HARBOR MARINE SURVEYORS

Professional Condition, Valuation, and Pre-Purchase Reports

Harbor Marine Surveyors

Alex Mercer, AMS

145 Channel Marker Way, Mobile, AL, 36602

(251) 555-0142

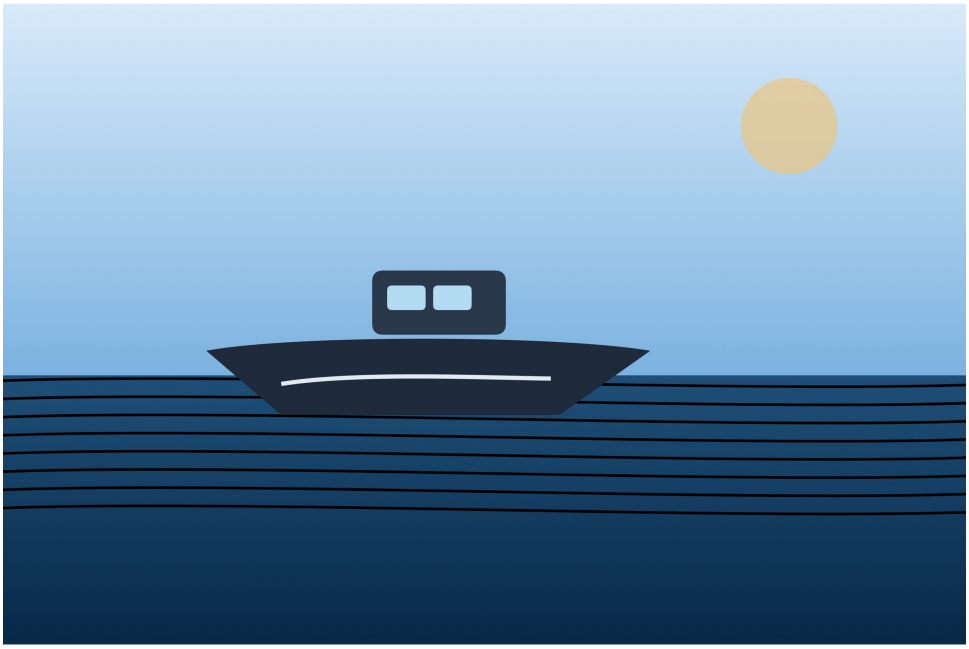
alex@harbormarinesurveyors.com

www.harbormarinesurveyors.com

PRE-PURCHASE INSPECTION SURVEY

M/V Blue Haven

2018 Sabre 42 Hardtop Express



PREPARED FOR:

Harbor Point Yachts, LLC

825 Marina View Drive
Galveston, TX, 77550
(409) 555-0187

DATE OF SURVEY:

April 3, 2026

CLIENT SUMMARY

INSPECTION SUMMARY

Apr 3, 2026

Blue Haven presented as a clean, professionally maintained express cruiser with generally serviceable structure, machinery, and onboard systems. The most significant recommendations concern localized foredeck core moisture, correction of the starboard battery cable support, and replacement of an overdue fire extinguisher before normal service.

4	8	4	4
SYSTEMS	CHECKLIST ITEMS	FLAGGED ITEMS	PHOTOS

Priority Findings

- **Starboard Battery Bank:** The starboard battery positive cable was inadequately supported and exhibited light corrosion at the retaining hardware, increasing the risk of chafe and unintended movement in service.

SURVEY DETAILS

VESSEL PARTICULARS

M/V Blue Haven

Client Details	
Client Name:	Harbor Point Yachts, LLC
Address:	825 Marina View Drive, Galveston, TX, 77550
Phone:	(409) 555-0187
Vessel Information	
Vessel Name:	M/V Blue Haven
Description:	2018 Sabre 42 Hardtop Express
Builder:	Sabre Yachts

Year Built:	2018
Hull ID (HIN):	HIN-TMY42018D626
Registration:	TX 4012 JP
Dimensions & Construction	
Length (LOA):	42.5 ft
Beam:	14.0 ft
Draft:	3.6 ft
Hull Material:	Fiberglass
Propulsion	
Engine Configuration:	2 x Cummins QSC 8.3
Engine Type:	Inboard Diesel
Horsepower:	Twin 600 HP
Hours:	1182
Drive Type:	Shaft
Tankage	
Fuel:	450 gal, Aluminum
Water:	160 gal, Polyethylene
Holding:	60 gal, Polyethylene

METHODOLOGY

SCOPE OF SURVEY

This report reflects a pre-purchase condition and valuation inspection of normally accessible areas, including observed machinery operation, representative moisture sampling, limited electrical inspection, and a documented sea-trial and haul-out sequence where available.

OPERATIONAL TESTING

SEA TRIAL & HAUL-OUT

1 sea trial / 1 haul-out

During the observed Galveston Bay sea trial, the vessel accelerated cleanly onto plane, reached rated RPM, and maintained stable operating temperatures and charging voltage. Steering response was predictable, and only minor drivetrain vibration was noted at the upper cruise range, supporting continued monitoring of shaft alignment at the next service interval.

Sea Trial

APR 3, 2026

Entry Type:	Sea Trial
Date & Time:	Apr 3, 2026 at 2:15 PM
Location:	Galveston Bay
Conditions:	Calm sea state with light chop, 8-12 knot southeast breeze, approximately three-quarter fuel load.
Engine RPM:	3240
Speed:	28.4 kn
Oil Pressure:	56 psi
Coolant Temp:	182 F
System Voltage:	13.9 V

Propulsion / Shift Response: Both engines accelerated evenly with clean transition onto plane and no abnormal smoke observed at cruise.

Steering Response: Hydraulic steering tracked true with no undue free play at the helm.

Vibration / Noise: Minor drivetrain vibration was noted near the upper cruise range but remained below objectionable levels.

Observations: The vessel reached rated RPM and responded predictably in turns, reverse engagement, and trim adjustments.

Limitations: No heavy-weather handling or extended offshore run was available during this inspection window.

Haul-Out

APR 4, 2026

Entry Type:	Haul-Out
Date & Time:	Apr 4, 2026 at 9:30 AM
Location:	Harbor Lift Services
Conditions:	Vessel pressure washed immediately after haul-out.

Observations: Bottom coatings remained fair overall with isolated blistering and minor coating loss near the starboard aft quarter. Running gear presented normal service wear for age.

Limitations: Moisture readings below the antifouling system were not taken with coatings removed.

INSPECTION CHECKLIST

HULL AND STRUCTURAL COMPONENTS

3 items • 3 inspected • 1 flagged • 0 skipped

ITEM	STATUS	OBSERVATION
Hull Shell and Topsides	CHECKED	Percussion sounding and moisture sampling of accessible hull shell areas disclosed fair-to-good laminate integrity with no widespread delamination detected. 1 photo
Foredeck and Mooring Hardware	FLAGGED	Localized elevated moisture response and failed bedding compound were noted at the windlass foundation and starboard forward cleat fasteners. • **Essential Repair:** Localized moisture intrusion was indicated at the forward windlass fastener group and adjacent deck core showed elevated readings when compared with surrounding laminate. **Recommendation:** Remove the affected hardware, dry and repair the compromised core as required, then re-bed the hardware using accepted marine practice before extended service. 1 finding • 1 photo
Transom and Swim Platform	CHECKED	Platform structure, mounting points, and boarding hardware appeared serviceable with normal cosmetic wear only.

INSPECTION CHECKLIST

ELECTRICAL SYSTEMS

2 items • 2 inspected • 1 flagged • 0 skipped

ITEM	STATUS	OBSERVATION
Battery Installation	FLAGGED	House and engine battery banks were generally serviceable, but support and conductor routing required correction at the starboard side. • **Safety / Immediate:** The starboard battery positive cable was inadequately supported and exhibited light corrosion at the retaining hardware, increasing the risk of chafe and unintended movement in service. **Recommendation:** Renew the affected support hardware, secure the conductor with marine-rated restraint, clean and protect the connection points, and confirm compliant installation before routine operation. **1 finding • 1 photo**
Shore Power and AC Distribution	CHECKED	The vessel energized normally from shore power, panel labeling was generally clear, and breaker response was consistent during observed operation.

INSPECTION CHECKLIST

MACHINERY AND PROPULSION

2 items • 2 inspected • 1 flagged • 0 skipped

ITEM	STATUS	OBSERVATION
Main Engines	CHECKED	Both engines started promptly from cold and stabilized with normal oil pressure, charging voltage, and coolant temperature during the observed sea trial.
Running Gear and Steering	FLAGGED	Visible running gear components were generally serviceable, though slight shaft coupling misalignment should be monitored at the next haul-out service interval. • **Maintenance / Cosmetic:** Slight coupling clearance variance was measured at the port shaft coupling and should be monitored during the next scheduled alignment service. **Recommendation:** Re-check alignment and coupling face condition at the next haul-out or whenever drivetrain vibration trends increase. 1 finding

INSPECTION CHECKLIST

SAFETY EQUIPMENT

1 items • 1 inspected • 1 flagged • 0 skipped

ITEM	STATUS	OBSERVATION
Fire Extinguishers / Locations / Type	FLAGGED	Installed extinguishers were present, but one unit carried an overdue service date.

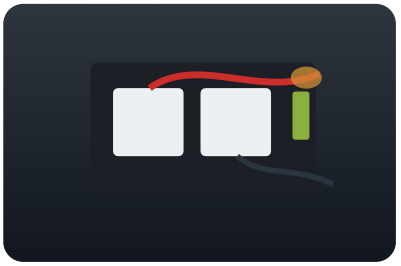
DEFICIENCIES

FINDINGS & RECOMMENDATIONS

4 findings recorded

Starboard Battery Bank

SAFETY / IMMEDIATE



Description: The starboard battery positive cable was inadequately supported and exhibited light corrosion at the retaining hardware, increasing the risk of chafe and unintended movement in service.

Recommendation: Renew the affected support hardware, secure the conductor with marine-rated restraint, clean and protect the connection points, and confirm compliant installation before routine operation.

Cited Standard: ABYC E-11

Supporting Evidence: Verified by direct visual inspection with unsupported cable movement and light corrosion staining at the securing hardware.

Tools / Readings: Infrared Thermometer: 101 F terminal clamp after charging cycle

General Safety Finding

ESSENTIAL REPAIR

Description: One portable fire extinguisher in the galley carried an outdated service tag.

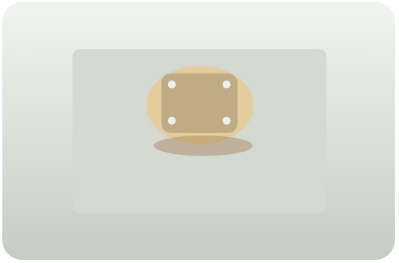
Recommendation: Replace or professionally service the extinguisher and verify that all portable units remain current and readily accessible.

Cited Standard: NFPA 10

Supporting Evidence: The existing service tag displayed an expired inspection interval at the time of survey.

Foredeck / Windlass Base

ESSENTIAL REPAIR



Description: Localized moisture intrusion was indicated at the forward windlass fastener group and adjacent deck core showed elevated readings when compared with surrounding laminate.

Recommendation: Remove the affected hardware, dry and repair the compromised core as required, then re-bed the hardware using accepted marine practice before extended service.

Cited Standard: ABYC H-40

Supporting Evidence: Moisture meter response increased materially around the windlass fasteners and minor sealant separation was visible at the bedding margin.

Tools / Readings: Moisture Meter: 22-26% WME localized at fastener circle

Port Shaft Coupling

MAINTENANCE / COSMETIC

Description: Slight coupling clearance variance was measured at the port shaft coupling and should be monitored during the next scheduled alignment service.

Recommendation: Re-check alignment and coupling face condition at the next haul-out or whenever drivetrain vibration trends increase.

Cited Standard: ABYC P-6

Supporting Evidence: Measured with feeler gauge at opposing coupling faces during static inspection.

Measurements: Clearance at Port shaft coupling: 0.08 in (Measured at the widest observed face gap)

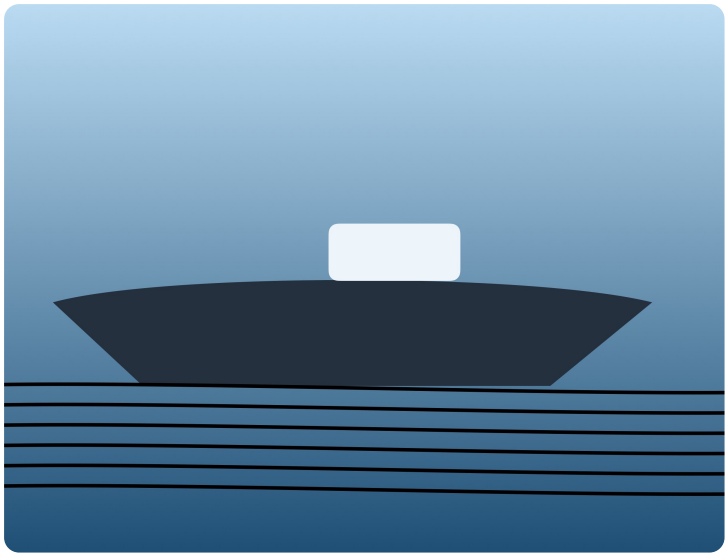
Tools / Readings: Feeler Gauge: 0.08 in maximum observed variance

REFERENCE IMAGES

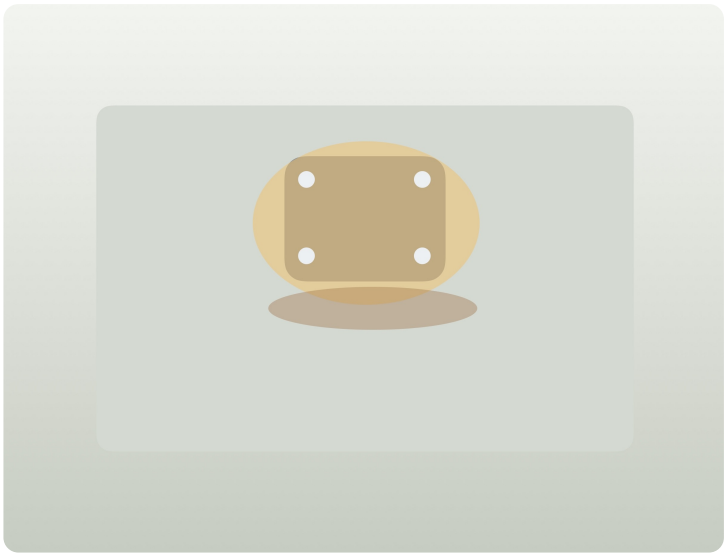
PHOTO APPENDIX

4 photos

HULL AND STRUCTURAL COMPONENTS

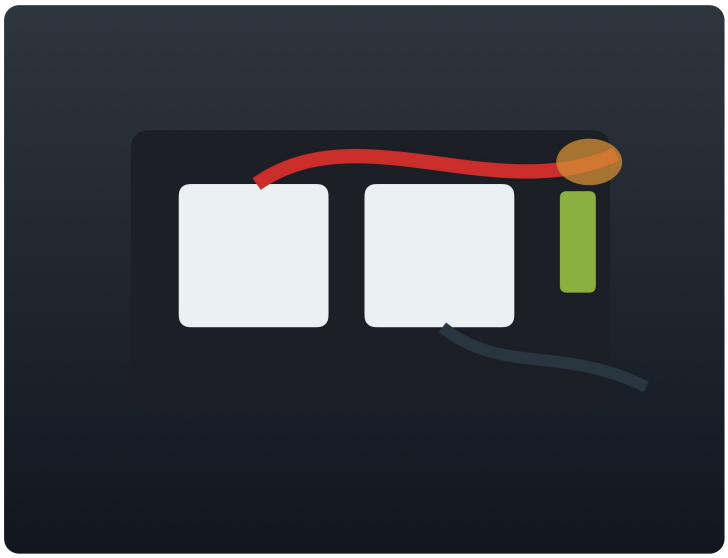


Hull Shell and Topsides: Starboard sheer and topsides overview at the launch slip.



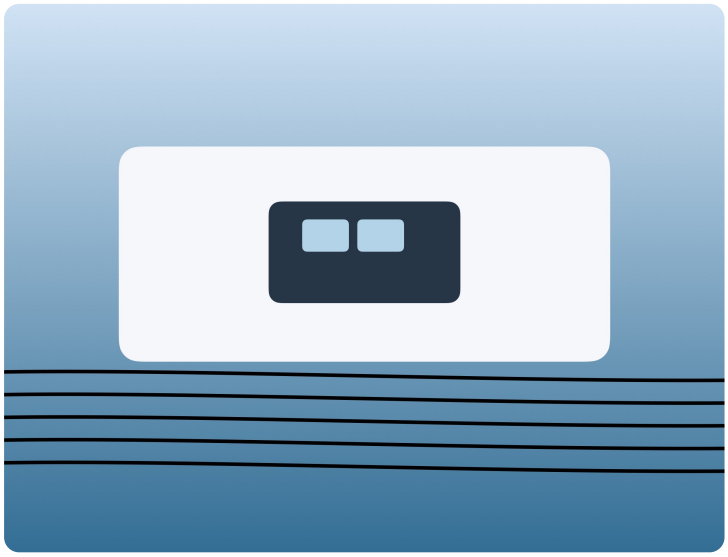
Foredeck / Windlass Base: Moisture indication around windlass fastener bedding.

ELECTRICAL SYSTEMS



Starboard Battery Bank: Unsupported positive cable and corrosion at battery hold-down area.

GENERAL REFERENCE PHOTOS



General Reference Photo: Aft quarter and swim platform overview.

CERTIFICATION

SURVEYOR CERTIFICATION & SIGNATURE

I certify that, to the best of my knowledge and belief, the statements of fact contained in this report are true and correct.

Alex Mercer

SURVEYOR SIGNATURE

Apr 3, 2026

DATE

Alex Mercer, AMS

PRINTED NAME

SAMS AMS #2048

LICENSE / CREDENTIALS

LEGAL

DISCLAIMER & AFFILIATIONS

Disclaimer

This sample report reflects conditions observed at the time of survey only and is intended solely for the named client. Further mechanical evaluation remains recommended for any system requiring invasive inspection or specialist testing.

Certifications & Affiliations

AMS
Certified Surveyor