

WEDLOCK, RAMSAY & WHITING LLC

MARINE SURVEYORS

Cpts. Stephen J Wedlock, Françoise Ramsay and Rick Whiting
Tel: (415) 505-3494 E-mail: info@wedlockandstone.com



SURVEY REPORT # 4038

By Request of: Peter Ffolliott / Dennis Todd
25681 Gap Rd.
Brownsville, OR 97327

Tel: (541) 466-3205
Cell: (541) 505-1952
E-mail: peter_ff@efm.org

Date: April 10, 2007

Vessel Name: "TANGO"

Type: Auxiliary Sail, center cockpit

Official #: USCG Document # 576085

Hailing Port: San Francisco, CA

Certificate Aboard/ numbers attached: Not sighted / Yes

Hull ID #: YC441150276-0

Purpose of Survey: Condition and value for pre-purchase.

(Note: this survey is not to be used for transfer to a third party or use other than intended)

Where Surveyed: In the water and in the slings @ Mariner Boat Yard, Alameda, CA

Attending: Françoise Ramsay

Buyer's Agent: Charlie Stillman / Discovery Yachts
1530 Westlake Ave. N, Suite 100
Seattle, WA 98109

Tel: (206) 301-9104 / (206) 361-5752
Fax: (206) 301-9291
E-mail: charliestaillman@aol.com

Estimated Fair Market Value: \$137,000
(As she lays)

Estimated Replacement Cost: \$400,000
(New; similar construction)

VESSEL PARTICULARS

Builder: Yu Ching Marine Co., Ltd., Taiwan, R.O.C. for
Jack Kelly Yachts

Designer: Doug Peterson

Year Built: 1976

Model: KP 44

Hull#: 115

LOA: 43' 10"

LWL: 38' 08"

Beam: 12' 11"

Draft: 6' 04"

Displacement: 30,000 lbs.

Ballast (type/amount): Lead / 10,000 lbs.

Hull Type: Long fin keel with cutaway forefoot, full-size skeg,
attached rudder

Material: Molded fiberglass

Color: White with green accent stripes

**HULL AND SUPERSTRUCTURE:**

Deck: Non-skid fiberglass, cored – core not sampled

Cabin Sole: Teak and holly over plywood

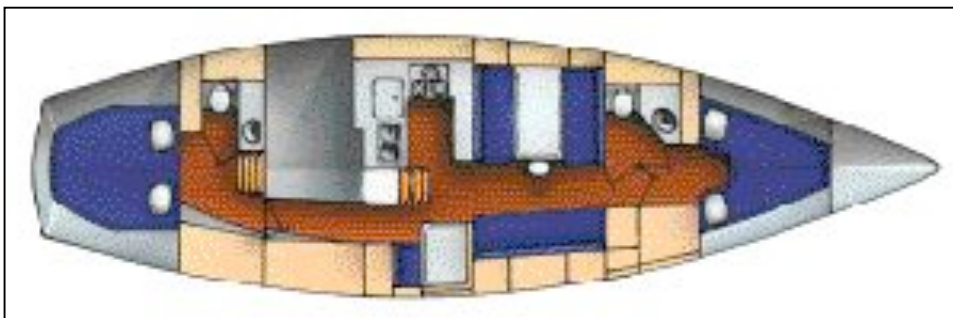
Bulkheads: Teak veneer plywood

Hatches&Ports-Gaskets: All new LEWMAR deck hatches, new custom stainless steel exterior trims
around existing bronze ports. (Note)

Construction Scantlings: Single skin gel coat over multiple layers of resin impregnated fiberglass.
Hand-laid laminate, solid fiberglass hull, cored deck and superstructure.

Hull/Deck Joint: External vertical flange with cap-rail over

Superstructure/Layout: Low trunk forward extending to aft cabin, center cockpit / Chain locker way
forward then V-berths with filler piece for conversion to double berth, followed by port head, hanging
locker and storage opposite. Salon has dinette offset to port, straight settee opposite. Next aft is U-
shaped galley to port. navigation station with forward facing chart table is to starboard. The walk-
through to the aft cabin allows engine access and sail storage on the outboard side. Aft cabin has
centerline double berth, multiple storage lockers and en-suite enclosed head.



Interior layout

- Comments:**
- The wetted surfaces were examined visually and with a sounding hammer; they were found fair, sound with no delamination noted. Bottom paint has been stripped at last haul-out and only one coat applied. Very small paint blisters were visible, scattered throughout. A small crack in the starboard side fairing at bottom of skeg was sighted. (Note)
 - The topsides have been professionally painted with LPU and are in very good condition.
 - The original teak decks have been removed, prepped and painted. An AQUANT moisture meter was used to take few reading on the foredeck, side decks and aft deck; there was a predominance of high readings, possibly due to moisture trapped in core. Decks structure appears sound and no flex or surface cracks were noted
 - The superstructure is in very good condition - All brightwork has been refinished.
 - The interior is well appointed, clean and uncluttered. Good quality wood joinery, recently re-varnished, new upholstery throughout – very good condition.



View of dinette

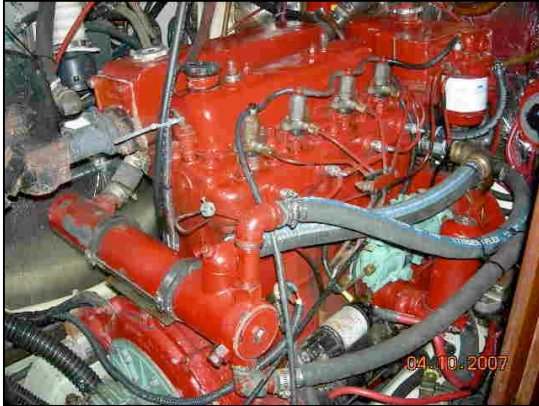


Aft cabin

PROPULSION SYSTEM

- Comments:** Engine was only run briefly during survey. It was reportedly re-built in 1999/2000. External condition is good, free of grime and corrosion, paint in good condition. Oil and coolant levels are normal. A minor amount of fuel was noted in the drip pan. (Note)
- Type:** Diesel, 4-stroke, naturally aspirated
- Hours:** 2388 by meter
- Manufacturer:** WESTERBEKE
- Model:** W60
- Serial Number:** 25V 527BD 4757
- #Cylinders:** 4 in-line
- Horse Power:** 53 HP @ 2500 rpm
- Year/Year rebuilt:** Assumed original / rebuilt 2000
- Cooling System:** Fresh water heat exchanger
- Alarms:** Yes (Note)
- Gauges:** Standard panel in cockpit
- Exhaust Type/Line:** Wet / Reinforced hose
- Silencer:** Can type FRP waterlift
- Reduction Gear/Ratio:** Short Profile Sailing Gear / 2:1

Belts/Hoses: Appear good
Shaft: 1 1/2" stainless steel
Stuffing Box: PSS dripless shaft seal (Note)
Strut/Bearing: Single leg Bronze / Cutlass – good
Propeller: 3-blade fixed bronze 17" RH 12"
Controls: Dual lever at pedestal - good
Eng. Beds/Mounts: HD stringers / Appear good



View of engine (stbd side)



Dripless shaft seal & pillow block bearing

MECHANICAL SYSTEMS

Comments: Systems are well installed – manuals are aboard.

Eng.Rm.Ventilation: 12v blower

Insulation: None

Wheel: 30" wheel w/ SS spokes and wood rim

Steering Gear: Cable to quadrant

Emergency Steering: Self steering vane

Rudder: Foam filled FRP

Rudder Post Gland: Traditional (Note)

Bilge Pump(s)-Manual: WHALE Gusher Titan diaphragm in cockpit

Electric: RULE 3700 and WEST MARINE 2200 with float switches

Potable Water-Pressure: SHURFLO 12v

Wash-down Pump: SHURFLO Blaster 12v

Air conditioning: WEST MARINE de-humidifier 110v

Heating: FORCE 10 compressed natural gas

Head(s): JABSCO (frwd) and RARITAN (aft) - manual

Holding Tank: Yes, frwd head only – see Tankage and Plumbing

Macerator: SEALAND 12v

USCG Approved: (Note)

Showers: Handheld in frwd head and at cockpit

Sump/Pump: Plastic sump / ATTWOOD 750

Anchor Windlass: LOFRANS Tigres 12v 1200W with "up" and "down" foot switches at foredeck

Zincs: Propeller nut zinc and GUEST Dynaplate (Note)

Other: - FLEMING self-steering windvane



Steering assembly

- PAR 12v pump – icebox drain (Note)
- WHALE foot pump (salt water) at galley sink

ELECTRICAL SYSTEMS

Comments: The AC system was not tested – no shore power connection at time of survey..

DC System

Batteries/Type: - (1) POWERSTRIDE 12v Gp27 / deep cycle – engine battery
 - (4) 6v /golf cart type, in series for 12v – house bank

Boxes: Plastic w/tops straps

Approved: Yes (ABYC E 10.7.1 – 10.7.12)

Battery fluid level: Good

Condition of terminals: Good

Engine Alternator/Amps: Est. 55 A

Charger/Amps: XANTREX Freedom 15 / 75 A

Vapor Proof Switch: (2) PERKO rotary

Panel Location: Above chart table

Circuit Protection: Magnetic breakers

Other: - SIEMENS 75W solar panel (wired to engine battery)

- WEST MARINE battery isolator

- Remote alternator regulator

AC System

Shorepower: MARINCO 30 A inlet

Inverter/Watts: XANTREX Freedom 15 / 1500 W

Panel Location: Above chart table (Note)

Circuit Protection: Magnetic breakers

Other: Transfer switch

Wiring: Stranded copper

Installation: Well loomed

Cabin Lights: - 12v – good

- Traditional kerosene lamp in salon

Spreader Lights: (2) 12v - good

Running Lights: 12v – good

Steaming Light: None installed (Note)

Anchor Light: Masthead 12v - Not observed

Compass Light: 12v - good

Searchlight: Handheld torchlight

Water Heater: SEAWARD 20 gals – 110v & engine

Bonding system/Condition: Yes / Appears good – not tested

GALLEY EQUIPMENT

Comments: Practical layout and good storage. New custom Corian countertops. Very good condition.

Sink: Single basin stainless steel

Refrigeration: - (2) Built-in, top-loading icebox
 - ISOTHERM Cruise 12v

Stove Type: GSI compressed natural gas (CNG)

Burners/Oven: Three w/ oven



View of galley

Tanks/Type: (3) / Coated steel CNG (one in service, two spare)

Tank Stowage: Port cockpit locker, strapped (Note)

Pressure gauge: Yes

Approved: Yes (ABYC A-1.6 - 1.10)

Microwave: GE

Other: - FORCE 10 barbecue propane with (2) 6# aluminum propane cylinders, mounted on aft pulpit

- Saltwater foot pump at galley sink

TANKAGE AND PLUMBING

Comments: Good overall. Original stainless steel have been abandoned or cut out for installation of flexible tanks. Most of the sea valves have been replaced.

Fuel Tanks/Capacity: Three / 117 gals - reported

Location/Material: - (2) on stbd, outboard of engine / Aluminum
- (1) port of engine / not identified (insulation)

How Secured: Framing

Accessibility/Condition: Ltd / Good where sighted

Fills/Vents/Overflows: On deck / topside

Fuel Lines/Clamps: Neoprene - approved

Filters: Dual RACOR 500FG and secondary

Shut-off Valves: At filters, manifold and remote at cockpit

Manifold: At tanks filters Aft ER

Water Tanks/Capacity: Four / 112 gals - reported

Material: PVC bladders

Location: Under cabin sole and under V-berth

How Secured: Inside of original SS tanks, framing

Accessibility/Condition: Fair / appears good

Fills and Vents: On deck

Hoses/Clamps: Good

Filters: Yes, at galley sink

Valves/Manifold: Under cabin sole

Holding Tank/Capacity: One / Est. 20 gals

Material: Polyethylene

Location: Under frwd dinette settee

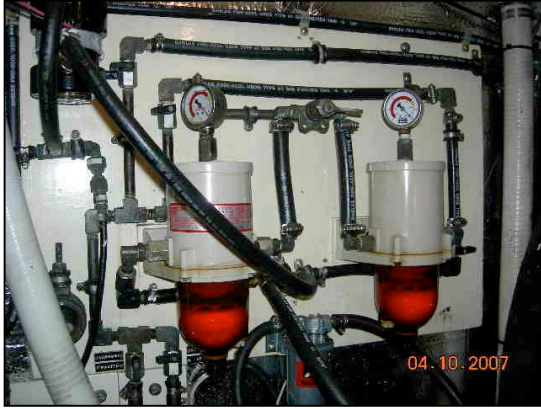
How Secured: Framing

Discharge: Pump-out via deck plate or overboard via macerator

Thru-Hull Fittings/Valves: Bronze below water line (except speedometer and transducer)

Location	Function	Type	Operation
Under frwd cabin sole	Wash-down/galley pick-up	Seacock	Good
Under frwd vanity	Head intake	Ball valve	Good
Under frwd vanity	Vanity sink drain	Ball valve	Good
Under frwd vanity	Holding tank O/B discharge	Ball valve	Good
Under galley sole	-----	Seacock	Capped
Engine space, port	Engine intake	Seacock	Not operable (Note)
Engine space, port	Galley sink drain	Seacock	Not operable (Note)
Under aft vanity	Vanity sink drain	Ball valve	Good
Under aft vanity	Head intake	Ball valve	Good
Under aft vanity	Head O/B discharge	Ball valve	Wired shut
Under aft vanity	-----	Ball valve	Capped
Under aft berth	Port cockpit scupper	Ball valve	Good

Under aft berth Stbd cockpit scupper Ball valve Good
Clamps/Hoses: Single and double / reinforced (Note)
Anti-Siphon Loops: Yes
Raw water Strainers: Bronze
Hose Chafing?: None observed



Fuel filter system



New sea valves, bonded

ELECTRONICS/NAVIGATION EQUIPMENT

Comments: Well equipped, all tested operational except wind instrument.

Compass: RITCHIE 6 inch, pedestal-mounted

VHF Radio: - ICOM IC-M127 at nav station
 - APELCO 5160 at cockpit

SSB Radio: SGC Power Talk

Autopilot: COMNAV

Speed Log: SIGNET MK11

Wind Indicator: - SIGNET Windpoint – no op
 - WINDEX vane at masthead

Depthfinder: STANDARD Horizon

GPS/Chartplotter: MAGELLAN NAV 6500

Loran: RAY JEFFERSON L-100

Radar: RAYTHEON SL70 Pathfinder 24 mi.

Stereo/Radio: PANASONIC AM/FM/MP3/CD player 50 W x 4 with (4) BOSE speakers

Barometer: WEEMS & PLATH

Ship's Clock: WEEMS & PLATH

DECK EQUIPMENT

Comments: Good

Anchor(s): CQR 45# (primary), DANFORTH est. 35#

Chain/Rode: 3/8" x 300' (primary), 3/8" x 30' / 3/4" 3-strand x 150'

Bow Roller: Single roller on SS fitting bolted

Bow/Stern Pulpit: 1" Stainless Steel / 1" SS

Stanchions/Lifelines: 1" SS / double wire

Docklines: Misc. braid

Fenders: (3) large pneumatic

Covers: Main sail, dodger, bimini, transition, bimini cover, grab-rails, hatches, wheel/pedestal, windlass

Swim Ladder: SS tilt-down at transom

Other: - Fish hook

- Catch net
- Fish cutting board
- (1) PERKO rail-mount rod holder
- Telescopic boat hook
- EDSON rail-mount outboard bracket
- Stainless steel outboard lift boom
- Teak pedestal-mount cockpit table
- Vinyl-covered cockpit cushions

SPARS, RIGGING AND SAILS

Comments: Mast, standing and running rigging were observed from deck level only: mast and boom have been re-painted, and chainplates all replaced. Very good overall.

Type of Rig/# Masts: Cutter / One

Material: Aluminum mast & boom, painted white

Where Stepped: On keel

Condition of Step: Good

Keel bolts: N/A – encapsulated ballast

Standing Rigging: 1x19 SS wire

Condition: Appears good from deck

Terminals: Swaged

Turnbuckles/(pins?): SS Bronze / yes

Chainplates/Stem: Stainless steel, reported inspected/upgraded

Spinnaker Pole: Aluminum

Running Rigging: Dacron braid

Condition: Good

Winches: - LEWMAR: (2) #58ST – primary, (2) #40ST

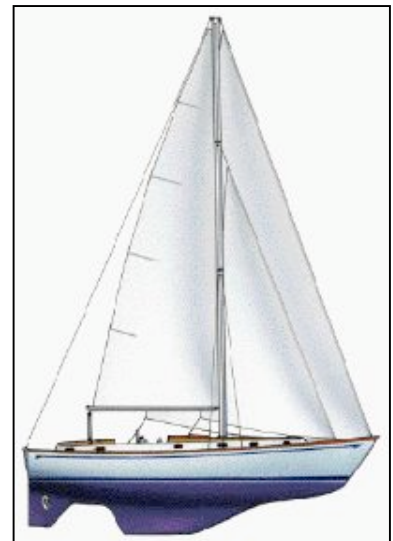
- BARLOW: (1) #24, (3) #18

Rigging details: - Double spreader mast

- Running backstays
- SCHAEFER 3100 roller furler and rope boom vang
- 1 1/2" SS mast pulpit with custom stowage cradle for inner stay
- Lazy jacks
- DUTCHMAN boom brake

Sail inventory: - Full-battened main

- Furling genoa 150%
- Furling jib 120%
- Staysail
- Trysail – no separate mast track
- Asymmetrical spinnaker with sock



KP44 Sail Plan

SAFETY/REQUIRED EQUIPMENT

Comments: Good except as noted.

Throwable Device: LIFESLING 2, (4) type IV cushion
PFD's: (5) USCG Type II
VDS: OLIN 12-gauge kit and PAINS & WESSEX handheld flares – expired (Note)
Horn/Bell: Not sighted / yes
Radar Reflector: Yes - mounted
Oil/Pollution Placards: Not sighted / Yes – not affixed (Note)
Fire Extinguishers: (4) KIDDE 3# ABC dry chemical - 2001
Condition: Gauges in green, no rust, all mounted (Note)
Fixed Fire System: FIREBOY FE-241 approx. 300 cu.ft. with monitor light at cockpit panel and remote activation switch
Condition: No entry sighted on service tag (Note)
CO detector/Smoke detector: "Recommended" (Note)
Other: - FORESPAR MOB pole
 - PLASTIMO 4-man liferaft in canister (next service due 4/07), SS cradle, manual release
 - AQUALARM multi-alarm system w/ indicator lights and buzzer (aft and frwd bilge high level, fire, engine oil pressure, temp and water flow) – not tested

REMARKS AND RECOMMENDATIONS

This classic blue water cruiser has been designed and built to very good standards. It was found structurally and mechanically sound. It has undergone in the recent years a major re-fit by current owner that has included all systems and vessel has been brought to an above average to very good condition. In addition, vessel carries additional cruising equipment and valuable upgrades. It is deemed fit for its intended purpose of offshore cruising. (In as far as may be ascertained from a general inspection, without making extensive removals or opening up to expose ordinarily concealed areas, and without taking borings to determine thickness or soundness of structures and members, or testing for tightness of components.)

Note: The N.F.P.A. National Fire Protection Association, and ABYC (American Boat and Yacht Council), do not represent legal requirements, only safety standards. Non -conformity can affect insurance. U.S.C.G Requirements are law by the Federal Boat Safety Act of 1971.

REQUIRED NOW:

1. This vessel carries more than the required minimum of two serviceable (no rust, gauge in green) USCG-approved type B-I (or one type B-II) handheld ABC fire extinguishers in addition to the engine space fixed system. They should be checked monthly by vessel operator and serviced/tagged annually by qualified personnel. (46CFR28.155)
2. Assure a minimum of (3) visual distress signals with future expiration date are aboard consider SOLAS standard) (46CFR28.145)
3. Assure oil and garbage pollution placards are affixed. (33CFR151.9)
4. Assure that a copy of the Rules of the Road is aboard.
5. When operating the vessel on a body of water where the discharge of treated or untreated sewage is prohibited ("No Discharge Area") such as San Francisco Bay, the operator must secure the aft head in a manner which prevents any accidental discharge. Acceptable methods are: padlocking overboard discharge valve, closing valve and removing handle, locking the door, with padlock or keylock.
6. Assure that a Waste Management Plan, mandatory for a vessel over 40', is posted. (33 CFR 151.57)

7. Assure that a steaming light (225° white visible 3 miles) is installed. (33 USC 2020 / COLREGS 20)

AT OWNER'S DISCRETION / IN NEAR FUTURE:

Hull and superstructure

8. Suggest using petroleum jelly on port gaskets and regular pressure hose test to all ports and hatches to check watertight integrity.
9. A vertical crack (5" long) was noted at the bottom of the skeg along the trailing edge fairing on the starboard side. Re-glass fairing.

Propulsion system

10. Suggest using absorbent pad(s) to remove all spillage at drip pan and monitor any future leakage. Fuel leak appears to come from manual priming pump.
11. A single clamp was noted on the exhaust hose at the connection with exhaust elbow, waterlift muffler, in-line coupling and at the transom fitting: double clamp as per ABYC P-1.7.1.10.1 if fitting barb length allows.
12. Replace rusty hose clamps at shaft log water injection nipple

Mechanical systems

13. Shaft and rudder stuffing glands should be checked monthly, thru-hull valves should be operated at the same time to maintain operating condition. They all should be serviced and zincs replaced as necessary at each haul-out.

Electrical systems

14. ABYC E-11.11.1.1 recommends that, in the case of a boat equipped with a combined AC / DC panelboard, the panel shall be designed so that when the panel is open, there is no access to energized AC parts without the use of tools. Suggest creating a visual separation at the panel between AC and DC circuits.

Tankage and plumbing

15. The water system could not be tested as there is a broken fitting and disconnected hose on the cold of galley sink faucet: repair as necessary.
16. Clean icebox in-line strainer (under galley sink)
17. The two sea valves located in engine space (port side) are difficult to access, operate and service; they could not be operated at time of survey. Recommend re-locating in more accessible position.

Galley equipment

18. Secure third CNG cylinder.

Electronics/Navigation equipment

19. The SIGNET wind direction display did not work although the masthead wind wand could be seen rotating. Also the wand had an anemometer but no wind display was sighted – troubleshoot.

Safety equipment

20. Carbon monoxide is a potentially deadly gas produced any time a carbon-based fuel, such as gasoline diesel, propane, charcoal or oil, burns. On board sources include gasoline and, to a lesser degree, diesel engines, generators, cooking ranges and space and water heater. Carbon monoxide is called the "silent killer" for good reason: exposure to low levels of the odorless,

colorless gas can result in symptoms that mimic seasickness such as nausea, headache, dizziness and drowsiness. The installation of marine grade carbon monoxide detectors with audible alarm in all enclosed cabin areas is thus strongly recommended. And, ventilation of fresh air into cabins, even when air conditioners or heaters are running, is essential.

21. Suggest installation of one or more UL-listed smoke detectors in enclosed compartments as recommended by NFPA 302 12.3
22. Assure that the AQUALARM system is operational (buzzer connected).

SURVEY LIMITATIONS and SCOPE:

1. Parts of most vessels cannot be examined due to inaccessibility, some removal procedures add greatly to the time involved and, consequently to the cost. Therefore such procedures are not performed unless specifically requested or recommended. Engine surveys and oil analysis are separate surveys and are recommended. Surveyors do not:

- Test the vessel, hull or tanks for tightness or leaks
- Unload cluttered holds or lockers
- Clean bottoms
- Operate the vessel.

It is pointed out that where wood decay is involved, it is not unusual for repairs to uncover previously hidden additional decay.

2. We recommend surveyor attendance underway to test gear under working conditions. The vessel was examined in the water and / or dry dock (see page one for details). The hull, deck, and house were sounded for structural integrity. Sole boards were lifted and accessible drawers and lockers were opened for inspection. Machinery, electrical and electronic equipment were operated except as noted.

- Attendance underway: _____ Declined _____ Accepted

3. The report is confined to the surveyor's opinion as to the general physical condition and estimated value of the vessel. It does not include a determination as to the seaworthiness of the vessel, nor does it include stability tests necessary to determine such limitations, nor does it attempt to itemize waters unsuitable for the vessel's use.

Signed without prejudice,



Françoise Ramsay
Society of Accredited Marine surveyors, SA
ABYC Standards Accredited, RYA Yachtmaster 200 GRT

WEDLOCK, RAMSAY & WHITING LLC
MARINE SURVEYORS



Capt. Stephen J. Wedlock, Françoise Ramsay and Rick Whiting
Tel: (415) 505-3494 E-mail: info@wedlockandstone.com



STATEMENT

"TANGO"
1976 Kelly Peterson 44'
USCG # 576085

Survey # 4038
April 10, 2007

Peter Ffolliott / Dennis Todd
25681 Gap Rd.
Brownsville, OR 97327

CONDITION AND VALUATION SURVEY

44' x \$16/ft.

_____ \$704.00

Paid to Françoise Ramsay

\$704.00

With thanks and fair winds,

A handwritten signature in black ink that reads "Françoise Ramsay".

Françoise Ramsay

Marine Surveyor, SAMS SA

130 Mono Avenue, Fairfax CA 94930

Tel: (415) 497-7409

E-mail: framsay@comcast.net