

Marine Survey Report

#5 – 3626

on the

Motor Cruiser

“”

on

July 28 & 29, 2005

For

Condition & Valuation

Survey Effected For:



Conducted By:

LYNNE H. REISTER, AMS®
Lodestar – Marine Survey & Consulting
2538 Westlake Avenue N.
Seattle, WA 98109-1916
206.282.6003
206.333-1788 Fax
LodeStarMarine@aol.com

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VESSEL SURVEY INFORMATION

DATE OF SURVEY _____ July 28 & 29, 2005
SURVEY LOCATION _____ Seattle, WA, USA
SURVEYED BY _____ LYNNE H. REISTER, AMS®
TYPE OF SURVEY _____ CONDITION AND VALUATION
NAME OF VESSEL _____ "██████████"
YEAR/MAKE/MODEL OF VESSEL^^ _____ 1993/315 Four Winns/Express Cruiser
OVERALL VESSEL CONDITION _____ VERY GOOD
ESTIMATED FAIR MARKET VALUE _____ \$
ESTIMATED REPLACEMENT VALUE _____ \$
OFFICIAL # (DOCUMENTATION/CLASSIFICATION) _____ No.1020710/Camano Island
OFFICIAL TONNAGE: GROSS AND NET _____ Gross Tons 13 / Net Tons 10
OFFICIAL MEASUREMENTS _____ LENGTH 30, 5' / BREADTH 11' / DEPTH 6"
HULL IDENTIFICATION NUMBER _____ 4WNCY016J293
STATE REGISTRATION NUMBER _____ WN
STATE DECAL NUMBER/EXPIRATION DATE _____ D-Z70546 (Exp. 6/06)
OWNER _____ ██████████
BUILDER^^^ _____ FOUR WINNS
DESIGNER^ _____
HULL MATERIAL _____ Fiberglass
L.O.A./L.O.D./L.W.L.^^^ _____ 30'6"
BEAM/DRAFT/KEEL^^^ _____ 11'2"10'/semi V
WEIGHT^^^/DISPLACEMENT^/BALLAST^^^ _____ 11,700#/None
PROPULSION SYSTEM _____ Twin Stern drives
FUEL^^ _____ Gasoline
INTENDED USE/CRUISING AREA _____ PLEASURE / PUGET SOUND AND ADJACENT WATERS

- ^ Information provided by Survey Report purchaser, Owner, or Owner's Rep.
^^ Information per ship's papers or Manufacturer's Specifications.
^^^ Information per BUC Book, or other reliable publication.

VESSEL SUMMARY, CONDITION, AND VALUATION

Acting at the request of [REDACTED], the undersigned did on July 28 & 29th, 2005, attend on board the yacht named "[REDACTED]", while it was dockside at her slip at Diamond Marina, and out of the water, hung in the slings at Seaview East, July 29th. Seattle, WA USA.

Attending the survey were [REDACTED], and the undersigned marine surveyor.

The purpose of the inspection was limited to determining the general condition of the vessel's construction, machinery, equipment, and systems on this day only, for Condition and Valuation for Pre Purchase. The inspection is based on the agreement between the survey purchaser and the undersigned as represented in the Work Order - REQUEST FOR VESSEL SURVEY, PERMISSION TO BOARD, & DISCLAIMER signed by both parties prior to the inspection.

The vessel was carefully examined and tested in reasonably accessible places of the main strength members, the hull, deck, and cabin arrangement, by percussion sounding, scraping, and visual inspection. A moisture Meter (Tramex) was not used. A limited external engine inspection was performed and if deficiencies were discovered, a full mechanical survey was scheduled. The owner/owner's representative indicated, to the best of their knowledge, the vessel has experienced no major hull damage or sinkings. A Sea Trial was performed with the purchaser in attendance. The undersigned did not attend. The weather was dry and hot.

So far as could be determined by the above method of inspection, the vessel appears to be in good structural condition, normal wear and tear expected, with the exception any deficiencies noted in the survey report. It is the opinion of the undersigned that her hull and equipment will be in satisfactory condition for - cruising the waters of the Pacific Northwest when equipped, proper seamanship used, the recommendations are complied with, and the non-standard conditions corrected. She is intended for use as a private recreational vessel.

CONDITION:

GOOD

VALUATION

ESTIMATED FAIR MARKET VALUE \$ «» US\$ AS IS
«»Thousand Dollars

ESTIMATED REPLACEMENT VALUE (NEW) \$ «», 000.00 US\$
«»Thousand Dollars

Signature _____
Lynne H. Reister, AMS®

August 3, 2005,
Date

Based upon the following sources:
BUC, NADA, ABOS, Current Local Yachting Publications, Internet Resources
and the Surveyor's knowledge and experience.

SAFETY EQUIPMENT

FEDERALLY REQUIRED SAFETY EQUIPMENT

• *Federally REQUIRED* •

SHIP'S PAPERS State Registration Form Aboard?: None Observed USCG Vessel Documentation Form?: Yes, not current

PERSONAL FLOTATION DEVICES (LIFE JACKETS): 9- Type II (Adult)
THROWABLE (TYPE IV) 2 cushions
FIRE EXTINGUISHERS 2 Kidde Dry Chem AB & 1 Fire Control BC
VISUAL DISTRESS SIGNALS <<>
SOUND PRODUCING DEVICE HORN(S) – 1 Canister (AIR) & 1 DC Electric
 BELL – None

NAVIGATIONAL LIGHTS
 Side Lights <P/S> All-around Yes Other _____ International Yes

PLACARDS: "DISCHARGE OF OIL PROHIBITED" <Yes / No> **"TRASH DISPOSAL (MARPOL ANNEX (V))"** <Yes / No>

FCC STATION LICENSE (IF VHF RADIO) <<> **FCC OPERATOR'S LICENSE** <None Observed>

EQUIPMENT APPLICABLE TO VESSELS WITH GASOLINE POWERED MACHINERY

BACKFIRE FLAME ARRESTOR	Yes	WARNING AT HELM	<YES/NO/N/A>
VENTILATION	Yes	POWER EXHAUST BLOWERS	Yes
FIXED FIRE EXTINGUISHING SYSTEM IN ENGINE COMPARTMENT			<YES/NO/N/A>

ADDITIONAL APPLICABLE TO VESSELS OVER 39.4'

WASTE MANAGEMENT PLAN (Vessels OVER 39.4') N/A

RULES OF The ROAD, CHART #1 (Vessels OVER 39.4') N/A

• *OTHER (Optional) SAFETY EQUIPMENT* •

*Not on board at time of survey

BOAT HOOKS	<u>One</u>	BOATS	<u>?</u>
EPIRB	<u>None</u>	LPG MONITOR: DETECTOR/ALARM	<u>N/A</u>
FIRE ALARM	<u>None</u>	SMOKE DETECTOR / CO DETECTOR	<u>No/Yes</u>
M.O.B. POLE	<u>None</u>	HIGH BILGE WATER ALARM	<u>None</u>
FIRST AID KIT	<u>None Observed</u>	SEARCH LITE / RADAR REFLECTOR	<u>None/None</u>
LIFE RAFTS	<u>None</u>	DC (DAMAGE CONTROL) PLUGS	<u>None Observed</u>

EXTRA PARTS (Engine, Generators, Hoses Belts, Etc.) <<>

BASIC NAVIGATIONAL AID INFO./CHARTS, ETC. <<>

FINDINGS AND RECOMMENDATIONS

Note: * The resolution of the findings which are asterisked (*) are considered critical to the safe operation of the vessel, and those aboard. The surveyor's AMS# is marked on the hull affirming their inspection of this vessel.

APPENDIX: PHOTOGRAPHIC SUPPORT

There may be additional comments and/or recommendations for action in the Appendix.

- 1) **Findings:** Some of the Federally Required Equipment was found aboard, with the exceptions as follow;
PFDs: One bag of 5 PFD's has a corroded zipper and will not open. Replace the bag or discard bag.
Fire Extinguishers: All fire extinguishers shall be mounted. They shall be tested and tagged annually.
Distress Signals: The proper number and types of flares were aboard but expired; RENEW, OBTAIN & POST.
Garbage Placard: There was no placard "Garbage Disposal/Pollution Prevention (MARPOL, ANNEX V)
Navigational Light: «»
MSD-Marine Sanitation: The MSD installation «does / does not» meet the regulations.
(33 CFR 175 Subpart C, 46 CFR 25.30-10 and NFPA 302 - Chapter 10)

Recommendation:

Supply and Maintain on Board the following; (Refer to the USCG Brochure enclosed with this survey report)
All the federally required Safety Equipment as outlined in the above publication for a vessel of the length described herein.

- 2) **FOUND:** The lighted rocker switched on the upper electrical are very hot to the touch. Three switches don't light. The temperature readings on the lighted switches are as follows:
- Potable Water 135.1
 - Refrigerator 134.1
 - Overhead light 135.5
 - V berth light 82.
 - Mid Cabin light No light.
 - Indirect light 76.7
 - Acc. 71.2
 - Battery Condition No light.
 - FWD bilge 133.9

Recommended: Explore further for increased high voltage resistance or other cause. Repair immediately.

- 3) **FOUND:** The Carbon Monoxide detector did not test-operable.

Recommended: Repair or replace.

- 4) **FOUND:** There was no current State registration document aboard the vessel as required. The original USCG Vessel documentation aboard is not current: Button for OIB DISC. Is not labeled.

Recommended: Assure the vessel's registration is aboard. Provide a current copy of the Federal Document.

- 5) **FOUND:** The battery installation does not comply with the Federal Regulations.

- No acid containment.
- No terminal protection.

33CFR

Recommended: Re install to fully comply with Federal Regulation; add terminal protection & acid containment.

OBSERVATIONS, NON-STANDARD CONDITIONS

Maintenance Suggestions:

- 1) The vessel and her equipment were found in average condition, very clean and orderly. There was some miscellaneous ship's equipment aboard. The interior carpet and wall covering have stains. Clean or renew at the owner's option.
- 2) The dinette upholstery is newer.
- 3) The wet bar in the cockpit has no plumbing to the faucet. Replace and prove operable as desired.
- 4) The light fixture above the dinette is partially disassembled bulb and cover removed. Its condition is not known. Owner shall repair and prove operable.
- 5) Electrical: There are no GFCI receptacle's aboard. They should be installed first in line in each circuit, at the galley, and toilet compartment.
 - Clean refrigerator and replace the rusty rack.
 - Repair the screens on the deck latches.
- 6) There is a 9' Zodiac Tender reported on the "spec sheet"; it was not present at the time of inspection. The broker report it will be delivered.
- 7) The lock for the companion way door is broken. A padlock arrangement has been incorporated, using holes drilled through the track to secure the hatch. Repair at owner's options.
- 8) The steering column is adjustable; however, in each position it does not "lock" in place and can shift up as much as 3 inches. Repair as found necessary.
- 9) The stern drive housings are very heavily degraded from stray current corrosion. See mechanical report.
- 10) There is a small area above the waterline of hull damage, a scrape and a gauge, port side at the boot stripe amid ship. Moisture readings at the gauge are higher where a rough epoxy repair has been made. Observe overtime. Repair at owners options.

Comments:

- 1 Further Inspections and Repairs: When further inspections and repairs are recommended, they should be made to the current Federal Regulations and/or professional marine industry standards by competent professional and qualified craftsmen, and when applicable, to any manufacturer's recommendations. A prudent purchaser would obtain additional inspections and estimates for repairs for consideration in the course of a purchase.
- 2 Through Hull Valves and Hoses: It is the undersigned's opinion and recognized as prudent practice, that all the below-the-waterline through hull valves, with the exception of the cockpit drains, be closed while the vessel is left unattended, dockside or at anchor. Further, any discharge hoses which discharge near or beneath the waterline should be secured in such a way that if the hose clamps fail at any point of attachment above the thru-hull, the hose would remain above the waterline so as to avoid down flooding risk. Likewise, any freshwater shore power connectors should be secured in the OFF position when the vessel is left unattended, to reduce the opportunity for down flooding.
- 3 Carbon Monoxide / Smoke Alarms: Carbon Monoxide detectors are recommended for all boats with enclosed accommodation spaces. Although diesel exhaust does not normally have CO concentration as high as gasoline exhaust, diesel exhaust does produce dangerous levels of CO. Other sources of dangerous amounts of CO are; any open-flame equipment (i.e. stove; as well as nearby boats running generators. This is especially true of boats running air conditioning. Marine CO monitor/alarms meeting the requirements of ABYC A-24, Carbon Monoxide Detection Systems on Boats are relatively inexpensive and easy to install. Smoke alarms have been proven to prevent injury and death.
The undersigned recommends installation of CO DETECTORS and Smoke Alarms on this vessel.
- 4 Safety Equipment: The Federally Required Safety Equipment reflects the minimum requirement. The ABYC recommends additional quantities of the same equipment. Experience and wisdom of the operator/owner/skipper will dictate the additional desired equipment; fire fighting and detection, vapor detection, distress signals, boats or dinghies, recovery and reboarding equipment, throw bags, lighting, ground tackle, first aid, medications and prescriptions, communication devices, and others. A prudent owner/operator would exercise careful consideration in the selection of additional safety equipment suitable for their vessel service and intended use and the needs of those aboard; such as smoke/fire alarms.. If the Bitter End of the anchor rode was not observed, the anchor chain and rode should be payed out onto the dock, measured, marked and the Bitter End and the anchor shackle ends proven securely attached before paying out the anchor at sea. The undersigned recommends a spare anchor and rode be supplied onboard if there are not two anchors of appropriate size for this vessel aboard and at ready.
- 5 Ship's Papers: It is a good idea to retain original / copies of all important ships papers at a safe shore side location. With the exception of the official papers of which Original are required to be retained aboard, i.e.: State Registrations and USCG Official Documentation.
- 6 Equipment: All equipment should be demonstrated in operable and serviceable condition to the buyers satisfaction, should that not have been fully accomplish due to circumstances at the survey inspection, i.e., Outboard motors, equipment not present at the time of the survey but included as part of the sale, etc.
- 7 Shore-side Pressure Water Connections: Should this vessel be equipped with shore side pressure water connection, the undersigned recommends that the shore power water be TURNED OFF at the dock, prior to leaving the vessel unattended.
- 8 Further COMMENTS and RECOMMENDATIONS may be found in the **APPENDIX: PHOTOGRAPHIC SUPPORT.**
- 9 Vessel owner's manual was found aboard. Underbody with a good quality underbody. Paint dependent upon WATERS were vessel will operate.
- 10 A separate mechanical inspection will be accomplished July 29, 2005 by [REDACTED]. His report will serve to reflect the current condition of the mechanical & associated systems and will stand alone.

THERE WERE AREAS WITH LIMITED OR NON - ACCESSIBILITY:

No remarks can be made to regarding the condition of the hull or machinery in these areas.

- Behind, beneath and outboard of all tankage.
- Behind and outboard of all ceiling and liners above the floorboards and berths.
- Behind, above, below and outboard of cabin and deck headliners.
- Behind, above, below and outboard of all cabinetry, built in machinery, equipment and appliances and applied decorative attachments.
- Beneath the engine and oil pans and outboard of the engine(s).
- Areas obscured by any personal belongings and equipment aboard during the survey.
- Beneath the anchor chain and rode in its storage area, if not easily removed.
- Areas beneath the floors obscured by the vessel's construction method.
- All areas with normally restricted access.
- All areas obscured by yard blocking, jack stands, lifting straps, structural parts of marine ways and any exterior attachment.

VESSEL DETAIL

HULL INFORMATION

Material / Construction / Type:	Fiberglass
Hull Strengtheners -Longitudinals, Floors, Etc.:	Molded in
Deck (Beams, etc.):	FRP
Hull to Deck Joint Type and Fastenings:	Overlapped and glassed
Bulkheads / Watertight Bulkheads:	Liner and molded in or plywood/None with fabric or laminate.
Ceiling:	Fabric & laminate
Fastenings:	Stainless Steel where observed
Keel, Keel Bolts (Sailboats):	N/A
Sheer Line:	“Fair to the Eye”
Hull Protection: Rub Strake / Fender(s):	None/secure
Hull Colors:	White with blue accents
Cathodic Protection (Bonding):	None observed
Damage or Repairs Noted:	None noted or stated
Date of Last Haul Out:	Unknown
Age / Condition of Underbody Paint:	«»
Remarks:	«»

MACHINERY AND PROPULSION

SEE MECHANICAL REPORT

Main Engine(s): Twin OMC Model: Stern Drive	HP: 290 RPM: «»
Serial Numbers: 428/426	Main / Port Engine: «» Starb’d Engine: «»
Fuel: Gasoline	Drive: Stern
Fuel Lines: Approved	Marine Gear: N/A Ratio: «» : «»
Fuel Filters: Primary - Yes Secondary - «»	Oil Filters: Spin on
Cooling System: Freshwater with heat exchanger	Muffler: «»
Exhaust System: Wet Exhaust «»	Age of Engine: Unknown. Appear original
Engine Mounts: Type / Condition:	«»

Raw water Strainer: A Groco

Raw Water Pump: Integral to the engine.

Engine Room Ventilation: Natural flow and blower

Engine Room Condition: Generally clean

Engine Beds: Molded FRP

Oil Pans: None

Cruising Speed: 20 knots

Cruising Range: N/A

Fuel Consumption: 1.5 GPH @ 8 Knots

Engine Controls: Morse type-dual

Engine Hours: unknown

Gauges:

Lower Helm RPM 2 Temp 2 Voltage 2 Oil Pressure 2 Fuel 2

Flying Bridge RPM << Temp << Voltage << Oil Pressure << Fuel <<

Attached Units:

Alternators

Steering: Hydraulic

Steering Stations: One

Autopilot:

Self Steering: None

Rudder: N/A

Rudder Housing: N/A

Shaft Size(s) and Material(s): N/A

Stern Bearing(s): N/A

Shaft Coupling Wired?: N/A

Spare Props: None observed

Maintenance Log Aboard: None observed. Provide Engine manual aboard for OMC Cobra & King Cobra Stern drives.

Ship' Log aboard?: None observed

FUEL TANKAGE

Number / Material / Capacity:

2 aluminum/150 gallons

Location / Condition / Securement:

Forward engine space

Fuel Fills Grounded (Gasoline):

Yes

Age of tanks:

Appear original

Proper Labeling (Gasoline Installations):

Yes

ENGINE COMPARTMENT THRU HULL CONNECTIONS, FITTINGS AND VALVE

Shaft Logs / Packing Glands: N/A
Rudder Stuffing Boxes: N/A
Raw Water Intakes: N/A

THROUGH HULL CONNECTIONS, FITTINGS, VALVES, ETC.:

Toilet Compartment -

Heads: **Intake:** Bronze Thru-Hull with Bronze Ball valve
Discharges(s): To holding tank

Sink Discharge(s): To Above the waterline fitting with NO VALVE.

Shower(s) Discharge(s): To sump and then overboard with NO VALVE.

Galley Sinks Discharge: To Above the waterline fitting with NO VALVE.

Salt Water Intake / Wash Down, etc.: **Intake:** Bronze Thru-Hull with Bronze Ball valve
Wash Down: N/A

Bonding System on Through Hull Fittings: No **Tested for Continuity:** No

FRESH WATER SUPPLY AND PLUMBING

Tankage #/ Material / Capacity: 1/polystyrene/35 gal US

Location / Condition / Securement: Beneath forepeak berth

Plumbing Material: Plastic

Pressure Water: Yes

Other Pumps: (salt water, wash down, etc.) Wash down on back deck in shower compartment

ELECTRICAL SYSTEMS (CFR 33ABYC – E 11)

D.C. System: **Volts:** 12VDC **Circuit Protection Devices:** Breakers and Fuses

Batteries (Number, Type, etc.): 3 flooded

Location: Engine space

Ventilation: Natural Flow and blower

Age of Batteries: Not known
Terminal Protection: None **Secure:** Strapped down
Acid Containment: None **Grounded System:** Yes
Battery Selector Switch(s): **Banks:** N/A
Battery Isolating Switch: None observed
Battery Charging Unit: XANTREX Model TC 20 Multi Stage
Accessory Connectors - Cigarette Lighter type: One

A.C. System: 120 Volts **Circuit Protective Devices:** Breakers & fuses
Types of Wiring: Marine grade insulated stranded copper
Power Distribution Panel: Manufacturers installation
Receptacles: Household type **GFCI Protected?:** No

SHORE POWER

2-30 AMP
Reverse Polarity Indicator: None
Connectors: 2-30 AMP Marine on port house side Weather tight
Galvanic Isolator: None observed **Galvanic Corrosion Protection System:** «»
Cords: 1 # 25' Cord **Adapters:** None observed
Grounded: Yes

ELECTRONIC & NAVIGATION EQUIPMENT

VHF Radio(s): 1 Standard Horizon-Eclipse +
GPS Unit / Plotter: Lowrance Digital Global Map 1000 S/N DGPS 8001584

Radar Unit: Furnuno 16 mile S/N 2387-2462
Depth Sounder(s): Lowrance Digital
Compass(s) -1 and Brand: Ritchie *Deviation Card aboard?* No

VESSEL BILGE PUMPING SYSTEMS

Bilge Pumps (Type, Capacity, Location, Etc.,) 2-Atwood in bilge & aft engine compartment. SAHARA-Model S1100
Manual Bilge Pumps: none
EMERGENCY DEWATERING PUMPS none

Will bilge pumps operate when all panel switches and battery selector are to the OFF position? No

IMPORTANT / ESSENTIAL FOR SAFE VESSEL OPERATION

Ground Tackle:

Anchors: 1 Bruce anchor (reported)
RODE: Line and Chain: Rode is all line
Bitter End Secured to Vessel: Not observed
Cut-Away Line at Bitter End: None
Anchor to Shackle Connection: Not observed
Anchor Windlass / Drive: Lowance - vertical (operable)
Remarks:

Anchor Light: Yes
Deck Lights: Light in arch
Masts / Arches: No mast/Radar arch
Life Lines: None
Railings (Exterior / Interior): Hand rails on exterior only

EMERGENCY EGRESS:

Main salon: 2 Round deck hatches and aft door to port to the cockpit »
Foredeck Hatch: 1 Round hatch
Other staterooms: N/A

EMERGENCY REBOARDING:

Swim platform and Ladder?

VENTILATION:

Yes

Opening Portlights:

Windows, Fans, etc.:

2 Oval in forepeak

One opening window to starboard

AMMENITIES:

Stovetop: ORIGO 4300E

Appears newer Energy Source Electric/AC & alcohol

Stove / Oven:

Energy Source «»

Microwave: SAMSUNG

Compact

Refrigerator: NOVA KOOL

With small freezer

Other:

Cruise-Air – air conditioner not tested..

Remarks:

Shore power water pressure

Number of Toilet Compartments:

1

Toilets: Number and Type

VACUFLUSH, Electric marine

Showers:

Handheld in toilet enclosure and aft deck shower

Holding Tank Information:

Capacity: 10 Gallons US (estimate)

Deck Pump Out: Yes

Overboard Discharge: Yes

Macerator: Yes

Vessel Heating Systems:

None

Portable AC Heaters:

2 West Marine portable heaters

Dehumidifiers:

None observed.

ADDITIONAL EQUIPMENT ABOARD:

- Full camper enclosure
- Cockpit cushions
- PNASONIC AM/FM/CD with speakers in interior and cockpit
- Cockpit table
- Re-boarding ladder
- Canadian flag

Summary

In accordance with the request for a marine survey of the vessel “ ” for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on, July 28 & 29, 2005, was found to be a well constructed, appointed, and comfortable vessel. Other than the discrepancies noted in the body of the report, the “ ” is considered to be *“Fit For Its Intended Service and Suitable For Its Intended Use”* of a vessel with Recreational Cruising in the waters of the Pacific Northwest.

Surveyor’s Certification

I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.
- My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.
- I have made a personal inspection of the vessel that is the subject of this report.

The report is submitted without prejudice and for the benefit of whom it may concern.

ATTENDING SURVEYOR _____

Lynne H. Reister
Accredited Marine Surveyor

July 28 & 29, 2005

Date

Membership/Affiliations

- SAMS – Society of Accredited Marine Surveyors, AMS®
- ABYC – American Boat and Yacht Council
- NYBA – Northwest Yacht Brokers Association
- ASTA – American Sail Training Association
- IAMI – International Association of Marine Investigators, CMI®
- NMTA – Northwest Marine Trade Association

THE ONLY TRUE COPY OF THIS SURVEY REPORT IS THAT WITH THE SURVEYORS EMBOSSED DECAL AND WET SIGNATURE

Notice to the Survey Purchaser

This report is issued without prejudice, solely for the use of the below signed purchaser, any other unauthorized use by others may be unlawful. Subsequent updating and transfer of this survey report is solely the right of the surveyor. This report should be considered as an entire document. No single section is intended to be used except as part of the whole. Electronic copies of this document are protected. Should the Purchaser of this survey desire to sell or otherwise consign this report to another party, the undersigned surveyor, with authorization of the report purchaser, reserves the right to provide services, for a fee for consultation or any onboard service to the person in receipt of the report.

This survey report is based on the professional opinion of the individual marine surveyor, the BUC Research compilation of data of like kind boats in the market place, and represents the surveyor's opinion and knowledge of local marine market conditions. This survey report is issued subject to the condition that neither the surveyor nor his employing firm are to be held liable for errors of any kind. This includes any omission, negligence, inaccuracy, misrepresentation, or misstatement in this report, or in his performance as a marine surveyor. This report is only a statement of opinion and describes the vessel on the day and time it was surveyed only, is neither a guarantee nor a warranty of the present or future condition of the vessel, its hull, machinery, unforeseen or undetected damages, or other conditions that may exist.

The contents of any enclosures or attachments referred or included with this report shall be 'included by reference'.

The terms as described in the Work Order - REQUEST FOR VESSEL SURVEY, PERMISSION TO BOARD, & DISCLAIMER signed by both parties' stands as the terms of this survey inspection

The use of this report for any purpose shall indicate the purchaser's acceptance of the above conditions.

OFFERED: _____ «», 2005
Lynne H. Reister Date
Accredited Marine Surveyor

ACCEPTED: _____ 2005
«Mr./Mrs./Ms.» Date

ACCEPTED: _____ 2005
«Mr./Mrs./Ms.» Date

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) AND OTHERS ORGANIZATIONS HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY. THIS WAS A LIMITED INSPECTION, BY TIME AND REQUEST. THE PERMISSION TO BOARD, REQUEST FOR A MARINE SURVEY & DISCLAIMER SIGNED BY THE CLIENT AND THE UNDESIGNED IS INCLUDED HERE BY REFERENCE. ONLY THE APPLICABLE, AND BY NO MEANS IS IT REPRESENTED THAT EACH AND EVERY STANDARD AND/OR PRACTICE WAS REVIEWED AT THIS INSPECTION.

SHOULD THIS VESSEL BE INSPECTED BY THE UNDERSIGNED AT ANY FUTURE TIME, INFORMATION FROM THIS INSPECTION AND REPORT MAY BE UTILIZED TO PROVIDE INFORMATION.

THE UNDERSIGNED RESERVES THE RIGHT TO AMEND OR OTHERWISE MAKE ADDITIONS TO THIS REPORT WHEN ANY RELEVANT INFORMATION IS PRESENTED. THE ONLY TRUE COPY OF THIS SURVEY REPORT IS THAT WITH THE SURVEYORS EMBOSSED DECAL.

APPENDIX: PHOTOGRAPHIC SUPPORT

PLEASE NOTE: there may be comments or recommendations for action in the photographs below.

