



Sample Marine Survey Report
1989 Thompson 288 in winter trim
Prepared for xxxxx



John Bond Marine Surveyor SAMS®AMS®

Accredited Marine Surveyor

Pre-purchase and Insurance Marine Surveys

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GENERAL INFORMATION

VESSEL DESCRIPTION

The Thompson Adventurer 288 rides on a deep vee bottom; propulsion is twin V8 MerCruiser engines with shaft drive. Most forward is the v berth; next to port is a settee/dinette and enclosed helm. Starboard side is the galley and head.

BUILDER: Thompson Marine Products Inc.

FAIR MARKET VALUE: \$xxxxx CDN
OVERALL VESSEL RATING: FAIR

FILE NUMBER: xxxxx	BEAM: 11' *
WEATHER: 70°F and sunny	DRAFT: 2' 8" *
VESSEL NAME: xxxxx	DISPLACEMENT: 9,200 LBS *
SURVEY TYPE: C&V	LENGTH OVERALL: 28' *
LICENSE NUMBER: xxxxx	FRESH WATER: 40 gallons
HULL NUMBER: xxxxx	HOLDING TANK: 20 gallons *
SURVEY DATE: May 25 2010	FUEL CAPACITY: 200 gallons *
USE: Pleasure	FUEL TYPE: Gasoline
AREA: xxxx	PROPULSION: Twin MerCruiser V8 engines Shaft drive

PBG-Power Boat Guide specifications
 BW-Boat Watch power boat specifications
 *-Per internet listing sheets (unverified)
 FMS-From Manufactures Specifications
 FRP-Fiber Reinforced Plastic
 **-Measured by surveyor

NA-Not available or not applicable
 #-Per Certificate of Registry or vessel license
 TC-Transport Canada
 SS-Stainless steel
 CCG-Canadian Coast Guard
 C&V Condition and value

SCOPE OF SURVEY Acting at the request of xxxx, the surveyor did attend onboard the Thompson 288 on May 25 2010 at xxxx Marina, Ontario, where an out of water inspection including the underwater machinery and the exterior of the hulls wetted surface was performed.

A sea trial was not performed. The present owner was in attendance. The ship's papers were not onboard at the time of the survey. The Hull Identification Number (xxxxxx) was verified from the transom. The reason for the survey was to ascertain the physical condition and estimated value of the vessel. Moisture meter readings taken and referred to throughout the body of the report were taken with a GRP 33. Ohm meter readings taken and referred to throughout the body of the report were taken with a Fluke 77 Multi meter. **No AC and DC** power was used to check the operation of the electrical systems specified in this report. Machinery, tanks, belts, hoses and piping were visually inspected where normally accessible. No disassembly, sampling, analysis, compression testing or pressure testing was performed. Electronic equipment was checked for "**Power up**" only. This vessel was surveyed without the 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 date, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or warranty either specified or implied.

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

INTENDED USERS: The intended users of this report and valuation are xxxxx, his buyer and underwriters considering financing or insuring this vessel and is not transferable to any other person or entity.

STANDARDS USED: The mandatory standards contained in the Canada Shipping Act (CSA 2001) and in particular the small vessel regulations, TC Safe Boating Guide, Transport Canada TP1332, the **voluntary standards and recommended** practices developed by the American Boat and Yacht Council (ABYC) National Fire Protection Association (NFPA) have been used as guidelines in the conduct of this survey.

PERCUSSIVE SOUNDINGS: This is a low-tech, high-skill process in which structural members of fiberglass boats are tapped on to determine their condition.

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

SERVICEABLE / ADEQUATE: Sufficient for a specific requirement.

FIT FOR INTENDED USE: Use which is intended by Survey Purchaser (present or prospective owner)

REMARKABLE: Noticeable.

OPERABLE: Fit / Operates. This does not refer that the operation of a system or component was completely tested, only that power was applied or the system was activated.

UNREMARKABLE: Un noticed, not noticeable.

USABLE: Capable of being used. Practicable for use.

GOOD CONDITION: Nearly new, with only minor cosmetic or structural discrepancies noted

Use of asterisks (*A *B or *C) 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.

HULL, DECK, SUPERSTRUCTURE AND COCKPIT

TYPE/MATERIAL:

Deep Vee-bottom, FRP construction.

EXTERIOR HULL/TRANSOM:

***B1** White gel coat with blue and red accent stripes in the condition expected for a vessel of this age, no exposed laminate. External wood swim platform is fastened to the transom and accessed from the cockpit by a step over transom. Percussive soundings and moisture meter readings, where tested at random, are unremarkable, exception below.

Attention required;

Elevated moisture meter readings where tested at random suggest water intrusion at;
Transom; above the engine space drain plug, approximately 6" high x 12" wide

Percussive soundings where tested at random suggest delamination at;
Transom; above the port side trim tab hydraulic actuator, below the second from the port side swim platform support, inboard of the starboard side trim tab hydraulic actuator and above the engine space drain plug

BOTTOM:

***C1** Percussive soundings where tested at random unremarkable.

Attention required;

Visible signs of blisters seen at random on the hull bottom (most less than 1/8" in diameter)

BULKHEADS/STRINGERS:

***C2** Tapping of bulkheads, partitions and hull stiffeners where seen is smooth, secure and tapped sound. Engine space stringers/web frames tapped sound where accessible, exception below.

Attention required;

Percussive soundings where tested at random suggest delamination at;
Hull stiffener, starboard side ahead of the rudder post

BILGE:

The bilge under the engines is free of large debris and oil contamination.

COCKPIT/DECK:

***B1** FRP fore deck, bridge, side decks and cockpit and have anti skid surface in the appropriate areas. Cockpit drain hoses where seen were of marine grade and clamped. Access ladder to the bridge is securely mounted. Sliding style door gives access to the salon, operable. Wrap around windshield has an aluminum frame and no operable vent window to bow. Cockpit and bridge upholstery and seating where seen is in good condition. Percussive soundings and moisture meter readings, where tested at random, are unremarkable, exception below.

Attention required;

Percussive soundings where tested at random suggest delamination at;

The bridge, aft of the helm seat, approximately 6" x 24"

Starboard side of the v berth hatch

On the side deck, stanchion five, port side, as counted from the bow

On the cockpit sole aft of the bridge access ladder, outer mount, approximately 6" wide x 24" long

Elevated moisture meter readings where tested at random suggest water intrusion at; Fore deck; fore, aft and starboard side of the v berth hatch, port side near stanchion five as counted from the bow, both sides of the anchor platform and starboard side near stanchion three as counted from the bow

HULL TO DECK JOINT:

Simple overlap covered with a cap rail fastened with pop rivets (as seen in the anchor locker). No signs of damage to the hull to deck joint where seen.

PULPITS/STANCHION/LIFELINES/HAND HOLDS:

Stainless steel tube handrail, with stainless steel tube stanchions surrounds the forward weather deck; cockpit has a wood/SS stern rail. Handholds are mounted in the cockpit, head and access to the fore deck. All found to be secure.

CHOCKS/CLEATS/ANCHOR PLATFORM:

Cleats and thru bolted wood anchor platform were inspected and found to be secure and in good condition.

HATCHES/PORT LIGHTS/WATER LEAKS:

Hatches and port lights serviceable, no signs of leaks seen.

ADDITIONAL EQUIPMENT/ACCESSORIES

Fenders and dock lines.

Bridge bimini top (not installed for complete inspection)

Wipers

CABIN APPOINTMENTS

Galley contains a sink, hot and cold pressurized water system, Kenyon non pressurized alcohol / AC 120V stove top, an AC 120V / DC 12V Norcold fridge, model from tag DE251 using R 12 gas and micro wave oven. FRP, carpeted sole, wood trim through out and upholstery are in good condition. Each area has ample 12 volt DC lighting, untested.

GREY WATER

Galley and Head drain hoses where seen were of marine grade and clamped.

FRESHWATER SYSTEM

Tank fill was found to be labeled correctly. Polyethylene type water tank is securely mounted in the engine space (back side seen only). Hoses where seen were of marine grade polyester hose and clamped. Par water pressure pump is securely mounted in the starboard side engine space: model from tag: 44010-2000. Pump is ignition protected as stated on a fixed label.

HOT WATER HEATING

Securely mounted in the engine space is one AC 120 volt, 6 gallon hot water tank, manufactured by Atwood: model from tag EHM6-SM, watts from tag: 1500. The 150 psi Pressure relief valve was tested, operable. Per Atwood website "*The electrical system is ignition protected and meets UL specifications.*"

SANITATION

Tank pump out was found to be labeled correctly. Polyethylene type waste tank is securely mounted in the engine space, no leaks where seen (aft end and top). Hoses where seen were of marine grade and clamped. Jabsco Manual head is securely mounted. Sea water supply ball valve operated with moderate pressure and showed no signs of leaks.

PROPULSION

***B2** These Engine warning indicators are located at the helm; volt meter, oil pressure, engine temperature, high water bilge indicator and blower warning plaque at upper helm only.

Attention required;

No blower warning plaque at the lower helm seen

ENGINES/DRIVES:

Two MerCruiser, model from tag: 5.7, 8 cylinder, electric starting, gasoline engines driving one propeller per shaft, through two MerCruiser transmissions.

	Port	Starboard
Engine serial number from tag	XXXX	XXXX
Transmission serial number from tag	XXXXX	XXXX

MOUNTS:

Engines sit atop adjustable mounts fastened to FRP stringers. Tapped tight

DRIVE TRAIN:

Two bronze three bladed propellers were visually inspected only, and found to be in usable condition. Two 1 ¼” SS shaft, with hex nut packing glands attached to shaft tube with clamps and reinforced hose. Water lubricated cutlass bearing and bronze single strut. Split type coupling, connected to shaft by key and set screws. All appear to be in serviceable condition.

CONTROLS:

Manual throttle and shift cable controls mounted at the helm, operable. Hydraulic type trim tabs are fastened to transom, port and starboard side, untested.

COOLING SYSTEM/EXHAUST:

***B3** Sea water supply system, FRP inline mufflers, hoses where seen were of marine grade and clamped, well routed and secured. Sea water supply ball valves operated with moderate pressure and showed no signs of leaks.

Attention required;

Both sea water supply hoses from the ball valves to the engine are weather deteriorated

ALTERNATOR/STARTER:

Alternator and starter are secure.

VENTILATION:

Ventilation is provided by ventilators aft with flexible tubing and one 12 volt blower mounted port side of the engine space, untested.

FUEL TANK/SYSTEM:

***A1** Two aluminum type tanks securely mounted port and starboard in the engine space (top and inboard side seen). Fuel fill deck fitting and fuel tank ground wires were measured with an ohm meter and found to be within specification. Fuel pump is marine grade mechanical, primary diaphragm failure tube seen. Fuel water separator is securely mounted to the front of the engine. Fuel fill was found to be labeled correctly. Fuel vent flame screen was sighted. Flame arrester is of approved type. Fuel check valve seen at the tank. Fuel tank vent hose is approved Type A2. No visible fuel leaks in the system where seen.

Attention required;

- (1) Fuel supply lines from the tanks to the engines are weather deteriorated
- (2) Fuel fill hose, starboard side is weather deteriorated; port side could not be seen

ELECTRICAL SYSTEM: DC (12 volt)

***B4** 12-volt, DC power is supplied by two storage batteries, with one four-position marine type battery switch. The batteries are contained in acid-resistant, non-conductive box/trays; and secured from movement. Batteries are charged by a regulated engine alternator with one Guest 40 amp automatic battery charger. Wiring in general where seen is well routed and secure. There is a factory panel at the helm and at the bridge using individual well marked fuses and switches per branch.

Attention required;

- (1) Starboard side battery has exposed positive post
- (2) 12 volt DC wiring is lying on top of, in contact with, the starboard side fuel tank

ELECTRICAL SYSTEM: AC (120 volt)

One 30 amp inlet, no arcing or corrosion sighted. Shore power cord is in serviceable condition. There is a factory panel at the helm with voltmeter, and reverse polarity light using one main and individual well marked breakers per branch. Wiring where seen is marine grade boat cable well routed and secure.

Attention required;

- ***B5** Receptacle at the galley does not indicate it is GFCI protected
- ***C3** The 120 volt AC grounding bus is not connected to the 12 volt DC engine negative terminal, breakers do not appear to be trip free type, see findings

STEERING SYSTEM

Wheel steered, hydraulic helm, operated smoothly, stops were firm. Two control stations; one located starboard side of the cockpit and one at the bridge. Two SS rudders visually inspected and found to be in usable condition.

ELECTRONICS AND NAVIGATION EQUIPMENT
All untested, no 12 volt DC power available

RADAR: Virgil US-32	SPEED/DEPTH SOUNDER: Eagle 7200 depth Eagle Magna III Plus depth
GPS: NA	VHF RADIO: One Uniden MC722 at the lower helm One Uniden MC722 at the upper helm
COMPASSES: One Ritchie at the lower helm One Ritchie at the upper helm	ENTERTAINMENT: Alpine am/fm cassette
AUTOPILOT: NA	

SAFETY EQUIPMENT

It is the Master's responsibility to ensure all required equipment is well maintained and carried aboard at all times while underway.

Taken from TC CSA 2001, Minimum Required Safety Equipment: Pleasure craft 6-9m (19' 8" - 29' 6")	
1. One Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board seen onboard	
2. One buoyant heaving line of not less than 15 m in length OR one approved lifebuoy with an outside diameter of 610 mm or 762 mm that is attached to a buoyant line of not less than 15 m / 49' 3" in length. seen onboard	
3. A reboarding device if the freeboard of the vessel is greater than 0.5 m / 1' 8" seen onboard	
4. One manual propelling device OR an anchor with not less than 15 m / 49' 3" of cable, rope or chain in any combination seen onboard	
5. One bailer or one manual water pump fitted with or accompanied by sufficient hose to enable a person using the pump to pump water from the bilge of the vessel over the side of the vessel seen onboard	
6. A watertight flashlight seen onboard	
7. (6) Canadian approved flares of Type A, B or C * exempt from carrying pyrotechnic distress signals if Operating in a river, canal or lake in which it can at no time be more than one mile from shore; OR engaged in an official competition or in final preparation for an official competition and has no sleep sleeping arrangements *A2 none seen in date	
8. A sound-signaling device or a sound-signaling appliance seen onboard	
9. Navigation lights that meet the applicable standards set out in the Collision Regulations if the pleasure craft is operated after sunset and before sunrise or in periods of restricted visibility *A2 untested	
10. One magnetic compass (not required if the boat is 8m (26' 3") or less and operated within sight of navigational marks) seen onboard	
11. One Class 5BC fire extinguisher, if the pleasure craft is equipped with a motor, seen onboard	
12. One class 5BC fire extinguisher if the pleasure craft is equipped with a fuel-burning cooking, heating or refrigerating appliance seen onboard	
NOTE: A magnetic compass is not required to be carried on board a pleasure craft that is not more than 8 m in length and that navigates within sight of seamarks.	
NOTE: A reboarding device is required, unless the vertical height that must be climbed in order to re board the pleasure craft is not more than 0.5 m	

AUXILIARY SAFETY EQUIPMENT

BILGE PUMPS:

One 12V DC with float switch pump aft in the machinery space.

One 12V DC with float switch pump forward in the machinery space.

CO DETECTOR: *C4 No CO detector seen	GASOLINE: *C6 No gasoline fume detector seen
SMOKE DETECTOR: *C5 No smoke detector seen	RADAR REFLECTOR: *C7 No radar reflector seen

FINDINGS AND RECOMMENDATIONS

No recalls found at <http://www.uscgboating.org/>

Deficiencies noted under **SAFETY** should be addressed before vessel is next underway. These findings represent an endangerment and or the vessel's safe and proper operating condition. **Findings may also be of TC or CSA 2001 regulations.**

Existing pleasure craft shall comply with this standard (TC TP1332) insofar as it is reasonable and practicable to do so. Voluntary standards (ABYC / NFPA) may not have been in effect, or may not have been adhered to by the builder, when the boat was constructed. Compliance is recommended.

Deficiencies noted under **OTHER DEFICIENCIES** should be corrected in the near future so as to maintain standards and to help the vessel to retain its value.

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

Replace all rusty hose clamps with SS.

FINDINGS	RECOMMENDATIONS
A1 (1) Fuel supply lines from the tanks to the engines are weather deteriorated <i>"Hoses shall be USCG Type A1-15 ABYC H24</i> (2) Fuel fill hose, starboard side is weather deteriorated; port side could not be seen <i>"Flexible fuel fill hose installed in the engine compartments shall be USCG Type A1, A2, or A1-15" ABYC H24</i>	Replace with fuel line per ABYC recommendations.
A2 TC safety equipment	Obtain missing TC safety equipment before commissioning the vessel for use.

<p>B1 Elevated moisture meter readings where tested at random suggest water intrusion at; Transom; above the engine space drain plug, approximately 6" high x 12" wide</p> <p>Fore deck; fore, aft and starboard side of the v berth hatch, port side near stanchion five as counted from the bow, both sides of the anchor platform and starboard side near stanchion three as counted from the bow.</p> <p>Percussive soundings where tested at random suggest delamination at; Transom; above the port side trim tab hydraulic actuator, below the second from the port side swim platform support, inboard of the starboard side trim tab hydraulic actuator and above the engine space drain plug</p> <p>The bridge; aft of the helm seat, approximately 6" x 24". Starboard side of the v berth hatch. On the side deck, stanchion five, port side, as counted from the bow. On the cockpit sole aft of the bridge access ladder, outer mount, approximately 6" wide x 24" long</p>	<p>Remove all fasteners and hardware, reseal and mount securely to stop any further water intrusion. Repairs may be required in the future.</p>
<p>B2 No blower warning plaque at the lower helm seen <i>"A blower instruction placard shall be provided at every ignition switch indicating the length of blower operating time is required to clear the engine space prior to starting the engine (four minutes)"</i> TC / TP1332</p>	<p>Install a blower warning plaque per TC.</p>
<p>B3 Both sea water supply hoses from the ball valves to the engine are weather deteriorated</p>	<p>Replace hoses.</p>
<p>B4 (1) Starboard side battery has exposed positive post <i>"Each battery shall be protected so that metallic objects cannot come in contact with the ungrounded terminal."</i> ABYC E10 (2) 12 volt DC wiring is lying on top of, in contact with, the starboard side fuel tank</p>	<p>(1) Cover battery post or install in a battery box with cover.</p> <p>(2) Relocate 12 volt DC wiring as required.</p>

<p>B5 Receptacle at the galley does not indicate it is GFCI protected <i>“If installed in the galley / head / machinery space or weather deck, the receptacle shall be protected by a GFCI.”</i> ABYC E11</p>	<p>Verify whether or not the galley receptacle is protected by the GFCI in the cockpit.</p>
<p>C1 Visible signs of blisters seen at random on the hull bottom (most less than 1/8” in diameter)</p>	<p>A blister repair may be required in the future.</p>
<p>C2 Percussive soundings where tested at random suggest delamination at; Hull stiffener, starboard side ahead of the rudder post</p>	<p>Ensure bilge is kept free of water. The drive line strut is mounted forward of the area, monitor for any signs of failure (cracks). A repair may be required in the future.</p>
<p>C3 The 120 volt AC grounding bus is not connected to the 12 volt DC engine negative terminal, breakers do not appear to be trip free type, see findings <i>“The main 120 volt AC system grounding bus shall be connected to the engine negative terminal or the DC main negative bus”</i> ABYC E11</p>	<p>Ground the 120 volt AC shore power system by connecting the shore power ground, or its bus, to the ships 12 volt DC ground per ABYC recommendations. Remove and inspect a breaker from the 120 volt AC panel for trip free type labeling. If no trip free label can be seen, recommend replacing breakers with trip free type.</p>
<p>C4 No CO detector seen <i>“A carbon monoxide detector shall be installed, boats with a gasoline generator set, enclosed accommodation, an inboard gasoline propulsion engine.”</i> ABYC A24</p>	<p>Recommended</p>
<p>C5 No smoke detector seen</p>	<p>NFPA-302 now recommends that a smoke detector be installed on all vessels over 26.'</p>
<p>C6 No gasoline fume detector seen</p>	<p>ABYC A14 recommends gasoline and propane detectors.</p>
<p>C7 No radar reflector seen</p>	<p>Recommended by TC unless they are not essential to the safety of the vessel.</p>

VALUATION

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION**, after a survey has been completed and the findings have been organized in a logical manner. The following is the accepted marine grading system of condition. The condition rating is a comparison of vessels of similar make, model and year.

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 some maintenance and normally equipped for her size.

FAIR CONDITION, requires maintenance to prepare for sale.

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

As shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** sections of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is

OVERALL VESSEL RATING: FAIR

SURVEYOR'S CERTIFICATION:

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

The statements of fact contained in this report are true and correct.

- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and is my personal, unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal, interest or bias with respect to the parties involved.
- My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction 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 John Bond SAMS®AMS®

Date May 25, 2010

STATEMENT OF VALUATION

This condition and value is based on the vessels apparent condition on the date of the survey and assumes that the vessels propulsion system and other equipment not proven during the survey inspection are in fact operational. Also, there is no warranty given, or implied, for the future use or life of the propulsion system described within.

The **FAIR MARKET VALUE** is the most probable price in terms of money which a vessel should bring in a competitive 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.

Currency converter used <http://www.XE.com/ucc/>

Boat Value Book; 1989 Thompson 288 with radar	Retail \$xxxxx	CDN
Buc value Fair; 1989 Thompson 288 Low \$17,700.00 High 20,200.00	Average \$xxxxx	CDN

FAIR MARKET VALUE: After consideration of reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the fair market value of the subject vessel is

\$xxxx.00
xxxxxx Dollars CDN

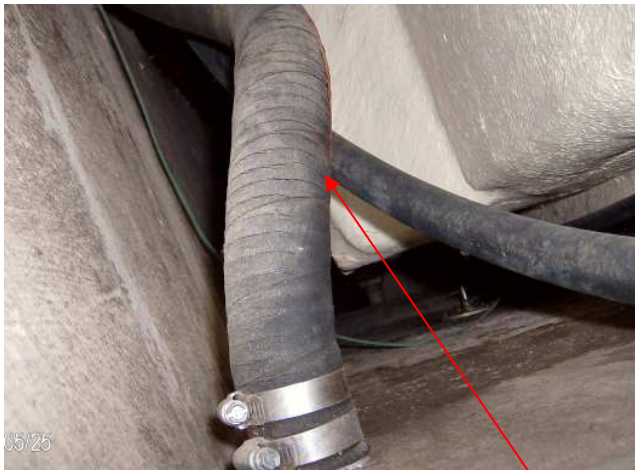
In accordance with the request for a marine survey for the purpose of evaluating its present condition and estimating its Fair Market Value and Estimated Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the under signed. Subject to correction of deficiencies listed as **(A)**, the vessel is considered to be suitable for its intended use.

I certify that the hull identification number, which appears below on this document, was taken by the undersigned on the date entered below. xxxxx (image has been cropped and contrast adjusted)

Hull number goes here

Attending Surveyor John Bond SAMS®AMS®

Date May 25, 2010



A1 fuel fill hose starboard side weather deteriorated (cracks)



B1 Areas mentioned are taped



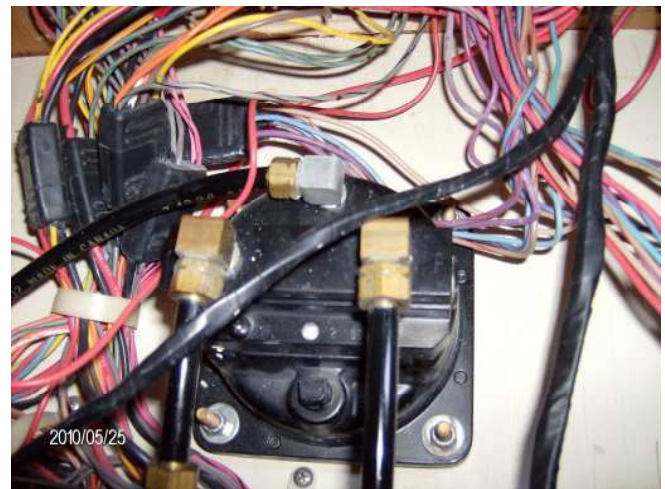
B4 12 volt DC wiring laying on top the fuel tank



C2 Delamination suggested here
Bilge is free of oil contamination



120 volt AC / 12 volt DC panel



Tidy 12 volt DC wiring, lower helm