/good.
48. Type 4 horseshoe life ring, appears generally sound, with heaving line.
49. Life Sling, overboard rescue system, stored in cabin, visually good, but not tested or deployed.
50. Suspenders inflatable PFDs, 2, visually good, not tested.
51. 12v cabin lighting.
52. Manual marine toilet, forward cabin, visually good.
53. Plastic toilet paper holder, appears currently disassembled, needs reinstallation.
54. Linear poly holding tank, no apparent sanitary system smell, visually good where accessible.
55. Cloth cabin cushions, at starboard settee and u-shaped dinette.
56. Vinyl cockpit cushions, wrestling matt type, visually good.
57. Teak veneer/solid teak dinette table, visually good, minor staining.
58. Brass oil lantern, above dinette table, visually good, not tested.
59. Broksonic T.V./VCR, secure at dinette, visually good, not tested.
60. Overhead dish rack, at galley, stainless/teak, appears sound.
61. Cruiseair central marine air conditioning/reverse cycle heat, ~16000btu, visually good, installed below the port dinette, not tested, air filter needs cleaning.
62. Air conditioning water intake pump, case is cracked, improper vertical mount, should be mounted horizontally, pump needs replacement.
63. Stainless steel main shroud chain plate rods, appear sound/secure/ visually good.
64. Stainless steel head state chain plate tang, appears thru-bolted/secure at stem.
65. Stainless steel backstay chain plates, appear sound/secure.
66. Bronze air conditioning intake valve and strainer, appears sound/good, hoses double clamped/secure.
67. 125v/30amp AC shore power system, appears grounded, was not tested.
68. Shore power cord, visually good.
69. Ample power energy monitor/controller.
70. AC/DC main panel, with DC volt and DC amp meter.
71. Clarion model ARX6470 stereo CD.
72. Stereo speaker, 1 pair at cabin.
73. Specially Concepts Inc. PB controller, battery voltage.
74. Raymarine model RC320 chart plotter.
75. Autohelm multi repeater, at nav station.
76. DC/AC inverter.
77. 12v battery switches, 2 at nav station.
78. 12v power port at nav station.
79. Chart light, at nav station.
80. Cloth window blinds, appear generally good.
81. Teak/stainless steel companionway ladder, visually good.
82. Teak/holly veneer plywood cabin sole, sound/very good.
83. Teak veneer plywood/solid teak galley cabinetry, very good, with Corian (or similar material) counter

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84. Hillerange propane stove, with external locker, locker is currently locked, interior or locker not accessible, but exterior of locker appears to drain overboard with top opening, gasketed lid.
85. 12v DC refrigeration system with top and front opening access.
86. 2 ½ lb. dry chemical fire extinguishers, 4, indicate full, need current tags.
87. 5052 welded aluminum fuel tank, installed aft, no diesel smell or residue noted.
88. Algaex fuel conditioner system, installed below aft berth.
89. Racor fuel filter, needs cleaning/servicing.
90. Teak aft cabin berth, appears sound, bedding not on board.
91. Teak/teak veneer plywood cedar closets, 2 at aft cabin.
92. Fiberglass rotor tube with lubrication fitting.
93. Misc. fishing rods.
94. Non-opening cabin windows, at hull sides, appear sound, minor crazing around windows.
95. Wilcox Critendon electrically operated aft toilet, discharges to onboard holding tank with deck pump out, visually good.
96. Corian style countertop at head compartment.
97. Sunbrella style dodger and cockpit covers, appear fair, with clear panels, currently stored in cabin.
98. Engine flex coupler, visually good.
99. Dripless packing, visually good, not tested for seepage.
100. Bronze strut with cutlass bearing, cutlass bearing moderately worn, needs alignment.
101. Rudder stop, needs adjustment, top of rudder is hitting bottom of boat at starboard side.
102. Cabin fans, 12v DC.
103. Large brass coarse cloth, Gerdau.
104. G-Right clinometer.
105. Williams & Plath barometer, visually good, not tested.
106. Russian sub mariner's clock, at aft stateroom.
107. Misc. PFDs, visually good.
108. Safety equipment, hand held and aerial flares are visually good, but all that are found on board are expired and need upgrading.
109. Canister horn.
110. Manual mouth horn.
111. Distress flag.
112. Guest handheld spotlight.
113. Roller furling unit, on mast, not inspected.
114. Extruded aluminum mast, currently standing, not unstepped for close up inspection, appears sound and visually very good as inspected from deck.
115. Extruded aluminum boom, appears sound and visually very good.
116. Steel storage cradle, appears sound/very good.
117. Batteries, 2 heavy duty 6v, secure in bilge, 1 12v, secure in bilge.
118. West Marine 40amp battery charger, installed in lazarette compartment.
119. Heart interface inverter.
120. Misc. winch handles, visually good.
121. Automatic/electric bilge pump, Rule.
122. Manual bilge pump, whale type, port side aft.
123. Custom fitted subrella winter storage cover, appears sound/very good.

Note: As noted above, the above items of equipment were found aboard at time of survey and is likely not a full vessel inventory. For a full comprehensive list of vessel equipment, contact owner.

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## HULL

Exterior Examination was made of the exterior hull both above and below waterline. Hull finish appears to be blue gelcoat with contrasting striping. No structural damage was noted to the hull sides or transom. Hull/deck joint appears sound/secure. Outward cosmetic appearance was generally good. The following was noted:

1. Minor crazing noted around several of the portlights at the hull sides. No structural damage was noted and the overall vessel structure is not impaired.
2. Minor gelcoat damage was noted port side amidships, possible dock rash. No structural damage was noted and the overall vessel structure is not impaired.
3. Minor damage was noted to the rub rail corner cap at the port side aft. No structural damage was noted and rail function is not impaired.

Sounding of the bottom revealed no apparent softness therein. Bottom is sound/firm/dry. Antifouling bottom paint is applied and outward appearance was very good. Moisture readings were taken with a Tramex meter, Scale 1. No elevated moisture was detected.

Numerous small gelcoat blisters were noted at the starboard side amidships, about a foot below the waterline. Affected area is about 1-2 square feet. Condition is cosmetic and overall structure is not impaired.

The external lead ballast keel appears sound/secure and cosmetically very good, with minor scuffing noted at the toe and bottom.

Thru-hull fittings and transducers appeared visually good, no apparent damage noted thereto.

As noted, the rudder appeared sound/secure.

Overall, exterior hull appeared structurally sound, cosmetically good.

Interior Hull and Framing Examination was made of the interior hull areas and framing where visible. No apparent structural damage was noted at the forepeak or forefoot. The compression post step area and the proprietary rod style Hunter main shroud chain plates appeared structurally sound/secure. Main shroud chain plates appear to be stainless steel and are bolted/secure to molded fiberglass pods glassed to the hull.

The bilge area appeared structurally sound/secure. No apparent damage was noted to the keel bolts. Outward sections of the main cabin appeared structurally sound/cosmetically very good.

Examination of the aft sections of the vessel revealed no apparent structural damage therein. The backstay chain plates appeared bolted/secure port and starboard amidships at the hull/deck joint. Backing plates are installed. The stainless steel headstay chainplate is bolted and backed and is sound/secure.

Overall, where accessible, interior hull areas and framing appeared structurally sound and cosmetically very good.

### **DECKS, DECKHOUSE AND COCKPIT**

Sounding of the foredeck, outboard decks and cabin top revealed same to be structurally sound/firm. Cosmetic condition of the white gelcoat finish with molded nonskid decking was good. As noted above, the deck hardware appears of good quality and appeared in generally good order.

Moisture readings were taken at time of survey and the deck laminates appeared sound/firm/dry with no significant evidence of moisture or water intrusion to the deck core.

Cockpit is self-bailing, appears structurally sound/secure. No apparent water seepage was noted through the steering cable tube below the pedestal to the aft cabin.

Overall, decks, deckhouse and cockpit appeared structurally sound, cosmetically good, needing normal spring cleaning.

### **CABIN SPACES**

General cabin appearance was very good. No apparent structural damage was noted to the forward cabin, main salon or aft cabin. Interior woodwork appears in very good order.

Head compartments appeared structurally sound/secure forward and aft, marine toilets appear visually good, clean and well maintained.

Galley console appeared structurally sound, cosmetically very good. Appliances appeared visually good but were not tested.

The teak veneer plywood and solid teak joinerwork and teak veneer cabin sole appears structurally sound, cosmetically very good.

Overall, cabin spaces appeared structurally sound, cosmetically very good.

### **MACHINERY**

The above-described main engine appeared secure below the companionway. Engine mounts are secure. Crankcase oil level appears normal. Engine belts are adequately tight/visually good, with moderate belt dust noted on and around the alternator.

No apparent fuel seepage was noted from the engine-mounted fuel lines, fuel pump or fuel filter. The poly fuel tank is installed aft. Access to it is limited but the tank top fittings appeared visually good and no indication of seepage was noted. The tank appears vented and grounded.

The reinforced neoprene exhaust hose appeared double-clamped/secure, discharging through a water lift muffler. Exhaust discharge is at the stern. The shift and throttle cables appeared to function smoothly/normally.

Engine was not test-operated at time of survey.

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The transmission appeared visually in good order, oil level is normal. No significant seepage noted. It was not tested.

The engine was not sea tested.

### ELECTRICAL SYSTEM

The vessel is equipped with a 125v/30amp AC electrical system. No apparent damage was noted to the receptacles. The main AC panel appears visually good with no apparent damage noted thereon. AC wiring appears to be UL Boat Cable and system is grounded. GFI protection is provided at the 15-amp cabin outlets.

The 12v DC system is supplied via two large 6 volt golf cart batteries and a 12v battery as noted. Batteries are secure in the bilge. Battery installations appeared secure. 12v main panel is at the nav station, appears visually good, as were the accessible 12v wiring runs and harnesses.

Where visible, the wiring systems appeared visually in good order. As stipulated by customer, the AC and DC systems were not test-operated, with corresponding reduction in survey fee.

### RIG

As noted above, the aluminum spars appeared in generally sound structural condition and very good cosmetic condition as inspected from the vessel's deck. Finish is bare anodized aluminum, cosmically good. The rig is currently standing. The rig was not un-stepped at time of survey for close up inspection. As noted, the rig appeared sound/good. Boom appears sound/good.

Sails were not inspected at time of survey.

### RECOMMENDATIONS

1. Cutless bearing is misaligned, moderate wear. Recommended replacement of bearing and alignment as needed.
2. Small area (~1 square foot) of gelcoat blisters noted at starboard side bottom amidships approximately 1' below water line. Cosmetic condition only. Localized repair only. Overall vessel structure is not impaired.
3. Rudder is chafing against hull bottom when hard over to starboard. Bottom paint is chafed from rudder. Suspect that rudder stop needs adjustment.
4. Clean Racor fuel filter, moderate sludge in bottom of filter.
5. Air conditioning pump housing is cracked. Pump needs replacement. Also, recommend horizontal mounting of pump.
6. Install lockwire on anchor shackle.
7. Inspect/retag fire extinguishers.
8. Obtain and carry aboard all legally required safety gear.



**VALUATION**

It is the opinion of the undersigned Marine Surveyor that this vessel, with the equipment outlined above, has a market value of one hundred twenty five thousand dollars (\$125,000.00). This valuation assumes normal function of those vessel systems, rigging systems and items of equipment that could not be test-operated at time of survey.

**INSURABILITY**

Vessel is deemed a good fire and marine risk.

**DISCLAIMER**

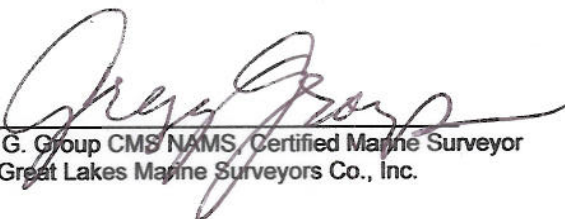
*This survey is made without prejudice. We assume no liability for services provided. The maintenance of safe premises, operations and equipment and the avoidance of unsafe conditions is the legal responsibility of the owner of the vessel. The information and suggestions herein are based on interviews at the time of our call and observations made of various operations and onboard inspection.*

*It is not the intention of Great Lakes Marine Surveyors, Inc., or its employees to imply that there are no other hazards or exposures in existence. We have provided you with an OPINION. We announced at the time of assignment that we do not provide any warranties and/or guarantees, either expressed or implied, regarding the above-captioned vessel. This survey is offered for two fundamental reasons: To provide the insurance and financial communities with sufficient information necessary so they may carry out their respective responsibilities as stated above.*

*In addition, we advised at the time of assignment, and now make this an integral part of the report, that the hull survey is confined to the accessible areas of the vessel and no fastened floorboards or bulkheads or other members were removed for inspection purposes. It is further understood that no warranties or guarantees are given or implied concerning the power plants as these were not disassembled, inspected internally or test-operated at the time of the survey to determine their true condition.*

**USE OF THIS REPORT SHALL CONSTITUTE AND BE CONSIDERED TO BE ACCEPTANCE OF THE CONDITIONS SET FORTH ABOVE.**



  
Gregory G. Group CMS NAMS, Certified Marine Surveyor  
Great Lakes Marine Surveyors Co., Inc.