



# **REPORT OF THE MARINE SURVEY**

## **OF THE VESSEL**

**“\*\*\*\*\*”**

**Sabre 38**

**CONDUCTED BY**

**Peter J. Spang, SA**

**MARINE SURVEYOR**

**YACHT SURVEYED FOR**

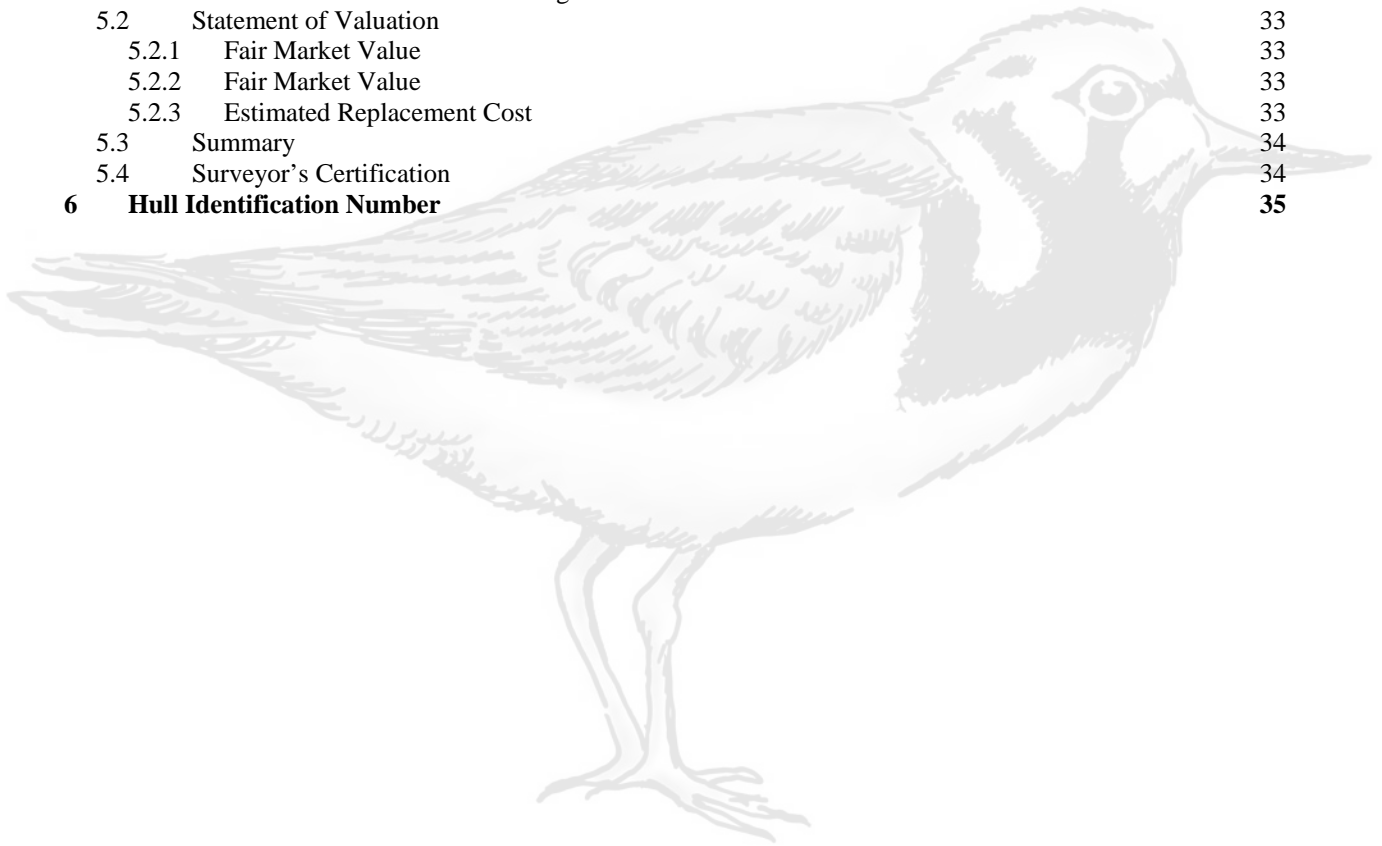
**Mr. \*\*\*\*\***

**Survey Date: Tuesday, \*\*\*\*, 2004**  
**Report Date: Thursday, \*\*\*\*, 2004**

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# 1 Introduction

## 1.1 Scope of Survey

Acting at the request of \*\*\*\*\*, Peter Spang, SA did attend onboard the **Sabre II -38** on \*\*\*\*, 2004 commencing **10:00** where an **in-water-survey** was conducted at **Chatham**. The ship's papers were on board and appeared to be **in** order. The Hull Identification Number was verified from the transom. A sea trial was **not** performed. An out-of-the-water inspection of the underwater machinery and the exterior of the hull's wetted surface area was **not** performed. The surveyor **did not** have the owner's permission to run the engine(s). The reason for the survey was to ascertain the physical condition and value of the vessel as requested by the insurance company. Moisture readings taken and referred to throughout the body of this report were taken with the GRP model 33 moisture meter. **DC / and AC power** 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. Also in partial attendance was \*\*\*\*.

The vessel was surveyed without removal 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 is not to be considered an inventory or a warranty either specified or implied.

**NOTE:** It is recommended and understood that the **diesel** engine(s) aboard this boat be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears, pumps, heat exchangers, coolers, etc.

**NOTE:** It is recommended and understood that the rigging should be surveyed by a qualified rigger to determine the condition of all the stays, shrouds, tangs, turnbuckles, etc.

### CONDUCT OF SURVEY:

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 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 **\*A#**, **\*B#**, and **\*C#** in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the item, following the body of the report.

## 1.2 Vessel Description

The “\*\*\*\*\*” is number \*\*\* of series #\*\*\*-#\*\*\* Sabre 38 II sailboats built between 1988 and 1995. Sabre Yachts has built over 2300 hulls to date in their facilities in Raymond and Rockland, Maine. Sabre sailing yachts are designed to be performance cruising yachts, blending the comfort of cruising, the capacity for bluewater passage making, but also capable of competitive racing. Her previous owner who is a racing devotee has modified the “\*\*\*\*\*”. Modified in the sense that hot water and propane systems were more of a weighty nuisance than practical, so they were removed. However, essentials remain so that she is still a great bare bones cruiser that will get you there faster than most sailboats. Many extras have been added such as Kevlar sails, carbon fiber spars, rigging, and navigational electronics.





## 2 General Information

### 2.1 Vessel Information

FILENUMBER:	*****
DATE OF SURVEY:	2004
SURVEY PREPARED FOR:	*****
TYPE OF SURVEY:	Condition and valuation for insurance
BUILDER OF VESSEL:	Sabre Yachts, Raymond, Maine
MODEL OF VESSEL:	Sabre 38 II
MODEL YEAR:	****
YEAR BUILT:	****
PRESURVEY VESSEL BUC VALUE****:	US\$****
“BUC” REPLACEMENT VALUE****:	US\$400,000.00
HULL IDENTIFICATION NUMBER:	****
HULL NUMBER:	****
HOME PORT:	****
HAILING PORT:	****
OFFICIAL NUMBER:	****
USCG DOCUMENTATION NUMBER:	****
DOCUMENT STICKER VALID DATE:	****
STATE TITLE:	NA
STATE VALIDATION STICKER NUMBER:	NA
STATE REGISTRATION NUMBER:	NA
OWNER'S NAME:	****
OWNER'S ADDRESS:	****
PLACE OF SURVEY:	Chatham, MA
DATE / TIME OF SURVEY:	July 6, 2004 commencing 10:00
HULL MATERIAL:	FRP
HULL TYPE:	Sailing displacement with ballast/fin keel.
LENGH OVER ALL (LOA):	38' 7"****
DOCUMENTED LENGTH:	38.7'*
BEAM:	12' 8"****
DRAFT:	6' 10"****
DISPLACEMENT:	16,950 ***
GROSS TONS:	10*
NET TONS:	9*
OVERHEAD CLEARANCE:	56' 4"**** (with original mast)
PROPULSION SYSTEM:	Westerbeke 33 hp
FUEL TYPE:	Diesel
FUEL CAPACITY:	40 galsUS
AC POWER:	Shore and inverter
DC POWER:	4 -6V deep cycle house batteries /single 12V for start.
FRESH WATER CAPACITY:	80 galsUS
HOLDNG TANK CAPACITY:	40 galsUS
INTENDED CRUISING AREA:	Eastern inshore waters New York to Maine
INTENDED USE:	Cruising and racing.



## 2.2 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

Sufficient for a specific requirement.

### 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 \* (ASTERISK)

Use of \* (asterisk) 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
- \*\* Per Owner
- \*\*\* Per USCG Documentation
- \*\*\*\* Per BUC Book

## 3 Systems

### 3.1 Hull, Deck, and Superstructure

#### 3.1.1 Wetted Surface and Machinery BWL

**DESCRIPTION:** ..... Not surveyed

#### 3.1.2 Hull Construction

**DESCRIPTION:** Displacement sailing hull with ballasted deep fin keel drawing just under 7'. Open cockpit with Edson binnacle helm. Raised cabin trunk with wide uncluttered side decks for access to foredeck. A slight flat sheer from the bow back to a reverse transom.

**MATERIAL:** ..... FRP

**EXTERIOR HULL WETTED SURFACE:** Blue anti-fouling paint

**EXTERIOR HULL TOPSIDES:** Plum color Gelcoat with red water line stripe in good condition

**PORTLIGHTS:** ..... None in hull

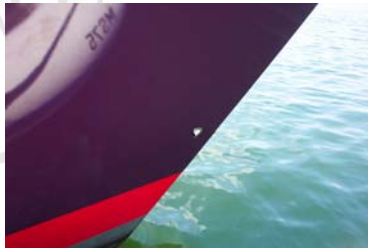
**PLACEMENT OF (HIN):** ..... Upper right corner of transom

**TRANSOM:** ..... Reverse angle

**SWIM PLATFORM:** ..... None

**RESULTS OF TAPPING:** ..... All areas sounded solid

**MOISTURE CONTENT:**



..... High moisture reading around anchor locker drain starboard stem.

**PLACEMENT OF DOCUMENT. #:** ..... Under lazaret at transom



**BULKHEADS:**



Cored FRP "ribs" molded in along length of hull frame ¾" teak laminated plywood interior bulkheads.

**STRINGERS:**

No longitudnals, only transverse grid that also supports cabin sole.

**BILGE:**

Dry areas are clean and oil free. Standing water under cabin sole has turned into some kind of primordial soup that 1 or 2 cups of bleach would clear up.

**KEEL BOLTS:**

Only tops of 1" stainless keel bolts could be seen above slop. I did not feel it prudent to pump the bilge slop out into the harbor.

**3.1.3 Deck and Cockpit Construction**

**DESCRIPTION:**

Deck is one-piece molded unit attached to hull on an inward flange with mechanical fasteners every 4". Bedding compound could not be ascertained. The joint is reinforced with a varnished 2' high 1" thick oak toe rail. A PVC rub rail runs the perimeter of the deck joint.

**MATERIAL:**

Cored FRP with Baltek? Later models used Divinycell\*.

**DECK SURFACE:**

White Gelcoat with sand colored nonskid paint.

**HANDHOLDS:**

Varnished teak loop handrails run forward on cabin top. Safety lines and rails surround deck.

**COCKPIT DESCRIPTION:**

Sand color non-skid paint over white Gelcoat. Seating both sides and transom end. Transom seat is humped in the middle. Lazarets under seats for storage. Most running rigging is controlled from cockpit. Edson binnacle helm with wheel and Raymarine navigational repeaters. Approx. 12" step up to descend companionway to cabin.

**DIMENSIONS:**

Approx. 68" wide, 96" long, and 27" deep.

**RESULTS OF TAPPING:**

All areas sounded solid

**MOISTURE CONTENT:**



High moisture between bow rail mounts starboard.

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**3.1.4 Deck Fittings**

<b>STANCHIONS:</b>	5 stanchions each side
<b>SAFETY LINES:</b>	Double lines 12' and 24' high is serviceable condition. Lines with alligator clips drop either side of cockpit for boarding.
<b>SAFETY RAILS:</b>	1' stainless bow and pushpit rail.
<b>TOE RAILS:</b>	1" by 2" high varnished oak.
<b>HATCHES AND ACCESS PORTS:</b>	Bowmar adjustable opening hatches with smoked acrylic lens and screens: 4 -10" over galley, 1 -20" over main cabin, 1 -24" over v-beth. 5 fixed lights each side of cabin trunk. 3 -14" X 4" opening portlights with screens in aft quarterberth.
<b>VENTILATORS (DURADS ETC.):</b>	4 sealed durads in cabin roof. The cowl vents were not seen on board.
<b>SCUPPERS:</b>	2 -1 1/2" scuppers in cockpit drain through double clamped hoses to single thru-hull with serviceable seacock. 3" X 1 1/2" clearing ports along toe rails to drain deck water.
<b>CHOCKS AND CLEATS:</b>	2 -9" aluminum cleats on aft quarters with hawseholes through the toe rail, 2 -6" stainless cleats on slide track amidships, 2 -9" aluminum at bow with chocks.
<b>DAVITS:</b>	None

**3.1.5 Ground Tackle**

<b>ANCHOR(S):</b>	20 lbs Danforth galvanized.
<b>APPROX. LENGTH CHAIN:</b>	None
<b>APPROX. LENGTH LINE /BITTER END:</b>	300' of 7/8" braided nylon rode with bitter end secured to vessel.
<b>BACKUP ANCHOR AND TACKLE:</b>	30 lbs CQR with 6' 3/8" galvanized chain in cabin.
<b>ANCHOR /CHAIN LOCKER:</b>	Clean and dry. Scupper drain through starboard topside.
<b>ANCHOR DAVIT / ROLLER:</b>	Stainless appears serviceable.

### 3.1.6 Helm

<b>DESCRIPTION</b> .....	Binnacle helm by Edson.
<b>LOCATION(S):</b> .....	Cockpit
<b>VISIBILITY:</b> .....	Excellent
<b>HANDHOLDS:</b> .....	Stainless loop on top of binnacle.
<b>THROTTLE / SHIFT CONTROLS:</b> .....	Well marked and work smoothly on binnacle.
<b>INSTRUMENT PANEL:</b> .....	Under portside lazaret. Shows tach, oil press., volts, water temp, fuel gauge.
<b>INSTRUMENTATION:</b> .....	Large compass and repeater for radar /GPS and autopilot on binnacle, depth on starboard side of cockpit, heading on portside, over companionway is rudder angle, apparent wind direction and speed, course heading, log and knot meter.
<b>SWITCHES ETC.</b> .....	None
<b>ENCLOSURE:</b> .....	No dodger or enclosure.

### 3.1.7 Steering System

<b>TYPE</b> .....	Binnacle with 40" destroyer wheel with leather grip.
<b>MANUFACTURER:</b> .....	Edson
<b>NUMBER OF STATIONS/LOCATION(S):</b> .....	1
<b>MOUNTING:</b> .....	Bolted to cockpit sole
<b>LINES AND FITTINGS:</b> .....	Obscured by sealed panels.
<b>RUDDER STOCK:</b> .....	Only top visible. Appears serviceable. Emergency tiller mount and tiller appear serviceable.
<b>UPPER RUDDER BEARING SUPPORT:</b> .....	Appears serviceable with greased Delrin bearing.
<b>PACKING GLAND:</b> .....	Obscured by sealed panels (*B1)
<b>LINKAGE:</b> .....	Obscured by sealed panels.

### 3.1.8 Additional Equipment and Accessories

**DINGHY/TENDERS:**



Quicksilver Model AA270E81N HIN #\*\*\*\*\*

**DINGHY MOTOR:**



4 hp Mercury. Serial #\*\*\*\*

**CANVAS AND COVERS:**

None

**FENDERS:**

6 -16" X 10" inflatables.

**DOCK LINES:**

Several 1" braided nylon appear serviceable.

## 3.2 Cabin Appointments

### 3.2.1 Interior

**DESCRIPTION**

Cabin is 6 steps down the 30" wide by 29" deep companionway from the cockpit. Enter the galley to port and head to starboard. Headroom throughout the cabin area is 76".

**DIMENSIONS, LWH:**

9' 2" long X

**HANDHOLDS:**

Teak loop handrails in ceiling both sides of cabin.

**JOINERY AND FINISH:**

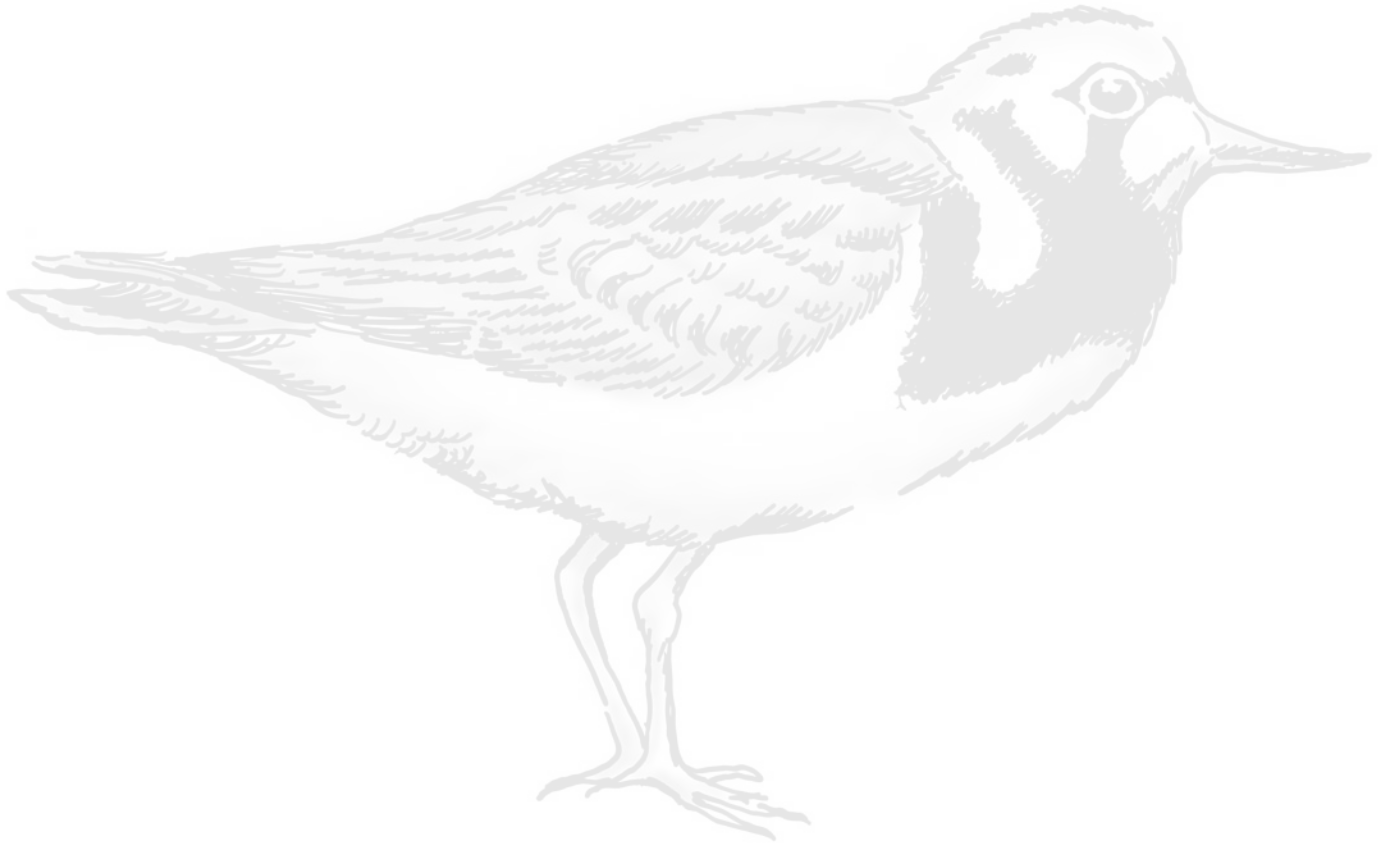
Carefully done. Not elegant, but functional and attractive.

**BRIGHT WORK:**

Teak brightwork could use oiling.



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**INTERIOR BULKHEADS:** Oiled teak laminated plywood.  
**WATER INTRUSION SIGNS:** None  
**STORAGE AREAS:** Plentiful. Under settees, shelves and cubbies above settees. Drawers and cabinets under v-berth. Hanging locker in v-berth.  
-----  
**HEADLINERS:** Cushioned vinyl is serviceable condition.  
**FABRIC AND CUSHIONS:** Solid blues and blue prints in serviceable condition.  
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**SLEEPING QUARTERS:**

6' 4" berths in cabin.

Single settee /berth starboard side.



Double berth portside with bunk above.

Bunk has safety retention.

76" deep v-berth forward that is 9' wide and narrows to approx 3' at the forepeak.

Well-equipped workstation also in v-berth.



Hanging locker in v-berth.

Aft quarter berth is 9' 3" deep and 63" wide at entrance. Access to motor is here. Several shelves and storage beneath. Small pantry located here.

-----  
**ACCOMMODATIONS:** ----- 7 adults.

**HEADS:**



In starboard aft quarter. Counter and basin then toilet all against starboard hullside. 54" deep X 42" at the widest with 71" headroom. Teak grate floor for shower drain.

-----  
**SHOWERS:** ----- In head.

**FAUCET FIXTURES:** ----- Chrome over bronze and PVC. Appear serviceable.

**LIGHT FIXTURES:** ----- Bulkhead mounted high and low switches. All in serviceable condition.

**CABIN SOLE SURFACE:** ----- Teak and holly sole in good condition with non-skid tape rows running lengthwise.

**VENTILATION:** ----- Well ventilated. See 3.1.4 deck hatch section.

**AIR CONDITIONING UNITS:** ----- None

**HEATING UNITS:** ----- None

### 3.2.2 Entertainment Electronics

	MANUF	MODEL	SER #	POWER UP	COMMENTS
<b>RADIO / CD / TAPE PLAYERS:</b>	West Marine	2641272	****	Yes	AM/FM/CD/MP3
<b>SATELLITE RECIEVER:</b>	Sony			Yes	XM network
<b>SPEAKERS:</b>	Pioneer			Yes	Cabin and marine speakers in cockpit.

### 3.2.3 Galley

**DESCRIPTON:**



Comprises 20 sq ft. of cabin at foot of companionway. L shaped 4' countertops with a vertical stainless handrail at one end and teak handrails in the front edge of the countertop. Ceiling mounted handrails over inner countertop also.

-----  
**SINKS, DIMENSIONS:**

Double basin stainless 10" X 14" X 10" deep.

-----  
**REFRIGERATION, CU FT:**

Freezer and refrig. under countertop hatches. Well insulated with cold plates. Freezer approx. 3 cu ft. Refrig. Approx 6 cu ft. Driven by either main motor or AC compressor. Temp gauges front mounted. All powers up and appears serviceable.

-----  
**STOVE/OVEN:**

Portable gimbal mounted CNG stove over sink. (Was not mounted at time of survey).

-----  
**HEAT PROTECTION (INSULATION):**

Stove is well away from combustibles.

-----  
**MICROWAVE:**

GE Spacemaker II gimbal mounted with lock. I could not find switch for power supply. ? Serviceable.

-----  
**HANDHOLDS:**

Counter top and ceiling mounted.

-----  
**ACCESSORIES:**

Toaster and cooking accessories and well as containers for condiments.

### 3.3 Liquefied Petroleum Gas

-----  
**TYPE:**

System completely removed. Portable stove uses small CNG tanks.



### 3.4 Nav Station

**LOCATION:**



Starboard side of cabin.

**NAV EQUIPMENT /ELECTRONICS:**

Complete Raymarine system. Central unit with multi display is located here with repeaters in cockpit. VHF and SSB radios. Satellite phone. Chart table with storage below. Charting tools. Inverter under seat. AC and DC panel located here also.

**CHARTS:**

Rhode Island to New Hampshire. Maptech charts from Block Island to Canadian border.

**LIGHTING:**

Overhead dual switch light with white and red bulbs.

**HANDHOLDS:**

Stainless handrail appears serviceable.

#### 3.4.1 Navigation and Indication Equipment

	MANUF	MODEL	SER #	POWER UP	COMMENTS
<b>VHF / SSB:</b>	Horizon Intrepid		Not visible	Yes	Panel mounted. Ser # not visible.
<b>SSB:</b>	ICOM	ICM700	****	No	Not connected yet.
<b>GPS OR CHART PLOTTER:</b>	Raymarine	C-Series (color)	Not visible	Yes	Panel mounted Raymarine Multi-function system with repeaters.
<b>LORAN:</b>	None				
<b>RADAR:</b>	Raymarine		****		Repeater
<b>AUTOHELM:</b>	Raymarine		****		Repeater
<b>SPEED/TRIP INDICATOR:</b>	Raymarine		****		Repeater
<b>DEPTH SOUNDER / SCANNER:</b>	Raymarine		****		Repeater
<b>COMPASSES:</b>	Ritchie	Powerdamp 6" card			Binnacle mount appears serviceable.
<b>ANTENNAS:</b>	Edson mast				Cockpit.

<b>HAILER:</b>	No				
<b>BAROMETER:</b>	WeemsPlath				Appears serviceable
<b>SHIP'S CLOCK:</b>	Raymarine				
<b>NAVIGATION COMPUTER:</b>	No				
<b>WATER TEMP GAUGE:</b>	Raymarine				
<b>OTHER:</b>	Qualcomm	Satellite	****	Yes	Globalstar network

### 3.5 Propulsion

#### 3.5.1 Engine Compartment

**DESCRIPTION:**



Under cockpit with accessibility behind companionway stairs and complete access from quarter berth. Clean and well maintained. No oil or coolant leaks seen. Engine has original paint at little corrosion.

<b>APPROX CU FT:</b>	20 cu ft.
<b>VENTILATION:</b>	Intake and exhaust ducts to transom cowls.
<b>BILGE BLOWER(S):</b>	Powers up and appears serviceable.
<b>SOUND/HEAT INSULATION:</b>	Engine doghouse and forward bulkhead insulated.
<b>FIXED FIRE EXTINGUISHER SYSTEM:</b>	None
<b>EXTINGUISHER ACCESS PORT:</b>	Side of doghouse.
<b>PROPER SAFETY/WARNING LABELS:</b>	Filters and lines are labeled. No safety or warning labels. Not required.

#### 3.5.2 Main Engines

<b>TYPE:</b>	Diesel model 33A
<b>MANUFACTURER:</b>	Westerbeke
<b>HORSEPOWER:</b>	33



-----  
**NUMBER OF CYLINDERS:** 4  
**THROTTLE CONTROLS:** Throttle handle at helm works smoothly.  
**CONTROL PANEL:** At helm under portside lazaret. Key switch, start, preheat, blower, manual shutoff.  
 -----  
**LUBRICATION:** Oil sump. Level shows full. Oil is black color and smells normal. Owner states change is due soon.  
 -----  
**OIL FILTER:** Spin on cartridge mounted aft for accessibility.

	STARBOARD / MAIN	PORT
<b>SERIAL NUMBERS:</b>	****	
<b>INDICATED HOURS:</b>	242	
<b>EMERGENCY SHUTDOWN:</b>	At helm under portside lazaret.	
<b>ENGINE MOUNTS AND BED:</b>	Rubber vibration damped mounts on 3" thick FRP cored beds molded to hull	
<b>DRIP PAN:</b>	No drip pan, no absorbent pads. (*B2)	
<b>EXHAUST SYSTEM INSULATION:</b>	Water-cooled through a Vernalift muffler. Hoses and double clamps appear serviceable.	
<b>ENGINE ALARM:</b>	At helm under portside lazaret appears serviceable..	
<b>OIL SAMPLE TAKEN:</b>	No	
<b>LABELS AND NOTICES:</b>	Owner has labeled filters and some hoses.	

**3.5.3 Transmissions**

	STARBOARD / MAIN	PORT
<b>TYPE:</b>	Model HBW 100 with reverse gear reduction.	
<b>MANUFACTURER:</b>	ZF Hurth Marine. Serial #****	
<b>GEAR RATIO:</b>	1:1.79	
<b>SHIFT CONTROL:</b>	Control at helm with neutral detent works smoothly	
<b>OIL LEVEL AND CONDITION:</b>	Required wrench to open.	
<b>OIL SAMPLE TAKEN:</b>	No	
<b>TRANSMISSION COOLER:</b>	None	
<b>PROP SHAFT:</b>	1" stainless appears serviceable.	

**COUPLER (SAFETY WIRE):**



Flex coupling appears serviceable. Prop shaft coupler is rusty. Should be descaled and painted. (\*C1)  
Carrier bearing appears serviceable.

**PACKING GLAND:**

Few drops of moisture but no drips. Appears serviceable.

**3.5.4 Cooling System**

	STARBOARD / MAIN	PORT
<b>TYPE:</b>	Raw water heat exchanger	
<b>RAW WATER STRAINER:</b>	Groco ARG500 Filter and bowl appear clear	
<b>COOLANT LEVEL:</b>	Full	
<b>BELTS AND PULLEYS:</b>	Appear serviceable.	
<b>HOSES AND CLAMPS:</b>	Appear serviceable	
<b>SEACOCK:</b>	Bronze seacock with barrel valve is frozen (*B3)	

**3.5.5 Main Engine(s) Fuel System**

<b>FUEL TYPE:</b>	Diesel
<b>MATERIAL:</b>	Aluminum
<b>NUMBER OF TANKS:</b>	.1
<b>LOCATION:</b>	Tank located under cockpit in starboard aft quarter
<b>TANKS CAPACITY:</b>	40 galsUS

-----  
**SECURED:** Securing is not visible.  
**CONDITION AND SIDES INSPECTABLE:** 1 end only but appears serviceable.  
**MANUFACTURING LABEL IF GAS:** Age deteriorated.  
**FILL PIPE LOCATIONS:** On starboard deck outside cockpit  
**FILL PIPE FITTINGS:** Bronze deck plate labeled "Diesel".  
**FILL PIPE GROUND:** Yes  
**FILL HOSE MATERIAL:** USCG type rubber fuel fill hose.  
**HOSE CONNECTIONS:** Double clamped  
**FUEL LINES AND FITTINGS:** Copper and approved type to motor.  
**FUEL MANIFOLD VALVES:** No manifold  
**SHUT-OFF VALVE:** None seen. (\*B4)  
**FUEL FILTERS/WATER SEPARATORS:** Racor model 500 FG  
**FILTER/FUEL CONDITION:** Clear and caramel colored.  
**VENT LOCATION:** Outside cockpit combing at starboard transom  
**ANTI-SIPHON VALVE:** None seen  
**FUEL COOLER:** None  
**IGNITION PROTECTION IF GAS:** NA

### 3.6 Electrical Systems

#### 3.6.1 Electrical System (D.C. System)

**VOLTAGE:** 12.84 VDC for house. 12.88VDC for motor start.  
**BATTERIES:** 4 -6V Interstate deep cycle batteries wired in series /parallel for house bank and single Interstate group 24M for motor start. Open positive cable connections and terminals on house batteries are not covered. (\*A1)  
**BANKS:** 2 banks with auto charging isolator.  
**MAIN BATTERY SWITCHES:** Blue Sea On-Off switches for each bank are labeled and appear serviceable. Bank interconnect switch is under nav station seat.  
**PANEL:** Panel with breakers in nav station. Hinged for access.  
**BATTERY CONDITION METER(S)** On inverter panel. Appears serviceable.  
**TERMINAL BLOCKS:** None seen  
**BREAKERS/FUSES:** Breakers on panel well labeled, fuse block near batteries with automotive fuses labeled and appears serviceable.

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**TYPE CONNECTORS:** Crimped connectors with ring or split ring terminals. All tight.  
**ROUTING/SUPPORT:** Wiring through conduit. Well done and supported.  
**JUNCTION BOXES:** None seen  
**CHG SYSTEM/ALTERNATOR:** Balmar Model 70110 High output.  
**CHG SYSTEM/AC BATTERY CHARGER:** 100-amp charge from inverter.  
**CHG SYSTEM/WIND GENERATOR:** None  
**12 Volt DC OUTLETS:** Several at nav station, v-berth, and cockpit.

### 3.6.2 Electrical System (A.C. System)

**SHORE POWER INLET:** Marinc 30 amp service inlet outside cockpit combing starboard side. Some corrosion noted around terminal. (\*B5)  
**SHORE POWER CABLE:** 50' Marinc is soft and shows no wear. Plugs show corrosion (\*B5)  
**MAIN BREAKER:** Primary located in head and secondary on AC panel. All under 10' from inlet terminal.  
**AC SOURCE SELECTOR SWITCH:** Automatically done by inverter.  
**AC PANEL:** AC /DC panel combined in nav station.  
**POLARITY WARNING:** Yes  
**CIRCUIT LOAD MONITORS:** On inverter panel  
**BRANCH BREAKERS:** 15 amp breaker switches are well labeled and appear serviceable.  
**CONNECTIONS (TYPE):** Crimped on ring or split ring terminals. Appear tight and serviceable.  
**WIRE TYPE (SIZE AND RATING):** Appropriated marine copper strand AC wiring. Size is not labeled. Rated 600 volts with temperature parameters.  
**ROUTING:** In separate conduits.  
**JUNCTION BOXES:** None seen  
**120 Volt AC OUTLETS:** 2 in quarter berth, 2 in cabin, 1 in v-berth.  
**POLARITY CHECK:** Not on shore power.  
**GFCI:** No (\*C2)  
**GALVANIC ISOLATOR: MAN. SER#** None (\*C3)

### 3.6.3 Bonding System

**MAIN BONDING CONDUCTOR / BUSS:** Copper foil strip  
**THRU-HULL FITTINGS:** Yes

-----  
**ENGINES AND GENERATORS:** Yes  
**PROP SHAFT AND SHAFT LOGS:** No  
**RUDDER SHAFTS AND SHAFT LOGS:** Not visible  
**SEA STRAINERS:** No  
**PUMPS AND MOTOR HOUSINGS:** No  
**FUEL FILLS:** Yes  
**FUEL WATER AND WASTE TANKS:** Fuel tank attached.  
**APPLIANCE AND PANEL CASES:** No  
**GROUNDING PLATES:** None (SSB grounding grid integral with vessel construction)  
**LIGHTNING PROTECTION:** Bottlebrush at masthead. Shrouds and mast grounded to keel bolts.

### 3.6.4 Inverters

**MANUF, MOD, SER #:** Prosine model 2.0 auto inverter /charger. Serial #\*\*\*\*\*. With control panel at nav station.  
 -----  
**INPUT VOLTAGE/CURRENT:** 12VDC 200 amps /120VAC 30amps  
**OUTPUT POWER:** 2000 watts AC and 100 amps DC  
**CABINET GROUNDED:** Yes  
**GFCI:** No

## 3.7 Fresh Water System

### 3.7.1 Fresh Water Storage

**STORAGE TANKS:** 1 for fresh water. (System set up to use seawater as option).  
**CAPACITY:** 80 galsUS  
**ACCESS:** Good  
**LOCATION:** Under portside settee in cabin.  
**INSPECTION/CLEANING ACCESS:** Access port.  
**MATERIAL:** Polyethylene  
**FILL PIPE LOCATION:** Portside deck plate labeled "Water"  
**VENT PIPE LOCATION:** To bilge  
**PUMPS:** Under galley counter. Jabsco diaphragm 4.5 gpm.

.....  
**FILTERS:** ..... Strainer should be cleaned.

**ACCUMULATOR TANK:** ..... None

**HOSES AND CLAMPS:** ..... PVC pipe and plastic hoses appear serviceable.

**DOCK SIDE PRESSURE REGULATOR:** ..... No inlet.

### 3.7.2 Hot Water

**TYPE:** ..... Tank removed

## 3.8 Sanitation

### 3.8.1 Black Water

**TYPE (MANUAL OR ELECTRIC) I, II, III:** ..... Type III

**NUMBER OF HEADS:** ..... 1

**LOCATION OF HEADS:** ..... Under starboard quarter aft of cabin.

**RAW WATER SUPPLY AND CLAMPS:** ..... Appropriate and double clamped. Seacock frozen (\*B3)

**DISCHARGE HOSES AND CLAMPS:** ..... Double clamped 1 ½” hose double clamped.

**DOCKSIDE PUMP-OUT LOCATION:** ..... Starboard side deck outside cockpit. Deckplate labeled.

**HOLDING TANK / CAPACITY:** ..... PVC tank under starboard cockpit lazaret. 40 galsUS.

**“Y” VALVES:** ..... None

**VENT LOOPS:** ..... None seen.

**MANUAL PUMP OR MACERATOR:** ..... Macerator with button in head. (\*A2)

### 3.8.2 Grey Water

**BASINS, SHOWERS:** ..... Shower drains to bilge. Basins drain directly overboard.





### 3.9 Bilge Pumps





<b>LOCATION(S):</b>	Cockpit	Under galley	Cabin	Bilge
<b>MANUFACTURER:</b>	Whale Gusher 10	Not visible	Whale Gusher 10	Rule 5 year
<b>CAPACITY:</b>	Manual	Not visible	Manual	Can't see
<b>FLOAT SWITCH:</b>	NA	Manual on	NA	Operable
<b>CONTROL PANEL:</b>	NA	DC panel	NA	DC panel /auto or manual with light
<b>HIGH WATER ALARM:</b>	None			

#### 3.9.1 Through-hulls list (Below water-line)

<b>FUNCTION:</b>	TD	TD	BD	RWE	RWT	WD	SC
<b>MATERIAL:</b>	Marelon	Marelon	Bronze	Bronze	Bronze	Bronze	Bronze
<b>TYPE:</b>	Speed	Depth	Barrel valve seacock	Barrel valve seacock	Barrel valve seacock	Barrel valve seacock	Barrel valve seacock
<b>CONDITION:</b>	Svcble	Svcble	Appears OK	Appears OK	Appears OK	Appears OK	Appears OK
<b>OPERABLE:</b>			Frozen	Frozen	Frozen	Yes	Yes
<b>BONDING:</b>	No	No					Yes
<b>HULL REINFORCEMENTS:</b>	No	No					Yes
<b>MOUNTING FLANGE AND BOLTS:</b>	Threaded barrel	Threaded barrel	Flange and stainless bolts	Flange and stainless bolts	Flange and stainless bolts	Flange and stainless bolts	Flange and stainless bolts
<b>ACCESSIBILITY:</b>	Under v-berth	Under v-berth	Galley door	Companionway	Head basin	Head door	Lazaret

#### Abbreviations Key for Thru Hulls

BP = BILGE PUMP	EP = EXHAUST PORTS
BV = BILGE VENT	ACD = AC DISCHARGE
ACC = AC CONDENSATE	VH = VENT HOSE
DF = DECK FILL	SD = SHOWER DRAIN
SC = SCUPPER	WD = WASTE DISCHARGE
BD = BASIN DRAIN	FF = FUEL FILL
GE = GEN EXHAUST	WV = WASTE TANK VENT
FV = FUEL VENT	WF = WATER FILL
WP = WASTE PUMPOUT	X = INOPERABLE
TV = WATER TANK VENT	LPD = LPG LOCKER DRAIN
OF = OIL FILL	TD = TRANSDUCER
RWE = RAW WATER ENGINE	RWT = RAW WATER TOILET

U. S. COAST GUARD MINIMUM REQUIREMENTS FOR RECREATIONAL VESSELS				
EQUIPMENT	CLASS A Less than 16ft/4.9m	CLASS 1 16 to less than 26 ft/7.9m	CLASS 2 26 to less than 40 ft/12.2m	CLASS 3 40 to not more than 65 ft/19.8m
 <b>Personal Flotation Devices (PFDs)</b>	One approved Type I, II, III or V (must be worn) PFD for each person on board or being towed on water skis, tubes, etc.	One approved Type I, II or III PFD for each person on board or being towed on water skis, etc.; and one throwable Type IV device. ( A type V PFD may be used in lieu of any wearable PFD, if approved for the activity in which it is being used. <b>A TYPE V HYBRID MUST be worn to be legal.</b> )		
<b>Check state laws for PFD requirements for children and certain water craft &amp; sports.</b>				
<b>Bell,</b>  <b>Whistle</b>	Every vessel less than 39.4 ft (12 meters) in length must carry an efficient sound producing device.		Every vessel 39.4 ft (12 meters) or larger in length must carry a whistle and a bell. The whistle must be audible for 1/2 nautical mile. The mouth of the bell must be at least 7.87 inches (200mm) in diameter.	
<b>Visual Distress Signals</b> (Coastal Waters, the Great Lakes & US owned boats on the high seas)	Required to carry approved visual distress signals for night-time use.	Must carry approved visual distress signals for both daytime and night-time use.		
 <b>Fire Extinguisher</b> (Must be Coast Guard approved)	One B-I type approved hand portable fire extinguisher. (Not required on outboard motorboats less than 26 ft in length if the construction of the motorboat is such that it does not permit the entrapment of explosive or flammable gases or vapors and if fuel tanks are not permanently installed.)	Two B-I type OR one B-II type approved portable fire extinguishers.	Three B-I type OR one B-I type PLUS one B-II type approved portable fire extinguishers.	
<b>When a fixed fire extinguishing system is installed in machinery spaces it will replace one B-I portable fire extinguisher.</b>				
<b>Ventilation</b> (Boats built on or after 8/1/80)	At least two ventilation ducts capable of efficiently ventilating every closed compartment that contains a gasoline engine and/or tank, except those having permanently installed tanks which vent outside of the boat and which contain no unprotected electrical devices. Engine compartments containing a gasoline engine with a cranking motor are additionally required to contain power operated exhaust blowers which can be controlled from the instrument panel.			
<b>Ventilation</b> (Boats built before 8/1/80)	At least two ventilation ducts fitted with cowls (or their equivalent) for the purpose of efficiently and properly ventilating the bilges of every closed engine and fuel tank compartment using gasoline as fuel or other fuels having a flashpoint of 110 degrees or less. Applies to boats constructed or decked over after April 25, 1940.			
<b>Back-fire Flame Arrestor</b>	One approved device on each carburetor of all gasoline engines installed after April 25, 1940, except outboard motors.			
<b>Note: Some states have requirements in addition to the federal requirements. Check your state's boating laws.</b>				

### 3.10 Safety Equipment (US Coast Guard)

- NUMBER AND TYPE OF PFD'S:** 2 Type II adult and 1 Type I small USCG type and appear serviceable. 2 SOSpenders with harness and life line straps.
- 
- NUMBER OF THROWABLE PFD'S:** 1 horseshoe style life ring with and 50' line and strobe beacon mounted on pushpit rail. (\*C4)
- 
- RADAR DEFLECTOR:** Echomax style mounted to outer shroud.
- 
- HANDHELD FIRE EXTINGUISHERS:** Type BC size I approved and appear serviceable. In helm station and in quarter berth.
-

-----  
**FIXED FIRE EXTINGUISHER SYSTEM:** None  
**VENTILATION:** Good ventilation of cabin areas.  
**POWER EXHAUST BLOWERS:** Appear serviceable.  
**VISUAL DISTRESS SIGNALS:** Kit with 8 handheld flares 5 in date, 2 expired. Orange signal flag. Several parachute flares in date. 2 cans of lifesmoke. Signal mirror. MiniB2 epirb, Serial #4832. Battery date November 2001. Service if necessary. (\*B6)  
 -----  
**SOUND DEVICES:** Handheld compressed gas horn works  
**BELL >12 M (39' 4"):** No  
**NAVIGATION LIGHTS:** Power up and appear serviceable  
**INLAND NAV RULE BOOK > 12M (39'4"):** No  
**"NO OIL DISCHARGE" PLACARD:** Yes  
**MARPOL TRASH DISPOSAL PLACARD:** Yes  
**WASTE MANAGEMENT PLAN > 40':** NA  
**FCC SSB RADIO PERMIT:** Applied for

### 3.10.1 Auxiliary Safety Equipment

**LIFE RAFT:** None on board  
**E.P.I.R.B.:** In flare kit and larger model in well-stocked survival bag.  
**SMOKE DETECTOR:** None  
**CARBON MONOXIDE ALARM:** None  
**SEARCH LIGHT:** Handheld 12 VDC appears serviceable.  
**FIRST AID KIT:** Yes  
**MAN OVERBOARD SYSTEM:** Yes  
**BOARDING LADDER:** On transom and deployable from water.

### 3.11 Sailboat

#### 3.11.1 Standing Rigging

<b>MAST:</b> .....	Carbon Fiber
<b>MAINSAIL TRACK:</b> .....	Clear and straight
<b>BOOMS:</b> .....	Aluminum
<b>GOOSENECK:</b> .....	Stainless appears serviceable
<b>OTHER SPARS:</b> .....	Carbon fiber spinnaker pole.
<b>MAST STEP DECK:</b> .....	Spartite boot
<b>MAST STEP KEEL:</b> .....	Cast aluminum step over grid appears serviceable.
<b>COMPRESSION POST / GRID:</b> .....	Cored FRP
<b>KEEL BOLTS:</b> .....	1" stainless
<b>SPREADERS:</b> .....	Aluminum airfoil with boots. Flag halyard and deck lights.
<b>SHROUDS AND STAYS:</b> .....	1'4" stainless rod
<b>STAY TENSIONERS / TURNBUCKLES:</b> .....	Open stainless/bronze with cotter pins and rigging tape.
<b>TERMINAL ENDS:</b> .....	Appear serviceable
<b>FURLING SYSTEM:</b> .....	Headsail by Harken. Appears serviceable.
<b>TOGGLES:</b> .....	Not surveyed.
<b>TANG ENDS:</b> .....	Appropriate angle but not surveyed
<b>CHAIN PLATES:</b> .....	Appear serviceable. No evidence of corrosion visible.
<b>STERN PLATE:</b> .....	Appear serviceable. No evidence of corrosion visible.
<b>STEM PLATE:</b> .....	Appear serviceable. No evidence of corrosion visible.

### 3.11.2 Running Rigging

<b>SHEETS:</b>	Serviceable condition
<b>WINCHES:</b>	All winches are 2 speed Lewmar selftailing. 2 -Model 64 primaries, and 2 -Model 48 secondaries. 2 -Model 30s mounted to cabin roof for main sheet, boom vang etc. 2 Model 30s on mast for halyards. All winches work well and appear serviceable.
<b>HALYARDS:</b>	Braided nylon
<b>LINE CLUTCHES:</b>	
<b>MAIN SHEET:</b>	Mid boom purchase with 5:1 ratio.
<b>MAIN SHEET TRACK AND TRAVELER:</b>	Harken appears serviceable.
<b>JIB SHEET TRACK AND TRAVELER:</b>	None
<b>CUNNINGHAM:</b>	None
<b>BOOM VANG:</b>	Mast base to boom purchase. 5:1 block and tackle. Mechanical
<b>JIBE BRAKE:</b>	Appears serviceable.
<b>OUTHHAUL:</b>	Braided nylon in-boom appears serviceable
<b>TOPPING LIFT:</b>	1X19 stainless wire appears serviceable.
<b>REEFING SYSTEM:</b>	Manual with 2 points.
<b>BLOCKS / SWIVEL BLOCKS:</b>	Blocks are Schaeffer. (*B7)
<b>CAM CLEATS:</b>	Appear serviceable
<b>SNAP SHACKLES:</b>	Appear serviceable
<b>FLAKING SYSTEM:</b>	Manual

### 3.11.3 Sails Inventory and Condition

<b>MAINSAIL:</b>	Cruising main by Quantum new last fall. Racing main Pentax by Quantum 3 yrs old.
<b>HEADSAIL:</b>	150% Kevlar genoa by Quantum. 150% all purpose Dacron genoa by North. 130 % Pentax on roller furler by Quantum. 100% Pentax by Quantum
<b>GENOA:</b>	120, 135, and 150%
<b>SPINNAKER:</b>	All Quantums. 0.9 oz cruising asymmetrical, .75 oz light air symmetrical, 1.5 oz heavy air symmetrical.
<b>SAIL COVERS AND BOOTS:</b>	Mainsail cover in good condition
<b>ADDITIONAL INVENTORY:</b>	Steadying sail by Quantum for mooring stability.

## 4 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 retain it’s value.

Deficiencies will be listed under the appropriate heading:

“A” SAFETY DEFICIENCIES THREATENING SAFETY AND/OR PUNISHABLE

“B” OTHER DEFICIENCIES NEEDING ATTENTION.

“C” SURVEYOR’S NOTES AND OBSERVATIONS.

### 4.1 “A” Safety Deficiencies

FINDING	REFERENCE	RECOMMENDATION
<b>A1</b>	CFR 33 Sec. 183.420 (b) ABYC Project A-10.7.7	Cover batter terminals and battery wire connections to insulate from accidental short-circuiting.
<b>A2</b>	CFR 33 Sec. 159.7 (b)	Within 3 miles of shore, type II devices must be secured to prevent discharge. Macerator switch must be lockable.

### 4.2 “B” Deficiencies Needing Attention

FINDING	REFERENCE	RECOMMENDATION
<b>B1</b>	In ways of a prudent mariner	Enclosure around steering system and rudder should be fastened in a way that would permit quick opening without tools.
<b>B2</b>	CFR 33 Sec. 155.350 (a)	Place oil absorbent pads or “sock” under motor to prevent oil, (if leak), from mixing with bilge water. Discharge of oil is punishable.
<b>B3</b>	ABYC Project H-27	Hull penetrations below water line must have seacock. Seacock must be serviceable. Replace frozen seacocks end of season. Have wooden bungs on board for emergency.
<b>B4</b>	ABYC Project H-33.14.2	Must be fuel shut off valve at tank. If there is one, then ignore.
<b>B5</b>	In ways of a prudent mariner	Clean and service shore power inlet and cord plugs. Rid of corrosion and seal with dielectric grease. Have professional assessment and service.
<b>B6</b>	Battery out of date	Service Mini EPIRB
<b>B7</b>	Schaeffer recall on sheaves	See accompanying bulletin from Schaeffer

### 4.3 “C” Surveyor’s Notes and Observations

FINDING	REFERENCE	RECOMMENDATION
<b>C1</b>	<b>In ways of a prudent mariner</b>	Descal prop shaft coupling protect with paint.
<b>C2</b>	<b>In ways of a prudent mariner</b>	Not required for current locations of AC outlets, but recommend GFCI outlets throughout vessel. They must be Prosine compatible.
<b>C3</b>	<b>In ways of a prudent mariner</b>	If ever intending to use shore power for any length of time, an AC isolator should be installed. Prevents stray current corrosion from other sources.
<b>C4</b>	<b>In ways of a prudent mariner</b>	Instead of horseshoe throwable, a life sling style is preferable for getting injured or unconscious persons back on board.



## 5 Summary and Valuation

### 5.1 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 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" is a vessel that has had above average care and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION" is a vessel that is ready for sale requiring no additional work and normally equipped for her size.

"FAIR CONDITION" is a vessel that requires usual maintenance to prepare for sale.

"POOR CONDITION" is a vessel that requires substantial yard work and is devoid of extras.

"RESTORABLE CONDITION" is a vessel where enough of the hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in section 3 SYSTEMS and section 4 FINDINGS AND RECOMMENDATIONS of this REPORT OF SURVEY, and by virtue of my experience using the above grading system, my opinion is that this boat is in **ABOVE AVERAGE** condition.





## **5.2 Statement of Valuation**

### **5.2.1 Fair Market Value**

The "FAIR MARKET VALUE" 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:

Buyer and seller are typically motivated.

Both parties are well informed or well advised, and each acting in what they consider their own best interest.

A reasonable time is allowed for exposure in the open market.

Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and

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.

### **5.2.2 Fair Market Value**

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments, and the condition of the vessel, it is the surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel with her extra electronics and sailing equipment is:

**US\$\*\*\*\*\*.00**

### **5.2.3 Estimated Replacement Cost**

The "ESTIMATED REPLACEMENT COST" indicated the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. The "ESTIMATED REPLACEMENT COST" of the subject vessel as equipped is: **US\$\*\*\*\*\*.00**



### 5.3 Summary

In accordance with the request for a marine survey of the “\*\*\*\*\*”, for the purpose of evaluating the present condition and estimating the Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on July 6, 2004 and was found to be a well constructed, nicely appointed, and comfortable boat. The boat is well maintained and capably captained. Subject to correction of deficiencies listed in section 4.1, the boat is considered to be suitable for its intended use. The other deficiencies listed should be attended to in a timely fashion.

### 5.4 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 analysis, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analysis, 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.

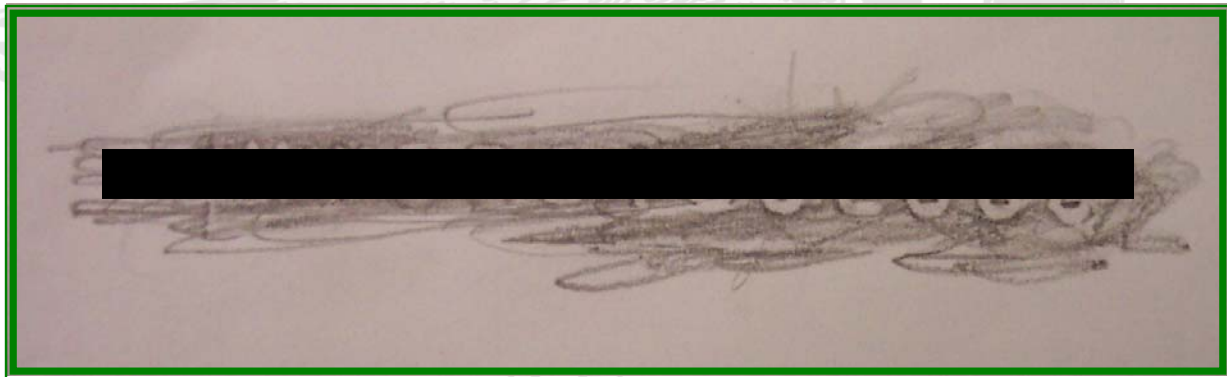
This report is submitted without prejudice and for the benefit of whom it may concern.

ATTENDING SURVEYOR:

\_\_\_\_\_ / \_\_\_\_ / \_\_\_\_\_  
Peter J. Spang, SA                      Report Date

## 6 Hull Identification Number

I CERTIFY THAT THE RUBBING OF THE HULL IDENTIFICATION NUMBER, WHICH APPEARS BELOW ON THIS DOCUMENT, WAS PERSONALLY TAKEN BY THE UNDERSIGNED ON THE DATE INDICATED. THIS HULL IDENTIFICATION NUMBER IS IN AGREEMENT WITH THE VESSEL'S PAPERS.



Actual HIN rubbing on file

\_\_\_\_\_  
PETER J. SPANG, SA

\_\_\_\_/\_\_\_\_/\_\_\_\_\_  
RUBBING DATE