

REPORT OF MARINE SURVEY

PRE-PURCHASE CONDITION & VALUE of the vessel

"Our Yacht" 1990 Hatteras 52' Cockpit Motor Yacht



PREPARED EXCLUSIVELY FOR:

**John Doe
123 any street
Any town USA 12345**

CONDUCTED BY:

Joe Surveyor, AMS

**on
1/28/2011**

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SURVEY SCOPE & GENERAL INFORMATION

SCOPE OF SURVEY

Report file no: SamplePower.
Vessel Yr/Make/Model: 1990 Hatteras 52' Cockpit Motor Yacht.
Inspection date(s): 1/28/2011.
Date of written report: 1/29/2011.
Conducted by: Joe Surveyor, AMS.
Requested by: This survey was performed at the request of the purchaser, John Doe, who was present at the time of the survey.
Purpose of survey: Assess the overall condition and value of vessel for pre-purchase decision making.
Intended use: Pleasure, Atlantic seaboard coastal cruising.
Vessel surveyed at: Sunshine Marina, Your Town, FL.
How survey conducted: The vessel was surveyed both while afloat & hauled out of the water.
Sea trail: A sea trial was held prior to this survey inspection with the buyer. The attending surveyor was not in attendance. No sea trial results are available.
Electrical systems checked: AC shore power was used to check AC electrical systems. DC power was used to check DC electrical systems.
Moisture checks: The Tramex Skipper Plus moisture meter was used for moisture readings referenced in this report. All moisture readings are comparative to surrounding areas with terms of normal or relatively dry, relatively moist or relatively wet. If delamination is present with above normal moisture readings further testing is advised.

VESSEL CONDITION & VALUE

Condition rating: ABOVE AVERAGE CONDITION.
Estimated fair market value: \$ 426,000.
Estimated replacement cost: \$ 1,240,000.
NOTE: *The overall vessel condition and value was established after a complete inspection of stated vessel, the results of which are included in this report of survey. The estimated fair market value and replacement cost includes all listed auxiliary equipment. See "Condition & Value Summary" section for additional details.*

SURVEY REQUESTED BY

Client name: John Doe.	Street address: 123 Any street.	City/State/Zip: Any town USA 12345.
Business phone: 123 456-7890.	Cellular phone: 123 456-7899.	

VESSEL INFORMATION

Vessel Yr/Make/Model: 1990 Hatteras 52' Cockpit Motor Yacht.
Vessel name: Our Yacht.
Hailing port: Ft. Lauderdale FL.

Hull ID number (HIN):



HATxxxxxB090 - A true digital photograph of the hull ID number of the referenced vessel is shown here. (Modified for Sample Report to protect privacy)

State registration no.:

FL xxxx AA Florida, Expires 2012 (Modified for Sample Report to protect privacy)

Registered owner:

Joe Blow per state registration papers sighted aboard.

NOTE: The vessel registration should be kept aboard the vessel at all times. You will be required to show this document if you are boarded by law enforcement authorities such as the USCG, Sheriff, Fish & Wildlife, Water Patrol etc.

Manufacturer/Builder:

Hatteras Yachts, High Point, NC.

Vessel description:

The 1990 Hatteras 52' Cockpit Motor Yacht is a luxury yacht constructed of fiberglass with an all fiberglass upper bridge and a balsa cored deck. The interior floor plan features three staterooms, main salon, full galley and dinette surrounded by light ash interior paneling. The galley has a full array of modern appliances and the entertainment system includes a TV with DirecTV connection, VCR/DVD, stereo power amplifier and full audio/video control system. There are four reverse cycle air conditioners and an enclosed aft deck that is fully furnished. She also has a fully functional 20KW generator. She is powered by twin Detroit Diesel 8V92TA engines with approx 145 hours since being rebuilt by Williams Detroit Diesel. The "Our Yacht" appears to have had very good care and is above average for her age.

VESSEL SPECIFICATIONS

Type:

Fiberglass, Planing, Modified Vee hull with flat bottom, hard chines and Straight sheer.

Length overall (L.O.A.):

52'11" per BUC Research.

Beam:

16'0" per BUC Research.

Draft:

5'2" per BUC Research.

Displacement:

66,000 lbs, per BUC Research.

Overhead clearance:

Reportedly 16'9" NOT INCLUDING ANY ANTENNAS.

SURVEY STANDARDS

Standards followed:

This survey was completed using as reference the federal regulations and amendments issued and enforced by the United States Coast Guard under the authority of Title 33 and Title 46 of the United States Code of Federal Regulations (CFR's). In addition the American Boat and Yacht Council (ABYC) and National Fire Protection Association (NFPA-302) voluntary standards were used as reference during the survey. These ABYC and NFPA voluntary standard practices are generally followed by most vessel manufacturers today.

SURVEY INSPECTION COMMENTS

Comments:

- All systems and components inspected and described herein are considered serviceable and/or functional except as indicated in the survey report and recommendations section. Electronic devices and instruments were checked for power up only - not for functionality. If a component is not identified in this report, it was not inspected.
- "Priority I Recommendations" are related to Safety & Regulatory findings and are listed in **RED** in the report.

- "Priority II Recommendations" are related to Maintenance & Standards findings and are listed in **BLUE** in the report.
- "Other Recommendations" are findings that are relatively minor in nature and are listed in **GREEN** in the report.
- It is the nature of marine vessels that deterioration, wear and accidents do occur and as such, this report therefore represents the condition of the vessel only at the time the survey was conducted.
- The US Power Squadron offers relatively inexpensive boating safety classes for both new and seasoned boaters and will better prepare any boater for use of a power or sailing vessel on open waters. Many Insurance companies offer premium discounts upon successful completion of these classes. Recommend that you check with your local US Power Squadron office for availability of these classes. Some of the topics covered are:

Advanced Power Boat Handling	Mariner's Compass
Anchoring	Onboard Weather Forecasting
Basic Coastal Navigation	Sail Trim and Rig Tuning
Boat Handling Under Power	Trailing Your Boat
USCG Regulations & CFR's	Knots, Bends and Hitches
Marine Radar	Using VHF & VHF/DCS Marine Radio
How to Use a Chart	Using a GPS

EXTERIOR HULL & BOTTOM INSPECTION

HULL EXTERIOR-SIDES

Construction material:



Hand laid and molded fiberglass with white gel coat surface.

Hull cosmetics:

Excellent condition-Well protected and no severe external scratches chips or abrasions sighted. Hull was polished and clean.

Moisture/Delamination:

All moisture meter readings on side hull near the water line and surrounding thru hull fittings were relatively dry with normal comparative moisture meter readings.

Stem:

Moderate flare- Solid, no cracks on external inspection. Moisture readings relatively Dry. No flare.

Side thru hull fittings:

Bronze mushroom head fittings used for: Cockpit/Deck drains, Bilge/Sump drains, Sink drains, Icebox/Wet bar drains, Vanity drain, A/C discharge drain(s), Generator exhaust. All thru hull fittings are adequately secured and sealed to hull.

Rub rail:

Rub rail is stainless steel. Well secured in good condition with only minor scrapes.

Port Lights:

Port and starboard sides. All secure.

Engine room vents:

Vents are attached and in good condition- no cracks sighted.

TRANSOM

- Transom type:** Shear transom, Well secured, no cracks or defects sighted.
- Moisture/Delamination:** All moisture meter readings on transom and surrounding thru hull fittings were relatively dry with normal comparative moisture meter readings.
- Stress cracks:** None sighted.
- Transom thru hull fittings:** All well secured and functional.
- Swim Platform**



Fiberglass attached, Powered TNT swim platform that is fully functional and includes a remote control. Weaver davits well secured to swim platform.

- Swim/Boarding ladder:** The boarding ladder is stainless steel drop down that is mounted on transom. The ladder is well secured and functional.

HULL BOTTOM

- Construction material:** Molded fiberglass, No cracks or separation sighted on any portion of hull bottom.
- Bottom paint:** Anti-fouling bottom paint appeared fresh and in very good condition.
- Stress cracks:** None sighted.
- Osmotic blistering:** NO evidence of blisters was found on hull bottom during bottom inspection.
- Blister comments:** *Blisters are an unknown factor on all boats and if not currently present, there is no guarantee that they will not appear in the future. Blisters have a tendency to dry out over winter storage unless severe or large. Blisters (if any) best appear after vessel has been in water for an entire season. In addition, the symptomatic evidence of blistering can be obscured by bottom coatings, a dry storage period during which blisters spontaneously depressurize, bottom laminate sanding, and other conditions or actions. Recommend full inspection for blisters immediately after haul-out and power wash. Surveyor has no firsthand knowledge of the history of bottom maintenance, blistering, repairs or prophylactic coatings on this vessel.*
- Moisture:** All moisture meter readings were relatively dry. Random percussion hammer testing on hull bottom showed No apparent evidence of any delamination on hull bottom.
- Grounding damage:** None noted.
- Strainers/Scoops/Screens:** All strainers/screens are well secured to hull bottom. Clear of debris & zebra mussels.
- Transducers:** Transducers for speed and depth are adequately sealed and bonded to the hull.
NOTE: Recommend not painting the speed or depth transducers. Paint can sometimes interfere with their proper function/readout.
- Thru Hull fittings:** Mushroom type bronze fittings for all below water line sea cock locations. Well secured to hull bottom.
- External drain plugs:** *NOTE: Remove drain plug at the end of each boating season after haul out to allow bilge areas to completely drain off. Suggest tying removed drain plug to steering wheel to serve as a reminder when launching vessel in spring that it must be re-installed prior to launch.*

KEEL

Keel type: Tapered stabilizing keel from front to back molded in nearly full hull length.
Keel condition: Keel is well secured and well faired into hull. No cracks or separation sighted at hull to keel joint.

PROPELLER(S)/SHAFT(S) / STRUT(S)

Prop(s) description:



Prop(s) built by Federal Props have five blades and are made of Nibral, prop hub stamped with a diameter of 36" - Pitch not marked. Props are in excellent condition. No bent, chipped or damaged prop blades.

Shaft size / material: Shafts are sized 2 1/2" and made of Stainless steel Aquamet #22. No pitting, cracks or corrosion sighted. Prop shaft(s) do not appear bent.

Strut(s): Two bronze P-Struts per shaft. Struts appear to be in line. Well secured-no separation or cracking sighted.

Cutlass (shaft) bearing(s): Good condition. No play found in cutlass bearing, for either shaft. NOTE: *Monitor condition of cutlass bearing(s) after each haul out and replace if play is excessive or if shaft vibrations are felt when underway.*

RUDDER(S)

Rudder type: Bronze, Spade, Well secured. No abnormal horizontal or fore/aft movement in rudders. No cracks or bending or damage sighted in either rudder.

Rudder alignment/swing: Full rudder swing to both port and starboard shows equal amount of travel.

TRIM TABS, STABILIZERS AND THRUSTER SYSTEMS

Trim tabs: Bennett dual ram hydraulic trim tabs. Power up and function OK. No leaks sighted.

ANODES

Shaft: Collar anode on shaft-Serviceable and secure.

Rudder: Yes, Serviceable and secure.

Anode notes: *Monitor all anodes frequently on hull and underwater equipment and replace when they are no more than 50% wasted. Anodes are normal replacement items designed to protect the running gear from electrolysis. Keep spares aboard vessel.*

TOP DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

Deck Surface:



Molded fiberglass with Balsa core sandwich construction. White gel coat with molded in non skid fiberglass surface. Good condition. Deck is solid under foot, no soft spots discovered and no visible cracks or chips sighted.

- Moisture/Delamination:** Moisture meter readings were all relatively Dry based on random test on top and side decks.
- Anchor platform:** Integrally molded FRP platform with attached anchor roller assembly. Well secured-no cracks sighted.
- Anchor/chain locker:** Below deck accessed from V-berth area. Lines/chain run thru deck pipe.
- Deck pipe:** Stainless steel with hooked/chained cover.
- Windlass:** Galley Maid, Combination Chain/Rope gypsy. Foot controls are operational for raising or lowering anchor. Helm controlled switch is functional for both raising or lowering the anchor.
- Bow pulpit/rail:** Stainless steel, Well secured.
- Stanchions/side rail(s):** Stainless steel, well secured.
- Boarding gate:** Port and starboard sides have boarding gates.
- Toe rail(s):** Molded in, no cracks or separation sighted.
- Cleats & fairleads:** Horn cleats are all well secured to deck and side deck and are functional.
- Grab rail(s):** Sides of fly bridge and well secured.
- Cabin house window(s):** Sliding side windows. Serviceable.
- Windshield:** Large two piece aluminum framed with tapered side panels. No cracks or separation sighted and is well secured.
- Radar arch:** Fiberglass and well secured and housing antennas which are all well secured.
- Scuppers/deck drain(s):** Yes. Drains are clear, hoses secure and drains overboard.

AFT DECK

Construction:



- Sole:** FRP (fiber reinforced plastic) with molded in non skid, with carpet cover. Carpet in excellent condition with snap downs in place.
- Scuppers/deck drain(s):** Yes. Drains are clear, hoses secure.
- Deck equipment:** Sink/Wet bar has, sink is stainless steel w/ cold pressure faucet, Refrigerator(s)/ice maker(s): U-Line ice maker-AC Powered, Refrigerator/Icemaker powers up OK. Rattan sofa and table/chairs with cushions. All in excellent condition.
- Canvas:** Full canvas enclosure with zip out plastic windows, and with zip out screens All

canvas, side curtains and isinglass appeared to be in good condition.
Aft deck fully air conditioned and carpeted.

Other notes:

FLYBRIDGE

Construction material: Fiberglass and well secured, with smoked plastic spray shield. Flybridge top houses all antennas.
Accessed by: Stairs from aft deck area.
Sole: Fibre reinforced plastic with molded in non skid.
Moisture/Delamination: All moisture meter readings on sole were relatively dry with normal comparative moisture meter readings.
Seating: Two adjustable swivel seats at helm. Large L shaped bench seat on side of helm. All seating vinyl in excellent condition.
Canvas: Full Canvas enclosure. Isinglass is in good condition as well as zippers sighted.
Storage: Beneath seats.

INTERIOR HULL & STRUCTURAL INSPECTION

HULL INTERIOR & STRUCTURAL COMPONENTS

Hull to deck joint: Overlap (Shoe box type), Fasteners sighted were stainless steel bolts spaced approximately 6" to 8". Appear secure. Elastomeric compound sighted in hull to deck joint. No leaks sighted thru any part of hull to deck joint area sighted.
Bilge(s): Clean and dry. *NOTE: Whenever you visit your boat, it's good practice to check the bilge area(s) for higher than normal levels of water and proper functionality of the bilge pump(s) or anything else that could be causing trouble.*
Stringers: Hull stiffness provided by FRP covered wooden longitudinal stringers that run the length of the vessel. Complete inspection not possible due to limited access. Stringers were sighted in the engine compartment and under portions of cabin sole and are well glassed into hull where sighted. Stringers sounded with hammer where accessible and appeared very sound. No soft spots, separation, cracks rotting or splitting sighted. Limber holes appear to be adequately sealed where sighted. Stringers checked with Moisture meter where accessible and all readings were relatively Dry.
Bulkheads: Athwartships reinforcement enhanced by structural bulkheads bonded to the hull with FRP (fiber reinforced plastic). All tabbing appears serviceable and sound with no cracks or separation of tabbing sighted in any compartments. No visual evidence of movement sighted in any bulkhead.
Stem: Solid stem, no cracks or separation sighted inside.
Inside of transom: Reinforced. Secure-no cracks or separation sighted.

ALL THRU HULL FITTINGS

Sea valves: Bronze seacock ball valve(s) installed, Sea valves sighted are used for: Engine(s) raw water intake(s), Air Conditioner(s) raw water intake(s), Generator raw water intake, Head raw water flush intake.
Sea valve condition: Sea valves are all functional.
Sea valves piping: Marine rubber covered reinforced hose. Hoses are double clamped. Monitor all hoses periodically and replace if cracks appear.
Sea strainers: Internal strainer(s) installed for engine raw water, generator raw water, Sea strainers are clear of debris.
Transducers: Speed & Depth transducers are adequately sealed. No leakage sighted inside hull.

HELM & NAVIGATION ELECTRONICS

NAVIGATION ELECTRONICS

Helm station:



- Compass(es):** 6" Ritchie Powerdamp, Mounted at upper helm. Appears functional.
- VHF radio(s):** ICOM IC M-422 Mounted at upper helm. Powers up OK, Serial no was not sighted. Unit is built in.
- Autopilot(s):** Raymarine ST8001+ Mounted at upper helm. Powers up OK, Serial no was not sighted. Unit is built in.
- Multi-function instrument(s):** Raytheon Tri Data, Mounted at upper helm. Powers up OK, Serial no was not sighted. Unit is built in.
- GPS:** Raytheon ST60 Mounted at upper helm. Powers up OK and appears functional. Serial no was not sighted. Unit is built in.
- Radar:** Furuno FR-7040D with 12" display, Display mounted at upper helm Powers up OK, Serial no was not sighted. Unit is built in.

ENGINE INSTRUMENTS AND CONTROLS

- Throttle and shift controls:** Separate levers for each engine throttle and shift control. Controls work smoothly.
- Engine room blowers:** Engine room blower(s) power up and are fully functional.
- Engine alarm/Shutdown:** Alarm tested and found functional.
- Engine status:** All engine instruments are OEM. (Original Equipment Manufacturer)
- Panel lights:** All panel lights are functional.

OTHER ELECTRONICS AND CONTROLS

- 12 volt outlet:** Yes-12 Volt outlet located at upper helm tests OK.
- Antenna(s):** Radar, VHF, FM Stereo, GPS, all securely mounted on radar arch.
- Bilge pump switches:** (See bilge pumps section for details on operational status.)
- Courtesy lights:** Functional.
- Fire alarms:** Fireboy Tests Ok.
- High water alarm:** Yes-functional.
- Spotlight controls:** Ray Line. Powers up and turns properly port/starboard/up/down.
- Trim Tabs:** Trim tabs switches are operational and no leaks sighted.
- Windlass control:** Helm controlled switch is fully functional for both raising and lowering anchor.
- Windshield wiper(s):** Two Wipers- both power up.

CABIN INTERIOR APPOINTMENTS

MAIN SALON

Style:



Sole:

Bulkheads/Trim:

Headliner:

Framing Trim:

Water intrusion signs:

Seat cushions:

Side windows:

Curtains:

Salon furnishings:

Light fixtures:

Clock/Barometer:

Washer / Dryer:

Overall interior condition:

Contemporary.

Carpeting installed throughout Carpet is clean.

Padded soft vinyl covered. Clean and unmarred. Well tabbed into hull. No cracks or separation sighted and no evidence of movement in any bulkhead.

Vented vinyl. Clean and well fastened. No tears, splits or stains sighted.

White Ash trim around all doors and counter tops.

No evidence sighted.

Excellent condition-No holes or tears sighted.

Side cabin -slide open windows. Appear serviceable.

Yes, -- blinds, All appear to be serviceable.

L Shaped sofa bed, foot stool, tables.

12 volt cabin lights throughout the vessel, both direct and indirect, 110 Volt lamps also available.

Seth Thomas brass clock, barometer.

Splendide 2000 Combination washer/dryer unit. Model and serial no not sighted--unit built in.

Interior is in overall excellent condition.

ENTERTAINMENT ELECTRONICS

Stereo(s):

On Fly bridge: Kenwood KRC-701 AM/FM with graphic equalizer, Powers up OK and appears functional. Unit is built in and well secured. Serial no was not sighted. Unit is built in.

Speaker(s):

AFT: Guest stateroom: Sony XR7100 with tape player.

Eight speakers In Cockpit, On Fly bridge, in Main salon, and Guest stateroom are all 6" round All speakers powered up OK with the stereo.

Television:

Main salon: Sony 15" color, LCD Flat screen Unit is built in and well secured. Powers up OK and appears functional. Serial no was not sighted. Unit is built in.

Aft Deck: Sony model Trinitron 13" Model KV-13M42. Unit is built in and well secured. Powers up OK and appears functional. Serial no was not sighted. Unit is built in.

Master & Guest staterooms: RCA Color Trak 13" with remotes. All Power Up OK. .Serial no was not sighted. Unit is built in.

Satellite TV receiver:

DirecTV receiver, Unit is built in and well secured. Powers up OK and appears functional. Serial no was not sighted. Unit is built in.

Stereo power amplifier(s):

Main salon: RCA Dimensia with remote, Unit is built in and well secured. Powers up OK and appears functional. Serial no was not sighted. Unit is built in.

Other notes:



All Main Salon electronics are built in/mounted in an electronics bank as shown.

GALLEY

Location:



Port side step down off main salon.

- Stove:** Roper, two burner, electric, Burners tested and are functional. Power indicator lights are functional.
- Refrigeration:** Upright, Frigidaire Model FP1F1117BEED1, 110V, with freezer. Door safety lock is installed and functional. Powers up OK.
- Water system:** Pressurized hot and cold, Tests OK as pump holds pressure without cycling.
- Sink(s):** Single stainless steel deep well, Drains overboard.
- Microwave oven:** Sharp Carousel II, Convection oven, Unit is built in and well secured. Powers up OK and appears functional. Serial no was not sighted. Unit is built in.
- Coffee maker:** Black and Decker Space Maker, Not tested.
- Dishwasher:** Kenmore built in and well secured, Not tested.
- Garbage disposer:** Yes- not tested.
- Vent fan:** Powered vent exhaust fan is operational.
- Storage:** Appears to be adequate.

DINETTE

- Table type:** Removable dinette table for converting to extra sleeping berth.
- Seating:** U-shaped seating around table. All cushions in excellent condition.

BERTHS / STATEROOMS

Master stateroom:



In V-berth area, Amenities include: Raised island bed with custom sized mattress. Private head, Cedar lined hanging closet. TV ---See entertainment electronics section for all details.

Guest stateroom 1:

In Aft cabin area, Amenities include: Custom sized bed with mattress, Hanging closet.

Guest stateroom 2:

In Mid cabin starboard side area. Amenities include: Bunk beds, TV ---See entertainment electronics section for all details.

HEAD(S)

Number/Location:



Two heads located in master stateroom and aft near guest staterooms. Raritan, Electric flush pump, Appeared functional when tested. No leaks sighted. Raw water intake thru bronze seacock. Hose secure. Solid surface Hot & Cold pressure water fixture at sinks, Drains overboard. Stand up or sit down shower stall in each head. Powers up and functional. Located in sump tank with auto float and Rule 800 GPH automatic bilge pump. Not tested-Float inside sealed sump container.

Toilet(s):

Raw water supply:

Sink:

Shower(s):

Vent fan:

Shower pump:

AIR CONDITIONING

Manufacturer & Type:

Four units-Lunaire Marine, 230 Volt A/C, Reverse Cycle.

Locations / BTU Capacity:

Main salon/Galley- BTU: 24,000 Master stateroom- BTU:6,000 Aft cabin- BTU: 9,000 Bridge/Aft deck- BTU: 24,000.

Temp Controls:

Digital Marine.

Filter(s) Condition:

Air intake filters in need of cleaning. ----- Clean air intake filter to allow A/C unit to operate at maximum efficiency.

Drip trays:

Yes, one for each condensing unit. Functional with drains.

A/C Raw water

Bronze sea cock for A/C Raw water intake. Fully functional and hose is double clamped.

Thru hull strainer:

Strainer located at A/C raw water pump inlet seacock. Strainer is clear. Hoses are clamped and secure on all fittings sighted.

Hoses & connections:

Hoses appear to be adequate size and serviceable for application. No cracks or hose damage sighted. Hoses are clamped and secure on all fittings sighted.

Raw water cooling pump:

220 Volt pump functioned well when testing A/C units.

ELECTRICAL SYSTEMS

D.C. ELECTRICAL SYSTEMS

D.C. Voltage system:	24 Volt system.
Primary batteries:	There are four batteries located in the engine compartment that are 8D Lead acid batteries which provide service to the main engine(s) plus house electrical and are wired and Wired in parallel producing 24 volts. Batteries are well secured in boxes with straps or hold down brackets. Cables are properly color coded and positive terminals are properly covered with boots or box covers.
Battery selector switch:	Yes Three Rotary switches are functional.
Battery monitor:	Switched analog gauge to test battery condition.
Charging system:	Both engine mounted alternators plus the battery charger is a, STATPOWER Truecharge.
Distribution panel:	Three DC control panels: main salon, bridge and engine room.
Breaker(s)/fuse(s):	All D.C. circuits are adequately protected by branch or switched breakers.
D.C. usage meter(s):	Analog type, Amps, Volts.
D.C. wiring:	All wiring runs are properly secured every 18" per ABYC E-11 recommendations. Ring spade or crimp on connectors sighted for wiring connections per ABYC recommendations.
DC Electrical ground:	DC electrical system is properly tied into vessels electrical ground system using the engine as a common ground.
12 volt outlet(s):	Outlet was tested at Bridge and found functional.

A.C. ELECTRICAL SYSTEMS

A.C. Voltage system:



50 Amp - 120/240 Volt system One inlet plus Glendinning unit.

Shore power cord(s):

Hubbell, Two 50 AMP-length not measured **plus** Glendinning Cablemaster with remote control. Glendinning unit powers up and appears functional. **NOTE:** *Doing a regular inspection of your power cords is a good way to ensure that they haven't incurred heat damage that could start a fire aboard your boat. When examining your cords, start at the ends and look for brown discoloration at the base of the blades - a clear indicator of excessive heat. (Blades with a worn nickel coating or pitting are another red flag). Next, identify what caused the damage and replace*

any overheated connections immediately before a cord is used again. Often, a damaged inlet is the culprit and just replacing the shore power connection will only damage the new one.

Shore power breaker:	Dual pole breakers for shore power at main power distribution panel per ABYC recommendations.
A.C. power selector switch:	AC / Generator manual break/make lever switches for each circuit located in main AC panel.
Distribution panel(s):	Yes combined with DC power panel.
Branch breakers:	All A.C. circuits are adequately protected by branch breakers.
Reverse polarity indicator:	Functional and outlets tested OK for proper polarity.
GFCI protection:	GFCI protection is provided for galley and head and other wet locations. GFCI trips properly when tested in all wet locations.
A.C. meter(s):	Analog type, Amps, Volts.
A.C. wiring:	Stranded copper boat cable- size and rating, where sighted, appears correct and serviceable for intended use. All wiring runs are properly secured every 18" per ABYC E-11 and NFPA 302 recommendations. A.C. wiring is properly terminated. No wire nuts or loose connections sighted. Ring spade or crimp on connectors sighted for wiring connections per ABYC recommendations.
Anti-chafe protection:	Yes sighted at all compartment pass thru locations.
A.C. Electrical ground:	A.C. electrical system is properly tied into vessels electrical ground system using the engines as a common ground.

GENERATOR

Location/Manufacturer:	Onan Marine, Model 20KW, Serial# 123456, Located in engine room.
Type & Size:	Diesel powered, Four cylinders, 20KW.
Serial number:	ON12345AS.
Kilowatt/Voltage rating:	20 KW, 120 / 240 Volts AC.
Hour meter:	Meter reads 350 hrs.
Generator test:	The generator started without any excess cranking and rapidly came up to speed. Generator maintained voltage when loaded with all AC units running as well as other AC electrical components.
Type of installation:	In enclosed box, with insulation.
Hoses and clamps:	Properly double clamped. Good condition-No cracks sighted.
Belts and pulleys:	Belts condition are serviceable. No cracks or splits sighted. Pulleys/belts appear to be in line.
Cooling system(s):	Raw water cooled-engine driven pump. Water intake through lever action seacock Raw water strainer installed and is clear.
Oil level and condition:	Clean & full on dipstick. No evidence of water or cuttings in lube oil.
Fuel pump(s):	Engine mounted. No leaks sighted.
Fuel supply lines:	USCG A1 flex, No cracks or soft spots.
Engine mounts and beds:	Engine mounts appear to be well secured to the support mounting.
Engine ground cable:	Generator is properly grounded with a proper size conductor cable.
Exhaust piping:	Side hull exhaust, Flex hose and metal. Exhaust hose is properly double clamped at both ends.
Muffler:	Fiberglass water lift muffler double clamped at both ends.
Ventilation:	Blower and natural. Blower powers up OK.
Warning labels:	Yes.

GROUND/BONDING SYSTEM

Main bonding conductor:	Twin engines are properly connected to each other by a common conductor circuit. The remaining ground/bonding system is well established where sighted; Electrical system, Seacocks, Shaft logs, Rudders, Sea Strainers, Pumps, Fuel system/tanks, Hull Zincs were all bonded. The bonding system is using individual
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green insulated wire or copper strips.

PROPULSION SYSTEM

MAIN ENGINE(S)

No./Type/Cylinders



Two, Detroit Diesel 8V92TA, Inboard V8 Turbo After cooled.

Serial no(s):

Port engine: 8VF123456 Starboard engine: 8VF123455.

Engine(s) hours:

Port: 748.1 Starboard: 1010.0. **The port engine hour meter is not functioning. Maintenance log shows 748 hours going back to May 2008. ----- Repair port engine hour meter to allow proper tracking of maintenance intervals.**

Raw water hoses:



Cracked raw water hose

Raw water intake hoses are showing signs of age cracking along most of its length. The hose(s) appear firm with no soft or spongy areas. Although the hose appears to remain serviceable it cannot be determined when the hose will burst through. **RECOMMENDATION: Replace the engine raw water cooling hose(s)**

Belts and pulleys:

Belts condition are serviceable. No cracks or splits sighted. Pulleys/belts appear to be in line.

Cooling system(s):

Raw water cooled, Fresh water / heat exchanger cooled-- coolant level is good and appears in good condition.

Oil level and condition:

Clean & full on dipstick(s). No evidence of water or cuttings in lube oil as sighted on dipstick(s).

Flame arrestor(s):

Yes- USCG approved.

Ignition protection:

Yes -Alternator and Starter are OEM and ignition protected.

Engine ventilation:



Natural ventilation for engine space is provided. Power exhaust ventilation blower(s) are installed and power up. **The bilge blower hose for the Port engine is partially collapsed forward of the engine. RECOMMENDATION: Replace collapsed vent hose to allow proper ventilation of the engine compartment.**

Fuel pump(s): Engine mounted. No leaks sighted.
Fuel supply lines: USCG A1 flex. No leaks, cracks or soft spots sighted.
Fuel filter(s): Remote mounted, Racor fuel filter/water separator. No leaks sighted at fuel filters.
Drip pad(s) :



Starboard drip pad was dry and clean. The Port side drip pad is fully saturated with oil and water. The Port engine has evidence of oil leakage at back of engine. **RECOMMENDATION:** Identify sources of oil/water leakage and correct as necessary. Install fresh drip pads after repair.

Engine mounts and beds: Engine mounts appear to be well secured to the support stringers. NOTE: See Hull Interior section for condition of stringers themselves.
Engine ground cable: Engines are properly grounded together with a proper size conductor cable.
Oil change system: Oil Xchange-R system. Appears serviceable.

EXHAUST SYSTEM

Exhaust manifold: Excellent condition- No cracks or leakage sighted using inspection mirror.
Muffler(s): No visible leaks or water tracks sighted.
Piping/Clamps: Flex hose, Securely double clamped as required. No cracks soft spots or evidence of leaks sighted in exhaust system.
Discharge location(s): Aft hull/transom corners.

TRANSMISSION(S)

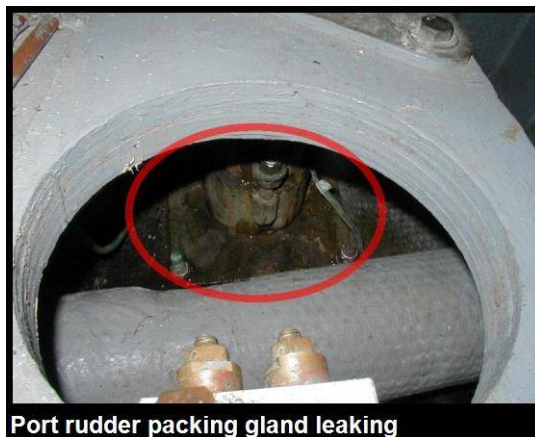
Manufacturer/Model: Twin Disc Model MG511.
Serial no(s): Port: 5AL123 Starboard: 3AR123.
Gear ratio: 2.61:1.
Fluid level and condition: Good, Fluid levels show full, is clean and does not smell burnt.
Propeller shaft(s): No pitting, cracks or corrosion sighted. **Shaft/Transmission couplers are not safety wired.-- RECOMMENDATION:** Safety wire transmission shaft couplers to help prevent possible loss of shaft.
Stuffing box(es): Stuffing box and packing gland, was bronze hex nut type. Boot was double clamped and appeared serviceable. Monitor Frequently for leakage and proper adjustment. No leaks sighted.

STEERING SYSTEM

STEERING SYSTEM

Type: Hynautic Wheel steering with Hydraulic lines and ram cylinder with attached rudder tiller on rudder stock.
Lines and fittings: Flex hydraulic lines. No leaks sighted.
Pressure/reservoir tank: Power steering fluid reservoir is Full. Pressure reads 10 lbs.
Mounting(s): Cylinder & ram actuator well secured-no leaks sighted.
Rudder stock(s): Visually sound. 2 1/2" Stainless steel stock. Appears serviceable.
Steering tie bar: Well mounted with rudder steering arms connected by a steel lateral bar.

Packing glands:



Port side rudder packing gland shows evidence of water leakage. **RECOMMENDATION:** Replace or adjust packing glands to prevent any water intrusion. **NOTE:** Rudder packing glands should always be totally dry. Check frequently and adjust if necessary.

TANKAGE / PLUMBING

FUEL TANK(S)

No & Location: Three fuel tanks located Forward, Mid and Aft.

Tank type & capacity: All tanks are Tank(s) are constructed of Fiberglass. The tank(s) capacity is Tank(s) are Integral with hull. The tank(s) capacity is Fwd=360 Gallons, Mid= 400 gallons and Aft tank is estimated at 225 gallons as sighted on two of the three tank labels.

Manufacturer' s label(s): The USCG required label was sighted on all three fuel tanks but the Aft tank label could not be read due to its location.

Fuel supply lines: Copper fuel line from fuel tanks to near engines then flex USCG A1 to engine mounted fuel pumps. Well secured and No cracks, soft spots or splitting sighted. Copper and Flex line is in good condition where sighted. No leaks sighted.
NOTE: Most fuel hose manufacturers now recommend fuel hoses be replaced every five years.(just like replacing older signal flares). This is more important with the introduction of ethanol into gasoline as hoses can and do deteriorate from the inside. The date of manufacture is imprinted on all USCG approved fuel hoses. Consider replacing all flexible fuel hoses every 5 years as a part of routine maintenance. 33CFR183.540 Hoses: Standards and markings

- Each "USCG Type A1" "USCG Type A2," USCG Type B1," and "USCG Type B2" hose must be identified by the manufacturer by a marking on the hose.
- Each marking must contain the following information in English:
 - (1) The statement "USCG TYPE (insert A1 or A2 or B1 or B2)
 - (2) The year in which the hose was manufactured.
 - (3) The manufacturer's name or registered trade mark
- Each character must be block capitol letters and numerals that are at least one eighth-inch high.
- Each marking must be permanent, legible, and on the outside of the hose at intervals of 12 inches or less.

Diesel return line(s): Engine uses grade USCG Type A1 return line connected to cooper for tank return. No cracks, soft spots or splitting sighted. Serviceable.

Shut off valve(s): On tank top.

Vent line/location: Vent located on hull side(s), with flame screens or cleanable vents in place and clear. USCG A1 No cracks, soft spots or splitting sighted. Serviceable.

Fill line(s) located: Side decks, clearly marked for diesel fuel per ABYC recommendations.

Fill pipe & condition: USCG A1 flex type hose, No cracks, soft spots or splitting sighted. Serviceable. Fill hose is properly double clamped at both ends of fill hose.

Fuel fill grounded: Fuel fill is properly grounded to fuel tank.

Tank(s) grounded: Yes-Both tanks are properly grounded.
Tank(s) secured: Yes - Fully secure.
Tank(s) condition: Visually good (where accessible)

FRESH WATER TANK(S)

No & locations of tanks: Two tanks in engine compartment- Outboard.
Tank(s) type & capacity: Fiber reinforced plastic (FRP) tank integral with hull with a reported total capacity of 85 gallons in each tank.
Tank(s) secured: Yes.
Filter(s): In line filter. Filter appears clean.
Inspection/cleaning access: Good.
Tank(s) condition: Visually good (where accessible)
Water pump(s): 24 volt demand pumps in engine room.
Supply lines: Reinforced flex plastic hose. No leaks sighted.
Shut off valve(s): Manual shut off valve at each tank is functional.
Filling line(s) located: Starboard side deck.
Vent(s) location(s): Side hull.

HOLDING TANK(S) - BLACK WATER

Marine Sanitation Device: Certification Type: MSD U.S.C.G. Type III. (Holding tank). Waste tank is connected to deck waste fitting for pump out. No overboard discharge to comply with USCG regulations for the Great Lakes and all inland waters.
No & Location of tanks: One holding tank located in engine compartment on Centerline aft.
Tank(s) type & capacity: Fiberglass type with a total capacity of reportedly 80 gallons . No label on tank.
Tank(s) secured: Yes.
Tank(s) condition: Visually good (where accessible)
Lines: Lines are all well secured. No cracks or leaks sighted.
Discharge line(s) located: Deck pump out.
Y valve(s) installed: No.
Vent(s) location(s): Side hull.
Vented loop(s): Yes. Functional.

WATER HEATER

Tank location: Engine compartment.
Manufacturer/capacity: Tank was built by: Bradford White The capacity is 20 US gallons.
How powered: 110V no heat exchanger installed.
Water heater test: Water heater tested using 110V system and found fully functional.
Pressure relief valve(s): Yes- Drains into bilge area.
Drain fixture(s)/plug(s): Yes- Appears functional.
Supply lines: Reinforced plastic. No leaks sighted.
Outer tank material: Mild steel.
Tank(s) secured: Yes, Tank is well secured to base.
Inspection/cleaning access: Good.
Ignition protected: Yes, Water heater is marine type and ignition protected.
Other notes: NOTE: *Do not leave hot water heater AC switch on unless water is in the hot water tank or the heating element will burn out. Turn water heater off whenever leaving the vessel.*

GREY WATER TANK(S)

Number of tanks: No grey water tank but shower sump collection basin near each shower each with an Rule 2000 automatic bilge pump and float switch.
Tank type: Sump collection tank with automatic or switched bilge pump taking grey water overboard.
Lines: Rubber.

Discharge pump(s): The aft guest room shower pump is connected to a float switch that is not functional and did not power up with float switch raised. **RECOMMENDATION:** Investigate further and repair or replace pump or float switch as necessary to restore function.

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

Navigation lights: All Navigation running lights were tested and found fully operational unless otherwise noted.

Life Jackets(PFD's): USCG Type II, Over 10 sighted aboard. All appear to be in good condition.

Throwable type PFD's: USCG approved buoyant cushion(s), 1 to 5 sighted aboard. All Throwable PFD's sighted appear to be in good condition *NOTE: Type IV throwable PFD is a requirement and designed to be thrown to a person in the water and grasped and held by the user until rescued. Keep all throwable PFD's in a readily accessible location and although not a requirement, insure that a 30' to 50' floating tether line is attached.*

Visual Distress Signals: 12 Ga Aerial, Red hand held, **Signals are current but expire this year and will need replacement at that time.** *NOTE: All visual distress signals have a printed expiration date- 3 years from date of manufacture. It is recommended that expired signals be retained for backup. You must have at least three aerial or three red hand held signals that are current.*

Sound devices: Electric horn control at helm station is functional. Hand held air horn is available and was functional when tested. Functional ships bell available.

USCG placards: Both USCG mandated placards (Oil & Garbage) are properly posted.

Engine ventilation: Natural ventilation for engine space is provided, Power exhaust ventilation blower(s) are installed and are functional.

Inland Navigation Rule Book: **A copy of the Inland Navigational Rules was not sighted as required for vessels over 39'4" (12M) or longer. RECOMMENDATION: Obtain a copy of the Inland Navigation Rules and be familiar with it's contents. Keep rule book on board vessel to comply with USCG regulations and to avoid a potential fine.**

FIRE FIGHTING EQUIPMENT-U.S.C.G. Required

Dry Chemical Size I: Five or more USCG approved USCG approved extinguisher(s) sighted at the following locations: Engine space Cockpit/Aft deck area, Galley, Main salon and Helm station. All gauge(s) read full.

Fixed /Clean Agent: One USCG approved Halon 1301 automatic fire extinguisher, Located: in the engine compartment, Fixed fire extinguisher system has current certification tag(s).
NOTE: Halon or other "clean agent" type fire extinguishers must be weighed to determine true contents. Monitor lights and gauges only show there is pressure available and do not reflect the quantity available. Be sure to maintain an annual inspection and to insure serviceability and meet ABYC and NFPA standards. Keep inspection tag attached as a reminder.

FIRE EQUIPMENT OBSERVATION:

NOTES:

- Dry chemical Fire extinguishers should be installed with available brackets in a readily accessible and visible location- Not stored inside drawers or cupboards.
- ABYC A-4 recommends that portable fire extinguishers have a full maintenance check performed at least once per year by a qualified fire extinguishing service company a tag should be attached showing the date of the maintenance check.
- Fire extinguisher pressure gauges should be checked monthly to assure that readings are full or in the green area.

- NFPA recommends that dry chemical fire extinguishers be periodically shaken to ensure the dry chemical powder is loose and is not compacted. If in doubt, replace the extinguisher.

BILGE PUMPS

FORWARD BILGE :	One electric pump. Located at: Forward bilge Pumps sighted are: Rule 24 volt, 2000 GPH, Automatic built in float switch. Pump is equipped with a separate float switch that was tested and found fully functional.
ENGINE COMPARTMENT:	Two electric pumps. Located at: Engine compartment bilge Pumps sighted are: Rule 24 volt, 2000 GPH, Pump(s) power up when switched on manually. Automatic built in float switch. Pump is equipped with a separate float switch that was tested and found fully functional.
Bilge Pump Comments:	<i>CAUTION----</i> Bilge pumps are high maintenance items. Bilge pumps are only the initial part of a de-watering system, which may include a strum-box, check-valves or occasionally anti-siphon loops and valves, piping, a seacock if the exit is below waterline and a thru-hull tailpiece. This entire system must be understood and maintained. Bilge pumps may fail at any time. No warranty as to longevity can be expressed or implied at survey. Tapered wooden plugs tied to seacocks are an inexpensive safety item and highly recommended under current ABYC standards. Keeping bilges clean and free of debris is a vital part of insuring proper operation. It is also recommended that each bilge pump be periodically tested by filling the immediate bilge area with water, to ensure the pump(s) and float switch(s) and or high water alarms (if equipped) are operating as designed.

GROUND TACKLE

Primary anchor:	Danforth type #55H mounted at bow anchor roller with undetermined length of raw chain. Anchor/rode shackle pins are not properly seized----- Seize anchor rode shackles with galvanized or monel seizing wire to help prevent loss of anchor.
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AUXILIARY SAFETY EQUIPMENT

First aid kit:	Yes and appears well equipped.
Smoke detector(s):	None sighted. ----- Since 2004, NFPA 302-12.3 has recommended RV tested or more recently marine tested Smoke Detection devices for all vessels 26 ft (8m) or more in length with accommodation spaces intended for sleeping and is installed and maintained according to the manufacturer' s instructions.
Carbon monoxide detectors:	Safe-T-Alert Carbon Monoxide detectors in Master stateroom and Guest stateroom(s). All tested OK. <i>NOTE: During the burning of any of fuels, Carbon Monoxide (CO) gas may be created due to incomplete combustion from propulsion systems, cabin heater or stove as well as nearby boats running generators. Adequate ventilation must be provided at all times while burning any of these fuels, but CO may also be drawn into the cabin through ventilation systems. This is especially true of boats running air conditioning. Unlike smoke, CO is odorless and colorless and can't be detected by a human. CO is a silent menace and kills without warning, Regular testing of installed CO detectors in any occupied spaces below decks is highly recommended. Also, remember that CO alarms have a limited life span - five years according to most manufacturers. Check the manufacture date on the CO detectors on board and replace as recommended by the manufacturer.</i>

AUXILIARY EQUIPMENT

MISCELLANEOUS EQUIPMENT & ACCESSORIES

Dock lines: Multiple assorted length dock lines.
Fenders: Several fenders of various sizes sighted and appear serviceable in stainless steel fender holders on bow rail.
Miscellaneous other: Binoculars, Deck brush, Deck chairs, U S Flag with teak pole. Magma Kettle Grill, Miscellaneous spare engine and boat parts, filters and boat cleaning supplies.

DINGHY / TENDER

Manufacturer/Model:



2000 Zodiac Projet 350.

Type: Inflatable- Neoprene, with FRP Hard bottom.

Hull ID number verification:



XDCxxxxxB000 A true digital photograph of the hull ID number of the referenced vessel is shown here. (Modified for sample report to protect privacy.)

State registration no: FL xxxx AA. (Modified for sample report to protect privacy.)

State validation sticker: Current.

Length: 11'5" per Manufacturer specs.

How mounted: Swim platform chocks and davits.

Condition: All tubes fully inflated. Transom is secure. Excellent like new condition.

AUXILIARY MOTOR

Motor manufacturer:



Yamaha 2 cylinder inboard water jet propulsion system installed in the above dinghy/tender.

Model & serial number: Not sighted on engine.

Fuel tank: Plastic tank is separate from engine, well secured and fill hose double clamped.

Motor condition: Motor for dinghy was not operated for purposes of this survey. ----- Owner is advised to have motor fully inspected and test run to ensure fully functional.

INSPECTION RECOMMENDATIONS SUMMARY

PRIORITY I - SAFETY & REGULATORY RECOMMENDATIONS:

(MAY BE MANDATORY)

The items listed are required by state laws or federal laws and U.S.C.G. regulations or are considered by the attending surveyor to represent unsafe operating conditions. Recommend these items be corrected before next use of vessel.

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

Inland Navigation Rule Book:

1. A copy of the Inland Navigational Rules was not sighted as required for vessels over 39'4" (12M) or longer. RECOMMENDATION: Obtain a copy of the Inland Navigation Rules and be familiar with it's contents. Keep rule book on board vessel to comply with USCG regulations and to avoid a potential fine.

PRIORITY II - MAINTENANCE & STANDARDS RELATED RECOMMENDATIONS:

(NOT NORMALLY MANDATORY)

These are important maintenance items sighted which in this firm's opinion should be performed. They may also include recommendations to conform to current ABYC and NFPA-302 voluntary standards which may not have been in effect or may not have been adhered to by the builder when the vessel was constructed. Some of these, if not addressed, could lead to a Priority I safety issue and/or may result in a reduced vessel market value.

PROPULSION SYSTEM

MAIN ENGINE(S)

Raw water hoses:

1. Raw water intake hoses are showing signs of age cracking along most of its length. The hose(s) appear firm with no soft or spongy areas. Although the hose appears to remain serviceable it cannot be determined when the hose will burst through. RECOMMENDATION: Replace the engine raw water cooling hose(s)

Engine ventilation:

2. The bilge blower hose for the Port engine is partially collapsed forward of the engine. RECOMMENDATION: Replace collapsed vent hose to allow proper ventilation of the engine compartment.

Drip pad(s) :

3. The Port side drip pad is fully saturated with oil and water. The Port engine has evidence of oil leakage at back of engine. RECOMMENDATION: Identify sources of oil/water leakage and correct as necessary. Install fresh drip pads after repair.

TRANSMISSION(S)

Propeller shaft(s):

4. Shaft/Transmission couplers are not safety wired.-- RECOMMENDATION: Safety wire transmission shaft couplers to help prevent possible loss of shaft.

STEERING SYSTEM

STEERING SYSTEM

Packing glands:

5. Port side rudder packing gland shows evidence of water leakage. RECOMMENDATION: Replace or adjust packing glands to prevent any water intrusion.

TANKAGE / PLUMBING

GREY WATER TANK(S)

Discharge pump(s):

6. The aft guest room shower pump is connected to a float switch that is not functional and did not power up with float switch raised. RECOMMENDATION: Investigate further and repair or replace pump or float switch as necessary to restore function.

OTHER OBSERVATIONS:

These are other less significant maintenance items or observations that if not addressed, could lead to more important priority issues and/or could lead to a reduced vessel market value. The cost of addressing these recommendations is generally minimal.

CABIN INTERIOR APPOINTMENTS

AIR CONDITIONING

Filter(s) Condition:

1. Air intake filters in need of cleaning. ----- Clean air intake filter to allow A/C unit to operate at maximum efficiency.

PROPULSION SYSTEM

MAIN ENGINE(S)

Engine(s) hours:

2. The port engine hour meter is not functioning. Maintenance log shows 748 hours going back to May 2008. ----- Repair port engine hour meter to allow proper tracking of maintenance intervals.

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

Visual Distress Signals:

3. Signals are current but expire this year and will need replacement at that time.

GROUND TACKLE

Primary anchor:

4. Anchor/rode shackle pins are not properly seized----- Seize anchor rode shackles with galvanized or monel seizing wire to help prevent loss of anchor.

AUXILIARY SAFETY EQUIPMENT

Smoke detector(s):

5. None sighted. ----- Since 2004, NFPA 302-12.3 has recommended RV tested or more recently marine tested Smoke Detection devices for all vessels 26 ft (8m) or more in length with accommodation spaces intended for sleeping and is installed and maintained according to the manufacturer' s instructions.

AUXILIARY EQUIPMENT

AUXILIARY MOTOR

Motor condition:

6. Motor for dinghy was not operated for purposes of this survey. ----- Owner is advised to have motor fully inspected and test run to ensure fully functional.

CONDITION & VALUE REPORT SUMMARY

DECLARATION:

Rating of vessel condition was determined upon completion and review of all reported survey information including recommendations and comparing vessel to the same or similar age models. Possible vessel condition ratings are as follows:

- **EXCELLENT** - Essentially as new or bristol in appearance.
- **ABOVE AVERAGE** - Has had above average care with no obvious defects or limitations.
- **AVERAGE** - Ready for sale but needs some maintenance or repairs, updates or cleaning.
- **BELOW AVERAGE** - Needs significant maintenance, repair or service.

Estimated fair market value was determined by cross referencing data from Soldboats.com, BUC, ABOS, NADA, Powerboat Guide and other brokerage listings or local dealers. Adjustments are then made for condition or equipment as necessary. The fair market value is for the vessel in it's current condition prior to any repairs or maintenance.

Estimated replacement cost was determined using information obtained from BUC, ABOS or local dealer prices using the same or similar make and model with similar equipment options.

- **RATING OF VESSEL CONDITION.....ABOVE AVERAGE CONDITION**
- **ESTIMATED FAIR MARKET VALUE.....\$ 426,000**
- **ESTIMATED REPLACEMENT COST.....\$ 1,240,000**
- **INTENDED USE OF VESSEL.....Pleasure, Atlantic seaboard coastal cruising.**
- **SUITABILITY FOR INTENDED SERVICE: Vessel IS considered fit for it's intended use and upon correction of all listed Priority I recommendations.**

NOTE: All "Priority II" and "Other Recommendations" should be thoroughly reviewed to bring vessel up to current standards and or improve the value of the vessel.

CONDITION & VALUE REPORT SUMMARY

CLOSING STATEMENT & SIGNATURE:

This report is submitted in confidence for the exclusive use of John Doe without prejudice to the rights and/or interests of other concerned parties and may not be used for any other purpose or relied upon by any other person.

ATTENDING SURVEYOR:

Joe Surveyor, AMS