WALKER MARINE SERVICES

MARINE SURVEYOR AND CONSULTANT

Cruisers Yacht 3372

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MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

Report of Marine Survey

Of The Vessel

Cruisers Yacht 3372

Conducted by
Captain Stan Walker, AMS

PREPARED FOR:

Sample

October 24, 2014

MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Sample, the attending surveyordid attend onboard the *Cruisers Yacht 3372,* on the October 22, 2014 from 0820 to 1530 where an "in-the-water-survey" and an "out-of-water" was conducted at , Sample. The survey included the underwater machinery, the exterior of the hull including the wetted surface area, the topsides, and the interior. The reason for the survey was to ascertain the physical condition and value of the vessel. Previous years' ship's papers were on board at the time of the survey. The Hull Identification Number (HIN) was verified from the transom. Percussion soundings and moisture readings were taken approximately every eighteen inches covering the deck and percussion soundings covering the hull. Moisture readings were taken with the Tramex Skipper Plus Moisture Meter and the moisture meter was re-calibrated the day of the survey. DC power was used to check operation of the electrical systems specified in this report on a power-up only basis. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity.

This vessel was surveyed utilizing non-destructive methods 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. Purchaser 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 a warranty either specified or implied.

NOTE: It is recommend and understood that the gas engines be surveyed by a qualified technician 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 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 APPRAISAL STANDARDS OF THE UNIFORM STANDARDS OF PROFESSIONAL APPRAISAL PRACTICE (USPAP) 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.

I. INTRODUCTION

VESSEL DESCRIPTION

Cruisers yachts, originally known as Cruisers Incorporated, started in 1956 by the second-generation of the Thompson's Family. Their initial wooden boat sales were made to the Thompson Brothers Boat Manufacturing Company which started in 1904 and had a reputation for good quality and workmanship. In the 60's, as fiberglass began to replace wood as the new technology for construction, with great reluctance the Thompson's eliminated wood from their line of products in 1966. In the early 1990's, with the boat industry struggling severe economic crisis, K C Stock, from the Oconto Michigan area, purchased Cruisers Incorporated and changed the name to Cruisers Yachts. The company expanded its model line year after year building express cruisers and flybridge style yachts.

The 2003 Cruiser Yacht 3372 is the affordable express cruiser with many optional upgrades. While the optional upgrades on this particular model were held to a minimum, the basic good quality construction accompanied by good maintenance throughout the years in this vessel is evident.

The 3372 has a wide open bow with plenty of room around the bowsprit to work the anchor. The bow is accessed through a split windshield from the helm station. Moving aft the helm station has clear view of the surroundings from the wraparound windshield. Aft of that on the same level, is the cockpit area with bench seating and a bar sink and refrigerator. Access to the swim platform with foldout ladder is through a transom door. This vessel has a full helm and cockpit enclosure.

The V drives on the MerCruiser MX 6.2 MPI Horizon eight cylinder engines has enabled the engines to be moved aft. This provides complete and easy access to the engine compartment with the removal of the engine hatches, which is also the cockpit sole. It also lengthens the area down below which provides space for a mid-cabin.

Starting forward below is the V berth with a queen bed and storage. Aft of the V berth on the port side is the head and shower combination unit. Further aft on the starboard side is the elevated settee and on the port side is the galley. The galley houses a small refrigerator/freezer unit, two burner electric stove, turntable microwave, and a sink with pressure water. Just aft of the main salon is the mid-cabin with a pullout double bed which also doubles as a small living area.

The vessel is very clean and appears to be very well maintained by the current owner.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER: **14-01023**

SURVEY PREPARED FOR: . . . . . **Sample**

TYPE OF SURVEY: . . . . . **Pre-Purchase for Buyer**

OVERALL VESSEL RATING: . . . . . **AVERAGE**

ESTIMATED MARKET VALUE: **$64,700**

ESTIMATED REPLACEMENT COST: **$386,500**

YEAR/MAKE/MODEL OF VESSEL: . . . . . **2003 Cruisers Yacht 3372**

BUILDER: . . . . . **Cruisers Yacht**

MODEL OF VESSEL: . . . . . **Express Cruiser**

HULL IDENTIFICATION NUMBER (HIN): . . . . . **Sample**

HOME PORT: . . . . . **N/A**

STATE VALIDATION STICKER NUMBER: . . . . . **None Sighted.**

STATE REGISTRATION NUMBER: . . . . . **None sighted.**

OWNER'S NAME: . . . . . **Sample**

OWNER'S ADDRESS: . . . . . **Sample**

PLACE OF SURVEY: . . . . . **Sample**

DATE/TIME OF SURVEY: . . . . . **October 22, 2014**
0820 - 1530

HULL MATERIAL: . . . . . **Reported to be FRP (Fiber Reinforced Plastic).**

HULL TYPE: . . . . . **Planing, Modified-V, lifting chines, and flared bow.**

LENGTH OVER ALL (L.O.A).: . . . . . **35' 6" - LOA 37' 6" with added on Swim Platform per manufacturer's specifications.**

(LOAD) LENGTH WATERLINE (L.W.L).: . . . . . **34' 10" per manufactures specification.**

BEAM: . . . . . **11' 8" per manufacturer's specifications**

DRAFT: . . . . . **Hull with Engine - 24" per manufacturer's specifications.**

DISPLACEMENT: . . . . . **12,500 lbs.per manufacturer's specifications**

OVERHEAD CLEARANCE: . . . . . **9' 3" from top of arch to water line.**

PROPULSION SYSTEM: . . . . . **Twin MerCruiser MX 6.2 MPI Horizon - 320 hp**

II. GENERAL INFORMATION

FUEL TYPE:	**Gasoline.**
FUEL CAPACITY:	**240 gallons.**
AC POWER:	**Yes, Two (2) 125 volt, 30 amp. Inlets**
DC POWER:	**Yes, 12 volt.**
FRESH WATER CAPACITY:	**40 gallons - per manufacturer's specifications.**
HOLDING TANK:	**Yes - 31 gallons per manufacturer's specifications.**
INTENDED USE/BUYER:	**Recreational near coastal cruising.**
BUYER'S EXPERIENCE:	**Not Known.**
INTENDED CRUISING AREA:	**Inshore and Near Shore Cruising - New Hampshire and Maine**

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.

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.

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

TYPE:
Planing, Modified-V, lifting chines, and flared bow.

MATERIAL:
FRP (fiber reinforced plastic)

EXTERIOR HULL:
White gelcoat with black boot top.

PORTLIGHTS:
Eight (8) opening portlights: two (2) portlights v-berth; one (1) portlight in head; three (3) portlights saloon; two (2) portlights mid-cabin.

BULKHEADS:
Athwartships reinforcement enhanced by bulkheads bonded to the hull with FRP (fiber reinforced plastic). Appears serviceable where sighted.

STRINGERS:
Hull stiffness provided by FRP longitudinal stringers. Complete inspection not possible due to limited access. Appears serviceable where observed.

STEM:
Reinforced FRP slightly raked stem.

TRANSOM:
Reinforced, FRP fitted with transom door to swim platform. Appears serviceable.

***C.1**
Bolt showing corrosion on swim platform cowling.

BILGE:
A semi-smooth FRP surface was used in the shallow bilge area, condition was generally clean.

CHAIN LOCKER (DRAINAGE):
Chain locker is forward and accessible through an access in the forward cabin. Unable to determine if bitter end of anchor rode is secured or if locker drainage is open.
Note: Recommend that anchor rode be removed from locker and inspected as well as locker drainage.

LIMBER HOLES:
Limber holes are of adequate size and clear where sighted.

***C.2**
Engine room bilge area has multiple separated bilge areas draining from one area to another via lumber holes. Some leaves have entered bilge area with the possibility of plugging lumber holes.

DECK CONSTRUCTION

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

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

HULL DECK AND SUPERSTRUCTURE

HULL-TO-DECK JOINT

TYPE:

The deck is reported to be both mechanically and chemically bonded using stainless steel bolts and elastomeric compound per manufacturer's specifications.

Note 1: Manufacturer's construction method is to encase this joint in FRP. While this does make the joint stronger it is not possible to inspect the joint other than for sever indications of water intrusion.

Note 2: Hull-to-Deck Joint has had additional sealant applied to the joint, both top and bottom, on the exterior for unknown reasons. While it is possible for this to be a factory application, it is not usual.

***C.3**

Areas of sealant have started to separate from FRP.

DECK FITTINGS

STANCHIONS:

Welded stainless steel rail system runs the perimeter of the vessel to approximate midships. Condition was serviceable.

VENTILATION:

Provided by the eight (8) portlights and two (2) circular Bomar Hatches, one(1) located in the forward cabin and one (1) located in the main saloon.

***C.4**

The main hatch over the saloon is showing signs of slightly higher moisture reading.

BOWSPRIT:

Bowsprit is FRP with an integrated anchor roller.

SCUPPERS:

Decks drain overboard. The cockpit drains overboard and thru scuppers molded into the engine hatches draining thru the hull port and starboard sides.

CHOCKS AND CLEATS:

Chocks and cleats appeared to be stainless steel all sighted were thru-bolted and serviceable.

WINDLASS/GIPSY:

Automatic two-way Maxwell Windlass with two stations, foot pedals at bow and controls at helm station. Operational and appears serviceable.

***B.1**

Wiring to windlass unsupported other than the wire terminals.

DECK SURFACE:

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

GRAB RAIL:

Stainless hand rails along sides of structure. Appears adequate.

ADDITIONAL EQUIPMENT AND ACCESSORIES

GENERAL EQUIPMENT:

Cockpit refrigerator. Appears serviceable.

HULL DECK AND SUPERSTRUCTURE

ADDITIONAL EQUIPMENT AND ACCESSORIES *(continued)*

DINGHY/TENDERS:
None sighted.

CANVAS AND COVERS:
Canvas and cockpit enclosure replaced in 2013 per owner. Looks new and serviceable.

FENDERS:
Six (6) 8" fenders and one (1) 6" fender.

DOCK LINES:
Assorted dock lines.

AUXILIARY MOTORS:
None sighted.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

JOINERY AND FINISH:
The interior is in keeping with the contemporary attitude of more light and low maintenance with an open floor plan. The vessel is a blend of white Formica, FRP, and beige carpeted sole. Starting forward is the v-berth, the main cabin, with a large queen berth and plenty of storage space separated from the saloon by a privacy curtain. Moving aft on the port side is the head with a sink, electric head, and shower. Farther aft is the elevated settee on the starboard with the galley located on the port side. The galley consists of a refrigerator/freezer unit, electric stove top, microwave, and a sink. Moving aft under the helm station is the mid-cabin with a fold out berth. The entire interior was covered in a beige carpet.

INTERIOR BULKHEADS:
The interior bulkheads were finely fit where sighted.

WATER INTRUSION SIGNS:
None Sighted.

STORAGE AREAS:
The cabinets, lockers, drawers, and shelving were finely fit where sighted.

HEADLINERS:
Headliner material in the cabins appeared to be a light colored vinyl. Appeared serviceable.

FABRIC AND CUSHIONS:
Light colored fabrics for berths, dinette and salon cushions. Appears like new.

HEADS:
One (1) electric head.

SHOWERS:
Head provides single unit head/shower.

FAUCET FIXTURES:
The faucet fixtures and sinks were operable in both heads and in the galley.

LIGHT FIXTURES:
12 volt cabin lights throughout the vessel were operable.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION: ***(continued)***

AIR CONDITIONING/HEAT UNIT:
There is a Taylor Made Cruisair SXR16 reverse cycle AC/Heat unit servicing the interior.

TELEVISIONS:
Yes, Toshiba with a built in video player.

STEREO, ETC.:
Clarion radio/cd player.

CONDITION AND DEFICIENCIES:
The overall house keeping for this vessel was above average. It reflects the care of a conscientious crew, with good sea keeping skills.

PROPULSION

MAIN ENGINES

TYPE:
Two (2) four cycle V-8 gasoline naturally aspirated engines.

MANUFACTURER:
MerCruiser MX 6.2 MPI Horizon.

LABELS AND NOTICES:
The engines appeared like new and all required labels appeared to be in place and readable.

HORSE POWER:
Reportedly 320 horsepower.

INDICATED HOURS:
600 hrs each.

THROTTLE CONTROLS:
Mechanical lever/cable type at helm station.

FLAME ARRESTOR:
Yes, USCG approved.

EMERGENCY SHUT DOWN:
Halon Fireboy pull cable actuated mechanism, located in the helm station.

ENGINE MOUNTS AND BED:
Main engine beds are heavy longitudinal stringers inboard and outboard. In conjunction, adjustable motor mounts are bolted to the stringers and are used to adjust the propshaft alignment as well as secure the engines to the hull stringer structure.

DRIP PANS:
None Sighted. Engine fluid and loose debris falls into bilge area.

LUBRICATION:
Level and Condition: Level indication is normal both port and starboard. The appearance of the oil is clean.

VENTILATION:
Power blowers port and starboard with flexible pick-up tubing . Natural, flow ventilation provided by hull vents. Appears adequate.

PROPULSION

MAIN ENGINES *(continued)*

EXHAUST SYSTEM:
Raw water cooled with cast iron risers and flexible connection six inch pipes to outboard frame supports. Then exiting through side hull mounted fittings. Hose to pipe connections are double clamped where sighted and appear serviceable.

PROP SHAFTS:
Stainless steel. Appeared serviceable.

ENGINE ALARMS:
Low oil pressure alarm and coolant over heat warning audibles at helm station. Appears serviceable.

***C.5**
Low oil warning audible sounded for a short time at startup then shut off prior to engine starting.

ENGINE SYNCHRONIZER:
None Sighted.

STUFFING BOX:
Stuffing box and packing gland, was bronze hex nut type boot and appeared serviceable. Monitor Frequently for leakage and proper adjustment.

OTHER:
Small amounts of oil residual was on the valve covers around the vapor recapture hose. These areas should be cleaned and monitored.

COOLING SYSTEM

TYPE:
Closed reservoir type cooling with raw water cooled exhaust.

RAW WATER STRAINERS:
Perko bronze alloy with sight glass. Appears serviceable.

COOLANT LEVEL:
Below normal both port and starboard. The surveyor recommends changing the fluid with new in accordance with the manufactures suggested specification.

HOSES AND CLAMPS:
Re-inforced rubber hose clamped and well routed and supported, where sighted.

BELTS AND PULLEYS:
Belts condition appears serviceable.

SEACOCKS AND STRAINERS:
Raw water seacocks were ball valve type and were operable.
Note: Seacocks were initially stiff but operated. It is recommended that all seacocks be operated at least once a month and hoses be inspected.

TRANSMISSIONS

TYPE:
Velvet Drive - V-Drive Model 20 - 02 - 005.

GEAR RATIO:
Transmission tag: 2.50 to 1 ratio.

PROPULSION

TRANSMISSIONS*(continued)*

FLUID LEVEL AND CONDITION:
Level must be checked in neutral with engines running. Not checked.

PACKING GLAND:
Hex type bronze nut packing glands. Appeared serviceable. Note: It is recommended that a wrench of the proper size be acquired and kept onboard in order to adjust or service the packing gland stuffing boxes as needed.

COOLER:
Yes: External engine mounted raw water heat exchanger. Appears serviceable.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:
Gasoline.

MATERIAL:
Reportedly Aluminum.

NUMBER OF TANKS:
Two (2)

TANKS CAPACITY:
Reportedly 240 gallons for both tanks.

SECURED:
Yes, Metal straps with chafe protection. Appears serviceable.

LOCATION:
Fuel tanks are port and starboard, outboard in the main engine room.

MANUFACTURING LABEL:
None Sighted.

FILL PIPE LOCATIONS:
Port and starboardside decks marked for fuel.

FILL PIPE GROUNDED:
Not sighted due to access.

FILL PIPE MATERIAL:
Not sighted due to access.

FILL PIPE FITTINGS:
Not sighted due to access.

HOSE CONNECTIONS, CLAMPS:
Appears serviceable and approved where sighted.

FUEL LINES AND FITTINGS:
Appears serviceable where sighted.

VENT LOCATION:
Port and starboard topsides, flame screens were sighted.

FUEL SYSTEM

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

SHUT-OFF VALVE:
Yes. at port forward engine room, marked for proper position. Note: I recommend that the crew and captain familiarize themselves with the proper operation of these valves.

ANTI-SIPHON VALVE:
None Sighted.

FUEL FILTERS:
Engine mounted spin on/off type.

FILTER/FUEL CONDITION:
Appears serviceable.

FUEL COOLER:
None Sighted.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:
Lead acid battery powered 12 volt system.

BATTERIES:
Four (4) batteries total in two banks; two (2) 12 volt starting batteries in one bank and two (2) 6 volt batteries in series for house bank. Both house batteries and port starting battery were low on fluid. The starboard battery was low on fluid in one cell.
Note: While all batteries are deep cycle batteries, 6 volt and 12 volt batteries have different charging characteristics which is why manufacturers recommend not mixing different types. Also, when one cell in a battery loses fluid in a different ratio to other cells in that battery, it is usually an indication of a weak/failing cell.

***B.2**
One house bank battery not secured to recommendations and battery container is too small for that size battery.

***C.6**
The batteries were low on fluid.

MAIN BATTERY SWITCHES:
Two (2) main battery switches of the rotary type mounted aft of engines. Main rotary battery switch mounted in engine compartment. Appeared serviceable.

PANEL:
Overcurrent Protection: Circuit breakers. Location: Starboard mid-cabin side cabinet. Access: Serviceable.

BREAKERS/FUSES:
One (1) main breaker, seven (7) auxiliary on/off breakers, eight (8) resets.

TYPE CONNECTORS:
None Sighted.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)*(continued)*

ROUTING/SUPPORT:
Well supported and secured where sighted.

CHARGING SYSTEM:
The system has a Sure Power Battery Isolator (Model 2703) that isolates each battery circuit and allows each battery to discharge and charge according to its own needs. As mentioned there are two types of batteries.

***C.7**
Two different types of batteries, 6v and 12v.

CHARGING SYSTEM (BATTERY CHARGER):
Inteli-Power Mariner Electronic Marine Converter/Charger - 30 amp. Located forward bulkhead in engine compartment. Appears serviceable. Also engine mounted alternators.

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET:
Number: Set of two (2) 30 amp. Location aft transom locker, corner port side. Appeared serviceable.

SHORE POWER:
Cord: Two (2) 50' long 30 amp. Adapter: Y adapter of 30 amp to two (2) 30 amp cords. Condition: Appears serviceable.

AC SOURCE SELECTOR SWITCH:
Switch type: Manual plastic slide type. Located in main salon in main electric panel.

MAIN BREAKER:
Yes, there are two (2) main breakers; one for AC and outlets, and one for other saloon, galley and cabin accessories. Panels in the main electrical panel in mid-cabin starboard side.

BRANCH BREAKERS:
Number: Eight (8) individually switched branch breakers for cabin, five(5) for main AC.

CIRCUIT LOAD MONITORS:
Yes, voltage meter.

CONNECTIONS (TYPE):
Not sighted.

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:
Various A.C. outlets available throughout yacht, appear adequate and conveniently located. Tested OK for proper polarity. GFCI (ground fault circuit interrupter) outlets sighted at galley. Tested OK, Appear serviceable.

POLARITY:
Polarity indicator on main panel.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (A.C. SYSTEM)*(continued)*

JUNCTION BOXES:
Weatherproof: Appears to be of weather-resistant construction and design. Access good.

GALVANIC ISOLATOR:
Yes, Galvanic Isolator.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS:
One (1) main ships tank is located on center line in the mid-cabin.

CAPACITY:
Reportedly 40 gallons.

ACCESS:
Access to tanks and valves appears adequate.

LOCATION:
Centerline under aft master berth support boards.

FILL PIPE LOCATION:
Starboard side deck marked for water.

VENT PIPE LOCATION:
Appears to be starboard topsides.

ACCUMULATOR TANK:
None Sighted.

PUMPS:
A ShurFlo 12 volt demand diaphragm type water pump. It is operable and appears serviceable.

DOCK SIDE PRESSURE REGULATOR:
None Sighted.

FRESH WATER SYSTEM (HOT WATER SYSTEM)

TYPE:
110 electric. Marine grade.

MANUFACTURER:
Seaward model.

CAPACITY:
6 gallons.

PRESSURE RELIEF VALVE:
Yes, copper pressure relief valve built into tank.

SANITATION

SANITATION (BLACK WATER)

MANUAL OR ELECTRIC TYPE:
All heads electrically operated for flush and waste treatment. Not operated.

NUMBER OF HEADS:
One (1) head on vessel.

M.S.D TYPE USCG SYSTEM:
Certification Type: MSD U.S.C.G. Type III. (Holding tanks)

RAW WATER SUPPLY AND CLAMPS:
Yes, appears serviceable where sighted.

PUMP-OUT LOCATION:
Port side deck aft. Clearly marked: Yes.

CAPACITIES:
Holding tank capacity estimated at 31 gallons per manufacturer's specifications.

SANITATION (GREY WATER)

BASINS, SHOWERS, HOSES AND CLAMPS:
The shower on this vessel drains into a sump pump in the bilge area of the main saloon.

***B.3**
Sump pump does not operate and is overflowing into bilge.

MATERIAL:
Plastic, specific type not determined. Appears serviceable.

DISCHARGE:
Overboard, port topsides.

STEERING SYSTEM

STEERING SYSTEM

TYPE:
Hydraulic, by Bennett V 351, where sighted appeared serviceable.
Note: Oily fluid under tank on port side in bilge. Appears to have been from overfilling but should be monitored to verify.

NUMBER OF STATIONS:
One (1) at helm station.

LINES AND FITTINGS:
Reinforced flexible hose, with metallic fittings. Appears serviceable.

ACTUATOR CYLINDER:
Appears serviceable.

MOUNTING:
Cylinder and ram actuator are well secured.

RUDDER STOCK:
Stainless steel rudder stock size not determined due to access.

STEERING SYSTEM

STEERING SYSTEM*(continued)*

RUDDER POSITION INDICATOR:
Appears serviceable.

LOWER RUDDER BEARING SUPPORT:
Lower port rudder bearing shows movement.

***B.4**
Lower port rudder bearing shows movement.

PACKING GLAND:
Bronze hex nut type packing gland. Appeared serviceable. Monitor frequently.

***B.5**
Starboard packing gland leaking.

EMERGENCY TILLER:
None sighted.

GROUND TACKLE

GROUND TACKLE

ANCHORS:
Plow estimated to be 20 lbs.

RODE MATERIAL:
Rode is partial chain and nylon. Length unknown.
Note: As mentioned previously, anchor, hardware, and rode should be fully inspected prior to deployment.

WINDLASS:
Maxwell Windlass with two stations.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF:
Standard Horizon at helm station. Powers up.

RADAR:
None Sighted.

GPS:
None sighted.

CHART PLOTTER:
None sighted.

AUTOHELM:
None Sighted.

DEPTH SOUNDER:
Depth sounder original equipment package. Digital.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT *(continued)*

FISH FINDER:
None Sighted.

ANTENNAS:
Antenna sighted appear to be well mounted on starboard side and serviceable.

WATER TEMPERATURE GAUGE:
Original equipment, digital.

THRU-HULLS

THRU-HULLS:

NOTE:
All the thru-hulls above water were of molded-plastic.
Note: The port gas tank thru-hull vent shows signs of water intrusion into the engine compartment bilge. This could be signs of thru-hull UV degradation.

***A.1**
AC thru-hull outside flange is broken off.

***B.6**
Gas tank thru-hull vent shows signs of water intrusion.

***C.8**
All above water thru-hull fittings are showing signs of UV degradation.

BONDING SYSTEM

BONDING SYSTEM

MAIN BONDING CONDUCTOR:
The bonding system is mostly well established where sighted. A separate bonding system was not performed and I did not use a corrosion meter to establish the level of protection. However the bonding system is using individual green insulated wire and appeared to be serviceable were sighted. I also noted a trim tab mounted zincs. Monitor them frequently for condition and adequate protection.
Note: Freshwater anodes (commonly referred to as zincs) are a different material than what should be used in salt water. Recommend changing all anodes including engine anodes.

THRU-HULL FITTINGS:
The thru-hull fittings as well as all sighted underwater fittings are bonded where sighted and show no excessive corrosion.

SHAFTS AND SHAFT LOGS:
The propeller shaft is not bonded. Each shaft has a zinc.
(Note above)

RUDDER SHAFTS AND SHAFT LOGS:
Rudder shafts and rudder shaft logs appear to be bonded.

PUMPS AND MOTOR HOUSINGS:
All pumps and housings appeared to be bonded, where sighted.

BONDING SYSTEM

BONDING SYSTEM*(continued)*

GROUNDING PLATES:
None Sighted.

APPLIANCE AND PANEL CASES:
Not observed.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S:
Four (4) Type 1 USCG approved near-shore. Located in helm station locker.
Note: Recommend that additional PFD's be available dependent upon size of individuals. Children and large PFD's for example.

NUMBER OF THROWABLE PFD'S:
One (1) Type IV-U.S.C.G. approved throwable device. Life ring not mounted.

FIRE EXTINGUISHERS:
Three (3) Size: 5 lb BC dry chemical and one Fireboy automatic fire suppression system. Appear serviceable. Location: Main salon cabin, and engine room.

***A.2**
All fire extinguishers and system do not have current inspection stickers.
Note: ABYC A-4 recommends one additional B-1 fire extinguisher than USCG regulations.

VISUAL DISTRESS SIGNALS:
Flares were 12 gauge day/night visual distress signals and hand held flares. Out of date.

***A.3**
All visual distress signals out of date.

SOUND DEVICES:
Yes, air horn. Operable.

NAVIGATION LIGHTS:
Sidelights are operable.
All-round light is operable.
Sternlight is inoperable.
Anchor light is operable.

***A.4**
Stern light is inoperable.

INLAND NAVIGATION RULE BOOK (12M-39'4" OR LONGER):
While this vessel is not required to carry one it is highly recommended.

"NO OIL DISCHARGE" PLAQUE:
None Sighted.

***B.7**
No oil discharge sighted in engine spaces.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)*(continued)*

TRASH DISPOSAL PLACARD:
No trash disposal placard displayed.

***B.8**
Not properly displayed in the main salon.

FCC STATION LICENSE (VHF EQUIPPED ONLY):
None Sighted.

AUXILIARY SAFETY EQUIPMENT

SMOKE DETECTOR:
Factory installed.

BILGE WATER ALARM AND SAFETY SWITCHES:
Yes, bilge high water alarm in engine room not tested.

SEARCH LIGHT:
Yes, mounted on pulpit.

FIRST AID KIT:
None sighted, highly recommended.

FUME SNIFFER ALARM SYSTEMS:
Yes, carbon monoxide fume detectors all cabin spaces.

MAN OVERBOARD SYSTEM:
None Sighted. Highly recommended.

NOTE:
Additional safety equipment maybe required/recommended dependant upon future cruising grounds.

BILGE PUMPS

LIST:
Yes, two (2) midships and aft. Appears to be operable and serviceable.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S):
Two (2) bronze alloy, four bladed propellers. Both props have evidence of being reconditioned on all four blades. Both props appear serviceable.. Both have locking nut and cotter pins. Spares: None sighted.

PROPELLER SHAFT(S):
Stainless steel.

SHAFT BEARING (CUTTLESS BEARING):
Cutless bearings showed no signs of sloppiness or end play.

RUDDER(S) MATERIAL:
Two (2) Cast bronze with stainless steel rudder posts. Not zinc protected, and are operational.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY*(continued)*

TRIM TABS:
Trim hydraulic tabs operated normally.

PROPELLER PROTECTION:
None Sighted.

CONDITION OF HULL (WETTED SURFACE)

BLISTERS:
None Sighted.

CONDITION OF BOTTOM PAINT:
Bottom well painted. Condition good.

SEATRIAL REPORT

INTRODUCTION

INTRODUCTION:
The was operated from the Champlain Bridge Marina north on the lake and back between the hours of 1145 to 1235. The vessel was operated by the owner and attended by Dave Simoneau and myself.

SEATRIAL REPORT

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 operate within normal operating limits at idle, cruising speed, and maximum throttle.

5. Manufacturer's recommended max RPM is 4400

   Engines reached 4400 RPM at full throttle.

6. The steering system operated normally.

7. The throttles operated normally.

8. The transmissions operated normally/smoothly.

9. The back down test was satisfactory.

10. There were no excessive vibrations noted.

11. There were no oil or coolant leaks observed. (On main engines or in exhaust water)

The water temperature is in Fahrenheit. The oil pressure is in pounds per square inch. Revs refers to revolutions per minute. Batts are in volts of charge from the alternator. These figures are comprised of data read from the vessels gauges while underway on the above stated date and time of the sea trial.

***C.9**
Starboard fuel gauge did not function.

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

A. SAFETY DEFICIENCIES:

A.1 (PAGE 17) NOTE:

All the thru-hulls above water were of molded-plastic.
Note: The port gas tank thru-hull vent shows signs of water intrusion into the engine compartment bilge. This could be signs of thru-hull UV degradation.

FINDINGS	*RECOMMENDATIONS*
AC thru-hull outside flange is broken off.	*Replace with new thru-hull.*

A.2 (PAGE 18) FIRE EXTINGUISHERS:

Three (3) Size: 5 lb BC dry chemical and one Fireboy automatic fire suppression system. Appear serviceable. Location: Main salon cabin, and engine room.

FINDINGS	*RECOMMENDATIONS*
All fire extinguishers and system do not have current inspection stickers. **Note: ABYC A-4 recommends one additional B-1 fire extinguisher than USCG regulations.**	*Comply with 46 CFR 25.30 USCG Safety Regulations.*

A.3 (PAGE 18) VISUAL DISTRESS SIGNALS:

Flares were 12 gauge day/night visual distress signals and hand held flares. Out of date.

FINDINGS	*RECOMMENDATIONS*
All visual distress signals out of date.	*Comply with 33 CFR Part 175 USCG regulations for Visual Distress Signals.*

IV. FINDINGS AND RECOMMENDATIONS

A. SAFETY DEFICIENCIES:

A.4 (PAGE 18) NAVIGATION LIGHTS:

Sidelights are operable.
All-round light is operable.
Sternlight is inoperable.
Anchor light is operable.

FINDINGS	*RECOMMENDATIONS*
Stern light is inoperable.	*Investigate further and repair or renew as necessary. Comply with 33 CFR Part 84 USCG Safety Regulations.*

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.1 (PAGE 7) WINDLASS/GIPSY:

Automatic two-way Maxwell Windlass with two stations, foot pedals at bow and controls at helm station. Operational and appears serviceable.

FINDINGS	*RECOMMENDATIONS*
Wiring to windlass unsupported other than the wire terminals.	*Support wires in accordance with ABYC Standards E-11.*

B.2 (PAGE 12) BATTERIES:

Four (4) batteries total in two banks; two (2) 12 volt starting batteries in one bank and two (2) 6 volt batteries in series for house bank. Both house batteries and port starting battery were low on fluid. The starboard battery was low on fluid in one cell.
Note: While all batteries are deep cycle batteries, 6 volt and 12 volt batteries have different charging characteristics which is why manufacturers recommend not mixing different types. Also, when one cell in a battery loses fluid in a different ratio to other cells in that battery, it is usually an indication of a weak/failing cell.

FINDINGS	*RECOMMENDATIONS*
One house bank battery not secured to recommendations and battery container is too small for that size battery.	*Secure battery. ABYC E-10, CFR 183.420, NFPA 302 7-43.* *Provisions shall be made to contain incidental leakage or spillage of electrolyte. ABYC E-10*

B.3 (PAGE 15) BASINS, SHOWERS, HOSES AND CLAMPS:

The shower on this vessel drains into a sump pump in the bilge area of the main saloon.

FINDINGS	*RECOMMENDATIONS*
Sump pump does not operate and is overflowing into bilge.	*Investigate further and repair or renew as necessary.*

B.4 (PAGE 16) LOWER RUDDER BEARING SUPPORT:

Lower port rudder bearing shows movement.

FINDINGS	*RECOMMENDATIONS*
Lower port rudder bearing shows movement.	*Investigate further. Repair or replace as necessary. Full service by an expert.*

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.5 (PAGE 16) PACKING GLAND:

Bronze hex nut type packing gland. Appeared serviceable. Monitor frequently.	
FINDINGS	***RECOMMENDATIONS***
Starboard packing gland leaking.	*Further investigate and repair as necessary.*

B.6 (PAGE 17) NOTE:

All the thru-hulls above water were of molded-plastic. Note: The port gas tank thru-hull vent shows signs of water intrusion into the engine compartment bilge. This could be signs of thru-hull UV degradation.	
FINDINGS	***RECOMMENDATIONS***
Gas tank thru-hull vent shows signs of water intrusion.	*Replace with new.*

B.7 (PAGE 18) "NO OIL DISCHARGE" PLAQUE:

None Sighted.	
FINDINGS	***RECOMMENDATIONS***
No oil discharge sighted in engine spaces.	*Provide USCG "No Discharge of Oil" placard - CFR 155.770.*

B.8 (PAGE 19) TRASH DISPOSAL PLACARD:

No trash disposal placard displayed.	
FINDINGS	***RECOMMENDATIONS***
Not properly displayed in the main salon.	*Comply with USCG regulations for Trash dumping. There is a large fine imposed for non-compliance.*

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.1 (PAGE 6) TRANSOM:

Reinforced, FRP fitted with transom door to swim platform. Appears serviceable.	
FINDINGS	***RECOMMENDATIONS***
Bolt showing corrosion on swim platform cowling.	*Investigate further and repair or renew as necessary.*

C.2 (PAGE 6) LIMBER HOLES:

Limber holes are of adequate size and clear where sighted.	
FINDINGS	***RECOMMENDATIONS***
Engine room bilge area has multiple separated bilge areas draining from one area to another via lumber holes. Some leaves have entered bilge area with the possibility of plugging lumber holes.	*Clean bilge areas.*

IV. FINDINGS AND RECOMMENDATIONS

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.3 (PAGE 7) TYPE:

The deck is reported to be both mechanically and chemically bonded using stainless steel bolts and elastomeric compound per manufacturer's specifications.

Note 1: Manufacturer's construction method is to encase this joint in FRP. While this does make the joint stronger it is not possible to inspect the joint other than for sever indications of water intrusion.

Note 2: Hull-to-Deck Joint has had additional sealant applied to the joint, both top and bottom, on the exterior for unknown reasons. While it is possible for this to be a factory application, it is not usual.

FINDINGS	*RECOMMENDATIONS*
Areas of sealant have started to separate from FRP.	*Inspect and repair as necessary with appropriate, manufacturer recommended sealant.*

C.4 (PAGE 7) VENTILATION:

Provided by the eight (8) portlights and two (2) circular Bomar Hatches, one(1) located in the forward cabin and one (1) located in the main saloon.

FINDINGS	*RECOMMENDATIONS*
The main hatch over the saloon is showing signs of slightly higher moisture reading.	*Rebed hatch.*

C.5 (PAGE 10) ENGINE ALARMS:

Low oil pressure alarm and coolant over heat warning audibles at helm station. Appears serviceable.

FINDINGS	*RECOMMENDATIONS*
Low oil warning audible sounded for a short time at startup then shut off prior to engine starting.	*Investigate further both oil and overheat alarms and repair or renew if necessary.*

C.6 (PAGE 12) BATTERIES:

Four (4) batteries total in two banks; two (2) 12 volt starting batteries in one bank and two (2) 6 volt batteries in series for house bank. Both house batteries and port starting battery were low on fluid. The starboard battery was low on fluid in one cell.
Note: While all batteries are deep cycle batteries, 6 volt and 12 volt batteries have different charging characteristics which is why manufacturers recommend not mixing different types. Also, when one cell in a battery loses fluid in a different ratio to other cells in that battery, it is usually an indication of a weak/failing cell.

FINDINGS	*RECOMMENDATIONS*
The batteries were low on fluid.	*Replenish the fluid to manufactures recommended level and monitor frequently.*

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.7 (PAGE 13) CHARGING SYSTEM:

The system has a Sure Power Battery Isolator (Model 2703) that isolates each battery circuit and allows each battery to discharge and charge according to its own needs. As mentioned there are two types of batteries.

FINDINGS	*RECOMMENDATIONS*
Two different types of batteries, 6v and 12v.	*Verify with manufacturer of Sure Power that this model is designed to handle this situation or replace batteries with like kind.*

C.8 (PAGE 17) NOTE:

All the thru-hulls above water were of molded-plastic.
Note: The port gas tank thru-hull vent shows signs of water intrusion into the engine compartment bilge. This could be signs of thru-hull UV degradation.

FINDINGS	*RECOMMENDATIONS*
All above water thru-hull fittings are showing signs of UV degradation.	*All small thru-hulls should be replaced now. A replacement plan should be devised for all other thru-hulls.*

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.9 (PAGE 21) 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 operate within normal operating limits at idle, cruising speed, and maximum throttle.

5. Manufacturer's recommended max RPM is 4400

   Engines reached 4400 RPM at full throttle.

6. The steering system operated normally.

7. The throttles operated normally.

8. The transmissions operated normally/smoothly.

9. The back down test was satisfactory.

10. There were no excessive vibrations noted.

11. There were no oil or coolant leaks observed. (On main engines or in exhaust water)

The water temperature is in Fahrenheit. The oil pressure is in pounds per square inch. Revs refers to revolutions per minute. Batts are in volts of charge from the alternator. These figures are comprised of data read from the vessels gauges while underway on the above stated date and time of the sea trial.

FINDINGS	*RECOMMENDATIONS*
Starboard fuel gauge did not function.	*Investigate further and repair or renew as necessary.*

NOTE: If cruising more than 25 nautical miles offshore it is also recommended that a USCG approved self-inflating life raft be fitted to the vessel. And a first aid kit, EPIRG, and small manual watermaker be added to the ships safety gear.

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor'sexperience and research 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 determines the adjustmentto the range of base values in the **BUC USED BOAT PRICE GUIDE** for a similar vessel sold within a given time period. Further research and considerations to determine the condition and establish Market Value were undertaken and include: internet research to establish similar boats of comparable conditions and prices; Buc Value Pro Used Boat Price Guide; ABOS Marine Blue Book; Soldboats.com, and NADA Guide .

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:

AVERAGE

V. SUMMARY AND VALUATION

STATEMENT OF VALUATION:

1. 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:

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.

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 MARKET VALUE"** of the subject vessel is:

$64,700
Sixty Four Thousand Seven Hundred Dollars

2. The **"ESTIMATED REPLACEMENT COST"** 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:

$386,500
Three Hundred Eighty Six Thousand Five Hundred Dollars

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the 2003 Cruisers Yacht 3372, 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 22, 2014 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.

V. SUMMARY AND VALUATION

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 that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated 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: _____

Captain Stan Walker

VI. PHOTOGRAPHS

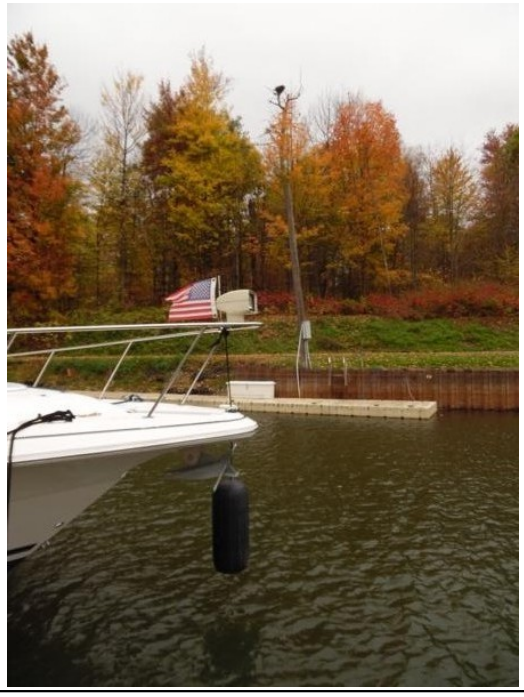
Cruisers Yacht 2003 3372.jpg

HIN Number

Starboard Side

Bowsprit

VI. PHOTOGRAPHS



Search Light

Windlass

Windlass - Unsupported Wiring in Anchor Locker

Foredeck

VI. PHOTOGRAPHS

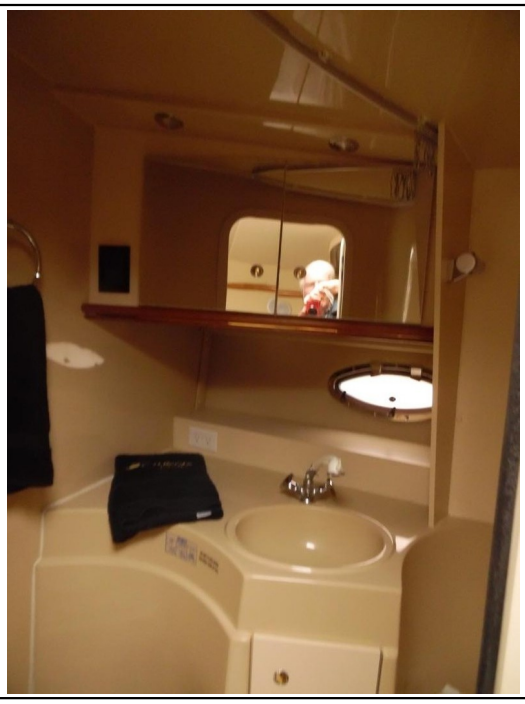
Cockpit Bar Sink & Fridge

Transom Gate

V-Berth

View from Saloon to V-Berth

VI. PHOTOGRAPHS



Head Unit

Vanity Sink

Head

Settee

VI. PHOTOGRAPHS

Reverse AC/Heat Unit

Radio/CD

Microwave

Mid-Cabin

VI. PHOTOGRAPHS

CO2 & Smoke Alarm

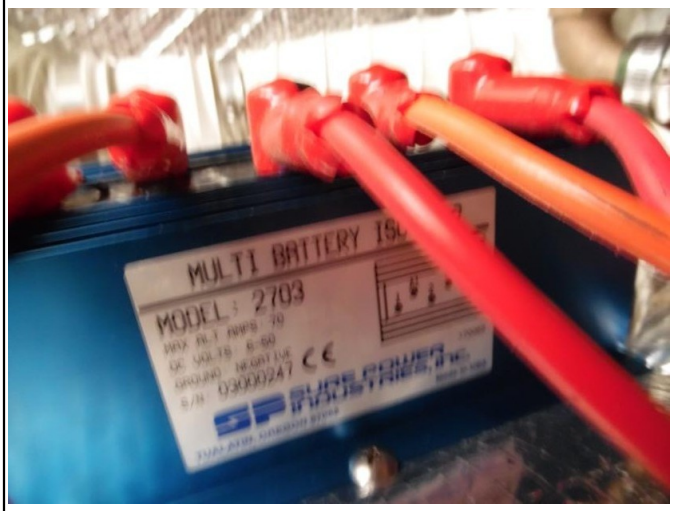
Shore Water Hoopup - Transom Locker

Shore Power, Phone, Data Outlets

Electrical Panel

VI. PHOTOGRAPHS

Converter/Charger



Battery Isolator

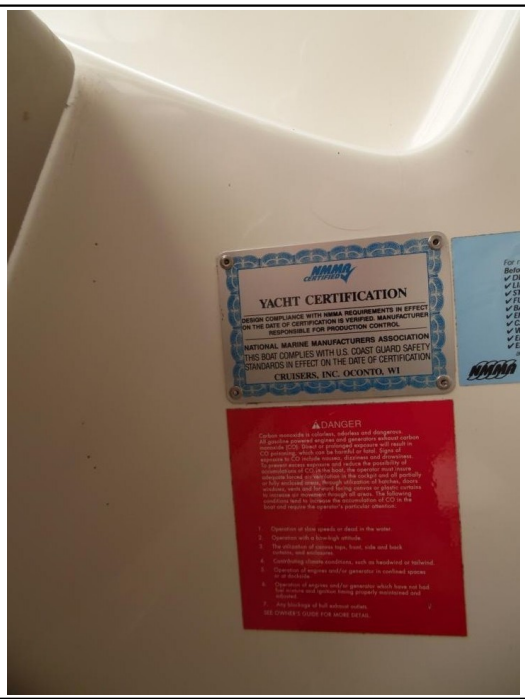
Rotary Switch

Starter Battery

VI. PHOTOGRAPHS

Hot Water Heater

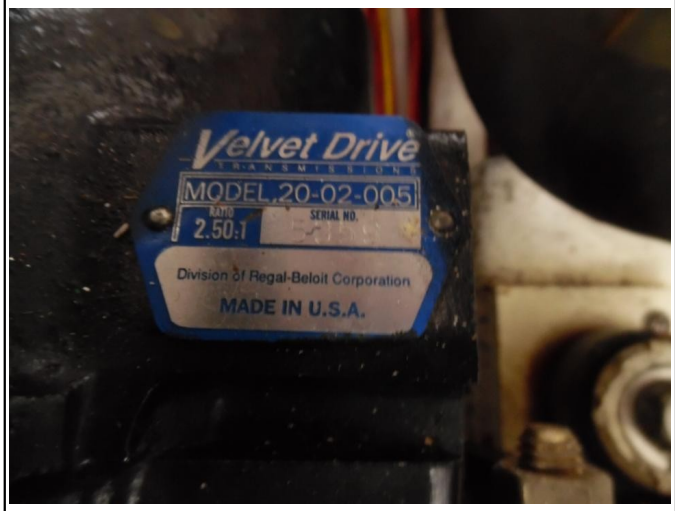
Engine Hatches



Fuel Placard & Yacht Certificate

MX 6.2 MPI Horizon

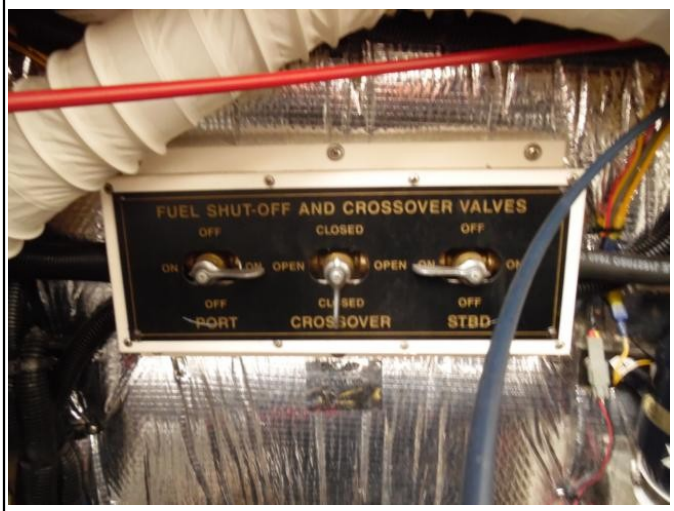
VI. PHOTOGRAPHS



Velvet V-Drive

Velvet V-Drive

Engine Fire Suppression System



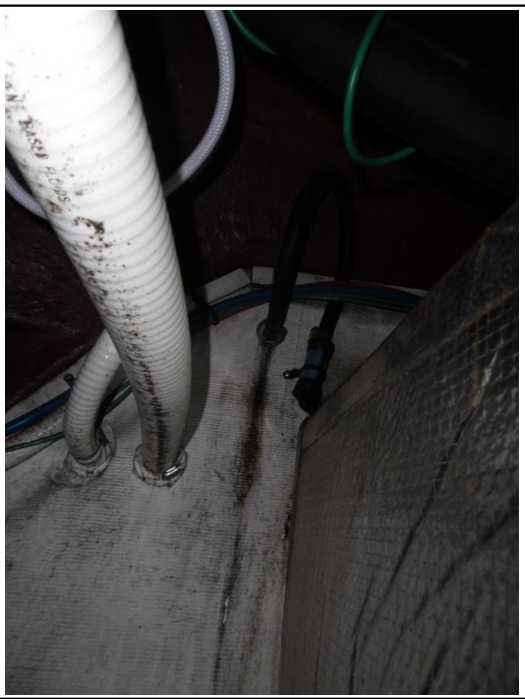
Fuel Shut-Off and Crossover

VI. PHOTOGRAPHS

Bennett Hydraulic Tank & Pump

Starboard Rudder Packing Gland

Residual Fluid in Engine Bilge - Port Side



Indications of Water Intrusion - Port Fuel Vent Thru-Hull

VI. PHOTOGRAPHS

Swim Platform Bolt - Signs of Corrosion

Helm Station

Transmission Levers

Throttle Levers

VI. PHOTOGRAPHS

Helm Station Circuit Breaker/Isolator

VHF Radio

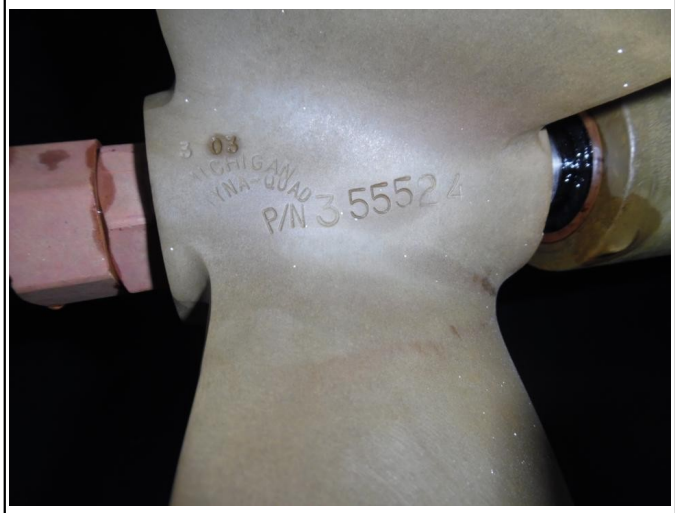
Antenna

Trim Tabs with Anodes

VI. PHOTOGRAPHS

Rudders & Trim Tab

Prop



Prop

Prop Repairs

VI. PHOTOGRAPHS

Prop Repairs