

JAMES CROSS, Certified Marine Surveyor

241 Nooseneck Hill Rd., West Greenwich, RI 02817

Phone (401) 397-5040

Member Association of Certified Marine Surveyors//ACMS-USA.COM

Check us out on the web at www.jimcross.net



Mr. Jerry Tag
9 Down Under
North Dartmouth, MA 02747

June 3, 2011

Re: 1995 40' Tiara Model 4000 Open Express "BAD BOY"

Dear Mr. Tag,

This letter reports the results of a survey of the above vessel which was inspected while hauled on the 31st of May, 2011, at your property in North Dartmouth, Massachusetts. You requested the inspection to establish its condition and value.

The survey guidelines are provided, for the most part, by the "Code of Federal Regulations", as published for pleasure yachts, and the values guideline is the current edition of the "BUC" book.

The survey of this vessel is based solely on a careful visual inspection of all accessible portions of its hull and equipment. Certain parts of the hull and structure can be inspected only by removing decking, liners, bulkheads and sheathing. These areas were not inspected. It is my normal practice to conduct a survey which includes a sea trial. The sea trial enables me to make a determination concerning the engines and reduction gears. In order to make a proper inspection of these important components, they must be brought up to operating temperature and run under a load at RPM for a period of time. Inspection and operation of the engines was limited to a visual inspection. Inspection of auxiliaries, piping, tanks, systems, electrical wiring, electrical and electronic equipment can be accomplished only by continuous operation or by disassembly. This was not done.



General

The vessel was built by Tiara Yachts Incorporated of Holland, Michigan in 1995. The motor numbers are: port 45014833 and starboard 45015042. Pertinent dimensions of the vessel are: the LOA is 40' 7", the beam is 14' 6", and the draft is approximately 2' 5". The displacement, according to the book is 26,800 pounds. The HIN is SSUM4032F495.

Hull and Structures

The hull is a heavily laid-up polyester laminate reinforced with fiberglass matt and roving in a modified deep vee configuration. The hull and fiberglass structures were laid-up by hand. The hull below the waterline is solid fiberglass. The fore deck and cockpit deck are constructed of solid fiberglass with reinforcing. The structural integrity of the hull is good. The bulkheads and interior tabbing are in good condition and secure. All bulkheads are marine grade Mahogany or Teak plywood. All stringers and frames are mahogany. The hull is much more rigid, (because of its extra thickness), than similar contemporary hulls. The



finish is the original white gelcoat. The finish is in excellent condition, overall, with only a few superficial mars and scratches. There are no structural abrasions on the freeboard part of the hull. The hull-deck attachment is secure and trimmed with a stainless steel rub rail. I was unable to locate any delamination or separating of glass, including the aluminum engine bearers and stringers. The bulkheads are properly tabbed and rigid. The interior sur-

face of the hull, as can be observed, is white epoxy coated and in very good, clean condition. The deck area forward is well supported and secure, no soft spots were noted. The gelcoat finish in this area is excellent. There is a good quality stainless steel bow pulpit with heavy duty anchor roller properly installed, in good condition, backed, and secure.

The bottom (sections below the water line) was also in very good clean condition. The anti fouling coating has been applied and there is no trace of blistering or crazing. All through hulls below the boot are silicone bronze and in good condition, and their related valves are working properly. The valves have been cleaned and serviced. There are adequate large chrome plated bronze cleats provided for docking. The cleats are secure and properly backed. The ladder to the huge swim platform is in good condition and secure. The fiberglass radar arch is in good shape and properly secured. The after market swim platform is well supported and secure. The bonding (ground) system is properly in-



stalled. The navigation lights conform to the CFR.

Operating Station



The operating station is well designed and the controls are easy to operate. The cockpit area, including the upholstery, is in very good condition. The gel coat has only minor crazing and season cracks. The vinyl upholstery shows no signs of abuse. The Ritchie compass is accurate on the present bearing. The throttles and shifts are smooth operating. The control cable were replaced with new hardware in 2006. The stainless steel wheel operate smoothly. The control panel, including gauges, is in good condition and secure. There is a

tinted multipart windshield installed and the operating station is covered by a fairly new canvas enclosure. Access to the engine spaces is gained through hatches in the deck of the cockpit area. All deck hatches are in good condition.



Engine and engine spaces

Propulsion is by a pair of water cooled counter rotating, turbo charged 450 HP Cummins diesel engines with ZF Hurth Marine reduction gears. The engines and gears (one shown) appear well maintained. The upgrade installation was carried out in 2006 by the yard and is certainly a professional installation. While the engines and generator were out the entire engine compartment was cleaned and a white Epoxy coating was applied to all surfaces. New sound deadening insulation has just been applied to all appropriate

surfaces. Ventilation to the engine spaces (natural and via twin bilge blower) is adequate. The exhaust system, Approved rubber to fiberglass silencers, is of the approved type and properly secured. All mechanical and electrical equipment, including all wiring is receiving proper maintenance and is in excellent condition. There is a bilge pump installed and working in this area. The rudder shaft logs are in good condition. The new water cooled engine shaft logs are secure. A fresh water cooled 9 KW Onan Diesel powered generator was also installed in 2006 and remains in good secure condition. The exhaust system including the Onan silencer is also in good condition. The appearance of the engine compartment is that of a well maintained vessel.

Interior Forward Berth

The forward berth is located beneath the forward deck. This area will sleep two. This area is clean, nicely finished and upholstered. There is adequate lighting and ventilation in this area. Also, housed in this forward berth area are several PFD's, several lockers and rode storage. The bilge in this area is clean. The main cabin houses the



salon, galley and two heads. The interior is large, nicely finished in Mahogany, Formica, and Teak. The jointer work has been well maintained and is in very good condition. No rot was detected at any location.

This area was checked for excess moisture content in all partitions, the overhead, and all fiberglass surfaces. All checked out fine. The Teak and Holly sole is well supported and is brightly finished. There is no delamination of Formica. The stove and reefer system appear in good condition. The reefer

units are custom built and in working condition. The double stainless sink and hardware are in good condition. The upholstered sections are in good condition and show only light use. The stove and microwave system appear to be in very good condition. Lighting is good throughout the vessel. The dinette converts to sleep two. The head liner is in good shape. The main cabin, overall, is in excellent condition.



Interior

Two heads with one shower



There are two heads located in this forward area. The toilet, enclosed shower with hot and cold pressure water, hand basin, and their discharges and through hulls, are in good condition. The heads are clean and well kept.

The larger forward head is a multi piece laminate enclosure. It is properly secured to the hull and forms an integral part of the hull unit. It houses a vanity with hand basin, marine toilet and shower. It is in good condition. There is a macerator unit installed. This unit was not checked out. Dockside pump out was not checked out. There were no

leaks noted.

The aft head is also a multi piece laminate enclosure with no shower. It is properly secured to the hull and forms an integral part of the hull unit. It houses a vanity with hand basin and marine toilet. It is in good condition. There is a macerator unit installed. This unit is functional and in good condition. Dockside pump out was not checked out. The overall condition of this aft area is good and is in the same condition as the forward areas.



Electrical and Electronics

The combo 120/12 volt breaker panel is mounted in the main salon. This Main Breaker panel is in good condition and secure. A battery charger/ power supply is properly installed. The low voltage circuits are properly protected and in good condition. The batteries are in good condition, properly wired, boxed, and covered.

Electronics and Electrical which is included in the inventory, some of which is off for the winter:

DC 30 Color Simrad GPS with Fish Finder.

ICOM VHF Transceiver (IC-M59)

Raytheon 398 Loran, B&G Fathometer, Raytheon R41XX Radar, Raytheon RayPilot 650 Chart Plotter, 5" Ritchie magnetic compass, Raytheon Ray Chart 600, Glendening Auto Pilot

Electrical Units Include: Kenyon Three burner Range, U-Line refrigerator, Microwave oven, B&D Coffee maker, TV with CD Player and Complete Stereo System. Two Marine Air combination heat and air conditioning systems, 40 Ampere battery charger/Power supply, Ice maker (Icer-ette), Two Vacu Flush electric toilets. Three Rule Mate Auto bilge pumps.



Item Specific List

1. Coast Guard Safety and Signalling package..... Not complete

Electrical

2. AC/DC Isolation..... Isolation system installed, GFCI installed
3. AC/DC ground system..... DC ground in accordance with ABYC standards,
Dynaplate mounted on transom
AC ground, as originally equipped (Closed loop system).
4. DC control panel..... original, at control station, well maintained. DC wiring is original
stranded copper with original harnessing in place.
5. AC control panel..... In main salon in original condition.

Fuel system

6. Fuel lines.... Flex line, in good condition, properly secured, US Coast Guard approved
type rubber line.
- 6a. Fuel line shut-off valve..... bronze valves, at tank
7. Fuel tank..... Aluminum, well secured, sections that can be observed are in good, clean
condition, no oxidation noted.
- 7a. Propane, CNG, Alcohol.....None on board

Propulsion system

8. Carburetor back fire flame arrester....NA Diesels
9. Exhaust system..... US Coast Guard Approved type rubber, appropriate fiberglass
silencers, in serviceable condition, with original supports in
place.
- 9a. Exhaust system risers.....All OK
10. Engine mounts..... secure
11. Engine shaft logs..... secure, properly clamped

Hull and Mechanical systems

- 11A. Engine compartment ventilation.....two Coast Guard Approved type 12 volt blowers
along with appropriate flexible ductwork to hull outlets.
12. Rudder shaft logs.... secure
13. Rudder tower.... (original) in good condition
14. Steering gear and controls.... Hydraulic to manual, lines and hardware are original and
are in good condition
15. Overboard fittings....all bronze fittings below the water line, shut-off valves are working
and are well maintained, appear original. Related hoses US Coast
Guard approved type and are double clamped.
Overboard fittings are plastic above the waterline and in serviceable
condition
16. Backup ground tackle..... not observed

Boat Detail Sheet from "BUC International"

TIARA YACHTS INC, HOLLAND, MI,

Model Year 1995 Hull Material Fiberglass

Model TIARA 4000 OPEN Hull Configuration Semi Vee (Modified Vee)

Length Overall 40' 6" Draft 3'

Length On Deck Beam 14' 6"

Boat Type Express | Open Weight 25000 lbs.

Engine Type Inboard Twin 420D Cummins DIAMOND

The information presented here is believed to be reliable but not guaranteed. For various reasons, including the subjective nature of vessel evaluations and the possibility of incomplete or inaccurate information regarding comparable vessels and sales thereof, we do not make any warranties whatsoever regarding this report, and WE EXPRESSLY DISCLAIM ALL WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. BUC does not provide expert witness testimony.

Current Retail Value Range \$159,500-\$175,500

Price changed after 100th edition.

*Fair Market Value Adjusted for Bristol Condition in the Northeast & Mid Atlantic area **\$195,000-\$214,000***

Replacement Value \$734,000

All prices in US Dollars.

© 2011 BUC International Corp. All rights reserved. Patent Notice

Safety Equipment

Adequate PFD's and fire extinguishers were on board. A complete and up to date Coast Guard Safety and Signalling package is aboard. The FireBoy engine room Auto Halon System is not properly dated and tagged.

Tankage and Systems

There are three aluminum 120 gallon tanks properly mounted (strapped) just aft of the engines. The fuel shut-offs (at the operating station) are in good order. The fuel fillers (Racor) are properly installed. The fills and copper fuel lines are in good condition, as are the flex lines to the engines. The water heater is properly secured to outboard of the port engine. A 42 gallon PVC holding tank is properly installed and in good condition. No septic odor was noted. The Y-gate checks out fine.



Conclusion

This survey can not be construed to guarantee or warrant the condition or operational condition of the vessel. This vessel is heavily built and in much better than average condition, considering her age. It's value would be approximately \$215,000.00 in today's market.

I am including a list of the items that were replaced or have been upgraded from 2006 to now.

The entire engine compartment has been coated with white Awl Grip epoxy.
Two factory re-manufactured Cummins 450 HP diesel engines, along with a complete exhaust system. Complete Soundown engine compartment sound proofing has been installed.
Fireboy gas auto discharge fire extinguisher system.
A new aluminum boxed, sound insulated, Onan 9 KW diesel generator.
Two new Air/Heat units, A new AC/DC refrigerator with freezer, New cockpit ice maker.
New Bose 321 GSX sound system

All engine compartment electrical wiring is new
ac/dc Inverter and battery charger, new batteries
Racor fuel filters and new fuel lines.
seacock hoses all around.

Reccomendations:

Tag and date engine compartment Auto Halon System.
Install backup ground tackle.
Replace all zincs and ground plate

Cordially,



James Cross, Certified Marine Surveyor

JC/pam

