

Campbell Yacht Survey

Capt. John Campbell AMS
1836 Dogwood Drive
Marco Island, FL 34145
(239) 389-9769

**RECREATIONAL BOAT
REPORT OF SURVEY (CVS)
OUR FILE NUMBER: 20151015SEAHORSE52**

Prepared for: Paul Lawrance
Purpose: condition and valuation
Survey Date: 10/15/2015
Report Date: 10/15/2015
Attending Surveyor: Campbell
Owner or Representative: Marc Harris, agent Marcali Yachts
Survey Requested By: Paul Lawrance

This is to certify that the undersigned surveyor, at the request of Paul Lawrance, proceeded on 10/15/15 to Fort Myers Yacht Harbor, Fort Myers FL, and there inspected the following named vessel while hauled and afloat for the purposes of ascertaining the condition and value of said vessel. On examination, found as follows:

VESSEL PARTICULARS:

<i>Vessel Name:</i>	Mistress of the Sea	<i>Hull Id Number:</i>	XSH5212SA303
<i>Documentation Number:</i>	1138163	<i>State Registration #:</i>	documented
<i>Type of Vessel:</i>	passage making trawler	<i>Year Built:</i>	Year 2003
<i>Manufacturer:</i>	Seahorse yachts	<i>City, State:</i>	China
<i>Last Dry-dock Date:</i>	Not reported	<i>Intended Service:</i>	recreational
<i>Radio Call Letters:</i>	No FCC license	<i>VHF/FCC Lic. Expires:</i>	N/A
<i>Length Overall:</i>	52' 0"	<i>Beam:</i>	15' 6"
<i>Draft:</i>	4' 4" measured	<i>Depth:</i>	4.4
<i>Gross Tons:</i>	22	<i>Net Tons:</i>	18
<i>Hull Material:</i>	Fiberglass	<i>Hull Thickness:</i>	not published
<i>Hull Frames:</i>	Molded fiberglass grid	<i>Hull Fastenings:</i>	bonded
<i>Deck Material:</i>	FRP / sandwich	<i>Deck Thickness:</i>	1.5"
<i>Bulkhead Material:</i>	FRP plywood sandwich	<i>Bulkhead Thickness:</i>	1.25"
<i>Ballast Type:</i>	None seen	<i>Deadrise:</i>	displacement
<i>Value:</i>	\$311,000	<i>Weight:</i>	44000 listed dry. 50000 weighed

INTENDED USE: This survey is requested by Paul Lawrance
and he/she has stated that the intended use of this vessel will be or is for:

Pleasure

PROPULSION MACHINERY

Engine Number 1 (Port or single installation)

<i>Manufacturer:</i>	Cummins	<i>Model #:</i>	6BT 5.9	<i>Serial #:</i>	46217702
<i>Date of Manufacture:</i>	OEM	<i>Cylinders:</i>	6	<i>HP:</i>	370 @ 3000 RPM
<i>Hours:</i>	1410.7 indicated	<i>Date of Last Rebuild:</i>	N/A		
<i>Extent of Rebuild:</i>	N/A	<i>Type of Drive:</i>	inboard		
<i>Reduction Gears:</i>	ZF	<i>Model #:</i>	ZF 220	<i>Serial #:</i>	20029243
				<i>Ratio:</i>	2.478:1
<i>Condition of hoses and electrical wires:</i>	System is compliant and serviceable as sited.				
<i>The engine installation</i>	<i>does meet the recommendations contained in ABYC P-4.</i>				

Engine Number 2 (Starboard, if multiple installation)

<i>Manufacturer:</i>	Cummins	<i>Model #:</i>	6BT 5.9	<i>Serial #:</i>	46212103
<i>Date of Manufacture:</i>	OEM	<i>Cylinders:</i>	6	<i>HP:</i>	370 @ 3000 RPM
<i>Hours:</i>	1423.6 indicated	<i>Date of Last Rebuild:</i>	N/A		
<i>Extent of Rebuild:</i>	N/A	<i>Type of Drive:</i>	inboard		
<i>Reduction Gears:</i>	ZF	<i>Model #:</i>	ZF 220	<i>Serial #:</i>	20029244
				<i>Ratio:</i>	2.47:1
<i>Condition of hoses and electrical wires:</i>	System is compliant and serviceable as sited.				

Remarks:

The main engine(s) were examined by a professional engine surveyor or engine specific technician. Please refer to their report for mechanical details and recommendations. See narrative for performance comments.

Comments:

The engines show a need for general maintenance. Sea trials were aborted due to fuel and cooling issues to the port engine.

<i>Propeller Size:</i>	28 / 24	<i>Number of Blades:</i>	4	<i>Propeller Material:</i>	Bronze Alloy
<i>Shaft Size:</i>	2.00 Inches	<i>Shaft Material:</i>	stainless steel		
<i>Shaft Condition:</i>	serviceable	<i>Shaft Log/Struts Condition:</i>	serviceable		
<i>The propeller shaft installation</i>	<i>does meet the recommendations contained in ABYC P-6.</i>				

Comments:

Inboard propeller shaft installation as associated running gear is serviceable where sited. Propellers were not removed for splines/taper inspection. Spare props aboard are in serviceable conditions and read as being 28/26 4 blade Faster. The shaft bearings show some age related wear and though serviceable are recommended for replacement at next scheduled long haul.

Fuel: Diesel *Filters & Separators:* Racor 900 / 500 top loading

Feed Lines: A-1 flex, High pressure, compression *Fuel Shut Off:* fuel management valve
The fuel line installation does meet the recommendations contained in ABYC H-33 for diesel fuel.

Comments:

The system uses the forward tank as a service tank and the saddles may be tapped directly or pumped down to the center tank for operation. A Gulf Coast Fuel polishing system is installed for maintenance of the bunker. The complexity of the valve system to manage the fuel is extraordinary in scope. Operators should not only study the valve systems but make several diagrams for reference as to valve position per desired application.

Engine Cooling System Type: closed *Capacity:* N/A Quarts
Ventilation: forced and natural *Exhaust Pipes:* flex
The ventilation system does meet the recommendations contained in ABYC H-2 for boats using gasoline fuel or H-32 for boats using diesel fuel.

Comments:

Ventilation system is compliant and serviceable as sited.

The exhaust system does meet the recommendations contained in ABYC P-1.

Comments:

There is an exhaust water leak at the port side hull discharge. It is unclear if the leak is the hose connection or the tail piece. The hose clamps will also require replacement. Strip the exhaust aft of the bulkhead to gain access and repair as found.

Bilge Pumps: Rule manual and electric *A/C Pump:* Composite head pool pump style (2)

Steering System Type: Hydraulic *Number of Stations:* 2

Rudder Type: flag *Rudder Material:* Stainless Steel *Number:* 2
The steering system does meet the recommendations contained in ABYC P17.

Comments:

Steering system is compliant and serviceable as sited. PSS shaft seals used as stock seals. The auto pilot does not power up.

Hull Structure

<i>Longitudinal</i>	<i>Molded fiberglass</i>	<i>Condition:</i>	serviceable
<i>Hull to deck joint</i>	<i>bonded</i>	<i>Condition:</i>	serviceable
<i>Bulkheads</i>	<i>FRP plywood</i>	<i>#</i>	7 <i>Condition:</i> serviceable
<i>Secondary bonding</i>	<i>FRP tabbing</i>		<i>Condition:</i> serviceable

deck condition sound

hard top soft top on SS arch

Condition: OK average

TANKAGE AND PIPING

Potable Water Tanks:

Tank Material: fiberglass (2) Tank Capacity: 300 gallons* Location: aft saddle

The potable water system does meet the recommendations of ABYC H-23.

Comments:

Potable Water System is compliant and serviceable as sited. Flush and treat prior to use for human consumption*capacity taken from listing, no data tags in place. Water heater operates. Secondary filters observed at the ice maker and galley sink.

Engine Fuel Tanks

Tank Material: FRP (3) Tank Capacity: 250/300/250 Location: saddle / mid

The engine fuel system does meet the recommendations of ABYC H-24.

Comments:

Fuel Storage system is compliant and serviceable as sited.

Cooking Fuel Tanks

Tank Material: N/A Tank Capacity: N/A Location: N/A

The cooking fuel system N/A meet the recommendations of ABYC A-1.

Comments:

All electric cooking

Marine Sanitation Device System

System Type: type III

Tank Material: fiberglass Tank Capacity: 65* Location: stbd mid

The sanitation system does meet the recommendations of 33 CFR Federal Regulations

Comments:

Marine Sanitation Device System is compliant and serviceable as sited. It is apparent that the MSD system suffered a severe leak at some point as evidenced by stains and odor in the owners state room closet and stbd side board. Inspection showed the toilette feed hoses as being replaced with PVC type. The compartment has not been cleaned post repair. The system is simple and NDZ approved being a pair of fresh water macerating toilettes that pump directly to the tank which may only be evacuated dockside. *There is no fluid level meter for the holding tank> it may be possible to add it to the tank tender system.

ELECTRICAL SYSTEMS

DC Electrical System

<i>Battery Type:</i>	Lead acid 8-D, series 27, gel 4D	<i>Number of Batteries:</i>	nine
<i>Battery Storage:</i>	approved	<i>Battery Ventilation:</i>	approved
<i>The battery installation</i>	<i>does meet the recommendations of ABYC E-10.</i>		
<i>Battery Charger Make:</i>	Heart Interface	<i>Battery Charger Model #:</i>	freedom 3000W

The battery charging system does meet the recommendations of ABYC A-20.

<i>DC Wiring:</i>	stranded copper	<i>DC Circuit Protection:</i>	thermal
<i>The DC electrical system</i>	<i>does meet the recommendations of ABYC E-11</i>		

Comments:

The starting batteries are non serviceable lead acid type with military terminals. Terminals are clean and tight. Please remove the three unprotected non grounded conductors from the house battery terminal and move to a switched buss with appropriate over current protection with 7" of the source of power. The generator had to be paralleled to start, The battery is stone dead and does not receive voltage from the charger however the generator alternator operates at spec. There are four gel batteries under the owners berth and another two in the central bilge believed original to the boat, the port side two of these are issuing very hot case temps (130*) and are believed shorted internally. Inspect and replace as found. Replace the generator battery.

AC Electrical System

Generator #1

<i>Motor Manufacturer:</i>	Mitsubishi	<i>Model #:</i>	2MVXL01	<i>Serial #:</i>	65707 E207
<i>Date of Manufacture:</i>	OEM	<i>Cylinders:</i>	4	<i>HP:</i>	20.5
<i>Generator Manufacturer:</i>	Westerbeke	<i>Model #:</i>	15BTDC	<i>Serial #:</i>	47134
<i>Hours:</i>	956 indicated	<i>Rating:</i>	25 KW		
<i>Date of Last Rebuild:</i>	N/A Not reported	<i>Rebuild By:</i>	N/A		

Condition of generator hoses and wires: Serviceable where sited

<i>The AC electrical system</i>	<i>does meet the recommendations of ABYC E-11.</i>		
<i>Generator Fuel:</i>	diesel	<i>Generator Exhaust:</i>	lifting wet

Cathodic Protection Installed: No *Bonding System Installed:* No

Comments:

The onboard generator was operated at full load without issue. The unit produced rated voltage and frequency as designed. Shore service is 50 amp through a Cable master and Charles isolation transformer. Primary breaker is located in the lazarete. The outlets are run through the inverter in passive mode meaning that the breaker for the battery charger must be on for the outlets to work even though the inverter is not "inverting" I don't like it but that is how the boat is wired.

ELECTRONIC NAVIGATION EQUIPMENT

<i>VHF Radio</i>	Icom / Standard (4)	<i>Model #:</i> IC 127	<i>Serial #:</i> N/A
<i>Radar:</i>	Raymarine	<i>Model #:</i> RL80C	<i>Serial #:</i> N/A
<i>Depth Finder:#1</i>	Raymarine	<i>Model #:</i> ST60	<i>Serial #:</i> N/A
<i>GPS #1</i>	Garmin	<i>Model #:</i> 4212	<i>Serial #:</i> N/A
<i>Compass:</i>	Ritchie	<i>Model #:</i> magnetic	
<i>GPS 2</i>	Raymarine	<i>Model #:</i> RL80C	
<i>Speed log</i>	Raymarine	<i>Model #:</i> ST 60 tridata	
<i>Auto Pilot:</i>	Comnav	<i>Model #:</i> 1101	

Floscan GPH meters, Standard Matrix VHF radio with operational AIS receiver, Jabsco spotlight, analog RFU, Tank Tender. Stand lone camera system with stern and engine room cameras. Bridge repeaters include a RL70C, Garmin 546, Icom and standard radio, pilot remote and fwd. looking sonar.

Comments:

The autopilot does not boot up, The fwd. sonar does not boot up, the RL 70c is water damaged and destroyed. The AIS receiver works, radar is OK, plotters are OK, Camera system only sees the stern unit.

SAFETY EQUIPMENT

<i>Number of PFD's:</i>	21	<i>Size and Type of PFD's:</i>	type 1,2,3
<i>Number of Throw able devices:</i>	one	<i>Type of Throw able devices:</i>	ring
<i>Sound Signals Present:</i>	yes	<i>Navigation Lights operable:</i>	Yes
<i>Visual Distress Signals Type:</i>	Flares	<i>Distress Signal Expiration:</i>	May 1, 2017
<i>Vapor Detectors:</i>	None	<i>Life lines and Harnesses:</i>	recommended
<i>Vapor detection system</i>	N/A	<i>meet the recommendations of ABYC A-14.</i>	
<i>Life Raft Type:</i>	No raft	<i>Life Raft Capacity:</i>	N/A
<i>Life Raft Certification date:</i>	N/A	<i>Navigation Rules present:</i>	required

CO Monitor: *does meet the recommendations of ABYC A-24.*

Other Survival Equipment:

Re boarding ladder, first aid kit. Ais and DSC radios.

FIRE EXTINGUISHING SYSTEMS

Extinguisher Type: FM 200 fixed, ABC-1 portable
Number of Extinguishers: IIIII
Extinguisher Expiration date: expired

Extinguisher Size: 11, 18 lbs. aprx fixed. Size 1 port
Extinguisher Locations: ER, cabin

DINGYS AND TENDERS

Make/Model Caribe RIB
Year Built: year 2000

Hull ID Number: EMD-D1663J500
State Registration Number: FL8825NC

Propulsion System

Manufacturer: Honda Marine

Model # BF30 *Serial #:* BAUJ1200280

Date of Manufacture: Unknown
Hours: Unknown

Cylinders: 2 *HP:* 30
Date of Last Rebuild: N/A

GROUND TACKLE

Anchor Type: SS polished claw / plow, fluke (4 ttl)

Anchor Size: 20 kg, 10, KG 25 KG

Anchor Rode: chain and rope
Windlass Make: Muir

Rode Size: 3/8 chain , 5/8 rope
Windlass Type: Chain wheel

The ground tackle does meet standard

DEWATERING SYSTEMS

Bilge Pumps: Rule 750, 3700 / stroke type
The bilge system does meet the recommendations of ABYC H-22.

Quantity and Type: III

High Water Alarm: Recommended

Bilge Alarms: Bilge activation alarms.

MISCELLANEOUS

Trash Placard Sited: Yes
Condition of Thru-hull Fittings: serviceable, side hulls are tight.

Oil Pollution Placard sited: Yes

Thru-hull fittings and seacocks do meet the recommendations of ABYC H-27.7.2

CERTIFICATES SIGHTED:

<i>Certificate</i>	<i>Number</i>	<i>Expiration Date</i>
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None seen

BAY TEST:

Aborted due to engine issues.
 1500 RPM / 9.6 mph 8.3 GPH

2500 RPM ---
 WOT---

2000 RPM ---

Canvas and Covers: Older, weathered enclosure sections seen stored aboard will need work. Bimini is OK and bridge cushions are nice.

Trailer Make: No trailer

Trailer Model: N/A

Trailer VIN: N/A

Other Equipment Present: Two spare anchors, anchor ball and rode, spare propellers. Rubber raft in bag. Dinghy on cradles and a hydroelectric davit crane of unknown tonnage.

HULL AND ARRANGEMENT:

Arrangement of Showers and Heads:

Two molded, paneled enclosures with electric fresh water macerating toilettes, stand up shower stalls (owners cabin has 2/3 tub) mirrored vanity and sink. Showers drain to a central sump and the MSD systems is full NDZ compliant.

Galley Arrangement and Equipment:

Electric range with oven, microwave oven, SS upright refrigerator, trash compactor and molded counters with double basin. There is a multitude of small kitchen appliances, dishware and flatware. An Ice maker is in the bar area and a cold plate chest freezer is located beneath the settee cushions.

Heating and Air Conditioning Systems:

16500 btu Mermaid in mid cabin, Mermaid units in the pilot house and salon. A marine Air unit in the fwd. cabin operates the best of all. The mid cabin and pilot house do not cool.

Narrative: The vessel in question and the subject of this report is a model year 2003 Seahorse Yachts long range cruiser some 52 feet in length of full displacement design. She is unstabalized with rounded chines and full keel. Construction is un-cored fiberglass laminate with gelled and cored top sides. She is white on white with a gold boot and Bimini and black bottom. The HIN is: XSH5212SA303. Propulsion is supplied by a pair of 370 horse power inboard marine diesel engines coupled to traditional shafting. Welded struts and rudders of stainless steel comprise the running gear. The wetted hull, decks and grid were percussion sounded and checked with a moisture meter. Although over-due for paint no blistering or laminate failures or catastrophic moisture issue were observed. The machinery shows average maintenance. The top sides are in need of detail. The cabin shows as average. The boat is rigged average-to-class with a comprehensive and partially dated navionics suite. Sea trials were aborted due to engine issues as such sea keeping comments will be withheld. As surveyed the subject vessel is classed as being in fair condition.

ABYC (American Boat and Yacht Council - Standards and Recommended Practices for Small Craft), NFPA 302 (National Fire Protection Association, Publication 302), and 33 CFR (Code of Federal Regulations,#33), may be referenced in this narrative. The purpose of the reference is to indicate the source of published recommendations and requirements, which can be used to support recommendations in the survey. The source references may also be used to obtain additional information about certain repairs or corrections should be accomplished.

((If a boat has a gas engine or genset with an enclosed space use this statement or delete))

The US Department of Transportation, USCG G-NAB-6, Office of Navigation and Waterways Services, has sponsored testing of side exhaust discharge recreational vessels with the final results published in a paper entitled "The intrusion of Engine Exhaust into Passenger areas of Recreational Power Boats", July 1991. In part, the report concludes that side mounted exhausts minimize the possibility of intrusion of exhaust gasses into the rear of the boat, however, under certain circumstances, this may not be the case. Testing of transom mounted exhausts was recommended in the report, but was not completed as a part of this research. Based upon the findings of the research, and upon ABYC Technical Bulletin T-22 (January 14, 1992), "Educational information about Carbon Monoxide", we suggest that CO monitoring/warning devices be installed (if not already installed) in all power boats with sleeping accommodations, and that they be monitored for operational readiness in accordance with the manufacturer's instructions.

VALUATION:

METHOD A: BUC USED BOAT PRICE GUIDE

EDITION, VOLUME

LOW: Not listed *HIGH:* Not listed *MEDIAN VALUE:* N/A

METHOD B: POWER BOAT GUIDE

,VOLUME

LOW: Not listed *HIGH:* Not listed *MEDIAN VALUE:* N/A

METHOD C: N.A.D.A. LARGE BOAT APPRAISAL GUIDE,

LOW: \$186,900.00 *HIGH:* \$208,100.00 *MEDIAN VALUE:* \$197,500.00

METHOD D: Current brokerage, By seller listings

<i>Year</i>	<i>Size</i>	<i>Builder</i>	<i>Model</i>	<i>Engines</i>	<i>Price</i>
2002	52	Seahorse	LRC	Isuzu	\$299,000.00
2003	52	Seahorse	LRC	Cummins	\$395,000.00
2007	55	Seahorse	LRC	John Deer	\$239,000.00

Est. Market Value: \$311,000.00

Est. Replacement Cost: market as rigged

RECOMMENDATIONS:

1. The DC panel uses an un-shunted ammeter. The ammeter has failed and is by-passed with a fused jumper that is un under-rated for the task. The jumper gets hot and smokes the fuse with a partial panel load. Retain a qualified marine electrician to inspect the system and make any needed alterations or repairs in accordance with E-11. Load calculations may reveal an under-supplied panel or over amping appliance. A shunted meter and more robust supply may lessen the amp load.
2. Please remove the three unprotected non grounded conductors from the house battery terminal and move to a switched buss with appropriate over current protection with 7" of the source of power.
3. There is an exhaust water leak at the port side hull discharge. It is unclear if the leak is the hose connection or the tail piece. The hose clamp will also require replacement. Strip the exhaust aft of the bulkhead to gain access and repair as found.
4. The dinghy tender is in need of full comprehensive service. Rusty fuel filter, dead battery, stiff controls , no record of service etc.
5. Double clamp the stbd engine exhaust hose coupling. Replace the shaft log hose clamps, corroded.
6. The generator had to be paralleled to start, check battery and charger operation service as needed. We load tested the battery and it came up dead, No charge voltage coming from the house system. Generator charging OK. Replace the battery.
7. Replace the leaking SS plumbed elbow leaking at the welds that feeds the port engine just after the sea chest.
8. Strip and re build both AC pumps, leaking and showing frame corrosion. Replace failed clamp at the sea chest water supply connection to the pumps.
9. Engine room bilge pump back flows and leaves too much water in place, a back flow valve is recommended. Check pump for obstructions or low operational volume.
10. The defroster fans are noisy and are causing panel over current. Repair as found. Washers inop> Fill windshield washer tank and re-test.
11. Port fuel flow meter is oscillating, glitching, inaccurate. Inspect and correct.

12. The wetted hull is over due for painting. Paint coatings are seen peeling and flaking through the epoxy and gel layers. Sand fair the bottom and repair any damaged epoxy or gelcoat. Repair any discovered osmotic blister activity not discovered at survey and apply fresh coatings.
13. SW wash-down inop.
14. Pull and re bed all opening port lights, High moisture in hull sides and mildewed interior vinyl. Clean and treat the vinyl when done.
15. There are four gel batteries under the owners berth and another two in the central bilge believed original to the boat, the port side two of these are issuing very hot case temps (130*) and are believed shorted internally. Inspect and replace as found.
16. Repair the shower sump. Flooding.
17. Fill the holding tank with water and inspect for leaks, correct as/ if found. Clean and sanitize the old sanitation stains beneath the stbd side cabinets in the owners cabin. Attempt to clean the holding tank compartment.
18. The autopilot does not boot up, The fwd. sonar does not boot up, the RL 70c is water damaged. The AIS receiver works, radar is OK, plotters are OK, Camera system only sees the stern unit.
19. The owners cabin and pilot house AC are not cooling. The chest freezer cools but doesn't pull cold after being run for 3 hours. Retain a qualified HVAC technician to inspect the on board refrigeration . AC and make any needed or discovered services or repairs.

20. The bow thruster is due for brush service as evidenced by the carbon dust in the compartment.
- 21.
22. Minor water damage seen to the veneers beneath the aft window in the pilot house.
23. Repair the leak at the potable water filter under the bar.
24. Replace and prove the main electric panel AC amp meter and DC amp meter.
25. The upper liquor door is broken at the bar and the cloths washer door hinges are puled loose. The aft salon door latches are out of adjustment. The salon door latches are very difficult to engage.
26. The rudder stock seals show as being PSS carbon seal type. The port accordion hose is over-compressed and both sides collars are missing the stacked grub screws used to lock the collars in place. Each hole should have 2 grub screws, the second locking the first. Service as needed.
27. R&R hose clamps on aft cockpit hatch gutter drains. Replace the gas rams on the signal mast. Replace the gas rams and repair the latch on the chain locker hatch.
28. Stbd aft stern step light is out. One loose tread at the salon steps. Owners head light out.
29.
The swim platform teak cover board have failed from repeated submersion and exposure, recommend culling the teak in favor of non skid gelcoat finish on the platform.
- 30.

The cockpit teak cover boards were once bright finished and are now partially stripped and bare. Work remains to move the rest of the varnish and stains.

ENCLOSURES:

1. Photographs (6 Plates)
2. HIN
3. Blank

This survey report is presented and was conducted without prejudice to the rights of any party, policy of insurance or provisions of law concerned. Campbell Yacht Survey and the attending surveyor hereby certify that they have no present or contemplated future interest in the subject of the survey or any other interest which might tend in any way to prevent a fair and unbiased finding. The surveyor expresses no opinion as to the seaworthiness of the vessel. This report is the best expression of the surveyor's finding and opinions and the surveyor reserves the right to amend or extend this report upon receipt of additional information. The undersigned will conduct this survey and issue a report for the sole use of the specified requesting party for an agreed fee based upon the intended use of the report and the legal liability of the undersigned; accordingly, others are not to use this report and not rely upon the contents of this report without payment to the undersigned of an additional agreed fee based upon reevaluation of the same factors; further, the undersigned shall have no liability for property loss damages, and no liability for punitive damages, all of which shall be deemed to have knowingly and voluntarily waived upon use of this report; further, in no event shall the legal liability of the undersigned ever exceed the fee paid by the requesting party for issuance of this report, regardless of the number of claims or suits and regardless of whether under theory of tort, contract, warranty, products, outrage, or otherwise.

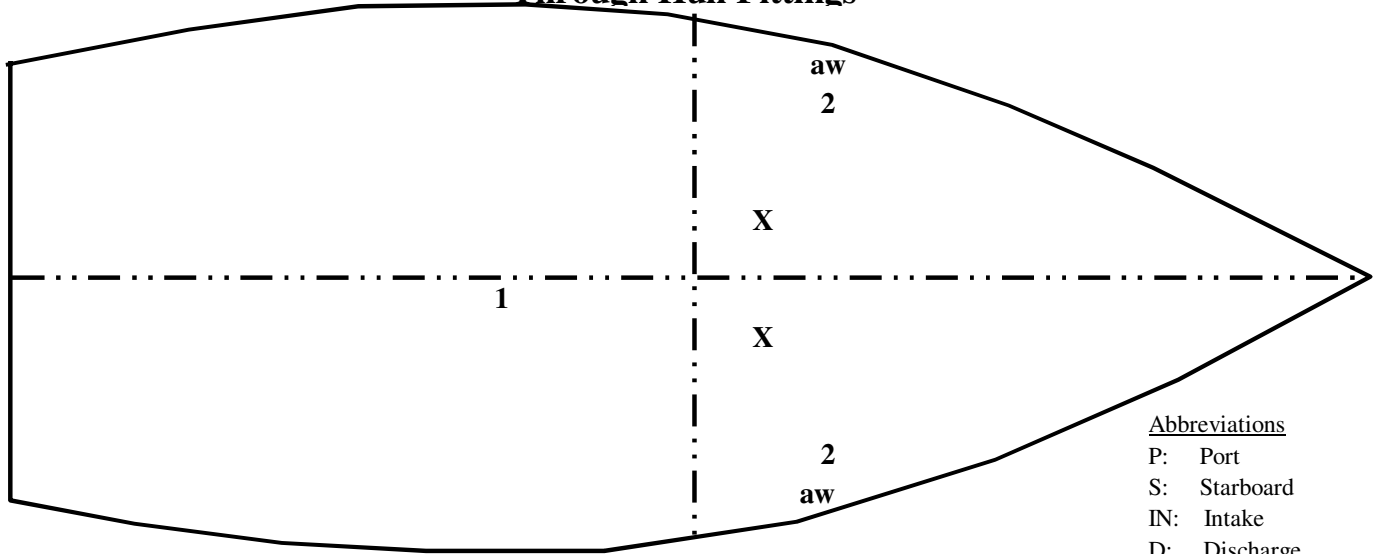
The survey contains opinions and observations based on my skill, experience and training as a marine surveyor and consultant. Under no circumstances shall the report be understood to constitute a representation, guarantee, or warranty, expressed or implied, of any kind as to the condition or soundness of the subject vessel, its hull, engines, machinery equipment or systems or any part of appurtenances thereof, or

the cost of effecting any repairs or modifications. The report of survey is not valid until the fee for the survey is paid in full.

Attorney fees; costs: In any litigation arising out of this contract, the prevailing party shall be entitled to recover reasonable attorney's fees and costs. The venue for litigation shall be in Collier County in the State of Florida.

Sincerely,
Campbell Yacht Survey
Capt. John Campbell, AMS

Through Hull Fittings



Abbreviations

- P: Port
- S: Starboard
- IN: Intake
- D: Discharge
- AW: Above Waterline
- X: Transducer

NOTE: A CORROSION SURVEY WAS NOT CONDUCTED

Location	Function	Material	Type	Bonded	Comments
1	Sea Chest	FRP SS	ball	No	clean and general service
2	Drains	Bronze	ball	No	Stiff
3					
4					
5					
6					
7					