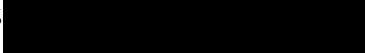


Marine Survey Report

#5 – 3604

on the

Classic Yacht

“”

on

June 8th & July 28th, 2005

For

Condition & Valuation

Survey Effected For:



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Conducted By:

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Lynne H. Reister, AMS®, SAMS®

VESSEL SURVEY INFORMATION

DATE OF SURVEY _____ June 8 & July 28, 2005

SURVEY LOCATION _____ Seattle, WA. USA

SURVEYED BY _____ LYNNE H. REISTER, AMS®

TYPE OF SURVEY _____ CONDITION AND VALUATION

NAME OF VESSEL _____ [REDACTED]

YEAR/MAKE/MODEL OF VESSEL^^ _____ 1959/Chris craft/Commander

OVERALL VESSEL CONDITION _____ VERY GOOD

ESTIMATED FAIR MARKET VALUE _____ \$ 28,000.00

ESTIMATED REPLACEMENT VALUE _____ \$ 195,000.00

HULL IDENTIFICATION NUMBER _____ CM-32-437

STATE REGISTRATION NUMBER _____ WN 1390T

STATE DECAL NUMBER/EXPIRATION DATE _____ D083579 Exp. 6/2006

OWNER _____ [REDACTED]

BUILDER^^^ _____ Chris Craft Boats

DESIGNER^ _____ Chris Craft Boats

HULL MATERIAL _____ Wood

L.O.A./L.O.D./L.W.L.^^^ _____ 32' / 32' /

BEAM/DRAFT/KEEL^^^ _____ 11' 1" / 2' 1"

PROPULSION SYSTEM _____ Twin inboards

FUEL^^ _____ Gasoline

INTENDED USE/CRUISING AREA _____ PLEASURE / PUGET SOUND AND ADJAUCENT 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.

Lynne H. Reister, AMS®, SAMS®

VESSEL SUMMARY, CONDITION, AND VALUATION

Acting at the request of [REDACTED], [REDACTED], and the undersigned did on June 8 and again on July 28, 2005, attend on board the yacht named "[REDACTED]", while it was out of the water, blocked on the hard at south Park Marina, South Park, Seattle, WA and on July 28th at Des Moines Marine, afloat under cover in Des Moines, WA USA.

Attending the survey were [REDACTED] and [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 recommended. The owner's representative indicated, to the best of their knowledge, the vessel has experienced no major hull damage or sinkings. A Sea Trial was not accomplished. The weather was drizzly and overcast (6-8-05).

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:

VERY GOOD

VALUATION

ESTIMATED FAIR MARKET VALUE \$ 28,000 US\$ AS IS

Twenty Eight Thousand Dollars

ESTIMATED REPLACEMENT VALUE (NEW) \$ 195,000.00 US\$

One Hundred Ninety Five Thousand Dollars

Signature _____
Lynne H. Reister, AMS®

June 13, 2005
Date

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

Lynne H. Reister, AMS®, SAMS®

SAFETY EQUIPMENT

FEDERALLY REQUIRED SAFETY EQUIPMENT

• *Federally REQUIRED* •

SHIP'S PAPERS: State Registration Form Aboard: Yes USCg Vessel Documentation Form: N/A

PERSONAL FLOTATION DEVICES (LIFE JACKETS): 8- Type II (Adult)

THROWABLE (TYPE IV) 2-Cushion 2 Rings

FIRE EXTINGUISHERS 5 Kidde ABC, Dry Chemical (all gauges "good")

VISUAL DISTRESS SIGNALS Full Orion Kit: 3 Red flares, 1 orange, 12 mm gun with 3 shell flags

SOUND PRODUCING DEVICE HORN(S) – 2 Trumpets (removed at time of survey)
BELL – Yes (Brass- original)

NAVIGATIONAL LIGHTS
Side Lights P/S All-around Yes International Yes

PLACARDS: "DISCHARGE OF OIL PROHIBITED" No "TRASH DISPOSAL (MARPOL ANNEX (V))" No- See findings

FCC STATION LICENSE (IF VHF RADIO) WAT749 **FCC OPERATOR'S LICENSE** None Observed

EQUIPMENT APPLICABLE TO VESSELS WITH GASOLINE POWERED MACHINERY

BACKFIRE FLAME ARRESTOR	Yes	WARNING AT HELM	Yes
VENTILATION	Yes	POWER EXHAUST BLOWERS	Yes
FIXED FIRE EXTINGUISHING SYSTEM IN ENGINE COMPARTMENT			Yes

ADDITIONAL APPLICABLE TO VESSELS OVER 39.4'

WASTE MANAGEMENT PLAN (Vessels OVER 39.4') None Observed. See Rec. #1 / N/A

RULES OF The ROAD, CHART #1 (Vessels OVER 39.4') None observed

• *OTHER (Optional) SAFETY EQUIPMENT* •

*Not on board at time of survey

BOAT HOOKS	2	BOATS	None observed
EPIRB	None	LPG MONITOR: DETECTOR/ALARM	N/A
FIRE ALARM	None	SMOKE DETECTOR / CO DETECTOR	No/No
M.O.B. POLE	None	HIGH BILGE WATER ALARM	None observed
FIRST AID KIT	Yes	SEARCH LITE / RADAR REFLECTOR	None/None
LIFE RAFTS	None	DC (DAMAGE CONTROL) PLUGS	None Observed

EXTRA PARTS (Engine, Generators, Hoses Belts, Etc.) A lot of supplies neatly stored.

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.

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;
Fire Extinguishers: 3 of the extinguishers are newly purchased.
Distress Signals: The proper number and types of flares were not aboard.
Garbage Placard: There was no placard "Garbage Disposal/Pollution Prevention (MARPOL, ANNEX V)
Discharge of Oil Placard: None observed-Post
MSD-Marine Sanitation: The MSD installation does meet the regulations.
(33 CFR 175 Subpart C, 46 CFR 25.30-10 and NFPA 302 - Chapter 10)

Recommendation:

Supply and maintain onboard 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. Add the two placards and post.

- 2) **FOUND:** Fasteners were sampled while the vessel was on the hard. A few stainless steel fasteners were found where a repair had been made to the transom. These fasteners were removed and renewed with bronze to match galvanically, the hull fasteners. The fasteners drawn for inspection were in good general condition with no galvanic activity and very minimal wastage. Add 7 (seven) fasteners were drawn from the following areas: stern band, garboard (port & starb'd amidships), by raw water intake port, water line, transom and plank butt.

OBSERVATIONS, NON-STANDARD CONDITIONS

- 1) The vessel and her equipment were found in average condition, generally/very clean and orderly. There was customary ship's equipment aboard. First, and foremost this charming vessel is a real "head turner" and more importantly has had, and continues to have had meticulous care and maintenance. The owner's have attended to her every need. She was recently dry docked on the hard where extensive maintenance, repairs, and renewals were in progress. The under signed attended during that period to review the owner's plans and witness the progress.

Examples of items accomplished:

- Small repair to transom and re varnishing
 - All new exhaust for engines from exhaust to transom.
 - All hoses beneath the water line double clamped.
 - New 25 gallon water tank installed.
 - New finishes, paint, varnish and hardware re-chromed and many other items.
- 2) The bilges are spotless and DRY throughout.
 - 3) Engines were rebuilt in April of 2003. New hour meters were added at that time.
 - 4) The H.I.N. on the dinghy has only eleven digits, it should have twelve. Simply a none standard condition stated here for the record. It was checked and rechecked.
 - 5) At the plank butt on starboard forward underbody beneath and aft of the two bronze through hull fitting, there is some slight softness of the plank surface here; monitor overtime. Make repairs if found necessary.

Lynne H. Reister, AMS®, SAMS®

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 accomplished 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 A water heater (ISOTEMP) is aboard ready to install (4 gallon).

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:	Wood-Mahogany/Plank on frame construction, underbody is double diagonally planked.
Hull Strengtheners -Longitudinals, Floors, Etc.:	
Deck (Beams, etc.):	Plywood
Hull to Deck Joint Type and Fastenings:	Bronze quilting screws & bronze screws, (see observations)
Ceiling:	Varnished and/or painted plywood with some wallpaper
Keel, Keel Bolts (Sailboats):	Solid Mahogany, no worm shoes-bronze stem band.
Sheer Line:	“Fair to the Eye”
Hull Protection /Rub Strake / Fender(s):	Aft quarter wood rub strobes each expecting a new stainless steel guard white topsides, house and deck.
Cathodic Protection (Bonding):	6”x12” zinc bolts on transom, new zinc to be applied. Bonding wires are de connected at this time
Damage or Repairs Noted:	See comments
Date of Last Haul Out:	2 years ago. Fasteners were reported drawn at last lift out.
Age / Condition of Underbody Paint:	Unknown
Remarks: Very Good	The underbody is being re painted at this lift out.

MACHINERY AND PROPULSION

Main Engine(s): Twin Chevy	Model: 350	HP: 260	RPM: 4000
Fuel: Gasoline		Drive: direct	
Fuel Lines: Yes		Marine Gear: Paragon Manual	Ratio: 2: 1
Fuel Filters: Primary - Sierra		Oil Filters: Spin on	
Cooling System: Freshwater with heat exchanger		Muffler: Veratone	
Exhaust System: Wet Exhaust		Age of Engine: Unknown, appears original	
Engine Mounts: Type / Condition:		Solid Steel/Good, Stable	
Raw water Strainer: 2 Groco Flast		Raw Water Pump: Integral to the engine.	
Engine Room Ventilation: Natural flow & blowers.		Engine Room Condition: clean, orderly	
Engine Beds: Dry & Secure		Oil Pans: None	
Cruising Speed: 15 knot		Cruising Range:	
Fuel Consumption: 10 GPH @ 10 Knots			
Engine Controls: Morse			
Engine Hours: Main / Port: old=1308.8 new=135.5 Starb'd: old=1342.7 new=134.9 by gauges, not confirmed			
Gauges:		RPM <u>Y</u> Temp <u>Y</u> Voltage <u>Y</u> Oil Pressure <u>Y</u> Fuel <u>Y</u> Dipstick	
Attached Units:		2 alternators	
Steering: Cable to rod		Steering Stations: One	
Autopilot: None		Self Steering: None	
Rudder: Pair of bronze spades		Rudder Housing: Wood	
Shaft Size(s) and Material(s):		Stern Bearing(s): cutlass type in good semi cable	
Strut Bearing(s):		Cutlass type, bronze and rubber	
Strut(s):		Pair of bronze struts	
Propeller Information: 3 blade bronze		Spare Props: 3 blade bronze	
Cathodic Protection for Underwater Propulsion:		To be installed	

Ship' Log aboard: Yes

Maintenance Log Aboard: Yes

Oil Spill Clean up Kit or Supplies:

Yes

Remarks: blocks has reportedly been upgraded to the 350

Maintenance Log Aboard: Yes

FUEL TANKAGE

Number / Material / Capacity:

2/Welded Steel/ 60 each, 120 total

Location / Condition / Securement:

Aft of engines/serviceable

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:

Wood Bronze & flax

Rudder Stuffing Boxes:

Wood Bronze & flax

Raw Water Intakes:

2 Bronze ball valves in engine space, inboard on starb'd in central bilges

THROUGH HULL CONNECTIONS, FITTINGS, VALVES, ETC.:

Toilet Compartment -

Heads:

Intake: Bronze Thru-Hull with Bronze Ball valve

Discharges(s): Bilges to holding tank

Sink Discharge(s):

To Above the waterline fitting 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: No

Bonding System on Through Hull Fittings: Not at this time

Tested for Continuity: N/A

FRESH WATER SUPPLY AND PLUMBING

Tankage #/ Material / Capacity:

1/steel/25 gall (to be renewed to 35 gal)

Location / Condition / Securement:

Beneath V berth/good hose/good

Plumbing Material:

Marine hose

Fresh Water Pump:

Shuffle pumps

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Pressure Water: Yes
Accumulator: Yes-main bilge
Other Pumps: (salt water, wash down, etc.) None

ELECTRICAL SYSTEMS (CFR 33ABYC – E 11)

D.C. System:

Circuit Protection Devices: Knife switches **Volts:** 12VDC

Batteries (Number, Type, etc.): 4 Trojans

Location: Central bilge between engine
Ventilation: Natural Flow and blower
Age of Batteries: 2.5 yrs
Terminal Protection: Complies **Securement:** Complies
Acid Containment: Boxes (3) **Grounded System:** Yes, to engine block
Battery Selector Switch(s): 2 Perko **Banks:** 2
Battery Isolating Switch: No
Battery Charging Unit: Newmar
Accessory Connectors - Cigarette Lighter type: One

A.C. System:

Circuit Protective Devices: Breakers

Power Distribution Panel: Marine grade wire

Receptacles: Household type Yes

SHORE POWER

GFCI Protected?: Yes in each circuit

Reverse Polarity Indicator:

Connectors: Marinco Yes

Galvanic Isolator: Yes Yes– Weather tight

Cords: #2 25' each Cord

Galvanic Corrosion Protection System: «No»

Grounded: **Adapters:** 30 to 20, 50 to 30

ELECTRONIC & NAVIGATION EQUIPMENT

VHF Radio(s): #2 President Model 718 West Marina VHF 100 H/N
GPS Unit / Plotter: GARMINMAP 75 handheld Chart Plotter
Radar Unit: FURNUO Model 1622
Depth Sounder(s): Standard Horizon w/ Alarm
Compass(s) - 1# and Brand: Ritchie 4" *Deviation Card aboard?* Yes Dated: 1988
Other Electronics: ENSIGN-Engine synchronizer, LANDMARK-knot meter
Remarks: Pair of walk about-walkie talkies

VESSEL BILGE PUMPING SYSTEMS

1 Shurflo DC diaphragm with switch floater
Bilge Pumps (Type, Capacity, Location, Etc.,) 2 1-Rule with float switch forward bilge in Salon
Manual Bilge Pumps: None
EMERGENCY DEWATERING PUMPS None fwd bilge

IMPORTANT / ESSENTIAL FOR SAFE VESSEL OPERATION

Ground Tackle:

Anchors: 1-Danforth and 1 Bruce
RODE: Line and Chain: 15' Galvanized chain & 3 strand line 200'
Bitter End Secured to Vessel: Yes and spare rode
Cut-Away Line at Bitter End: Yes
Anchor to Shackle Connection: Not connected
Anchor Windlass / Drive: None
Remarks: <>

Anchor Light: Yes
Deck Lights: None
Masts / Arches: Single mast on foredeck
Life Lines: N/A

EMERGENCY EGRESS:

Main salon: Aft door & side windows
Foredeck Hatch: Yes
Other staterooms: N/A

EMERGENCY REBOARDING:

Reboarding ladder? Yes
Swim platform and Ladder? Yes

VENTILATION:

Windows, Fans, etc.: Yes, sliding/fan

AMMENITIES:

Stovetop: ORIGO 3000 Energy Source alcohol
Refrigerator: NOVA KOB B Approx 4 CF
Freezer: Integral to refrigerator
Ice Box: none
Ice Maker: none
Compactor: None
Dishwasher: None
Other: Coffee Maker (Mobitherm)
Remarks:

Number of Toilet Compartments:

Toilets: Number and Type 1-Raritan Marine/Manual PHII
Showers: None

Holding Tank Information:

Capacity: 20 Gallons US (estimate) **Material:** Plastic

Deck Pump Out: Yes to port

“Y” Valve(s): Yes, in toile compartment

Overboard Discharge: Yes **Secured:** «» **Macerator:** No

Vessel Heating Systems:

Force 10 wall heater (bulkhead mounts)

Energy Source: Kerosene

Portable AC Heaters:

West Marine floor heater (AC)

Dehumidifiers:

None observed

Propane System Compliance:

No LPG aboard

ADDITIONAL EQUIPMENT ABOARD:

- Brass Clock»
- Brass Barometer
- Large Brass Clock with a tide table
- full galley supplies
- Water pik (fresh water fitted)
- Dinghy-Gig Harbor sailing dingy
- Flexible UNI-Solar Panel-Model USF 32
- Flag pole and American Flag
- Sail & dagger board & 2 oars with a mast
- Coleman Ice chest»
- Brass oil lamp, gumbaled
- Brass hour glass
- Compact coffee maker
- ECO Fan
- Pioneer AM/FM CD wit removable face and 2 speakers-Model P47DHDEH

HIN: RDS025 12191

HIN: RDSO25 12191

NARRATIVE DESCRIPTION:

Mast forward is the chain lock with access in the forepeak compartment. The forepeak compartment has a large “V” berth with storage & water tank beneath. Next, a hanging locker to port.

Moving aft you’re in the main cabin; to port is the fore and aft settees and storage beneath the raised floor beneath the settees. Next is the toilet compartment; self contained with toilet and sink. To starb’d forward is a full length sleeper settee and then, moving aft the small “L” shaped galley with sink, cook top and installed refrigerator. Good access to bilges thought-out.

Stepping up 3 steps you enter the large inviting cockpit. The steering station is to starb’d. There are two captains chairs (portable). There is a full bimini camper enclosure of navy with full zip out sections on sides and aft. There is an aft wart ships settee full with aft. There are good hand holds for boarding.

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 «», 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 is 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 _____ June 8 & July 28, 2005

Lynne H. Reister
Accredited Marine Surveyor

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

Lynne H. Reister, AMS®, SAMS®

Survey Report # 5.3604 on the vessel “ ” on June 8 & July 28, 2005 Page 15 of 17

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.

Lynne H. Reister, AMS®, SAMS®

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.