

R. D. SHELLEY

MARINE SURVEYOR

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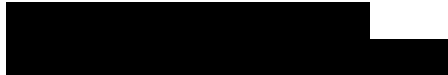
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Survey File #11313010CV

Date: November 2, 2010

REPORT OF SURVEY OF THE VESSEL Legacy

VESSEL OWNED BY: Chris and Heather Stockard



This is to certify that at the request of Chris Stockard, the attending surveyor did, on September 10, 2010 inspect the hull with the vessel hauled and stored on jack stands at the Sailor's Wharf Yacht Yard storage facility in St. Petersburg, Florida and on November 2, 2010 while afloat in the water at the Harborage Marina also in St. Petersburg, Florida.

Information regarding the inspection is contained within the body of the report. The purpose of this inspection was to determine the general condition and estimated present day market value of this vessel. Abbreviations are used in this report to identify marine related agencies and organizations that have established standards that should or must be followed. These are: United States Coast Guard (USCG), the American Boat and Yacht Council (ABYC), and the National Fire Protection Association (NFPA).

The following is a report of the examination and findings.

GENERAL INFORMATION

TYPE VESSEL: 43' Saga Auxiliary Cutter

BUILDER: Saga Marine, St. Catherines, Ont. Canada

YEAR: 2000 Model Year (Built 1999)

HULL IDENTIFICATION NUMBER: QYG43026M00F

OFFICIAL NUMBER: 1091199 (Posted)

LOA: 46'0"

LOD: 43'3"

LWL: 38'11"

BEAM: 12'0"

DISP: 19,842 lbs.

BALLAST: 7,800 lbs.

DRAFT: 6'10"

CONSTRUCTION

HULL	Molded partially cored laminate of fiberglass reinforced plastic (FRP) further reinforced with a FRP pan/liner component as well as bulkheads and other transverse and longitudinal members bonded to the hull structure. A vinyl rub rail at the sheer. A water entry step is molded in at the transom.
DECK	Molded, cored FRP laminate incorporating the cabin house, foredeck, side decks, cockpit and coamings in one contiguous structure. Contrasting non-skid panels molded in where appropriate.
RUDDER	Balanced spade type
KEEL	Fin / bulb design bolted to a FRP stub skeg that was molded integral with the hull.
HULL/DECK JOINT	Return flange on the hull with deck overlapping joined with an adhesive sealant and mechanical fasteners.
STEERING	Whitlock destroyer type pedestal wheel aft in cockpit with mechanical gear and shaft system to a tiller arm on the rudder stock. An emergency tiller is stowed below.

DECK HARDWARE

Extended stainless steel bow platform with twin anchor rollers, stainless steel bow rail, stern rails and stanchions, double wire rope lifelines with gates port, starboard and aft, stern swim ladder, plastic companionway drop boards and doors, plastic stern opening gate, plastic cockpit table, stainless steel hand grabs, Dorade vents with chrome cowls and stainless steel guards, rail mount for outboard motor, seven aluminum framed deck hatches, FRP: sliding companionway hatch, sea hood, propane locker hatch, and sail locker hatch, bimini top, dodger, pedestal with guard, eight stainless steel framed and one aluminum portlights, four stainless framed house windows, cockpit cushions, stereo speakers, deck blocks, line stoppers, stainless steel stern arch, deck plates, lines, chocks, cleats, fenders and sundry other deck gear.

SPARS, SAILS AND RIGGING

MAST	Painted, tapered, extruded aluminum, double swept back spreader section stepped to the keel and fitted with: rigging, winches, Strong type sail track, storm trysail track, ion dissipater, rope clutches, pole track, light fixtures, masthead antenna, wind sensor & Windex unit.
BOOMS	Aluminum main boom Forespar spinnaker pole
STANDING RIGGING	Headstay fitted with a Schaefer roller furling system, inner forestay fitted with a Schaefer roller furling system backstay with (7 X 17 wire rope bridle) and a Navtec hydraulic adjuster, two 5/16" upper shrouds, two 9/32" lower shrouds, two 9/32" conventional intermediates constructed of 1 X 19 stainless steel wire rope with primarily swage top and Norseman bottom type terminal ends. Solid rod bobstay.
RUNNING RIGGING	Harken main sheet traveler system, Harken jib traveler system Forespar solid boom vang, lazy jacks and braided line to suit on other applications with most sail handling lines lead to the cockpit.
WINCHES	By Harken are two #32CST's on the mast, one electric and one conventional #40CST's on the coach roof forward in the cockpit and two #53CST's on the cockpit coamings.
SAILS	Full batten main with three reef points Roller furling stay sail Roller furling genoa with sacrificial cover Asymmetrical spinnaker with sock
<u>GROUND TACKLE</u>	Approximately 20kg. Bruce with chain & nylon rode 45 lb. CQR plow type with chain & nylon rode Fortress FX-23 Fortress FX-23 Several spare anchor rodes Storm drogue Lofrans Tigres 12 volt windlass with foredeck controls.

<u>ENGINE</u>	Yanmar Model 4JH3E, , four cylinder marine diesel with a horsepower rating of approximately 56 @ 3,800 r.p.m.
SERIAL NUMBER	E21727
RECORDED HOURS	2915.1
FUEL LINES/FILTERS	Primarily hose with Racor filter and selection valves
LINKAGES	Single lever Morse type.
EXHAUST	Wet elbow injection at the exhaust manifold with double clamped hose to an FRP muffler and on to a stern discharge.
COOLING	Fresh water heat exchange system with a sea water strainer.
MOUNTING	Soft mounts bolted to laminated engine beds
VENTILATION	Natural and 12 volt blower forced
GEARBOX	Kanzaki model KM4A1, 2.63:1 ratio marine reduction gear. Serial # 14097
GAUGES	Tachometer with hour meter, oil pressure and water temperature. Two fuel gauges
SHAFT	1 1/4" stainless steel.
PROPELLER	19" diameter three blade self feathering
OIL & GARBAGE PLACARDS	Oil mounted in the engine room, , MARPOL garbage placard mounted in the galley.
<u>FUEL TANKS</u>	Two tank of welded aluminum construction below the cabin sole. Forward tank reported to be of 44 gallons capacity and the aft tank 49 gallons.

FRESH WATER

Two tank of welded aluminum construction below the main cabin settees with a total reported capacity of 120 gallons.

PUMPS

Parmax 3 12 volt with an accumulator tank
Shurflo Blaster 3.5 g.p.m. 12 volt deck wash pump.

PLUMBING

Primarily reinforced vinyl hose.

WATER HEATER

Atwood stainless steel 10.5 gallon 110 volt unit with engine heat exchange option.

WATER MAKER

Spectra

THROUGH HULL
FITTINGS BELOW
WATERLINE

Fitted with Marelon plastic seacock valves unless noted.

Engine intake: Forward of the engine.

Generator intake: A bronze ball valve forward of the generator.

Generator exhaust: A bronze ball valve aft of the generator.

Combination Deck wash pump and watermaker intake: Below the sole in the forward cabin.

Galley sink drain: Below shelf below sink.

Speed transducer: Below sole in forward cabin.

Depth transducer: Below forward cabin sole.

Head intake: Below cabin sole at head door.

Head discharge: Below cabin sole at head door.

Shaft log: A face seal with rubber billows and clamp attachment to a shaft log tube aft of engine.

Rudder port: FRP tube in the lazarette.

ELECTRICAL SYSTEM

TYPE	12 volt d/c and 110 volt a/c systems.
12 VOLT	Two 8D gel cell 12 volt batteries wired in parallel and one additional group 27 gel cell 12 volt battery
110 VOLT	30 amp shore service with marine shore cords D/c generator A/c inverter.
INVERTER	Freedom Marine 20 with a Link 20 remote panel
PANELS	Circuit breaker panels with a/c and d/c volt meters, and ammeters.
BATTERY CHARGING	A function of the inverter. Five Uni solar panels

GENERATOR

	Ample Power Genie 180 amp d/c generator powered by a one cylinder, seven horsepower Kubota diesel.
RECORDED HOURS	750.3
OTHER	Wet exhaust system, fresh water cooling

ELECTRONICS AND NAVIGATION AIDS

COMPASS	5" illuminated Ritchie Powerdamp
VHF	Icom IC-M422 with a Commandmic Icom hand held VHF
SSB	Icom ICM-802
DEPTH	Raymarine ST60
SPEED	Raymarine ST60
WIND INSTRUMENTS	Raymarine ST60
GPS	Garmin GPS 152
RADAR CHART PLOTTER	Dell computer with Nobeltec software
AUTOPILOT	Raytheon ST6000+
ENTERTAINMENT	Alpine am/fm/cd stereo Sirius radio 19" Toshiba flat panel TV with built in DVD player
OTHER	ST60 MULTI

INTERIOR

Work shop / utility room forward has access to rope locker forward, storage and work areas, entry door aft.

Master stateroom has a Pullman berth to port with storage below, lockers to starboard, entry door aft.

Main cabin amidships has settees port and starboard with tanks and stowage below, table central, lockers and entertainment electronics outboard, nav station with seat, opening chart table electronics and the electrical distribution panels at aft end of the starboard settee, companionway ladder central aft.

Galley aft to port starboard in main cabin has a double stainless steel sink with pressure and foot pump water, 12 volt Frigoboat refrigeration system installed in a top loading insulated box and a three burner propane stove with oven. Propane storage is in two aluminum tanks (manufactured 06/99 and 05/92) in a dedicated locker in the cockpit. System is fitted with a pressure regulator, gauge and a 12 volt safety solenoid and gas detector system.

Head compartment has sink, stall shower and a Jabsco marine toilet with Y-valve.

Aft stateroom, to, has a double berth with; seacocks, stowage areas, batteries, and generator below.

Lazarette accessed through sail locker seat hatch to starboard in the cockpit houses storage areas, the water pressure pump, water heater, components of the steering gear, exhaust system, and other mechanical, electrical and plumbing system components..

Interior finish is primarily with teak veneers over plywood bulkheads and interior furniture components, Formica, gelcoated and painted surfaces, teak and holly cabin sole, 12 volt light fixtures, fans, 110 volt receptacles and upholstered cushions are found, where appropriate, throughout.

AIR CONDITIONING AND HEATING

Edgestar portable air conditioner
Eberspacher heating system.

RECOMMENDATIONS

- 1) Attend to the following for USCG and or NFPA compliance:
 - Service and tag or replace the fire extinguishers.
- 2) Attend to the following about the systems and equipment:
 - Install non-conductive covers over exposed 12 volt conductors on the generator alternator and starter.
 - Reduce the number of connections to any battery terminal to a maximum of four and replace the wing nuts used on these connections with hex nuts.
 - Replace broken and rusty hose clamps on the propulsion engine exhaust system hose end connections.

SUGGESTIONS The following suggestions are offered to enhance safety, value and utility. However, as opposed to recommendations, suggestions do not require immediate attention for compliance with regulations or to prevent sea water intrusion.

Complete the re-commissioning that was in process at the time of this inspection.

SUMMARY AND VALUATION

Saga Yachts was established in 1995 with their introductory boat being the Saga 43. This performance oriented, Bob Perry designed blue water cruiser has received accolades in print from such notable publications as: Sail Magazine, Practical Sailor, Sailing Magazine, Latitudes and Attitudes and Cruising World to name but a few. This well received passage-maker remains in current production.

Legacy is a well outfitted, one owner since new example of this popular cruising auxiliary that shows ample evidence throughout of an ongoing program of care, maintenance and upgrading. The owners are seasonal cruisers, resulting in a seasonal approach to care and maintenance. The boat is stored ashore for several months, launched, re-commissioned and cruised for the balance. This annual schedule results in most every aspect of the vessel being examined and maintained on a very regular basis. The overall condition at inspection was, in the opinion of the undersigned, above average for the age, size and type vessel in active service in the harsh, saltwater, Florida environment.

This was primarily a static, in and out of the water inspection. The engine was not started, the sails were not hoisted, no sea trials were performed and many of the vessels systems were not operated at this time. The mast and rigging were observed from deck view down only. Abundant personal and/or boat gear found aboard was not moved or removed for a detailed inspection of the obstructed areas.

An inspection of the underbody with the vessel hauled and blocked in dry storage ashore was performed by the undersigned in September of this year. The antifouling paint had been applied over a relatively smooth and fair surface and was due for re-coating prior to re-launching. The rudder blade to stock attachment showed no independent movement. The rudder travel was roughly equal side to side. No blisters or other conditions of concern with the hull laminate were observed or detected through random sounding. The sacrificial zincs had some service life remaining. The cutlass bearing showed wear but replacement was discretionary. The hull topsides would benefit from a buff and wax. The stripes were re-painted prior to re-launching.

The FRP bonding of interior components to the hull were found to be intact where available for inspection.

The electric bilge pump and its float switch were both confirmed to be operational. The seacocks listed earlier in this report all proved to be hand operable.

Fuel, water and holding tanks were viewed where accessible without filling to maximum capacities. No conditions of concern were observed however, most all

of this vessel's tanks are sufficiently hidden from view that no opinion as to the viability of these tanks is offered herein. In order to prove the integrity of any of this vessel's tanks, pressure testing in accordance with ABYC standards would be required.

Other survey and diagnostic services are available and should be requested if further information is required.

Some information in this report including, but not limited to, the vessel dimensions and tank capacities was obtained from sources believed to be reliable and was not verified as part of this inspection.

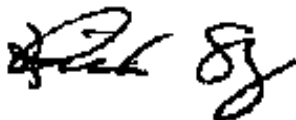
Currently available market comparative prices, condition and level of equipment were taken into account in assigning this estimated fair market value to this vessel. Asking prices for other Saga 43's available in the USA range from a low of \$220,000. for a 1998 in California to a high of \$299,000. for either a 2001 in Maryland or a 2004 vintage example in Massachusetts. Soldboats.com lists seven recorded sales of this model since January 2008 at prices ranging from \$215,000. (estate sale) to \$295,000.

ESTIMATED FAIR MARKET VALUE	\$275,000.00
ESTIMATED REPLACEMENT VALUE	\$465,000.00

The survey of this vessel is based solely on a careful visual and nondestructive inspection of accessible portions of the vessel structure and available equipment.

No responsibility is assumed for defects in the hull, any machinery, or any equipment latent or otherwise. Attending surveyor, representatives or agents are not to be held responsible for any error of judgment, default, negligent omission, misrepresentation or misstatement in any report. This survey is not an inventory or listing for sale and should not be construed as such. This survey is not a certificate of seaworthiness and should not be construed as such. No guarantee or warranty is expressed or implied.

Respectfully submitted by,



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