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MARINE PURCHASE SURVEY

2001 MODEL AZIMUT 68 PLUS MOTOR YACHT, "XXXXXXXXXX".
File No.KO061108.SUR

REPORT OF SURVEY

This is to certify that on 6/12/08, at the request of Jim Kouklakis, I conducted a survey of the above vessel in water [x] hauled [x] in Annapolis, Md. Results of the survey are as follows:

GENERAL DATA

NAME "XXXXXXXXXX" **PRESENT OWNER/AGENT** XXXXXXXXXXXX

BUILDER Azimut **DESIGNER** Stephano Righini

VESSEL TYPE Grp European Style Motor Yacht **HULL ID#** XAX68025A101

AREA OF OPERATION Inland, Coastal and Bluewater **YEAR BUILT** 2001

DOCUMENTATION # [x] STATE REGISTRATION # [ ] 1114321

HULL DETAIL

LOA 70', 10" **LWL** N/A **BEAM** 18' **DRAFT** 5', 5"

BOTTOM CONFIGURATION Deep V, hard chines, lifting strakes, twin screws

DISPLACEMENT 80,000 # **BALLAST** N/A **TYPE** N/A

BUILDING MATERIAL Grp. (Glass reinforced plastic) **SOLID** [ ] **CORED** [x]

BULKHEADS & STRUCTURAL MEMBERS Good original condition

COSMETIC CONDITION, COLORS, ETC. . White hull, black boot, black bottom.
Rub rail dented at most fasteners

EXTERIOR WOODWORK CONDITION N/A

HULL & DECK JOINT Vertical hull and deck flanges are fiberglassed. Joint appeared in good original condition as visible for inspection.

BOTTOM Strong, safe and serviceable.

GENERAL CONDITION Good. **See recommendation #1.**

DECK & SUPERSTRUCTURE

DECK CONFIGURATION Bow platform, short foredeck, side decks, aft cockpit and swim platform. Raised low profile cabin runs aft to raised wheelhouse windshield. Raised wheelhouse and salon structure with flybridge and radar arch.

BUILDING MATERIAL Grp. (Glass reinforced plastic) **SOLID** [ ] **CORED** [x]

CORE TYPE Divinycell foam **GELCOAT CONDITION** Good

STRUCTURE Typical top and bottom grp skinned, foam core, sandwich construction.

EXTERIOR WOODWORK CONDITION N/A

GENERAL CONDITION Good. Above average. Close to new. **See rec. #2.**

UNDERWATER MACHINERY & HARDWARE

 # INSTRUMENTS 1 depth/speed **MATERIAL** Plastic **CONDITION** Good
Note; 1 plastic internal depth transducer in port engine room.
 # THRUHULLS 6 **MATERIAL** Bronze **CONDITION** Good

 # GATEVALVES 0 **MATERIAL** **CONDITION**

 # BALLVALVES 6 **MATERIAL** Bronze **CONDITION** Good. **See rec. #3**

 # SEACOCKS 0 **MATERIAL** **CONDITION**

STERN BEARING [ ] **CONDITION** N/A

STRUT & BEARING [x] **CONDITION** Minor wear but serviceable. See rec. #10

PROPELLER SHAFT MATERIAL Stainless steel **SIZE** 3" **CONDITION** Good
Note; Both shafts were found within .005. A good tolerance
PROPELLER MATERIAL Bronze **SIZE** 36 x ? **NO. BLADES** 4

FEATHERING [ ] **FOLDING** [ ] **FIXED** [x] **CUPPED** [ ] **CONDITION** Serviceable
See rec. #4
PROPELLER SHAFT STUFFING BOX(ES) CONDITION Dripless. **See rec. #5.**

GROUNDING PLATE [x] **RUDDER MATERIAL** Bronze **CONDITION** Good

RUDDER STUFFING BOX(ES) CONDITION N/A

HOSES See rec. #6. **HOSE CLAMPS See rec. #7.** **DOUBLED** [x]
See rec. #8.
ZINC CONDITION: SHAFT(S) Doubled **RUDDER(S)** N/A **OTHER** Trim tab & bonding
GALVANIC CORROSION PROTECTION LEVEL; 670 millivolts-shafts. DC. Good
540 millivolts DC, bonding system. **See rec. #9**

STEERING SYSTEM

TYPE Double station, hydraulic wheel steering
AUTOPILOT Robertson AP22
OTHER N/A
ENGINE CONTROLS Double station, twin engine, single lever Mathers, electronic controls

CONDITION Good

ENGINE ROOM

PORT ENGINE **STARBOARD ENGINE**

MAKE MTU **YEAR** 2001 **MAKE** MTU **YEAR** 2001
MODEL # 12V183 **HOURS** Ap. 1186 **MODEL #** 12V183 **HOURS** 1196
SERIAL # 1282 **H.P.** 1,150/2400 rpm **SERIAL #** 1268 **H.P.** 1,150 Rpms.

FUEL: GAS [ ] **DIESEL** [ ]

GAUGES: OIL PRESSURE [x]
TEMPERATURE [x]
AMMETER [x]
TACHOMETER [x]
VOLTMETER [ ]
HOUR METER [x]
FUEL [x]

FRESH WATER COOLED [x] port -7F **OTHER'S** [ ]
SEA WATER COOLED [ ] star- 30F

SEAWATER STRAINER [x] **SWC INTAKE WATER SYSTEM CONDITION** Good

ENGINE BED CONSTRUCTION Grp over foam **CONDITION** Good

TRANSMISSION, MAKE, MODEL & RATIO ZF transmissions. Model ZF550
SERIAL #'S: PORT **STARBOARD** 3217003069

GENERAL CONDITION Good. **See rec. #10**

SEA TRIAL COMMENTS;

RPMS:	**PORT**	**STAR.**	**SPEED/KTS**	**OIL PRESSURE**	**TEMP.**	**VOLTS**
IDLE;TRUE	696	699	6.94 kts	55#'s each	128 F. port	13.9/14
TACH'S	750	725			125 F. star	
CRUISE;						
TRUE	2032	2046	23.3 kts	55#'s plus	188 F. port	Same
TACH'S	2100	2100			193 F. star	
MAX;						
TRUE	2467	2458	31. kts	55#'s plus	194 F. port	Same
TACH'S	2450	2500			199 F. star	

Note; All temperatures are in Fahrenheit.

BILGE AREA

BILGE PUMPS: HAND Note; Starboard engine intake valve has an emergency suction function. **ELECTRIC** 4 **AUTOMATIC** Yes. **Note;** Pressure type automatic float switches could not all be proven. Forward pump auto function was proven.
OPERATING CONDITION Good manual function. Auto believed good.
BILGE CONDITION Good. Fairly clean. Minimal water accumulation.

EXHAUST SYSTEM

WET [x] **DRY** [ ] **HOSES** Good **CLAMPS** Good **MUFFLERS** N/A.
VENTILATION: NATURAL VENTS & DUCTS [x] **BLOWER** [x] **ADEQUATE** [x]
CARBON MONOXIDE DETECTION: See rec. #11

FUEL SYSTEM

TANKS 2 **CAPACITY** 1267 total **SECURED PROPERLY** Yes
MATERIAL: STAINLESS STEEL[ ] **TINNED COPPER** [ ] **FIBERGLASS** [ ]
ALUMINUM [x] **GALVANIZED STEEL** [ ] **STEEL** [ ] **BLACK IRON** [ ] **MONEL** [ ]
LOCATION Port and starboard engine room, outboard
VENTED OVERBOARD [x] **BONDED** [x] **ADEQUATE SHUTOFF** [x]
PIPING TYPE A1 & Aeroquip type fuel hose **FLEX HOSE AT ENGINE** [x]
FILTRATION [x] **CONDITION** Appeared good

FIRE PROTECTION

NUMBER 3 **TYPE** Dry chemical **SIZE** BC:1
ENGINE AREA SYSTEM Automatic
SYSTEMS LAST TAGGED 2001 **CONDITION** Good

SAFETY EQUIPMENT

FLOATATION DEVICES: TYPE I, II & IV
NUMBER 2, 12 & 1
DESCRIPTION PFD's reflective, PFD's & life ring

DISTRESS SIGNALS - AT LEAST 3 EACH:
HAND HELD RED [x] **DATE** 2005. **Seer rec. #12**
AERIAL RED [ ] **GUN** [ ] **DATE**
ORANGE SMOKE **DATE**

HORN [x] **BELL** [x]

GROUND TACKLE

ANCHORS:
TYPE, **WEIGHT, CHAIN & RODE:** Large Bruce anchor with approx. 200' x 7/16" chain
CONDITION Good.

MAN OVERBOARD RETRIEVAL SYSTEMS: Type IV life ring, swim platform. **See rec. #13.**

ELECTRICAL SYSTEM

DC SYSTEM:

VOLTS 24 & 12

BATTERIES 2 bow thruster (24 volt) 4 engine crank batteries
2-12 volt batteries (12 volt)

ADEQUATE VENTILATION [x]

TERMINAL PROTECTION [x]

CURRENT PROTECTION [x]

BONDED [x]

BATTERY SWITCH [x]

PROPERLY SECURED [x]

BOX(ES) [x]

LIGHTS:

INTERIOR [x]

ANCHOR [x]

RUNNING [x]

STEAMING [x]

COMPASS [x]

DECK [x]

ENGINE INSTRUMENTS[x]

NAVIGATI0NAL INST.[x]

WIRING TYPE Stranded copper to current US codes

GENERAL CONDITION Good. **See rec. #14.**

AC 240 VOLT, 50 AMP SYSTEMS: DUAL 50 AMP LEGS

CHARGER [2] **REVERSE POLARITY INDICATOR** [x] **FUSED** [ ] **GROUNDED** [x]
LIGHTNING PROTECTION [x] **BREAKERS** [x] **OUTLETS** [x] **SHORE POWER** [x]
HERTZ READING; 60 NORMAL; 60 cycles found

GENERATOR: **MAKE** 2 Kohler 17 KW generators

GENERATOR NO LOAD HERTZ: 60 NORMAL; 62 cycles
GENERATOR FULL LOAD HERTZ: With both generators running, 61 cycles with all systems running

GENERAL CONDITION Good. **See rec. #15.**

POTABLE WATER SYSTEM

TANKS 1 **MATERIAL** Stainless **CAPACITY** 317 gallons

TANK LOCATION Centerline forward bilge. **GAUGE [x]**
PUMP 240 volt well pump **HOSES & CLAMPS** Good

WATER HEATER [x] **CONDITION** Good **LOCATION** Under VIP berth in bilge

GENERAL CONDITION Good.

INTERIOR LAYOUT

VIP cabin forward with island berth/ Starboard private VIP head/ Port guest quarters with separate head/ Starboard guest quarters with separate shower/ Master stateroom with starboard private master head with dual sinks, bidet, bath tub etc./ Steps up to wheelhouse with port helm, starboard galley, port settee, steps down to main salon

INTERIOR CONDITION Good. Close to new
GALLEY: STOVE [x] **FUEL : CNG** [ ] **KEROSENE** [ ] **ELECTRIC** [x]
OVEN [ ] **PROPANE** [ ] **ALCOHOL** [ ] **MICROWAVE** [x]

PROPER FLAME PROTECTION [x] **ADEQUATE FUEL SHUTOFF** [x]

TANK LOCATION N/A

GENERAL CONDITION & COMMENTS Good

REFRIGERATION: 110V [x] **12V** [ ] **MECHANICAL** [ ]

ICE BOX: MATERIAL Plastic **CONDITION** Good

HEAD FACILITY: NUMBER 5 **TYPE** Vacu-flush
HOLDING TANK [x] **MATERIAL** Plastic **DIVERTER VALVE OPTION** [x]

DOCKSIDE PUMPOUT CAPABILITY [x] **TANK LOCATION** Forward bilge

CONDITION Good

EQUIPMENT LIST

4 reverse cycle air conditioning units with separate controls for each cabin
2002 Avon 11', Seasport RIB, with center console, bimini, VHF, depth and more
2002 Yamaha 40 hp, 4 stroke outboard motor. Model; F40TLRA. Serial #508090
Central vacuum system and two portable units
Bow thruster
Simrad AP22 autopilot at both stations
5 Vacu-flush systems
Salt water wash down, including anchor wash
Swim shower
Double Cable Master systems
3 Sony AM/FM CD stereo systems
Raymarine digital depth/speed at both stations
Furuno RD30 digital depth meter at both stations
24 volt anchor windlass with inside and foredeck controls
Raymarine RC631 GPS, color chartplotter, radar, at both stations
Northstar 962 GPS chartplotter at both stations
Compass at lower station, but not at the flybridge station
Salon Sony color TV
Sony DVD player
Sony CD, cassette player
Flybridge helm and guest seating
24 volt tender hoist with swing function, as well as boom and hoist
Complete interior carpet, curtains and window treatments
Hot and cold pressure water
Gangway
Upper helm cover
Flybridge wet bar with freezer
Some galley appliances and utensils
Dish washer
Washer/dryer combination
Windshield wipers and washer
Bow rail
Docking lines and fenders
Trash compactor
Icom VHF/FM radio at flybridge, with lower station microphone controls
Varnished teak cockpit table and unvarnished chairs.
Cockpit refrigerator
Venturer flat screen TV with DVD in master stateroom
Small Insignia color TV in VIP cabin EZ2CY flybridge enclosure

SPECIAL NOTE REGARDING MOISTURE LEVELS REPORTED

Special Note, regarding moisture readings in this report; Detected moisture levels are quite often confusing to the prospective buyer. This note is an attempt to clarify moisture levels and soundings. This office uses a non-destructive Tramex Skipper + meter. Moisture levels are not percentages, but relative levels compared to the original levels of the vessel, when built. To develop percentages of water, a destructive meter would is required, or a core sample would be removed, weighed, dried, then re-weighed, to determine actual percentages of moisture. Core samples testing laboratories are available and this office has a destructive meter as well. Original moisture levels on most vessel's vary between approx. 3 and 20 on the relative scale of 0-100, quite often depending on the region, in which the vessel was built, due to humidity or quality of the builders facility. Detected elevated moisture levels up to 80 to 85 on that scale, indicate the presents of moisture vapor, but not raw water. If the core is exposed, no moisture would be discernable to the touch. These levels do indicate that the core has been subjected to moisture, due to a leak in the proximity, old or new, or core may have been exposed to a dew, or light moisture during the construction process. After much testing and study, it is my opinion that standard balsa and plywood cores with levels up to 80-85 relative, will not rot. Above 80 to approx. 85, if the core is exposed, minor moisture may be detected by touch, but still may not be conclusive. Above 85, the core is damp to the touch and, at 90 to 100 the presents of raw water most likely will be found. The high moisture level areas may still offer years of good, strong soundings and service, but will eventually rot, especially if the moisture source is not corrected. The rate of core damage will vary according to the core type used. Balsa if at 85-100, offering good, normal soundings, may offer compromised soundings in ten to twelve years, or so. Plywood holds up for much longer periods than balsa and if in the high moisture range, may offer good soundings for fifteen to twenty years. Other non-rotting cores are used in some applications. Once the core has been exposed long enough to become compromised, re-coring of the affected area may be required, based on safety parameters, such as cleat and lifeline security, chainplate condition, etc, or in the event of a refinish, core should be replaced prior to the upgrade. Practically all vessel's five years old or older, will have some elevated moisture issue. The best preventative measure is to routinely lift and rebed all hardware in areas where core exists. This applies to cored hulls as well. There are many tricks to hardware installation from the typical and standard installations with simple bedding, to the custom methods, where core is omitted in way of the hardware. Some custom applications go much further by over-drilling or cutting, filling with epoxy, re-drilling and bedding hardware, to removing the core in the hardware hole perimeter, filling with epoxy, faring the epoxy and bedding hardware. If elevated moisture levels are detected during this survey, most of the problems may be corrected by rebedding the hardware in the affected area, stopping the moisture source. Hardware rebedding should be considered a routine maintenance item on all boats.

FINDINGS

ITEM DESCRIPTION RECOMMENDATION

#1. All hull moisture levels were checked using a Tramex meter. The relative scale of 0-100 was used. The original levels of this vessel are approx. 0-3 on that same scale. The following elevated moisture level areas were noted;. The port and starboard engine exhaust boxes, offered levels of 60-90 around their perimeters, from leaking attachment screws. The bottom offered a few areas of splotchy gelkote blistering. The hollow backed stainless rub rail is dented here and there. Some joints are out of alignment. Many dents noted at fasteners where, at the factory, rub rail fasteners were over-tightened. #1. Remove and rebed both engine exhaust boxes to prevent further moisture ingress to the hull core. Attempt to dry store vessel each year for a period to allow bottom to dry out. If left in the water year round, eventually a more uniform condition may develop. If desired straighten rub rail joints. **IMPORTANT. PREVENTATIVE. NON-ESSENTIAL.**

#2. All deck moisture levels were checked using a Tramex meter. The relative scale of 0-100 was used. The original level of the vessel was approx. 0-3 on that same scale. The following elevated moisture levels, compromised core and other conditions were found; A. Flybridge wet bar/grill lid support shock, is weak and will not support the lid. B. The cockpit engine hatch offered high levels as checked from the underside, ranging from 70-90. All decks and hatches are foam cored. General levels of 40 noted on teak cockpit. Higher levels of approx. 70 noted in the aft ¼ of the starboard cockpit around the winch button aft. C. Forward cabin top sun cushion, outboard underside is torn. D. A few small approx. 2" factory voids noted in the flybridge dashboard area. #2. Replace flybridge grill hatch lid shock for safety purposes. **ESSENTIAL.** Keep teak deck seams well payed and consider oiling the teak to keep the planking swollen, resisting water intrusion to the underside of the teak and potentially into the cockpit core. No action required regarding small factory voids. Consider rebed of cockpit winch foot switches, engine hatch hinges, etc. **IMPORTANT. NON-ESSENTIAL.**

#3. Most ballvalves are difficult to exercise and require persuading with a small hammer. The starboard engine seawater intake hose to pipe connection, at the forward end of the starboard engine, inboard, appears to leak slightly. #3. Lubricate and ease all ballvalves to allow easy operation. **SAFETY. ESSENTIAL.** Tighten hose and pipe nipple connections to stop minor leak. **IMPORTANT. NON-ESSENTIAL.**

#4. Both propellers have been aground. Some sharpening of the tips and a few dings noted in blade tips. The starboard propeller shows, what appears to be casting flaws at each root, but prop appears serviceable. #4. Recondition or exchange props for spare set. **IMPORTANT. NON-ESSENTIAL.**

#5. Both dripless propeller shaft stuffing boxes are wobbling badly on their seats. #5. Contact manufacturer of dripless glands and follow routine maintenance suggested. **IMPORTANT. HIGHLY SUGGESTED. NON-ESSENTIAL.**

FINDINGS

ITEM DESCRIPTION RECOMMENDATION

#6 The starboard engine room, generator intake hose is starting to fail. #6. Replace intake hose. **SAFETY. ESSENTIAL.**

#7. The aft., crew quarters, air conditioning intake hose, lower clamps are rusty. The starboard engine intake hose to pipe connection is leaking slightly. #7. Replace clamps. Secure starboard engine intake hose and pipe connections to stop minor leak. **SAFETY. ESSENTIAL.**

#8 The head overboard discharge hose is single clamped to its thru-hull valve. #8. Install high quality stainless steel hose clamps, **doubled,** on head overboard discharge hose. **SAFETY. ESSENTIAL.**

#9. The bonding system offered a low galvanic corrosion protection level of 540 millivolts DC. A proper protection range is between 650 and 750 millivolts. Most bonding zincs are old, one was found loose and another fully eroded. #9. Replace all bonding zincs to bring galvanic corrosion protection level up, within the above parameters. **IMPORTANT. HIGHLY SUGGESTED. PREVENTATIVE. NON-ESSENTIAL.**

#10. Both engines started after approx. 5 seconds of cranking. The reason is, supposedly, to build fuel pressure. After starting, engines smoked, but cleared. The port engine fresh water coolant protection level is low at -7 Fahrenheit, where the starboard engine is -30F. Some vibration was noted during acceleration and other ranges. Keep in mind some wear was noted in each main strut bearing and props are dinged. A minor rear transmission seal leak was noted. Approx. 8 drops were noted during an approx. 45 minute seatrial. Some minor oil leaks noted around valve covers. #10. If concerned, contact MTU to discuss slow ignition. Consider draining and flushing both fresh water cooling systems, then replenish with an approx. 60% water to 40% antifreeze which will result in a correct protection level of approx. -30 Fahrenheit, as much for anti-corrosive properties than freezing protection. Monitor port rear transmission seal leak. Repair if it gets worse. If vibration is more than acceptable, propellers should be reconditioned and strut bearing replacement considered. Engine alignment is always worth checking. Consider detailing engines and tightening valve covers. **IMPORTANT. ROUTINE. NON-ESSENTIAL.**

#11. No carbon monoxide detector is installed. #11. Install an audible Co detector in each sleeping quarters, to warn of carbon monoxide build-up. **SAFETY. ESSENTIAL.**

#12. All emergency signal flares have expired. #12. Carry a minimum of three hand held red or aerial red signal flares onboard, having future expiration dates. Replace all flares prior to their expiration. **PRIORITY. SAFETY. USCG REQUIREMENT. ESSENTIAL.**

FINDINGS

ITEM DESCRIPTION RECOMMENDATION

#13. The hydraulically deployed swim/boarding ladder pump is badly rusted and inoperable. Boarding ladder would not deploy. #13. Repair or replace emergency boarding/swim ladder to aid a man overboard. **SAFETY. ESSENTIAL.**

#14. The windshield washer did not function. As previously mentioned the 24 volt over hydraulic powered emergency swim ladder pump, has no power, or has failed.
#14. Clean washer tips
NON-ESSENTIAL. Repair if needed. Service hydraulic pump, or replace as needed. **ESSENTIAL.**

#15. The galley AC interior outlet offered a reversed hot and neutral wiring code. None of the interior GFCI outlets would trip. The trash compactor did not appear to function. Generator #2 ran for approx. 1 hr then shut down. It never boiled, but must have become hot enough for the automatic shut-down solenoid to kick in. Later Generator #2 appeared to function properly and possibly had an air lock after hauling. #15. Change wiring to the galley AC interior outlet to proper code. Repair or replace all AC interior outlets. Insure they trip properly. **SAFETY. ESSENTIAL.** Monitor generator #2 function. If shut down problem persists, have a qualified mechanic diagnose and repair. **NON-ESSENTIAL.**

Other findings;

A. RIB dinghy digital depth did not function
B. 1 Master stateroom marble tile is cracked
C. A couple minor nicks noted on interior woodwork.
D. A few interior overhead lights were replaced during this inspection.

CONCLUSION

The 2001 Azimut 68 plus, European styled luxury motor yacht, “XXXXXXXXXX”, was found in good to above average condition for her age and manufacturer. Structurally she was found in like new condition with no signs of damage, including her hull to deck joint where visible. Bottom sounded strong, but did offer a few localized splotchy areas of gelkote blistering. All below waterline hardware was found in good order, although propellers are dinged and could use reconditioning. The starboard propeller appears to have a few casting flaws. Decks were found above average with little elevated moisture and good soundings. Engines and associated machinery ran to factory specs with no serious conditions found. Interior cosmetics are in close to new condition. Exterior cosmetics are good, but will improve with routine care. All onboard systems functioned with the exception of the trash compactor, dinghy, digital depth, swim ladder deployment system and windshield washers. The AC interior GFCI outlets did not trip and one outlet offered a reversed hot and neutral code. A good optional cruising equipment inventory was found.

All "FINDINGS AND RECOMMENDATIONS" , listed in this report, are given values, such as; PRIORITY, IMPORTANT OR MINOR. These comments are to help the buyer, prioritize maintenance items. Additional comments are made as to the nature of the finding, such as; SAFETY, SYSTEM PERFORMANCE, STRUCTURAL and INVESTMENT VALUE. In some cases the association or federal dept. responsible for the recommendation is given. These are The American Boat and Yacht Council (ABYC), The United States Coast Guard (USCG), The National Fire Prevention Association (NFPA) and The American National Standards Institute (ANSI). All findings and recommendations are the opinion of this surveyor.

All "ESSENTIAL" items should be repaired or replaced prior to the next use of the vessel. "IMPORTANT" items may be repaired or replaced at the owners discretion. "MINOR", items require no attention at this time.

With all "ESSENTIAL" items repaired or replaced, this vessel should be considered a good insurance risk.

The most recent published values for a 2001 Azimut 68 plus, motor yacht, with twin MTU 1150 hp V-12 diesels, in average condition with stock equipment, range from a low of $1,300,000 to a high of $1,500,000. Above average values range from a low of $1,345,000, to $1,460,000. Considering the above average overall condition of this vessel, but keeping in mind the slow market and other improvements needed now and in the foreseeable future, an approx. **fair market value range of $X,XXX,XXX to $X,XXX,XXX,** is appropriate. Replacement cost for a new like kind vessel with similar equipment would be approx $2,950,000.

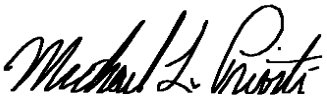
THE FOREGOING INDEPENDENT SURVEY REPORT IS BASED UPON INSPECTION OF ALL SPACES ACCESSIBLE WITHOUT REMOVAL OF FURNITURE AND FIXED EQUIPMENT. THIS SURVEY IS NEITHER A GUARANTEE OF THE CONDITION OR VALUE OF THE VESSEL, FITTINGS, OR EQUIPMENT; NOR IS IT A GUARANTEE OF THE SEAWORTHINESS OF THIS VESSEL. IT IS THE SOLE RESPONSIBILITY OF THE MASTER OF ANY VESSEL TO DETERMINE THE SEAWORTHINESS AND SUITABILITY OF HIS VESSEL FOR ANY INTENDED VOYAGE. THE SURVEYOR SHALL NOT BE HELD LIABLE FOR ANY ERRORS OR OMISSIONS, FOR ANY HIDDEN DEFECTS, OR FOR THOSE MANIFESTING THEMSELVES AT A LATER DATE. THE USE OF THIS REPORT SHALL CONSTITUTE ACCEPTANCE OF THESE CONDITIONS.

The prospective purchasers are advised to make inquiries and request full disclosure from the sellers, brokers and other interested parties of any and all known or suspected conditions, hazards, problems or the like, which may exist in addition to those outlined within this report that may affect the vessel's safety, operability, and/or value. It is also recommended that surveys, and/or repair records be obtained and reviewed and inquires made to those with firsthand experience in operating and/or repairing the subject vessel. These details can be useful in scheduling maintenance and repairs as well as disclosure of pertinent facts.

The prospective purchasers are also advised to conduct a "walk through" inspection, inventory verification and operational testing of the vessel and all equipment immediately prior to the conclusion of the purchase (similar to that done in other type transactions). Time elapsed from the survey, vessel usage and other post survey factors (ie. collisions, grounding, storms, lightning strikes, vandalism, etc. post survey repairs and prior to transfer of interest can alter conditions which existed at the time of the survey.

New owners are also advised to contact the manufacturers of the boat, engine and other components equipment to register their ownership and to obtain up to date information concerning the boat/ equipment and possible recall campaigns or other advisories.

Signed without prejudice;



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MEMBER OF THE AMERICAN BOAT AND YACHT COUNCIL SINCE 1982
NATIONAL ASSOCIATION OF MARINE SURVEYORS ASSOCIATE