

Williams Marine Survey
MARINE SURVEYOR AND CONSULTANT

198- Hunter 3-

"Vessel Name"



MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

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REPORT OF MARINE SURVEY

OF THE VESSEL

"Vessel Name"

198- Hunter 3-

CONDUCTED BY
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INDEPENDENT MARINE SURVEYOR

PREPARED FOR:

Buyers Name

Survey date

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of the buyers, the attending surveyor did attend onboard the Vessel a 198-- Hunter 3- beginning on, October, 2--- at 8:00 A.M. where an "in-water-survey" WAS conducted at T----- Marina, ----- T----- RD. town, Md 2---0. The ship's papers were not on board at the time of the survey but a copy of the Department Of Natural Resources, State Of Maryland, Certificate of Title was supplied by the sales agent after the survey. The Hull Identification Number HUNXXXXXXXXX WAS verified from the transom and a hull rubbing is included at the end of the report. A FULL sea trial WAS performed. An out-of-the water inspection of underwater machinery and the exterior of the hulls wetted surface area WAS performed on October, 2--- at 11:55 A.M. at T-----Marina, 2-- T---- RD. town, Md 2----. The reason for the survey, was to ascertain the physical condition and value of the vessel. Moisture readings taken and referenced throughout the body of the report, were taken with the J.R. Overseas GRP 33 Moisture Master meter. DC power, only, WAS used to check operation of the electrical systems specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only. You must hire a qualified Engine and Propulsion Surveyor to determine the condition of the transmission(s), engine(s), gears and pumps, heat exchanger(s), coolers, manifolds, risers, etc. You should also review the functions of all electrical equipment with the owner or owners representative.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

All findings, recommendations and opinions within this report are based upon the presumption that the subject vessel will be operated, used and maintained in a manner consistent with those of a prudent mariner and those contained in, but not limited to Chapman's Seamanship and Small Boat Handling (latest edition).

Unless a FULL sea trial was conducted under the supervision of the attending surveyor, the survey was conducted with the vessel in a static state. Observations underway could reveal circumstances not detectable while at rest. The report of survey is a description of what was available to observation on the date of survey only. No predictions as to the future durability are made or implied. Use, abuse, neglect and deterioration due to the marine environment can alter the vessel condition substantially in short order. Consequently, the attending surveyor and WILLIAMS MARINE SURVEY can not be held responsible nor liable for any condition aboard after the date of survey.

NOTE: It is recommend and understood that all DIESEL/GAS engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

CONDUCT OF SURVEY:

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST

I. INTRODUCTION

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) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

The use of the word "appears" is intended to indicate that a close or complete inspection was not possible or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

Use of asterisks * in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

Note:

An engine surveyor was not on board during the hull survey.

I. INTRODUCTION

VESSEL DESCRIPTION

The vessel, "Named", a 19-- Hunter 3- sloop features fore and aft cabins. The forward cabin has a large V-berth with storage to port in a hanging locker and below the V-berth. To starboard between the main salon and forward cabin is the head with sink mounted on the port side. The forward cabin can be closed off from the main salon. The main salon has double seat booth and table to starboard, a straight settee to port. The galley is to starboard with a double stainless steel sink, two burner alcohol stove with oven, and ice box with refrigeration. Under the cockpit port side, is a large double berth cabin, hanging locker and shelves. On deck she has a roomy cockpit with several storage compartments. Both main sail and head sail have all lines led back to the cockpit. The fore deck has a anchor storage compartment with hatch.

II. GENERAL INFORMATION

GENERAL INFORMATION

SURVEY PREPARED FOR:	Buyers Name here
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NAME OF VESSEL:	Sample
TYPE OF SURVEY:	Pre-Purchase for Buyer
OVERALL VESSEL RATING:.....	**** ABOVE AVERAGE CONDITION
ESTIMATED MARKET VALUE:	\$36,700.00
ESTIMATED REPLACEMENT COST:	\$144,900.00
YEAR/MAKE/MODEL OF VESSEL:	198-/Hunter/3-
BUILDER:	Hunter Marine Corporation, P.O. Box 1030, Route 441, Alachua, FL, 32615
YEAR BUILT:	198-
HULL IDENTIFICATION NUMBER (HIN):	HUNXXXXXXXXXX
HAILING PORT:	Your port here
USCG DOCUMENTATION NUMBER:	Vessel not documented, The Number XXXXXXX is glassed inside the aft starboard cockpit locker (old/previous number)
STATE VALIDATION STICKER NUMBER:	Maryland 2---, located at the bow.
STATE REGISTRATION NUMBER:	MD XXXX NO
OWNER:	Seller
PLACE OF SURVEY:	T----- Marina, 2----- T----- Beach RD. town, Md 2-----
DATE/TIME OF SURVEY:	Survey conducted on October --, 2----- beginning at 8:00 A.M. and ending at 3:55 P.M.
HULL MATERIAL:	FRP (Fiber Reinforced Plastic)
HULL TYPE:	Full displacement hull, fin keel and spade rudder.
LENGTH OVER ALL (L.O.A.):	3-' 05" , Per Mauch's Sailboat Guide
(LOAD) LENGTH WATERLINE (L.W.L.):	2-' 03" , Per Mauch's Sailboat Guide
BEAM:	1-' 07" , Per Mauch's Sailboat guide
DRAFT:	4' 3" , Per Mauch's sailboat Guide
DISPLACEMENT:	11,000 lbs., Per Mauch's Sailboat Guide

II. GENERAL INFORMATION

PROPULSION SYSTEM: **Sail and auxiliary diesel.**

FUEL TYPE: **Diesel.**

FUEL CAPACITY: **Approximately 25 gallons as noted on vessel listing sheets.**

AC POWER: **Shore power is provided by one (1) 120 volt, 30 amp. inlet, located in the aft area of the cockpit on the port side.**

DC POWER: **12 volt.**

FRESH WATER CAPACITY: **Approximately 65 Gallons, per the vessel listing sheets.**

INTENDED CRUISING AREA: **Chesapeake Bay.**

INTENDED USE: **Recreational**

II. GENERAL INFORMATION

DEFINITION OF TERMS:

The terms and words used in this report have the following meanings as used in this Report of survey:

APPEARS:

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor(e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests).

FIT FOR INTENDED USE:

Use which is intended by Survey Purchaser(present or prospective owner).

SERVICEABLE: ADEQUATE:

Sufficient for a specific requirement.

POWERS UP:

Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

Nearly new, with only minor cosmetic or structural discrepancies noted.

FAIR CONDITION:

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

POOR CONDITION:

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

USE OF *:

Use of * in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" section pertaining to the * item.

Asterisks * in this General Information section refers to the source of such information as follows:

- * Per Manufacturer's Specifications
- **Refer to Summary and Valuation Section
- *** Per USCG Documentation
- **** Per Buc Book

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

TYPE:

Full displacement with fin keel and skeg rudder.

MATERIAL:

FRP (fiber reinforced plastic)

EXTERIOR HULL:

***C1**

White gelcoat with Navy blue boot stripe. The boot stripe appears to have been repainted and the out side layer of paint is wearing off .

PORTLIGHTS:

***C2**

Three (3) opening port lights on the starboard side of the vessel, four (4) on the port side of the vessel and two (2) fixed ports each side in the main salon. The forward port side port light is leaking and there are stains on the interior of the hull liner below the port light.

BULKHEADS:

Three (3) full bulkheads, one at the bow/anchor locker area, one at the forward area of the head compartment and one at the aft area of the head compartment. Four (4) partial bulkheads, one at the galley forward area, one at the chart table aft cabin area, one aft of the galley and one between the port stern cockpit locker and the aft cabin. All appear serviceable.

STRINGERS:

Hull stiffness provided by FRP longitudinal stringers and a cross member grid. Complete inspection not possible due to limited access. Appears serviceable where observed.

TRANSOM:

Reinforced, FRP, rounded with folding swim ladder. Serviceable.

BILGE:

The bilge is located below a teak panel in the main salon. It was very clean and dry.

CHAIN LOCKER (DRAINAGE):

The chain locker is forward and accessible through the deck hatch. The locker is a single compartment. Drainage is over board through a drain at the bow.

KEEL:

Fin type attached to the keel stub, possibly cast iron in good condition.

BALLAST (KEEL BOLTS):

Keel bolts sighted in the main salon bilge area and appear serviceable.

LIMBER HOLES:

Limber holes were sighted under saloon cabin floor access panels were clear and of adequate size.

MOISTURE CONTENT:

The hull surface was sounded with a phenolic hammer, moisture readings could not be taken as the hull was wet. Sounding with a phenolic hammer detected no areas of delamination.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

DECK CONSTRUCTION

TYPE:

Molded FRP (fiber reinforced plastic) with white gelcoat and non-skid surface.

MATERIAL:

***C3**

Cored FRP (fiber reinforced plastic) Core material undetermined. The decks were tapped with a phenolic hammer and checked with a moisture meter approximately every six inches. Two (2) areas of the deck were found to have or show moderate moisture content readings. One area is to starboard around the chain plate fitting. An area approximately 6 inches by 8 inches, see finding photo. Extending out from this area is a slightly larger area of what appears to be delamination. This area is approximately 12 inches by 20 inches, extending from the chain plate across to the toe rail. The second area with moderate to high moisture readings is the area around the mast step plate. An area approximately 10 inches by 10 inches and confined to the raised area of the deck around the mast step. No delamination was detected with sounding in this area.

COCKPIT:

Soundings with a phenolic hammer and readings taken with the moisture meter indicated no areas of delamination or raised moisture content in the cockpit area.

HULL-TO-DECK JOINT

TYPE:

***C4**

The hull to deck joint is of the deck overlap type (coffee can approach) with fasteners through an aluminum rub rail which extends from bow to stern on the out side of the vessel . Appeared serviceable where sighted. All fasteners can be sighted from the out side of the hull. At the port aft corner of the toe rail there is a short section of FRP deck, where the aluminum toe rail ends, which is broken off. This section is approximately 1 by 2-3 inches in size.

BEDDING COMPOUND:

Not sighted.

DECK FITTINGS

STANCHIONS:

The stainless steel stanchions and cable lifelines, run the perimeter of the deck from Bow pulpit to stern pulpit. The stanchions are made of tapered 1" stainless steel tubing and anchored onto the aluminum toe rail. The cable lifelines are 3/16" covered with white vinyl. All stanchions are serviceable.

BOW PULPIT (BOW RAIL):

The bow pulpit is constructed of 1" stainless steel tubing. The pulpit is serviceable.

VENTILATION:

Ventilation is provided by a combination of port lites, hatches, and companion way. There are a total of four (4) hatches, nine (9) opening ports and one (1) companion way. All appear serviceable.

SCUPPERS:

Cockpit has scuppers at port and starboard aft corners which drain over board. Appears serviceable.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

DECK FITTINGS (*Continued*)

CHOCKS AND CLEATS:

There are four (4) hereshoff style 8" cleats, two (2) at the bow, and two (2) at the stern. There are two (2) 6" hereshoff style cleats amid ships, one on each side. All serviceable

PUSHPIT (STERN PULPIT):

Stern pulpit is constructed of one inch stainless steel tubing. Appears serviceable.

DECK SURFACE:

White gel coat with molded in non-skid. Condition is serviceable.

GRAB RAIL:

There was a teak grab rail that extended the full length of the coach roof on port and starboard sides. The rail was finished and appeared serviceable.

SUPERSTRUCTURE

CANVAS AND SUPPORT STRUCTURE:

There was 1" stainless steel tubing frame work for a blue canvas bimini and dodger. The tubing, mounts and connections all appears serviceable. The bimini appeared to be serviceable. The Canvas and stitching for the dodger showed some slight wear but appeared serviceable.

ADDITIONAL EQUIPMENT AND ACCESSORIES

DOCK LINES:

There is an assortment of approximately five (5) dock lines of different types, thickness, and length. (It is the owners responsibility to have a proper set of dock lines of the appropriate size and length for the vessel)

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

JOINERY AND FINISH:

The interior is constructed of finished teak, teak veneer and white formica. All cabinets and doors are well crafted and serviceable. The finished surfaces are in very good condition.

CABIN BRIGHT WORK:

Satin varnish finish on all teak doors and trim. Excellent condition.

INTERIOR BULKHEADS:

The interior teak bulkheads were finely fit where sighted.

WATER INTRUSION SIGNS:

There were no signs of water intrusion in any interior spaces.

STORAGE AREAS:

The cabinets, lockers, drawers, and shelving were numerous, well crafted and finely fit where sighted.

HEADLINERS:

The cabin headliner is constructed of FRP and is sandwiched to the cabin deck. It appeared clean and serviceable.

III. SYSTEMS

CABIN APPOINTMENTS

INTERIOR DESCRIPTION: *(Continued)*

DOORWAYS:

Solid wood doors forward in the head, forward cabin and aft cabin. All appeared serviceable.

FABRIC AND CUSHIONS:

The cushions in the main salon, forward and aft cabin berths were of a light blue textured material. All were in serviceable condition.

FLOOR AND WINDOW COVERINGS:

The cabin sole was teak and holly veneered plywood in the main salon, aft cabin and forward cabin. The head area is molded FRP with non-skid surface. All in excellent condition.

ACCOMMODATIONS:

Seven (7), the forward cabin sleeps two in the v-berth. The main saloon has a double berth to starboard and a single berth on the port side settee. The aft cabin to starboard is a double berth.

HEADS:

There is one head on the boat below forward and to starboard. It contains a toilet, a sink and shower. There is a fold down teak shower seat above the toilet.

FAUCET FIXTURES:

Faucet fixtures in both heads and galley are double lever hot and cold pressure systems. All operated and no leaks detected above and below the sinks.

LIGHT FIXTURES:

The lighting system was 12v and consisted of approximately ten (10) fixtures as follows: Three (3) in the head, one (1) in the forward cabin, four (4) in the main salon, two (2) in the galley, and 1 in the aft cabin. All 12 volt house lights operated.

SALON FURNISHINGS:

The main salon has a straight settee to port and a dinette table with forward and aft seating to starboard. The galley is aft on the starboard side with a chart table aft to port.

CABIN SOLE:

Finished teak and holly sole in the main salon, forward cabin and aft cabin and FRP liner in the head.

AIR CONDITIONING UNITS:

There is one (1) unit installed under the starboard side dinette aft seat. The compressor and fan unit is enclosed under the seat with access from the top only. The unit is a Mermaid system but no manufacturers label was sighted. The Raw water pump is located below the starboard side forward area of the main salon settee, next to the waste system tank, no manufacturer label could be sighted on the pump. The thru hull fitting is located in the same area and also serves as the head intake and appears in like good condition. The thru hull operated smoothly.

The air conditioning system was tested in the heat mode. The system was on prior to the start of the survey. The Control panel is located on the port side forward main salon bulk head. The temperature at the main salon exhaust vent was checked with a Sears /Craftsman non-contact infra red thermometer and measured at 9:32 a.m. to be 99 degrees. The system appears to be serviceable.

STEREO, ETC.:

There is a Pioneer model MOSFET 50WX4 AM/FM CD player mounted above the chart table. Unit powered up.

III. SYSTEMS

CABIN APPOINTMENTS

INTERIOR DESCRIPTION: *(Continued)*

CABIN FANS:

***C5**

There are two (2) cabin fans on the vessel, one in the aft cabin and one in the forward cabin. The aft cabin fan powered up, the forward cabin fan powered up but made a loud screeching sound.

GALLEY

LOCATION:

The galley is located to starboard as you enter the cabin down the companion way steps.

SINKS:

The galley has a double stainless steel sink.

REFRIGERATION:

The ice box is mounted on the aft counter to starboard. Inside is the Adler Barbor refrigeration system cold plate and control thermostat. The system was on prior to the start of the survey. The inside cold plate temperature was checked with a Craftsman non-contact infra-red thermometer at 10:35 A.M. and was 29 degrees. The Adler Barbor compressor unit was mounted aft in the starboard cockpit locker. No manufacturer tag sighted. The system appears serviceable.

STOVE/OVEN:

There is a two burner Origo 6000 self contained alcohol stove with oven. The stove was not tested.

PROPULSION

MAIN ENGINES

TYPE:

Diesel.

MANUFACTURER:

Yanmar, model 3GMF

SERIAL NUMBERS:

The serial number is 07073, as listed on the mfg. label, located on the front of the engine.

HORSE POWER:

24 HP, Per the listing sheet. Engine tag notes 20HP@3400RPM

NUMBER OF CYLINDERS:

3 cylinder

INDICATED HOURS:

There is no engine hour meter on the vessel.

THROTTLE CONTROLS:

The throttle control is a mechanical lever /cable type routed to pedestal steering post. Appears serviceable and operates smoothly.

EMERGENCY SHUT DOWN:

Single shut down pull cable mounted on the control panel. Located at the aft port side lazaret in the cockpit. Operated and appeared serviceable.

III. SYSTEMS

PROPULSION

MAIN ENGINES *(Continued)*

ENGINE MOUNTS AND BED:

The four (4) engine mounts are rubber isolation mounts secured to two (2) large pieces of angle iron secured to the FRP reinforced stringers with two bolts on each mount. The engine brackets are held down on each mount by 1/2" bolts with a locking washer and nut above and below the bracket. Mounts were sighted before and during sea trial and appeared serviceable.

DRIP PANS:

The engine drip pan was part of the molded stringers of the engine compartment. A clean oil absorbent mat was sighted in the drip pan. Drip pan appeared serviceable.

LUBRICATION:

Level and Condition: Appears serviceable. Filters: Engine mounted spin on/off canister type filters. (Surveyor recommends that the oil and filters for both oil and fuel be serviced before the vessel is next underway)

EXHAUST SYSTEM:

The exhaust system is mounted below the aft cabin berth and is a wet exhaust system, muffler type unknown, with flexible exhaust hose. All exhaust hose connections sighted were double clamped.

INSULATION:

Aluminized foam rubber sound deadening insulation was attached to the lining of the engine compartment, Serviceable

PROP SHAFTS:

1" diameter stainless steel propeller shaft. Appeared serviceable.

ENGINE ALARMS:

Low oil pressure alarm and coolant over heat warning audible at helm station. Sounded prior to engine starting and after engine shut down. Appears serviceable.

ENGINE SHUT DOWN:

Engine shut down pull cable at helm station. Operable.

STUFFING BOX:

Dripless stuffing box, make unknown. Appeared serviceable. The boot was double clamped and appeared serviceable.

COOLING SYSTEM

TYPE:

The cooling system was freshwater reservoir type cooling with raw water cooled wet exhaust.

RAW WATER STRAINERS:

***C6**

The Bronze engine raw water strainer was mounted to starboard and aft of the engine. All hoses were single clamped and the strainer appeared clear when sighted with a flash light. There is some surface corrosion forming on the starboard side of the engine raw water filter cover plate and hold down bolts.

COOLANT LEVEL:

The coolant level was observed to be normal.

III. SYSTEMS

PROPULSION

COOLING SYSTEM (*Continued*)

HOSES AND CLAMPS:

The raw water cooling system re-reinforced rubber hoses are double clamped at the thru hull but not at the filter and engine connections. (If possible double clamp all connections)

BELTS AND PULLEYS:

V type rubber belts were tight and appeared serviceable.

SEACOCKS AND STRAINERS:

The engine raw water seacock was located aft and to port of the engine, below the aft cabin berth. It operated and appeared serviceable.

TRANSMISSIONS

MANUFACTURER:

Kanzaki, model KM-3A, serial # 6623

GEAR RATIO:

Transmission tag states 2.61 ratio.

FLUID LEVEL AND CONDITION:

The fluid level indicated normal on the dipstick. Appears serviceable.

CONTROLS:

Lever type mounted at the pedestal steering post. Operated smoothly and is serviceable.

PROP SHAFT:

1" stainless steel

COUPLER (SAFETY WIRE):

There is a coupler safety wire attached to the lock nut. The wire appears serviceable.

PACKING GLAND:

Driples type, make unknown. No identification on the unit.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

Diesel

MATERIAL:

The diesel fuel tank is located below the aft starboard cockpit lazaret. The tank appears to be constructed of polyethylene and appears serviceable. There is a tank label on the top of the tank but all information has faded off and could not be read.

NUMBER OF TANKS:

There is one tank.

TANKS CAPACITY:

Approximately 25 gallons as noted on comparative vessel listing sheets.

SECURED:

The fuel tank appears to be held down by two nylon straps.

FILL PIPE LOCATIONS:

Aft starboard side decks marked for Diesel.

III. SYSTEMS

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM *(Continued)*

FILL PIPE MATERIAL:

Type B1 USCG approved hose. Appears serviceable, double clamped at the tank.

FUEL LINES AND FITTINGS:

Grade USCG type A1, single clamped. Appears serviceable where sighted. (suggest adding double clamps at all connections if possible)

VENT LOCATION:

The vent is located on the transom upper starboard quarter.

SHUT-OFF VALVE:

The fuel tank has a shut off valve mounted on top of the tank. Appeared serviceable.

FUEL FILTERS:

There is a remote mounted FRAM filter/water separator on the aft starboard side of the engine compartment and a engine mounted spin on/off type filter. Model unknown.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:

12 Volt system

BATTERIES:

There are two (2) batteries located in the cockpit aft port lazaret. Batteries were in plastic battery boxes with lids and were securely fastened down. There are also two (2) batteries located in the starboard cockpit locker. Both of these batteries are in black plastic battery boxes with lids and are securely fastened down with nylon straps. The boxes were not unstrapped or opened. Battery sizes and types unknown.

BANKS:

There are two (2) banks of batteries.

MAIN BATTERY SWITCHES:

There is one (1) main battery switch which is located in the galley area on the starboard side of the companionway steps. It is a orange Marincro rotary switch with on /off battery 1, battery 2 and all settings.

PANEL:

The main electrical panel is mounted on the port side, aft main salon compartment above the chart table and over current protection is magnetic breakers for all circuits. Appears serviceable but there was no access to the rear of the panel and connections could not be sighted. There are no voltage or amperage meters at the panel.

TYPE CONNECTORS:

All connectors sighted were ABYC approved ring connectors. Wiring was also ABYC approved thermoplastic covered flexible type where sighted.

ROUTING/SUPPORT:

All factory installed wiring appeared to be well supported and secured where sighted.

CHARGING SYSTEM:

Alternator on the engine. Battery charger not sighted and there is no circuit breaker switch on the main AC system panel for a battery charger.

III. SYSTEMS

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET:

There is one (1) 30 amp Maringo, weather protected, shore power inlet, located in the aft port area of the cockpit. The inlet appeared serviceable.

SHORE POWER:

There is one (1) shore power cable which was in use. It appeared to be approximately 50' and appears serviceable.

AC SOURCE SELECTOR SWITCH:

The AC source selector switch was a magnetic breaker type with a power on red indicator light and reverse polarity indicator light. It is located on the ships main power panel. Serviceable.

BRANCH BREAKERS:

Five (5) branch circuits on the main panel for Port outlets, starboard outlets, water heater, battery charger and microwave.

CIRCUIT LOAD MONITORS:

There are no circuit load monitoring meters on the power panel.

CONNECTIONS (TYPE):

Not sighted behind the panel. The panel is securely fastened to the cabinet above the chart table area.

WIRE TYPE (SIZE AND RATING):

Size and rating, where sighted, appears well routed and supported, serviceable for intended use.

ROUTING:

Well routed and supported where sighted.

OUTLETS:

There are two (2) GFCI protected outlets in the main salon. There is one (1) outlet in the head above the sink, which when tested tripped the port side GFCI outlet in the main salon and one outlet in the galley which when tested tripped the GFCI outlet on the starboard side of the main salon. The outlet in the aft cabin is not connected through either GFCI outlet and is not required to be GFCI protected.

POLARITY:

Polarity checked at all outlets and was correct.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS:

There are two (2) fresh water storage tanks which are constructed of polyethylene. One (1) is located under the port main salon settee. limited access is through a panel under the forward end of the settee. One (1) is located in the starboard aft cockpit locker. No mfg. label was sighted on either tank. Size unknown. There are two (2) gate valves under the forward end of the port main salon settee at the location of the pump.

CAPACITY:

65 gallons as per the brokers listing sheet.

III. SYSTEMS

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER) *(Continued)*

INSPECTION/CLEANING ACCESS:

None Sighted.

FILL PIPE LOCATION:

The deck fill is located amid ships on the port side deck marked for water and below a step plate above the center area of the transom coaming.

VENT PIPE LOCATION:

One vent is at the upper starboard aft corner of the transom and the other is located amid ships on the port side of the hull.

PUMPS:

The water pump is mounted under forward end of the port settee and is a 12 volt Shurflow model # 2088-423-344 rated at 3.3 gpm. The pump operated and is serviceable, no leaks detected.

FILTERS:

None Sighted.

HOSES AND CLAMPS:

PVC pipe throughout vessel. Appears serviceable where sighted.

FRESH WATER SYSTEM (HOT WATER SYSTEM)

TYPE:

110 volt Atlantic Marine Products, approximately 3 gallon marine water heater. No model or serial # sighted. The pressure relief valve drains to the bilge.

SANITATION

SANITATION (BLACK WATER)

MANUFACTURER:

The head toilet is a PAR manual pump flush system with single lever intake and pump dry valve. Unit pumped water through the system when the pump was operated.

NUMBER OF HEADS:

One (1)

LOCATION OF HEADS:

The head unit is located forward of the main salon on the starboard side of the vessel.

M.S.D TYPE USCG SYSTEM:

This vessel is equipped with a polyethylene holding tank which is located under the starboard side forward dinette seat, access is very limited. No label was sighted. The tank appears in like new condition and serviceable. Size unknown.

RAW WATER SUPPLY AND CLAMPS:

The head raw water intake thru hull is located under the dinette forward seat next to the waste storage tank. All hoses are in like new condition and double clamped. The thru hull operates and is serviceable.

DISCHARGE HOSES AND CLAMPS:

The Discharge thru hull is located next to the raw water intake thru hull. The thru hull ball valve handle has been removed with the thru hull set in the closed position. Discharge is direct to the waste tank only.

III. SYSTEMS

SANITATION

SANITATION (BLACK WATER) *(Continued)*

PUMP-OUT LOCATION:

The waste pump out is located on the starboard side deck mid-ships. Clearly marked WASTE.

MACERATOR:

There is no macerator on the vessel but there is a tank manual pump out located in the head compartment. The unit was not tested as the discharge thru hull was secured in the closed position.

"Y" VALVES:

None sighted.

SANITATION (GREY WATER)

BASINS, SHOWERS, HOSES AND CLAMPS:

The basins on the vessel drain to thru-hulls in immediate area below each sink/basin. The shower drains to a sump area where a RULE 500 gph bilge pump with RULE-A-MATIC float switch is mounted and is pumped overboard. Unit powered up when the float switch was lifted.

DISCHARGE:

Discharge is overboard, starboard topsides.

STEERING SYSTEM

STEERING SYSTEM

TYPE:

The steering system consists of a pedestal with cables, pulleys and quadrant. All components were non accessible, covered by a FRP panel in the ceiling of the aft berth.

MANUFACTURER:

Edson

NUMBER OF STATIONS:

One (1) main helm station is in the aft cockpit.

RUDDER STOCK:

1.5" Stainless steel rudder stock, as sighted in the aft berth.

UPPER RUDDER BEARING SUPPORT:

Well mounted and the bronze upper rudder bearing, on a FRP shaft log with rubber hose connector. Hose is double clamped. Appears serviceable.

EMERGENCY TILLER:

The emergency tiller was stored under the aft port cockpit lazaret. The emergency tiller can be connected to the rudder post through a small access panel under the teak step plate.

GROUND TACKLE

GROUND TACKLE

ANCHORS:

There are Two (2) anchors, one (1) is a Bruce 10 KG. It is mounted on the anchor roller on the bow. The other anchor is stored in the bow anchor locker. It is a Danforth style of undetermined size as no mfg. information appeared on the anchor.

III. SYSTEMS

GROUND TACKLE

GROUND TACKLE (*Continued*)

RODE MATERIAL:

Approximately 150' of 5/8" 3 braid marine grade nylon anchor line, with approximately 8' of 5/16" chain for the anchor on the roller.

WINDLASS:

None Sighted.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF:

ICOM model IC-M-45 located to port above the chart table. The unit was flush mounted so the serial number was not sighted. The unit powered up.

AUTOHELM:

The auto helm is a NAVICO WP 4000 belt drive unit. Unit powers up and appeared to steer the vessel in a straight line when tested during the sea trial.

SPEEDLOG:

Datamarine model# S100KL. Unit powered up but there was no speed indicated.

DEPTH SOUNDER:

Datamarine model# S100. Unit powered up. Depth was indicated.

COMPASSES:

Richie 3" pedestal mounted compass.

ANTENNAS:

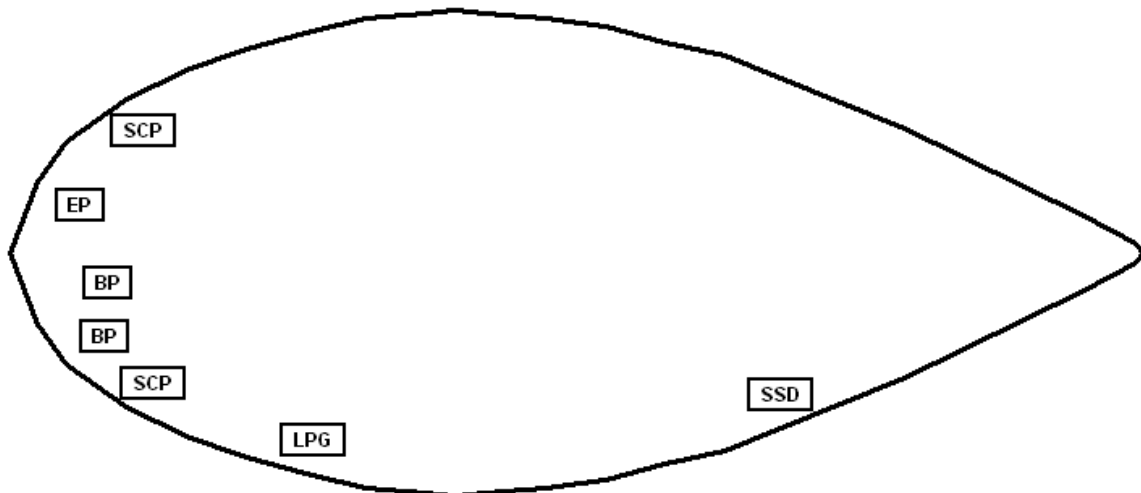
The VHF antenna is a whip style mounted at the top of the mast.

III. SYSTEMS

THRU-HULLS

THRU-HULLS:

THRU-HULLS ABOVE WATER LINE (DIAGRAM):



Abbreviation	Description
BP	Bilge Pumps
EP	Exhst Ports
LPG	LPG Drain
SCP	Scupper Drains
SSD	Shower Discharge

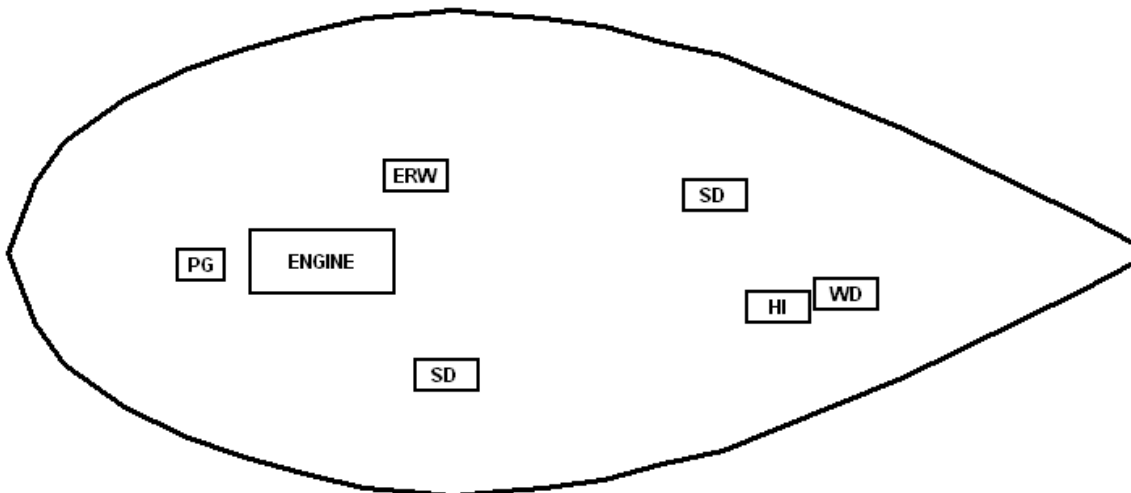
****Black Icon(s) with white text indicates inoperable item.**

III. SYSTEMS

THRU-HULLS

THRU-HULLS: (Continued)

THRU-HULLS BELOW WATER LINE (DIAGRAM):



Abbreviation	Description
ENGINE	Engine
ERW	Engine Raw Water Intake
HI	Head Intake
PG	Pkng Gland
SD	Sink Drains
WD	Waste Discharge

****Black Icon(s) with white text indicates inoperable item.**

BONDED:

None of the thru hull fittings on the vessel were bonded.

CONDITION:

All thru hull fittings appeared to be bronze, in like new condition.

OPERABLE:

All thru hulls had ball valve attached which were operated and serviceable.

III. SYSTEMS

BONDING SYSTEM

BONDING SYSTEM

MAIN BONDING CONDUCTOR:

It appears that there is not a complete main bonding conductor on the vessel. Bonding and Lighting protection are a matter of individual interpretation of the principals involved. The ABYC suggests bonding all metallic below waterline thru-hull fittings and to construct a Cone of Protection for lighting protection.

SHAFTS AND SHAFT LOGS:

The propeller shafts and logs are not bonded.

RUDDER SHAFTS AND SHAFT LOGS:

Rudder shafts and rudder shaft logs are not bonded.

SEA STRAINERS:

All sea strainers are not bonded.

ZINC (HULL ZINC):

There were two (2) shaft zincs on the propshaft. Replace at next haul out.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S:

There are four (4) type II adult PFD's where located in the starboard aft lazaret. All appear in like new condition. It is the owner/operators responsibility to have life jackets on board the vessel for every person on board as required per 33CFR sec. 25.25-5 (b) each vessel not carrying passengers for hire, less than 40 feet in length must have at least one life preserver (Type I PFD), buoyant vest (Type II PFD), or marine buoyant device intended to be worn (Type III PFD), approved under subchapter Q of a suitable size for each person on board.

NUMBER OF THROWABLE PFD'S:

There is one (1) Lifesling throwable rescue system mounted on the stern rail. The sling and nylon line appear serviceable.

FIRE EXTINGUISHERS:

Two (2) fire extinguishers on the vessel. one (1) is a BC Kidde Dry Chemical 3, serial # XH103857 mounted in the aft cabin and one (1) is a First Alert Dry Chemical # YF316889 mounted in the main salon. Both had gauges that read full.

VISUAL DISTRESS SIGNALS:

There is a four (4) pack of Orion Day night flares in the storage locker below the chart table. The expiration date is 2012.

SOUND DEVICES:

There is one (1) hand held air horn stored on a shelf above the chart table. The horn operates.

NAVIGATION LIGHTS:

The bow/side lights, steaming light, stern light, deck light and anchor light power up and appear serviceable.

"NO OIL DISCHARGE" PLAQUE:

Located on the inside of the forward engine compartment access panel.

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)(Continued)

TRASH DISPOSAL PLACARD:

The Trash Disposal Placard is mounted in the galley area above the ice box.

AUXILIARY SAFETY EQUIPMENT

SMOKE DETECTOR:

None Sighted. (recommended)

BILGE PUMPS

LIST:

One electric 12 volt Rule 1500 GPH bilge pump with Rule A Matic float switch in the bilge below a access panel in the aft area of the main salon. The unit powered up when the float switch was raised, serviceable.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S):

There was one (1) bronze three blade propeller size noted on the propeller as 15RH13. Appears serviceable.

PROPELLER SHAFT(S):

Stainless steel 1".

SHAFT BEARING (CUTTLESS BEARING):

The cutlass bearings is mounted on a strut and showed no signs of sloppiness or end play.

STRUTS:

Single I-beam strut. Appears serviceable.

RUDDER(S) MATERIAL:

The rudder is painted with white bottom paint, appeared to be of sandwich construction and sounding with a phenolic hammer showed no signs of delamination. The rudder appears serviceable.

ZINCS:

There are two shaft zincs mounted on the propeller shaft. Both zincs were deteriorated at the time of haul out. Both shaft zincs should be replaced at the next haul out.

CONDITION OF HULL (WETTED SURFACE)

BLISTERS:

*C7

There are a few very small surface/gel coat blisters on the hull below the water line. None of the blisters are grouped together or in a particular pattern. The bottom paint was not removed to inspect any of the blisters.

CONDITION OF BOTTOM PAINT:

The bottom paint was in fair condition with some slight chipping and peeling in a few areas.

III. SYSTEMS

SEATRIAL REPORT

INTRODUCTION

INTRODUCTION:

The vessel "name" was operated from Tolchester Marina, 21085 Tolchester beach RD, Chestertown, MD 21620 out of the marina area and headed west into the Chesapeake Bay. The sea trial was conducted by the surveyor between 10:05 A.M. and 12:08 P.M. on 10-00-08. The vessel was operated by the Owner XXXXX. Also in attendance was the Broker, Name. The buyers Names were in attendance. The vessel was motored for approximately 15 minutes west, across the shipping lanes in the Chesapeake Bay. Then the main sail was raised and the genoa sail was unfurled by the broker. The vessel was sailed for approximately 20 minutes. The furling gear appeared to operate and be serviceable. During that time the auto pilot was tested and appeared to be serviceable. The main sail was then lowered and stacked on the boom and the genoa sail furled up. The vessel was motored east back towards the Marina. During that time the vessel was tested for the operation of the steering system, throttle, transmission, the back down test, engine alignment, packing gland and the motor mounts. All appeared serviceable. The vessel was then motored back to Tolchester Marina and docked at the marina haul out area.

OBSERVATIONS

OBSERVATIONS:

1. The engines started without excessive cranking.
2. The engine exhaust appeared normal.
3. The cooling water exhaust appeared adequate and normal.
4. The engine instruments operated within normal operating limits at idle, cruising speed, and maximum throttle.
5. The steering system operated normally.
6. The throttles operated normally.
7. The transmission operated normally/smoothly.
8. There were no excessive vibrations noted.
9. There were no oil or coolant leaks observed. (engine or in exhaust water)
10. The engine shut down or fuel shut off valve operated correctly.

STANDING RIGGING

STANDING RIGGING

MAST:

The Kenyon mast is a painted aluminum spar which is deck stepped.

MAST STEP:

Deck surface around the step is dry and clean. The mast appears to be securely held in place and attached to the deck plate. Appears serviceable.

III. SYSTEMS

STANDING RIGGING

STANDING RIGGING(*Continued*)

SPREADERS:

*C8

Double spreader rig with aluminum spreaders, all appear serviceable. The lower port side spreader boot cover tape is coming off and hanging loose.

SHROUDS AND STAYS:

All stays and shrouds are made of 1X19 stainless steel wire with swaged fittings. All swage fittings and turn buckles accessible from the deck were sighted and appear serviceable.

BOOMS:

The Kenyon main sail boom is painted white aluminum and appears serviceable.

TURNBUCKLES:

All of the turnbuckles are stainless steel open body design. Appear serviceable.

CHAIN PLATES:

Chain plates were sighted on deck and below where they are attached at the deck to a stainless steel post which is secured to the hull liner behind the main salon port and starboard settees. The chain plates appear serviceable.

MAST SUPPORTERS:

The mast is supported below decks by a teak four plank post which is mounted to the aft head compartment bulkhead and rests on the hull liner. The exterior surface of the post is in very good condition.

RUNNING RIGGING

RUNNING RIGGING

WINCHES:

There are two (2) Maxwell two speed #21 winches mounted on the coach roof forward of the cockpit. There are two (2) Maxwell # 25 self tailing two speed winches mounted on each side of the cockpit coaming for jib sheets. All are serviceable.

SAIL TRACK:

Two deck mounted sail tracks with cars both port and starboard. Appeared serviceable.

TOPPING LIFT:

The topping lift is attached at the aft end of the boom. It consists of a cam cleat attached to the boom with a line which attaches to the boom and runs up to a single block attached to the topping lift cable. The line runs through the block and back down to the boom and cam cleat. Serviceable.

MAIN SHEET TRAVELER:

The Schaefer main sheet traveler is mounted forward of the companion way hatch, operates and is serviceable.

HALYARDS:

Halyards were braided and color coded line approximately 1/2". The genoa halyard was led aft to the cockpit on the port side, the main sail halyard is led aft to the cockpit on the starboard side. Both appear serviceable.

III. SYSTEMS

RUNNING RIGGING

RUNNING RIGGING(*Continued*)

SHEETS:

The main sheet was approximately 1/2' nylon braid led to the port side cockpit, the genoa sheets were approximately 1/2 inch. All appeared serviceable.

ROLLER FURLING GEAR:

The Stream Stay, serial # 0884 genoa sail furling system operated smoothly and appears serviceable. The furling line is led aft to the cockpit on the vessel port side.

CAM CLEATS:

Two (2) sets of double Easylock rope clutches are located on each side of the coach roof. Appeared serviceable.

SAILS

SAILS

MAINSAIL:

The main sail was a Neil Pryde Sail. The sail was raised during the sea trial and appeared serviceable in like good condition.

HEADSAIL:

Roller furling approximately 130% genoa was opened up during the sea trial and appeared in like very good and serviceable.

SAIL COVERS & BOOTS:

The sail cover was royal blue canvas with snap and twist studs mounted on the mast and boom which held the cover securely against the mast and boom surface. The cover appears serviceable.

BATTENS:

The main sail has full battens for the top two and two shorter battens as lowers. All appear serviceable.

BATTEN POCKETS:

The batten pockets appear serviceable.

HEAD:

The main sail head appears serviceable.

TACK:

The main sail tack appears serviceable.

CLEW:

The main sail clew appears serviceable.

GROMMETS:

All the main sail grommets appear serviceable.

SEAMS:

All sail seams appear serviceable.

IV. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under "SAFETY" should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition. *Findings may also be in violation of U.S.C.G. regulations.*

Deficiencies noted under "OTHER DEFICIENCIES" should be corrected in the near future so as to maintain standards and to help the vessel to retain it's value.

Deficiencies will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES
- B. OTHER DEFICIENCIES NEEDING ATTENTION
- C. SURVEYORS NOTES AND OBSERVATIONS

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.1 (PAGE 7) EXTERIOR HULL:

White gelcoat with Navy blue boot stripe. The boot stripe appears to have been repainted and the out side layer of paint is wearing off .	
FINDINGS	RECOMMENDATIONS
The boot stripe appears to have been repainted and the out side layer of paint is wearing off.	<i>Investigate further and repair or renew as necessary.</i>

C.2 (PAGE 7) PORTLIGHTS:

Three (3) opening port lights on the starboard side of the vessel, four (4) on the port side of the vessel and two (2) fixed ports each side in the main salon. The forward port side port light is leaking and there are stains on the interior of the hull liner below the port light.	
FINDINGS	RECOMMENDATIONS
The forward port side port light is leaking and there are stains on the interior of the hull liner below the port light.	<i>Investigate further and repair or renew as necessary.</i>

IV. FINDINGS AND RECOMMENDATIONS

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.3 (PAGE 8) MATERIAL:

Cored FRP (fiber reinforced plastic) Core material undetermined. The decks were tapped with a phenolic hammer and checked with a moisture meter approximately every six inches. Two (2) areas of the deck were found to have or show moderate moisture content readings. One area is to starboard around the chain plate fitting. An area approximately 6 inches by 8 inches, see finding photo. Extending out from this area is a slightly larger area of what appears to be delamination. This area is approximately 12 inches by 20 inches, extending from the chain plate across to the toe rail. The second area with moderate to high moisture readings is the area around the mast step plate. An area approximately 10 inches by 10 inches and confined to the raised area of the deck around the mast step. No delamination was detected with sounding in this area.

FINDINGS	RECOMMENDATIONS
<p>Cored FRP (fiber reinforced plastic) Core material undetermined. The decks were tapped with a phenolic hammer and checked with a moisture meter approximately every six inches. Two (2) areas of the deck were found to have or show moderate moisture content readings. One area is to starboard around the chain plate fitting. An area approximately 6 inches by 8 inches, see finding photo. Extending out from this area is a slightly larger area of what appears to be delamination. This area is approximately 12 inches by 20 inches, extending from the chain plate across to the toe rail. The second area with moderate to high moisture readings is the area around the mast step plate. An area approximately 10 inches by 10 inches and confined to the raised area of the deck around the mast step. No delamination was detected with sounding in this area.</p>	<p><i>Investigate further and repair or renew as necessary.</i></p>

C.4 (PAGE 8) TYPE:

The hull to deck joint is of the deck overlap type (coffee can approach) with fasteners through an aluminum rub rail which extends from bow to stern on the out side of the vessel . Appeared serviceable where sighted. All fasteners can be sighted from the out side of the hull. At the port aft corner of the toe rail there is a short section of FRP deck, where the aluminum toe rail ends, which is broken off. This section is approximately 1 by 2-3 inches in size.

FINDINGS	RECOMMENDATIONS
<p>At the port aft corner of the toe rail there is a short section of FRP deck, where the aluminum toe rail ends, which is broken off. This section is approximately 1 by 2-3 inches in size.</p>	<p><i>Investigate further and repair or renew as necessary.</i></p>

IV. FINDINGS AND RECOMMENDATIONS

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.5 (PAGE 11) CABIN FANS:

There are two (2) cabin fans on the vessel, one in the aft cabin and one in the forward cabin. The aft cabin fan powered up, the forward cabin fan powered up but made a loud screeching sound.	
FINDINGS	RECOMMENDATIONS
The forward cabin fan powered up but made a loud screeching sound.	<i>Investigate further and repair or renew as necessary.</i>

C.6 (PAGE 12) RAW WATER STRAINERS:

The Bronze engine raw water strainer was mounted to starboard and aft of the engine. All hoses were single clamped and the strainer appeared clear when sighted with a flash light. There is some surface corrosion forming on the starboard side of the engine raw water filter cover plate and hold down bolts.	
FINDINGS	RECOMMENDATIONS
There is some surface corrosion forming on the starboard side of the engine raw water filter cover plate and hold down bolts.	<i>Investigate further and repair or renew as necessary.</i>

C.7 (PAGE 22) BLISTERS:

There are a few very small surface/gel coat blisters on the hull below the water line. None of the blisters are grouped together or in a particular pattern. The bottom paint was not removed to inspect any of the blisters.	
FINDINGS	RECOMMENDATIONS
There are a few very small surface/gel coat blisters on the hull below the water line. None of the blisters are grouped together or in a particular pattern. The bottom paint was not removed to inspect any of the blisters.	<i>Remove the bottom paint and further investigate and repair as necessary.</i>

C.8 (PAGE 24) SPREADERS:

Double spreader rig with aluminum spreaders, all appear serviceable. The lower port side spreader boot cover tape is coming off and hanging loose.	
FINDINGS	RECOMMENDATIONS
The lower port side spreader boot cover tape is coming off and hanging loose.	<i>Investigate further and repair or renew as necessary.</i>

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION** After a the survey has been completed and the findings have been organized in a logical manner.

The grading of condition, developed by **BUC RESEARCH**, and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the **BUC USED BOAT PRICE GUIDE**, for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted marine grading system of condition:

"EXCELLENT (BRISTOL) CONDITION", is a vessel that is maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

"ABOVE AVERAGE CONDITION", has had above average care and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION", ready for sale requiring no additional work and normally equipped for her size.

"FAIR CONDITION", requires usual maintenance to prepare for sale.

"POOR CONDITION", substantial yard work required and devoid of extras.

"RESTORABLE CONDITION", enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** section of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is

OVERALL VESSEL RATING:

ABOVE AVERAGE CONDITION

V. SUMMARY AND VALUATION

STATEMENT OF VALUATION:

1. The "**FAIR MARKETVALUE**" is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

In review of information from several sources addressing the value of similar boats of this make and model, the rational in determining the value is as follows.

The current BUC retail value for this make and model vessel in "Fair Market Value Adjusted For Better Condition" is Between \$30,000. and \$33,400. In comparison Yacht World .com has one similar 198-- Hunter 3-- priced at \$28,500. There are also two 198- Hunter 3-'s priced at \$29,000 and \$37,000. Yacht Trader.com lists eight 198-- Hunter 3-'s between \$24,900 and \$45,700. This vessel lacks any sophisticated electronics but is in very good condition.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the "**FAIR MARKETVALUE**" of the subject vessel is:

\$36,700.00

Thirty Six Thousand Seven Hundred Dollars and Zero cents

2. The "**ESTIMATEDREPLACEMENTCOST**" indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. "**ESTIMATED REPLACEMENT COST**" of the subject vessel is:

\$144,900.00

One Hundred Forty Four Thousand Nine Hundred Dollars and Zero cents

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the vessel "Name" a 198- Hunter 3--, 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 October --, 2--- and was found to be a well constructed, appointed and comfortable vessel. The vessel is very capably captained and well-kept. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies list should be attended to in a timely fashion.

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.

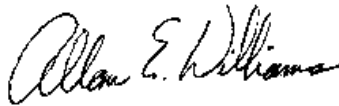
I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

My compensation is not contingent upon the reporting of a predetermined value or direction in value 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.

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

ATTENDING SURVEYOR:



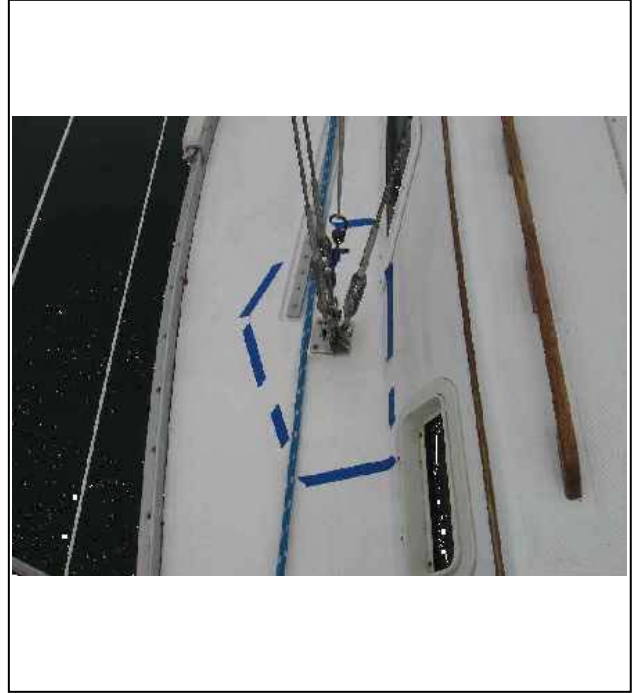
Allan E. Williams, A.M.S.



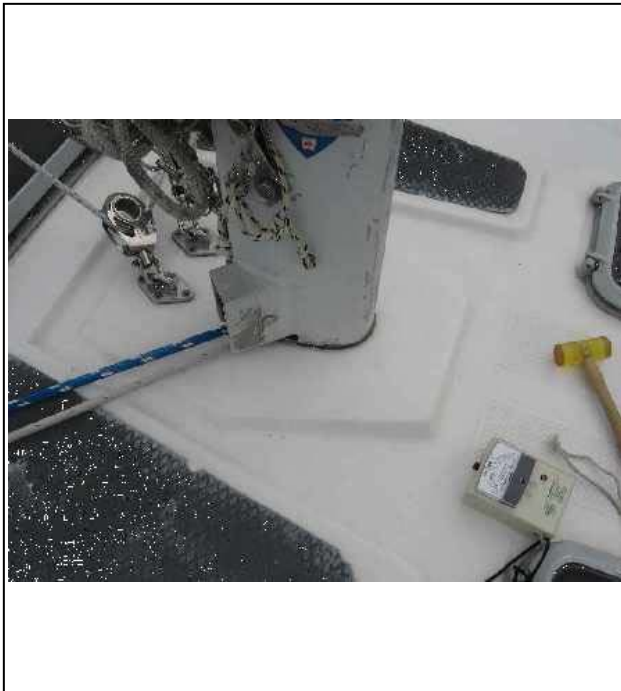
VI. PHOTOGRAPHS



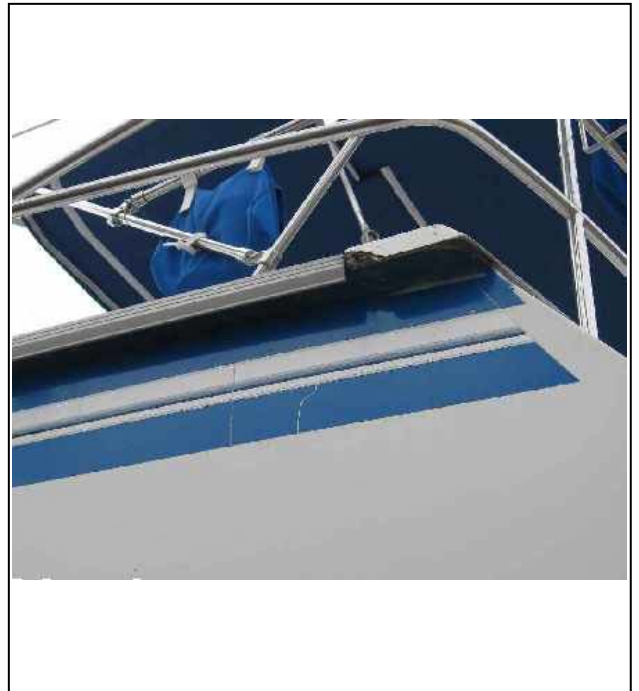
Finding C.1 Boot stripe Paint Wear



Finding C.2 Area of Elevated Moisture Reading



Finding C.2 Area of Elevated Moisture Reading



Finding C.3 Toe Rail Damage

VI. PHOTOGRAPHS



Finding C.5 Corrosion on Engine Raw Water Filter