Frank Abbey Marine Surveyor & Consultant Inc.

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Marine Survey Prepared for: ***xxxxx xxxxx***

Vessel: ***2003 WESMAC Boats Sportfish 42***

Date: ***xxxxxx xx, 201x***

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FRANK T. ABBEY // Certified Marine Surveyor # 0181
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PREFACE TO SURVEY

A) Survey is conducted in accordance with the Standards & Recommendations established, by the American Boat & Yacht Council Inc., (ABYC) and the Code of Federal Regulations for Recreational Boats, (CFR).

B) The Survey is a visual inspection, utilizing non-destructive inspection methodologies, i.e., mallet sounding, moisture meter and pyrometer. No determination /opinion of the vessel's characteristics or inherent structural integrity will be made or expressed. All observations are strictly in the nature of opinion. The facts as discovered and presented in this report are in no way deemed a guarantee & / or warranty, for the vessel, either expressed on implied.

C) The Scope of this Survey provides only for inspection to those areas, of the hull, topsides and decks that are normally viewable /accessible, without removing structural components i.e., bulkheads, partitions, liners, joinery, frp. pan etc. The Surveyor does not utilize devices (other than a moisture meter & infrared heat gauge) that substitute for the direct viewing of any area. The report will not speculate regarding the condition of areas not normally viewable or accessible. The Surveyor will not be responsible for: The lack of discovery of illegal / unsafe conditions, alterations or other conditions that by design / purpose are, in a manner so as to conceal their existence for normal viewing, (i.e. heavy buildup of bottom paint),including, but not limited to cosmetic attempts to conceal blemishes / decay / dry rot /damage / imperfections etc..

D) The scope of the machinery / engine sections of this survey are limited to comments regarding the operating characteristics exhibited, at time of the survey, for the machinery (if any) that is commissioned & operated, at time of survey. Readings from the vessel's gauges if any) will be recorded in the survey: Those readings are not verification of the accuracy of the gauges or sending units. Deviations, if apparent from normal performance standards, will be noted. No reference of information should be construed to indicate evaluation of the internal condition of any machinery / engines.

E) The Surveyor will not disassemble any parts / items of any engine or other machinery. The Survey will not speculate regarding the condition of internal parts / components of engines or other machinery.

F) The scope of the Survey section for Navigation & Electronic Equipment is limited to those items installed, at the time of survey; in that they powered on and the screen displays were optional. No affirmation regarding the equipment's accuracy / performance is expressed or implied.

G) The individual / entity requesting this survey is responsible for all fees and arrangements necessary: for the vessel to be prepared, hauled out (on land), commissioned and operated at the test-run.

H) The vessel's estimated "current fair market value" (i.e. the monetary or its equivalent, that a willing seller will accept, with neither party being under any undue pressure to act in the matter, for the vessel, from a willing buyer), is based on one or more of the following: "BUC Research" , various other publications or electronic sites listing boats for sale.

I) Third parties who wish to obtain a copy of the survey report should contact the person for whom the survey was performed. F Abbey Marine Surveyor Inc. will issue copies only on instruction from & with the permission of the original client. Fees for additional copies and transmittal expenses will be charged to the original client.

END OF TEXT

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VESSEL: ***2003 Wesmac 42*** **Date:** ***xxxxxx xx, 201x***

Requested By: *xxxxxxxx xxxxxxxxxxxx*

Address: xx xxxxx xxxxxx
xxxxxx, xx. xxxxx

Survey; Date / Location / Situation: 8-xx-201x / xxxxx xxxxx Marine, xxxxxxxx N.Y. *(xxxxxxxxxxx; selling broker)* / vessel hauled (in a travel lift) on shore; afloat at a dock and at a test-run; clients, selling-broker & selling owner attending.

Reason for Survey (as requested by client)**:** Condition & value; for pre-purchase.

Description: Hull ID#: xxxxxxxxxxxx *(photograph redacted*

Year & Builder: ***2003 WESMAC Custom Boats; Sury Maine*** *(finished by Wilbur Yachts)*

Model: *Sportfish 42* Hull Color: bright white (buff-white weather & pale grey cockpit decks).

USCG Documentation#: xxxxxxx *:: "xxxxxxxxxxx" current name.* (number inscribed into a wood plaque that is attached to hull structure, fwd. under cockpit deck fwd. hatch.)

Type of Vessel: down-east pilothouse sportfisherman

Value: ***$x00,000*** vessel's reported purchase price; see page 10..

Replacement Cost as estimated by Wesmac Custom Boats: $1,500,000.

Dimensions (from published specifications)**:** Weight: 29,000 lbs.
L.O.A.: 42- 03" L.W.L (at waterline length): 40'- 00" Beam: 14'- 06" Draft (keel): 4' - 11"

Structural: Type of construction (as sighted & as reported by Wesmac): Molded fiber reinforced plastic (frp.) with vinylester resin & frp. encased foam for hull stringers / structural reinforcements; Divinycell cored superstructure; gel coat / painted finish. Glasswork, as sighted, appeared neat and well finished.

Decking: frp. over composite core material, with painted non-skid finish.

Hull to Deck Assembly: secured (as sighted) w/ frp. tabbing; exterior covered by PVC toe / rub rail (secured w/ ss. machine screws & nuts on 6" centers; ss. strake on the rub rail).

Bulkheads: frp. over foam / composite material. Joinery: teak.
Survey tools which may utilized: "Tramex/Skipper" and "GRP" moisture meters; infra-red pyrometer.
*(Legend: * = Item needs attention, see page 11 // Na. = Not Applicable // Ns. = Not Sighted)*

VESSEL: ***2003 Wesmac 42 :: xxxxxxxxxxx***

Hull & Bottom: Semi-displacement hull (solid frp. construction with vinylester resin); V- entry with plumb stem & transom and molded in full length keel (draft extends below the propeller & rudder) with extension (at keel's trailing edge) w/ stainless steel shoe that supports the ss. rudder (keel extension / strut serves to protect the rudder and propeller) composite spray & quarter rails. Hull & topsides bright white finish showed clean & bright and in near-new condition. Bottom has smooth coatings of blue anti-fouling paint. The hull - bottom - transom & superstructure were sighted & sounded (via percussion taps, at random locations) and appeared fair, true and sound; no readily detectable defects (evidence of laminate separation / voids / blisters / damage / repairs) evident; keel and bottom no damage / "hard' groundings evident; stringers, tabbing and frames (as sighted & accessed) appeared sound; toe - rub rail (at hull-deck joint) had no marring / damage / displacement evident; moisture readings (above the line of anti-fouling paint) were (meter @ 0-05) in the dry range. Hull & frames (as accessed during the test-run) no flexing / movement evident.

Bow Thruster: *WESMAR Marine* hydraulic (appeared served by engine transmission power take-off *Hydro-Slave* system); frp. thruster tube appeared (as sighted / accessed) sound and neatly faired to the hull; the two bronze 3-blade thruster impellers appeared sound (no damage / deterioration evident). Thruster system (during survey day's 3- docking events) powered on and was operational

Decks: side & foredecks, pilot hose & trunk cabin tops with bright white borders and buff white finish on the non skid panels (apx. 90% of surface area) all appeared clean & bright and in as new condition; cockpit deck's pale gray finish appeared in very-good condition; 2" high PVC toe-rail (fastened too) runs along on the deck (stem-aft to and across the transom coaming) perimeter. Decks appeared sound and tight; no stress cracks / damage / delamination evident; moisture readings were (meter @ 0-05) in the dry range except for elevated readings of; (meter @ 25 - 50) on apx. 24" long section on stbd. sidedeck at the mid. cleat; (meter - @ 25 - 40) on apx. 12" x 18" area at the life-raft cradle's aft port corner (no delamination / softness evident at these areas).

[Moisture readings via Tramex Skipper Meter; set on Range# 1, scale reads 0 - 100, 0 - 25 is the "dry-range". Metered surfaces appeared free of surface condensation & salt residue.]

Deck Hardware: stainless steeel (ss.) 7- cleats, 4- dock line fairleads, mooring bit (on the foredeck aft of the pulpit), hatch & tuna door hinges / hardware and 3- outriggers (pilothouse top), polished welded aluminum tube bow-side rails and ladder to pilothouse top; powder coated (gloss bright white) equipment masts - (pilothouse top) & grab-rails; powder coated (gloss bright white) pulpit (bolted on at the foredeck); aluminum reel / pot-winch (bolted on pilothouse port side), turning blocks / fair-leads (anchor rode run from pulpit aft \ to the reel winch) and life raft cradle; cast aluminum *Bowmar* hatches in the cockpit deck. Hardware appeared in as-new condition and (as accessed) sound and tight to the deck / hull structures.

Accommodations & Ventilation and Cockpit: Pilothouse entry via commercial type sliding door w/ fixed light (appeared to operate well and securly latch closed): Structure w/ cabinets - drawers & counters along stbd; Settee (w/ storage under) along entire port side; Helm Console w/ *Stidd* chair on ss. pedestal fwd. stbd.; 4- hatches in the sole for access the engine / machinery space; sole is carpet (w/ hatch cut-outs); Companionway (stbd. at the helm console) 4- steps down to Cabin space: Head with shower stall stbd.; - Galley w/ cabinets & counter to port; V-Berth cabin fwd.; sole is teak & holly; hatch in galley sole access bilge space. Joinery is varnished teak and formica ; upholstery is vinyl (pilothouse) and cloth (cabin space). Pilothouse fitted with aluminum framed *Diamond Sea Glaze* (fixed lights port, stbd.. fwd. & aft and 1- hinged opening light section fwd.) all appeared neat and tightly fitted; no leaks / water stains evident. [Pilothouse and cabin spaces reported a custom refitted & finished in 2013.] All shows expertly fitted & finished to "yacht" quality standards; bins - lockers & drawers (as accessed w/ selling owners gear stowed) appeared clean and dry.

3- hatches (trunk cabin top); pilothouse entry door and 120v powered air conditioning.

Frp. console structures fwd. in the cockpit (tackle station / bate prep) and second station (fwd. stbd,) with engine and bow thruster controls

Underwater Gear: Prop Shaft: ss.; 2 ¾" dia. Shaft Bearing: cutlass; no play evident.

Strut: molded frp. tube (with cutlass bearing) at the keel's vertical trailing edge.

Propeller: nibral bronze, 5- blade; appeared true & sound.

Thruhulls: bronze Seacocks: 7- bronze ballvalves

Rudder: ss. weldment (semi -balanced spade type) w/ ss. shaft appeared sound, no play evident

Evidence of Corrosion: none evident; at time of survey. (new zincs installed at bow thruster blades)

Remarks: (Note: materials, ss., bronze etc. are described as they appeared, no testing as to their content/quality.) Shaft hand turned free / - easy. Propeller appeared true & sound. 2- South Bay, 1-disc & 1- slotted type bronze external strainers on raw water intakes. Seacocks appeared operational; hoses appeared satisfactory. Rudder shaft is supported in a fitting at the keel's strut-shoe extension. Vessel rigged with a "bonding" system & a brush at the prop shaft. Gear, & through-hull transducers (as accessed) appeared sound and tight to the hull; no damage / deterioration evident. (Recommend soft wood plugs (sized for each through-hull) stowed at each fitting.)

Engines: single inboard diesel. Mfg.: ***Caterpillar*** HP: 800 No. of Cyl.: 6; in line.

Model: ***3406E*** Serial #s: **9WRxxxxx** Max RPM: 2,350 Indicated Hours: 7,053.3 (meter)

Engine Bearers: steel pads bolted on top of the stringers. Engine Mounts: cushion type steel pads.

Stuffing Box: bronze; drip type; w raw water injection hose (*rusted clamp); appeared satisfactory no drip (shaft at rest) evident no unusual drip shaft turning above idle speed.

Transmission: *ZF- 350A*; 2.007 : 1.0 ratio; fitted w/ trolling valve and hydraulic power take-off; lube oil no unusual colorations evident; appeared to shift smooth & quiet.

Engine Controls: *Mathers* electronic; two sets single dual function lever (wheel house & cockpit).

Type of Cooling: fresh water; raw water intake via bronze external South Bay strainer & seacock and hd. hose fwd. of the engine.

Remarks: *Caterpillar* multi function LCD monitoring gauge panel (appeared operational. Engine (and engine space) external surfaces appeared clean (as new); no salt-soot-rust stains / residue evident. Lube oil (at dip-stick) no unusual colorations evident; fresh water / anti freeze mix; no unusual colorations evident. Engine fitted with; *Walker AirSep* filter system and120v block heaters (powered on; AC panel meters showed current draw.) Test-run notes p 9a.

Exhaust System: wet exhaust via cast iron manifold, ss. riser and type J2006 hose; frp. in-line muffler.

Remarks: Appeared (as sighted / accessed) in satisfactory (no leaks, salt / soot / rust stains evident) condition; connections showed double clamped.

Engine Space Ventilation: natural.

Air Conditioning: 120v Mfg.: *Marine Air* # of Units: - 2 - Reverse Cycle: yes

Location: 1- fwd. under pilothouse port settee; 1- behind panel in pilothouse stbd. cabinet structure.

Raw Water Intake: bronze ballvalve & strainer, hd. hose and 120v pump; aft under galley sole hatch.

Remarks: System (each unit) appeared; operational, produced air chilled @ 41°f - 47°f, at the vents (ambient temp @ > 87°f & high humidity) and (as sighted / accessed) in satisfactory condition. [Operated for apx 3.5 hours.] (Units installed new (as reported by selling owner) in 2013.)

Gen-Set: Location / Access: aft to port in engine space / tight.

Make: *Kohler* Model: *could not access / view the data plate.* Serial #: *could not access / view the data plate.*

Fuel: diesel Kw.: 9.5 Indicated Hours: 2005.

Raw Water Intake: bronze ballvalve & strainer w/ hd. hose; stbd. of the gen-set.

Exhaust system: frp. aqua-lift muffler ,J2006 hose & in-line frp. muffler; outlet on stbd. hullside.

Remarks: 3- cyl. fresh water cooled 1,800 rpm. engine; served by dedicated Odyssey 35 battery (secured & covered), *Blue-Seas* switch & in-line breaker (to port & fwd of the gen-set). Appeared neatly rigged; clean external surfaces. Lube oil, no unusual colorations evident; fresh water / anti freeze mix, no unusual colorations evident. Engine -started quick / easy (no smoke / blue smoke evident) when cold or hot and appeared to run well; operated apx. 70 minutes, under load powering the vessel's circuits and equipment; output volts @ 115-120 (under load) and polarity correct at the outlets. Gen-set controls adjacent to helm console. (Gen-set rigged (as reported by selling owner) in 2013.)

Fuel System: No. of Tanks: 2- port & stbd. under cockpit deck. Fuel: diesel Fill Label: Diesel

Tank Material: welded aluminum How Secured: brackets to frp. frames (as sighted)

Capacity: 250 gal. x 2 Status: 1/3 full (as reported by selling owner)

Fill Lines: type A2 hose Feed Lines: A1 hose w/ Airoquip fittings. Vent Lines: type A1 hose

Filters: 2- *Racor*; *900MA* (engine) w/ valve selector manifold & vacuum gauge (port on engine space fwd.-bulkhead); *Racor 500MA* fwd. of gen-set and on engine metal cans.

Fuel Valves: bronze ball valves at on tank feed fittings and at the remote filters.;

Remarks: (No aerostatic tests performed.) System (as sighted / accessed) appeared neatly rigged and in satisfactory condition, no leaks or vapors detected at this time. Entire tank structures & run of lines not directly sighted, due to installation in the hull.

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Electrical System D.C.: 12v

Panel Locations: 3- panel; main stbd. @ steps to galley / cabin area and 2- sub panels at helm console.

# of Batteries: 5- *Odyssey* 12v: 4- *PC2250* (engine & house service)2- each outboard & near center aft stbd. in the engine space; and 1- *35PC1500* (gen-set service) to port at the gen-set.

Secured: each on a custom fabricated tray with blocks & bracket. Covered: each "+" post.

OverCurrent Protection: breakers at each panel; high amp fuse at cabin space battery switches and high amp in-line fuses and *Blue Seas* breakers aft port & stbd. in the engine space.

Battery Switches: on-off function: 2- *Perko* (cabinet stbd. @ steps to galley / fwd. cabin); 1- *Blue-Seas* (gen-set service, fwd of the gen-set); *Perko* on-off function (aft port in engine space).

Remarks: Main panel with LED volt & amp meters (with engine / house battery select switch) and 1- main & 18 branch breakers; 1st sub panel with 1- main & 16 branch breakers, 2ed sub panel with 5- branch breakers at helm console. System (as sighted / accessed) appeared neatly rigged, operational and (except that the battery switches and high amp breakers & fuses (in the engine space) are not labeled as to the battery /circuit / equipment item they serve) in satisfactory condition. (System updated and batteries rigged (as reported by selling owner) new in 2013)

Electrical System A.C.: 120v Panel Location: 2- stbd. @ steps to galley / cabin area

Shore Power Input: 1- 120v 50 amp; cockpit fwd. stbd. w/ main breaker stbd. in the engine space. (Input is rigged with a galvanic isolator; indicated by cabinet w/ secured in place cover (stbd. in engine space) labeled "Galvanic Isolator Inside".)

OverCurrent Protection: breakers & GFIC outlets (appeared operational).

Battery Charger: *ProMariner 12-60P*; fwd. port in engine space; appeared operational, on unit out-put meters @ 9.1amps & 14.1 volts. (installed new; as reported; in 2014.)

Remarks: Main panel rigged with LED volt & amp meters, reverse polarity indicator and 1- main & 9- branch (refrigerator, block heater, battery charger, 2- air conditioner, air. cond raw water pump; water heater, microwave and outlets) breakers; 2ed panel (by Paneltronics; below the main panel) with 1- 30 amp main & 4- branch (*circuits not labeled) breakers and reverse polarity indicator. Source select (shore / gen-set) function via automatic transfer switch (when gen-set is started & running the switch automatically switches from shore source to the gen-set; switch as heard to operate appeared as installed behind gen-set control panel); switch appeared operational automatically selected gen-set power each time the gen-was started & running. The 120v system appeared (as sighted / accessed) neatly rigged, operational (energized via shore & gen-set) provided power to the circuit & equipment and (except for the not labeled branch breakers at the 2ed panel) in satisfactory condition. (2ed panel, gen-set controls and automatic source select switch rigged new (as reported by selling owner) new (with the gen-set) in 2013.)

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Fire Extinguishers: Class :: Size :: Location

2- BC I fwd. berth & pilothouse

Fixed Fire Extinguisher: *SeaFire* (on unit gauge reads charged); engine space aft to port.

Remarks: Inventory exceeds USCG minimum requirements for this size vessel. (Suggest, for enhanced - service additional portable units at galley and cockpit.)

Bilge Pumps: Mfg. / Type :: Size :: Secured :: Location

Rule / sub.	1,000	yes	under galley sole centerline hatch.
Rule / sub.	3,500	yes	fwd. of engine
Rule / sub.	1,200	yes	aft of engine, in the keel sump. .
Rule / sub.	3,500	yes	aft under the cockpit (at the transom)

Remarks: Pumps and switches powered on. Bilge appeared clean. No unusual accumulations & no intrusion of bilge water evident; pumps did not cycle on during time of survey. (Suggest, for enhanced - service install bilge high water alarm.)

Domestic Water System:

# of Tanks: - 2 - Tank Material: plastic

Location: port & stbd. in the engine space. Secured: blocked & strapped (on platforms).

Capacity: 2 x 50 gal. (reported as) Status: ½ full

Pump: 12v w/ pressure tank; to port in engine space. Sinks: - 2 -

Water Heater: *Raritan* 120v; aft to port in engine space; powered on.

Remarks: Pump appeared operational; provided temperate & heated (@ 102°f) at the fixtures.

Marine Sanitation Device (MSD.):

Type: *Raritan* w/ built in 12v flush pump; rigged with fresh water flush..

Pumps: 12v flush @ the MSD; 12v macerator stbd. in the engine space..

"Y" valve: composite material; aft stbd. under galley sole centerline hatch.

Holding Tank: plastic. Secured: brackets. Location: fwd. stbd. in engine space.

Thruhull Valves: 2- bronze ball valves: direct waste outflow, aft stbd. under galley sole centerline hatch: macerator outlet, mid stbd. in engine space.

Remarks: Type III MSD; with a holding tank and deck pump out. System (as sighted / accessed) appeared neatly rigged, operational (flush pump powered on moved fluid in & out of the MSD; macerator pump (briefly) powered on) and in satisfactory / as -new condition. (MSD rigged (as reported by selling owner) in 2013).

Galley Equipment: Stove: Na.

Secured: --- Joinery Protected: ---

Refrigeration: *Norcold DE 441* 120v & 12v powered; freezer @ 17.3°f, refrigerator @ 38.9°

Other Equipment: microwave 120v.

Remarks: All appeared clean and in as new condition. 120v & 12v appliance powered on;

Steering System: Type: *HydroSlave* hydraulic power assist. No. of Stations: - 1 -

Remarks: ss. rudder & shaft with dual rams at the bronze quadrant, supported by a molded gusseted frp. frame; rudder shaft base supported / in a fitting set on the keel strut-shoe extension. System (as sighted / -accessed) appeared neatly rigged and operational (manually & via auto-pilot; turned smoothly from stop-to-stop) at the test-run. (steering gear accessed via hatch aft in the cockpit deck.) A second *Mather* engine control and *Simrad* auto-pilot steering control are rigged (appeared operational) at a console fwd. stbd. in the cockpit.

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Safety Equipment: Personal Flotation Devices: type I & II Type IV Flotation Device: ring

Navigation Lights: 12v LEDs (new 2013) Sound Producing Device: 12v horn Flares: current

First Aid Kit: yes Other Equipment *ACR 406* EPIRB (# 2DCC 7 - 54D40 - FFBFF)

Life Raft: *Elliot MK-4* (ser# BO6832; Oct. 2015), 8-person (in-frp. case on cradle on the pilothouse top).

Remarks: Horn and navigation lights powered on. [*Self propelled vessels over 39'- 4" (12 meters) are required to carry a copy of International - Inland Navigation Rules; as per Federal Regulation, 33 CFR 88.05.: Vessels over 26' must have Oil Discharge placard and MARPOL Trash placards and: Vessels over 39.4' with a galley must have a Waste Management Plan.] *NOTE: It is the vessel owner's responsibility to maintain & keep up-to-date all USCG / Federal required safety equipment and to have that equipment on board when the vessel is in use.*

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Anchor: Type :: Rode ::

Danforth ½" strand line (stowed in bin under cockpit deck fwd.

Windlass: *HydroSlave* hydraulic powered "reel" winch, aft on pilothouse port-side.

Remarks: anchor pulpit (custom fabricated powder coated aluminum w/ athwart fwd. arms (for rode blocks); appeared sound and tight to the deck); aluminum fair-lead / turning blocks lead the rode aft to the winch. Gear (as sighted / accessed) appeared sound and neatly rigged.)

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Navigation Electronic Equipment: Compass: *Ritchie* VHF Radio: *Standard Horizon Spectrum*

GPS - Plotter: *Simrad : NorthStar 6000i : Furuno Nav-Net* Radar: *Furuno Nav-Net*

Auto – Pilot: *Robertson AP3500* (compass sending unit installed stbd. under galley sole hatch).

Depthsounder: *Simrad EQ42 : NorthStar 6000i* Other: *Simrad Taiyo* RDF :: *Furuno* LCD knotmeter.

Remarks: Equipment powered on, screen displays illuminated showed data, functions& data updating. Auto-pilot was (briefly) powered-on and functions appeared to hold and steer a course

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Other Systems / Equipment: DC audio system; "green-stick and 2- *Lee* out - & 1- center-riggers (not - deployed at survey); *ACR* spotlight; *Reverso* 12v powered engine oil-changer; custom fabricated (powder - coated aluminum) mast installed on the pilothouse top (mounts the antennas - spot & flood lights - running / - other navigation lights); 120v & 12v floodlights; raw water wash down system (bronze ballvalve, 12v pump & hd. hose) engine space aft to port (pump powered on; appeared satisfactory); fish box w/ 12v macerator (to port under cockpit aft hatch; powered on); bate-well outlet (bronze ball valve under cockpit aft hatch; appeared satisfactory); *HydroSlave* hydraulic systems (for steering, pot-hauler anchor winch & green-stick), power take-off at the *ZF* transmission, in 2- welded aluminum hydraulic fluid tanks with filter (secured port & stbd. aft in the engine space) tanks - lines - components appeared (as sighted / accessed) appeared neatly rigged and in satisfactory (no leaks evident) condition; cockpit in deck freezer (not tested).

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Test Run Data: (Readings taken from the vessels' gauges)

	RPM :	***Oil psi. ::***	***Temp f. ::***	***Turbo psi. ::***	***GPS indicated hull speed***
Idle:	600	45	167	---	---
	1,800	85	175	16	17.2 kts
	1,900	85	175	22	19.9 kts..
W.O.T.	2,340	85	175	34	23.5 kts

Test-Run Remarks: Duration, apx. 80 minutes; 7- (client & his wife & son), broker, selling owner & his spouse and this surveyor) on board, selling owner at the helm; light winds; run in the waters of Long Creek (Freeport NY) a narrow channel with moderate (7- 11 ft) depth, in an out-going tide with summer Saturday recreational boat traffic present. The engine; started quick & easy when cold or hot (no smoke / blue smoke evident) and appeared to run well no distress, vibrations, hesitation, blue smoke, unusual noise or smoke evident) smoothly attaining and holding at all speeds up to its 2,350 rpm. rated maximum speed. Hull and frames (as accessed) had no flexing / movement evident.

Caterpillar multi-function LCD gauge panel functions appeared operational.

Volts: 13 / 13.4 @ idle rpm. :: 14 - 14.3 @ > 1,000 rpm.

Gauge readings appeared within normal ranges.

Steering appeared operational.

Transmission shifted smooth & quiet.

Controls (cabin & cockpit stations) appeared operational.

Engine, at back-down, appeared tight to the mounts.

No on engine (as sighted / accessed) fluid leaks or smoke evident.

No hydraulic system (as sighted / accessed) fluid leaks evident.

NOTE: *We strongly urge that engines be surveyed by a qualified Engine Surveyor; to determine the condition of the engine, gears, pumps, heat exchangers, risers, manifolds, etc.*

Test run notes should not be considered as equivalent to an engine survey.

VESSEL: ***2003 Wesmac 42 :: xxxxxxxxxxx***

Survey Conducted in Accordance with A.B.Y.C. Standards and the Code of Federal Regulations for Recreational Boats.

SUMMARY REMARKS:

This survey was conducted on; xxxxxx xx, 201x at xxxxx xxxxx Marina, xxxxxx N. Y. (xxxxxx xxxxx xxxxx; selling broker) with the vessel hauled on-shore, afloat at a dock and at a test-run. The vessel a 2003 Wesmac 42 Sportfishing (downeast style pilot-house fisherman; reported by Wesmac Boats as originally rigged & finished by Wilbur Yachts) is powered by a single 800 hp Caterpillar 3406E diesel engine with ZF transmission (with trolling valve & hydraulic power take-off for the bow thruster, steering, winch & green-stick systems) and is equipped with; hydraulic bow thruster, yacht finished pilot house & cabin space (with full size galley, head with shower stall and double berth cabin) finished with teak joinery and teak & holly sole (galley / fwd. cabin spaces); two air-conditioners (new 2013), 9.5kw gen-set (installed 2013), up-graded DC power system with 5- Odyssey batteries, 120v 50amp shore power system with new battery charger, fresh water flush MSD (new 2013), eight person life raft, EPIRP, LED navigation lights (new 2013), HydroSlave winch, custom fabricated anchor pulpit, auto-pilot, color display radar and multiple gps-plotter & depth-fish-finders, 2- vhf radios; 2- custom fabricated masts (mounts multiple antennas / nav lights / flood lights), out & center riggers and raw water -bate-well & cockpit freezer systems. The vessel appeared well constructed (hull & bottom are solid frp. and the entire laminate is with vinylester resin) expertly rigged & finished and maintained in near-new (no wear / tear / hard use evident) condition.

The hull, bottom and decks were sighted & sounded and appeared fair, true and sound (no defects / deficiencies evident): The hull, top-sides and deck finishes appeared in as-new condition. The pilothouse & cabin space joinery (varnished -teak; expertly fitted & finished) upholstery, furnishings and equipment appeared also in as-new condition. The vessel's hardware, systems and equipment appeared sound, operational and in proper condition. At the test-run, the engine started quick & easy and ran well (no distress / limitations evident) at all speeds and attained its 2,350 rpm rated maximum speed. The gen-set started easy and run under all loads powering the 120v systems and equipment. The few items noted to require attention appeared as standards compliance and service issues that should prove not complex to correct.

continued on page 10a

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The vessel as powered, rigged, equipped and as up-graded / refurbished (2013-2014) appeared, at time of survey, sound and in "Better Than BUC Condition: The $xxx,000 survey noted value is the vessel's purchase price. A search for similar vessels (Wesmac 42-46 with single diesel power in the United States) for value comparison found the following vessels: five-Wesmacs listed for sale / sold by WESMAC Boats; Sportfish 46 (year not reported) listed @ $750,000; 2000 46 Tuna fishing listed -@ $950,000; 42 flybridge cabin-cruiser (year not reported) sold @ $560,000; 2004 Sportfish 42 (rigged for commercial fishing) sold @ $750,000 and a 2003 42 -flybridge listed @ $585,000. A search of yachtworld.com shows two vessels currently listed; a 2003 Wesmac 42 flybridge @ $585,000 and a 2003 Wesmac Sportfish-42 (commercial fish boat) @ $485,000. The listing of similar / comparable Wesmac vessels indicates that this vessel's purchase price (with consideration for its; solid frp. with vinylester resin laminate structure, cosmetic condition & yacht finished interior, extensive equipment inventory (i.e. hydraulic bow thruster, 2- air conditioners, up-graded DC & AC electric systems and as otherwise recently up-graded & refurbished) appears with the range and appropriate too prevailing market prices.

The above captioned vessel appeared to meet the ABYC standards & USCG / Federal requirements in effect when it was constructed.

VESSEL: ***2003 Wesmac 42 :: xxxxxxxxxx***

***** The following is the list of Deficiencies, (not listed in priority order), that require correction.

1-- on engine cooling system hose (fresh water system; short use run, fwd. on port side, from heat exchanger to metal pipe) appeared "soft" (engine cold / before test run); install new hose.

2-- hose clamp on the propeller shaft stuffing box's raw injection hose connection at the stuffing box is rusted: Replace the clamp; inspect hose end, service / replace as found needed.

3-- the 4- branch breakers at the 2^{ed} 120v panel need and the in-line 12vDC breakers in the engine space need to be labeled to denote the circuit / equipment item / function that they each serve; as per ABYC - std. E-11.5.2.1: *"All switches and electrical controls shall be marked to indicate their usage."*

-End of Notes-

The vessel appeared, at time of survey, suitable for service, with limitations defined by design & construction, provided that routine & preventative maintenance is performed and the vessel is managed by competent master/crew with due regard to customary safety practices, good seamanship, weather conditions etc..

***NOTE:** We strongly urge that engines be surveyed by a qualified Engine Surveyor; to determine the condition of the engine, gears, pumps, heat exchangers, risers, manifolds, etc.*

Submitted in good faith and without prejudice,

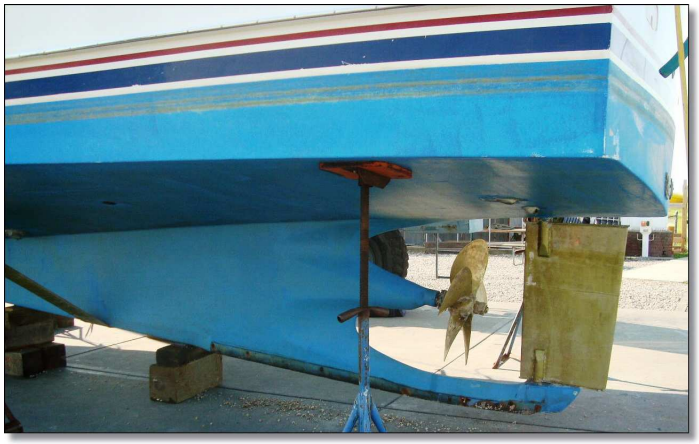
Fxxxx T. Axxxx (xxxxx xx, 201x; via e-mail)

FRANK T. ABBEY // Member A.C.M.S
Certified Marine Surveyor; ACMS Certificate# 0181

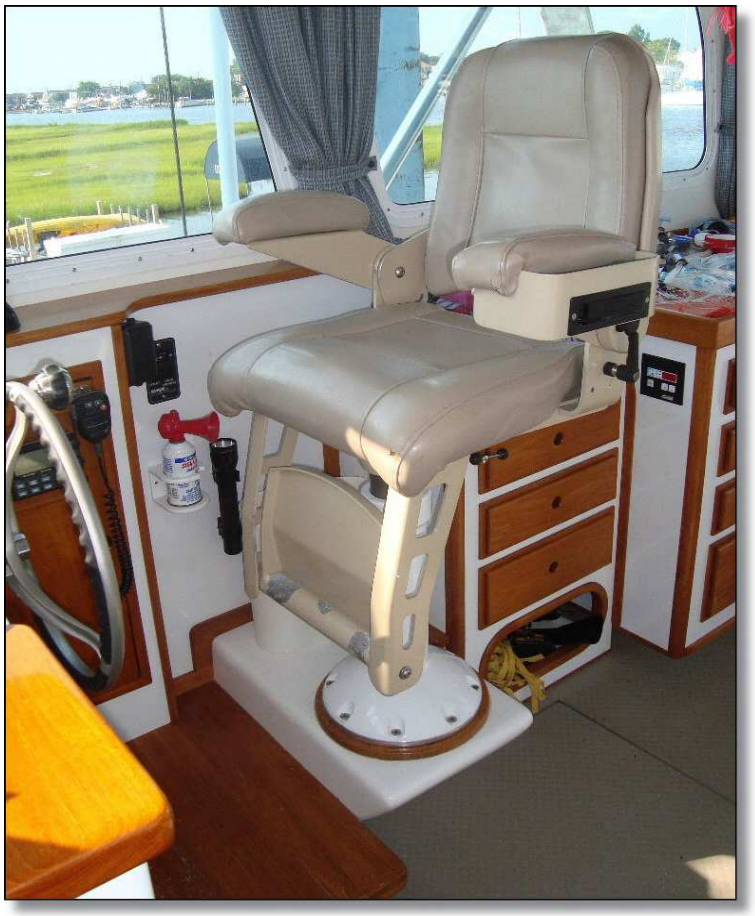
Conditions of Report Acceptance

This survey was prepared; for the benefit of the named client; to determine the vessel's condition and approximate market value. The survey was conducted utilizing methods of non-destructive testing; and is based upon a visual inspection of the vessel; i.e. without removing panels, joinery etc., or disassembling / removing any machinery, to expose parts normally concealed. The survey is not rendered as a warranty, but and opinion of the above signed surveyor as to the condition of the vessel and equipment ONLY on the survey date. The Surveyor does not warrant or guarantee the performance, stability or characteristics of the vessel or its machinery and accordingly shall suffer no liability for errors or omissions or for not being able to properly evaluate parts. Our liability for any loss or damage arising out of this inspection and report, shall be limited to the fee paid for the services rendered herein. No reference in the report should be construed to indicate compliance of any equipment with manufacture's specifications. Recommendations (which are not meant to imply that All Deficiencies have been identified) are based upon standards set forth by the American Boat and Yacht Council and United States Coast Guard; in addition some comments may be based on the general experience of the Surveyor. The request and / or use of the survey shall constitute agreement of the Preface and above Conditions. ***NOTE: Ultimate responsibility for, the vessel's Safe operation & maintenance and Safety of the crew & passengers, lies with the Owner and Master.***

Hull ID# photo redacted

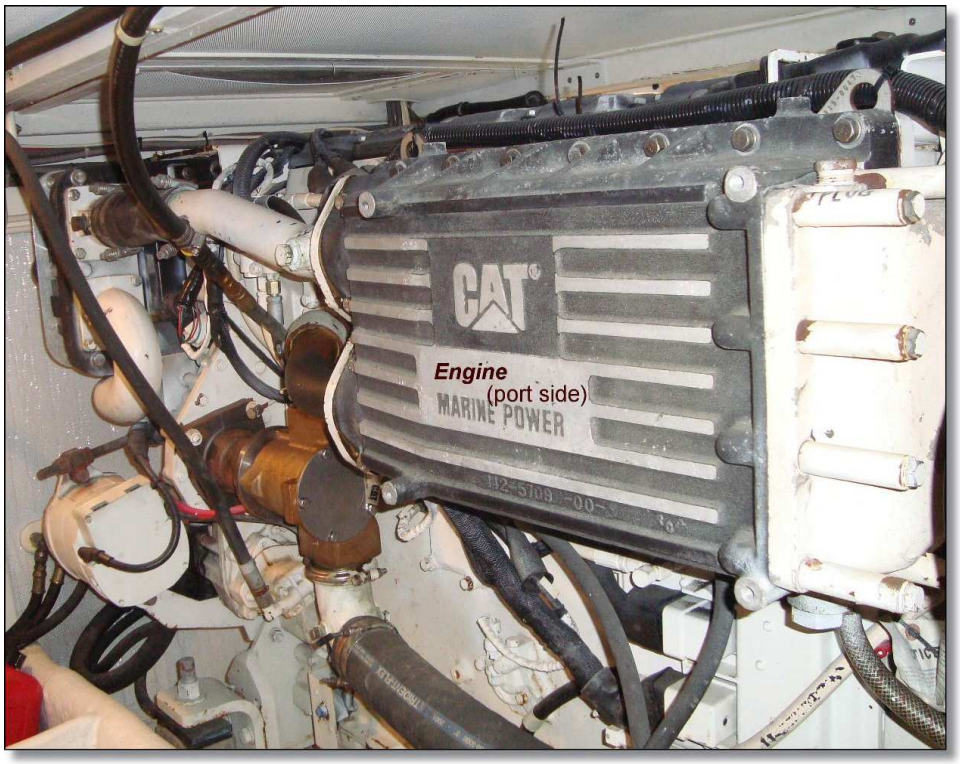



port
Pilothouse




Galley
Head


port


CAT
Engine
(port side)
MARINE POWER

End of Survey Photographs and Report