

# REPORT OF VESSEL APPRAISAL No. 250501



OF THE SAILING VESSEL  
**Cinco Llagas**  
**2001 Beneteau Oceanus 393**

**CONDUCTED BY**  
**Captain Lyle O. Willson**  
Marine Surveyor & Motor Ship Engineer (R)

***EXCALIBUR MARINE SURVEYORS***  
Duncan, BC., Canada

===== *Serving Vancouver Island Since 1996* =====



# EXCALIBUR MARINE SURVEYORS

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## REPORT OF MARINE APPRAISAL

Report No. 250501  
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Date of Inspection: May 01, 2025.

Purpose of Inspection: Appraisal.

The vessel was appraised at the request of the Client. The appraisal inspection was performed with the vessel in the water alongside a finger at the Coast Discovery Marina located in Campbell River, BC.. The weather was warm and dry with light winds. The appraisal is subject to the conditions and waiver detailed on page eight of this report.

<h3>GENERAL INFORMATION &amp; DESCRIPTION</h3>
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<i>Name of Vessel:</i>	Cinco Llagas.
<i>Builder:</i>	Beneteau.
<i>Model:</i>	Oceanus 393.
<i>Country of Manufacture:</i>	USA.
<i>Type of Vessel:</i>	Pleasurecraft – sail.
<i>Designer:</i>	Berret/Racoupeau.
<i>Type of Vessel:</i>	Pleasurecraft - sail.
<i>Model Year:</i>	2001.
<i>Hull Identification No.:</i>	BEYA2154G101
<i>Licence or Registration No.:</i>	Not known.
<i>Documentation Viewed:</i>	None.
<i>Length:</i>	38' 2".
<i>Beam:</i>	13' 0".
<i>Draft (approx.):</i>	5' 1".
<i>Displacement (approx.):</i>	17,200 lbs.
<i>Ballast:</i>	5,360 lbs.
<i>Est. Maximum Speed:</i>	8 knots.
<i>Last Haul Out:</i>	Unknown.

Dimensions and capacities from published specifications.

The Beneteau Oceanus 393 is an offshore capable masthead sloop rigged sailing vessel. This particular vessel is a two-stateroom model with an enclosed head with vanity sink, toilet and hand shower in the forepeak; a forward stateroom with Pullman berth and settee; a salon/dinette with seating and table; a galley with counter mounted sink, range and refrigerator; a second enclosed head with vanity mounted sink, toilet and hand shower; and an aft stateroom with queen berth. Steps lead up to the cockpit with helm station and seating. The steps hinge up to provide access to the engine space. Wide exterior side decks lead from the cockpit to the foredeck with anchor storage.

VESSEL DETAILS WITH SURVEYOR'S REMARKS
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**HULL & SUPERSTRUCTURE.**

Type of Hull:	Displacement with rounded chines, reverse counter sugar scoop stern, near plumb bow and fin with wing/bulb keel.
General Construction:	Pleasure craft standards.
Hull Material:	Solid Fiberglass (GRP) with inner glued-in structural grid system and full molded liner.
Hull Finish:	White gelcoat.
Hull to Deck Joint:	Through bolted and sealed at toerail.
Keel to Hull Joint:	Stainless steel bolts at keel stub.
Stem:	Fiberglass.
Stringers:	Molded.
Bulkheads:	Molded fiberglass and wood.
Frames:	Transverse bulkheads.
Deck Beams:	Molded.
Decks—Outer:	Balsa cored fiberglass.
Cabin Exterior:	Cored and solid fiberglass with white gelcoat finish.
Wheelhouse:	In cockpit.
Glazing:	Acrylic.
Canvas:	Fabric cockpit enclosure.
Remarks:	As the vessel was inspected while in the water no comment can be made on the condition of the below water area of the hull. The topsides appeared to be in good condition. The hull interior was not accessible due to the installation of a full structural liner. The superstructure and decks were seen to be in good visual condition and the decks felt solid underfoot. The vessel would benefit from cleaning.

**CABIN INTERIOR.**

*Liner:* Molded fiberglass and cherry veneered paneling.  
*Bulkheads:* Cherry veneer on plywood with solid wood trim.  
*Cabinetry:* Cherry veneer on plywood with pressure laminated worksurfaces. Molded fiberglass cabinetry in heads.  
*Deckhead:* Molded fiberglass liner.  
*Cabin Sole:* Molded fiberglass liner grid system with teak & holly strip on plywood inserts.  
*Accommodation ventilation:* Opening hatches and glazed portholes.  
*Upholstery:* Vinyl and fabric.

**Remarks:** The interior was bright and the upholstery and finishes were seen to be in good overall condition but in need of cleaning.

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**RIGGING:**

*Mast:* Aluminum deck stepped double spreader mast and boom. Stainless steel compression post.  
*Standing Rigging:* Stainless steel cable shrouds and stays with self-furling forestay system. Stainless steel chainplates with internal tie rods and turnbuckles with swaged fittings. Solid boom vang.  
*Running Rigging:* Synthetic braid.  
*Winches:* 2 ea. "Lewmar" #40 self-tailing and 2 ea. "Lewmar" #54 self-tailing.  
*Sails:* Inventory unknown.

**Remarks:** The mast and fixed rigging appeared to be in good condition as viewed from the deck. The running rigging showed light to moderate wear. The condition of the sails was unknown as was the inventory. No equipment was operated or tested.

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**ENGINES & MECHANICAL SYSTEMS.**

*Main Engine:* "Volvo Penta" 4-cyl. naturally aspirated diesel inboard.  
*Rated H.P.:* Unknown.  
*Engine Hours:* Unknown.  
*Engine Instruments:* Tachometer, fuel level and warning lights.  
*Exhaust System:* Wet with flexible piping and muffler.  
*Cooling System:* Fresh water via engine mounted heat exchanger.  
*Gear:* Reduction with reverse.  
*Ratio:* Unknown.  
*Tail Shaft:* Unknown.  
*Struts:* None.  
*Shaft Seal:* Dripless.  
*Propeller:* Unknown.  
*Propeller Protected:* Partially by keel.  
*Rudder:* Fiberglass spade.  
*Auxiliary Engine:* None  
*Fuel Type:* Main engine – Diesel.      Auxiliary engine – N/A

## **EXCALIBUR MARINE SURVEYORS**

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*Number of Tanks:* One.  
*Fuel Tank(s):* Number of Tanks: One.  
Location: Below aft cabin berth.  
Material: Plastic.  
Capacity: 136 liters.  
*Fuel Lines:* Flexible  
*Filler location:* Starboard gunwale.  
*Engine Room Ventilation:* Ducted to vessel exterior.  
*Steering Stations:* Single station pedestal mounted wheel driven cable & quadrant.  
*Control Stations:* Single station lever operated Morse type cable.  
**Remarks:** As the vessel was inspected in the water no comment can be made on the below water machinery. The engine was clean but the model number was not readable. Little of the fuel tank was visible for inspection. The engine was not started. No equipment was operated or tested.

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### **PLUMBING & SANITATION.**

*Water System:* Demand pressure.  
*Potable Water Tank(s):* Number of Tanks: Two.  
Location: One below each berth.  
Material: Polyurethane.  
Capacity: 450 litres total.  
*Water Heater:* 23 litre tank with engine coolant & AC electric heating coils.  
*Sinks:* One in galley and one in each head.  
*Tub/Shower:* Hand shower in both heads.  
*Toilets:* Manual in each head.  
*Holding Tank:* Yes.  
**Remarks:** No equipment was operated or tested.

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### **DC ELECTRICAL.**

*Voltage:* 12 (nominal).  
*Storage Batteries:* 4 ea. flooded lead acid.  
*Master Switch:* Yes.  
*Charging System:* Engine mounted alternator and AC charger.  
*Overload Protection:* Breaker protected switch panel.  
*Visible Wiring:* Insulated stranded copper.  
**Remarks:** The batteries were connected to the master switch and then the starters and loads. The batteries were not inspected and the system was not operated or tested.

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**AC ELECTRICAL.**

Voltage: 120.  
Source: 30 amp twist-lock marine shore connection.  
Overload Protection: Marine breaker panel.  
Polarity Indicator Light: Yes.  
GFCI Protection: Where required.  
Visible Wiring: Insulated stranded copper.

**Remarks:** The AC breaker panel included a 30 amp double pole master breaker and single pole branch breakers. No master breaker was installed. No equipment was operated or tested.

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**DOMESTIC APPLIANCES.**

Cooking: "Eno" propane fueled two burner range with oven.  
Refrigeration: DC electric top opening refrigerator.  
Cabin Heating: Diesel forced air heater.

**Remarks:** The visible appliances appeared to be in good condition but no equipment was operated or tested.

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**PROPANE SYSTEM.**

Cylinder(s): 5 lb. & 10 lb. vertical.  
Cylinder Location: Top opening locker in port gunwale.  
Vented: Yes - overboard.  
Lines: Flexible.  
Pressure Gauge: Yes.  
Remote Shut off: 12 volt electric solenoid valve.  
Vapor Detector/Alarm: Yes.

**Remarks:** The tanks were secured. The system was not operated or tested.

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**GROUND TACKLE.**

Main Anchor: "Rocna" plow style 20 Kg..  
Rode: Galvanized chain and nylon rope (length unknown).  
Spare Anchor: None observed.  
Windlass: 12V electric.

**Remarks:** The equipment appeared to be serviceable, but no equipment was operated or tested.

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**DECK EQUIPMENT.**

Safety Rails: Stainless steel stanchions with vinyl covered stainless steel lifelines on side decks and tubular stainless steel pulpits bow and stern.  
Deck Hardware: Cast aluminum cleats.

**Remarks:** The equipment appeared to be solidly installed.

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**BELOW WATER SEA CONNECTIONS.**

Thru-hull fittings: Not seen.

**Remarks:** The sea connections were not inspected and were not operated or tested.

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**ELECTRONIC & NAVIGATION EQUIPMENT.**

VHF Transceiver: "Icom" mod. IC-M502 with DSC function.

Depth Sounder: "Raymarine" mod. Hybrid Touch shared display with Fishfinder and GPS chartplotter.

GPS: "Raymarine" mod. Hybrid Touch shared display with Fishfinder and GPS chartplotter.

Radar: None.

Compass: Internally gimballed magnetic.

Other Com./Nav.: "Raymarine" autopilot.

"Raymarine" mod. ST60 wind speed & direction.

"Raytheon" mod. ST60 Tridata display.

**Remarks:** The units were not tested or operation.

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**HAZARD & SAFETY EQUIPMENT.**

Propane Detector: Yes.

CO Detector: None.

Bilge Pump(s): 12V automatic and manual hand pump.

Buoyant Heaving Line: Yes.

Lifebuoy: Yes.

Reboarding Device: Yes.

Bailer or manual pump: Pump.

Fire Extinguisher(s): 2 ea. 1A10BC and 1 ea. 3A40BC portable dry chemical.

Sound Signal: None seen.

Navigation Lights: Yes.

Radar Reflector: None.

**Remarks:** The operator must assure that the vessel complies with Transport Canada small craft safety regulations at all times. No equipment was tested or operated.

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**MISCELLANEOUS.**

- Stainless steel barbecue.
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**CONCLUSION**

This vessel appeared to be serviceable and is considered to be in average condition for its age. The vessel and equipment were not operated.


VALUATION

Current Appraised Value is an estimate of the current market value and is based on values provided by professional valuation services and/or recent sales listings or sales history. It assumes that all systems and equipment are in good operating condition.

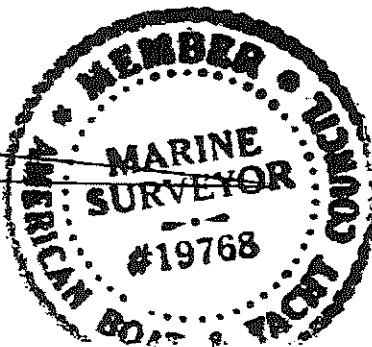
		<i>Estimated Current Market Value</i>
Hull, Machinery & Equipment	142,000.00	520,000.00
TOTAL	142,000.00	520,000.00

Submitted without prejudice,

May 06, 2025.



Lyle O. Willson  
Marine Surveyor &  
Motor Ship Engineer (R).



INDEX OF ACCOMPANYING PHOTOGRAPHS

- |                                      |                           |
|--------------------------------------|---------------------------|
| 1) Vessel exterior.                  | 2) Cockpit.               |
| 3) Cabin interior looking forward.   | 4) Galley.                |
| 5) Salon/Dinette.                    | 6) Navigation station.    |
| 7) Forward stateroom.                | 8) Forward enclosed head. |
| 9) Aft stateroom.                    | 10) Main enclosed head.   |
| 11) AC/DC electrical breaker panels. | 12) Propane locker.       |
| 13) Propulsion engine.               |                           |

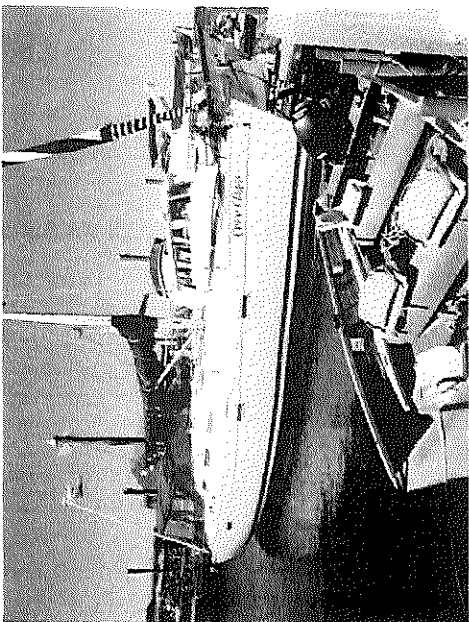
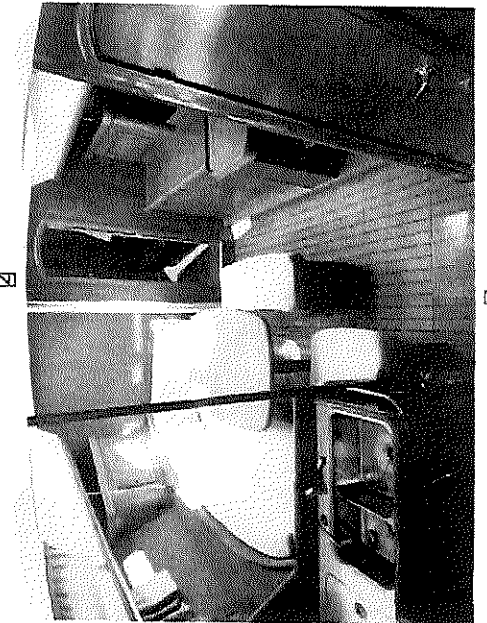
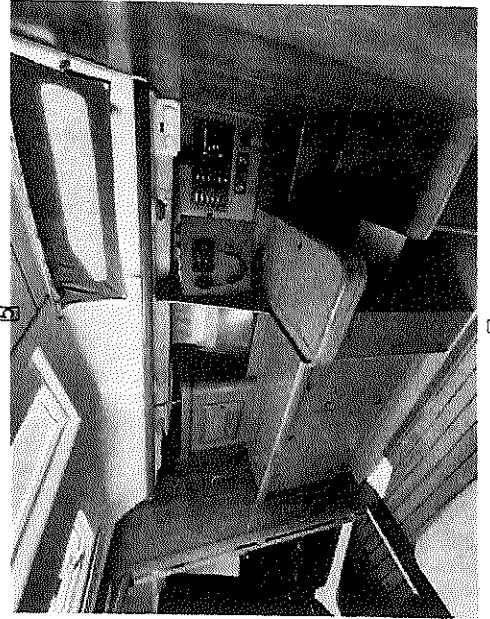
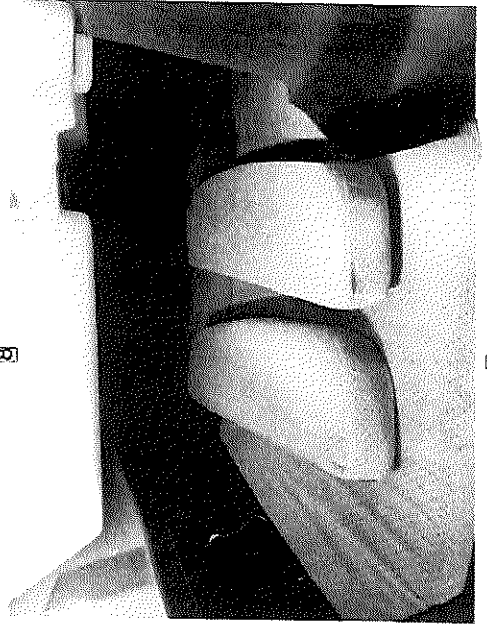
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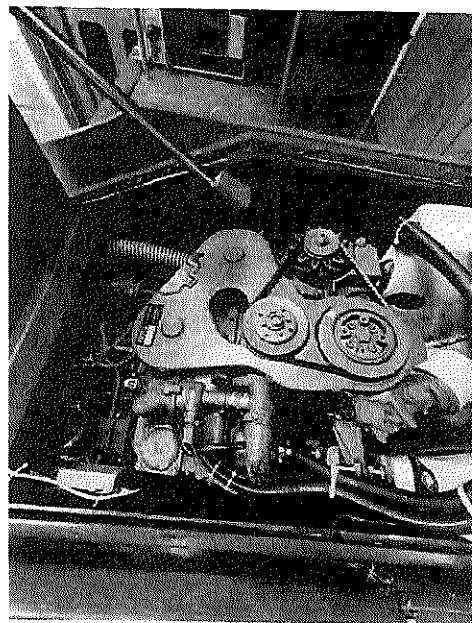


**AGREEMENT OF CONDITIONS, LIMITATIONS, AND WAIVER OF INDEMNITY**

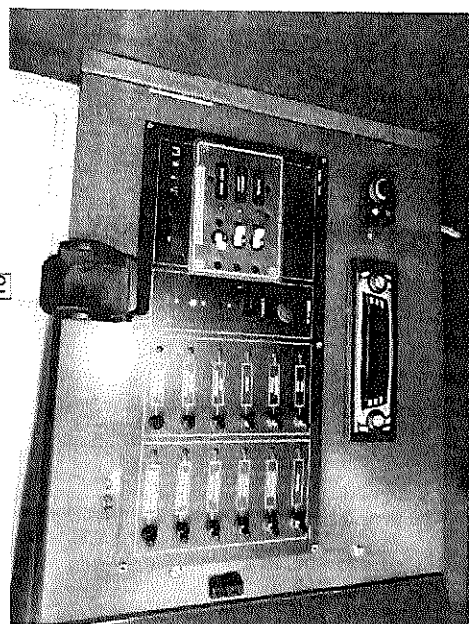
This appraisal and resulting report were performed and prepared at the request of the Client. The employment of Excalibur Marine Surveyors and all services rendered by same are offered without recourse and on the following conditions which were agreed to by the Client prior to the appraisal inspection:

Excalibur Marine Surveyors shall use all means at its disposal to insure that the duties of marine surveying are carried out and the Client agrees that Excalibur Marine Surveyors, their Owners, Employees and Agents shall not be held liable for errors in judgment, default, inaccuracy, omission, negligence or misstatement in any report or certificate. This is an Appraisal only and is based solely on a visual inspection and is not a condition survey and must not be used for any other purpose. No equipment is operated, nor engines started. Sailboat rigging is viewed from deck level only. All reports are for the exclusive use of the Client. **This agreement shall be binding on the Client, their Heirs and Executors as well as any party making use of this appraisal information.**

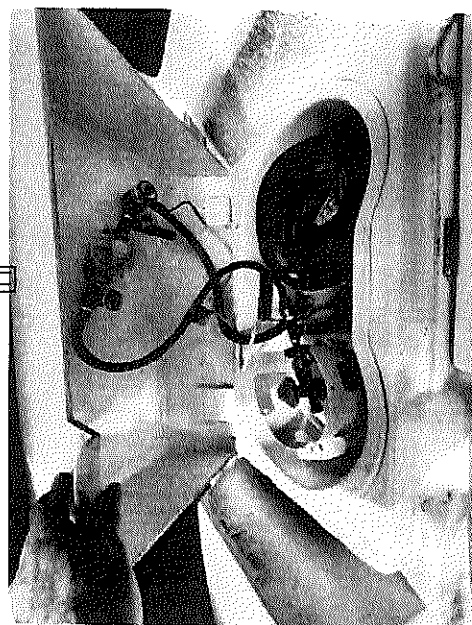




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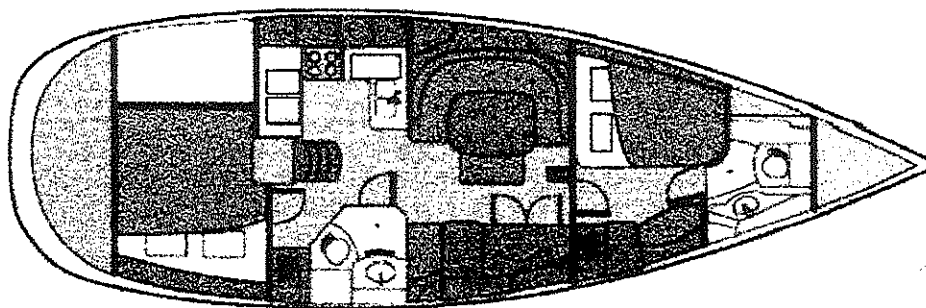
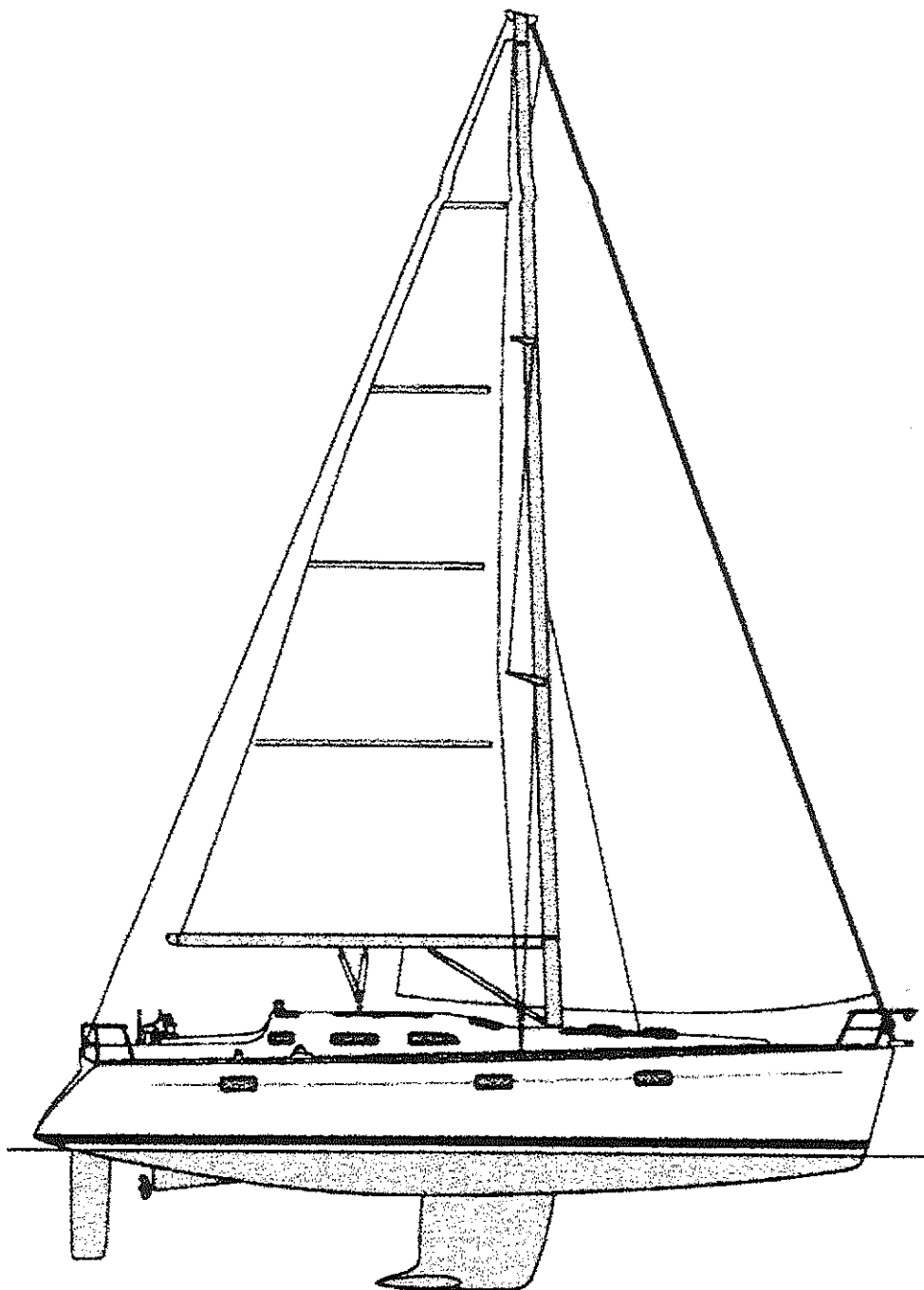


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Two cabin