

VESSEL: 2004 twin gasoline engine express style cruiser

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

1-- stbd. propeller shows a blade apx. 1/8" / 3/16" out of alignment; vibration evident vessel under way at speeds above apx. 2,500 rpm. Check propeller, propeller shaft and engine alignment: Recondition / - adjust / replace items as needed. **[see Note# 2]**

2-- stbd. engine:

A) Alarm sounded (while vessel was being run up to W.O.T. rpm); test run discontinued -vessel returned to dock at idle speed. [Note: Survey test-run Incomplete]

B) SmartCraft tachometer display read "sensor failure".

C) post test-run: at idle rpm (650-700) SmartCraft display showed Water psi @ 02.4psi (vs. port engine @ 34.1psi).

Remarks:

I) Conduct engine scan, check for fault codes / engine performance / misfiring / other ECM issues; consult with MerCruiser technician: Service / repair as needed.

II) test-run at (at engines full rpm range); verify engine performance and; that engine performance fault was not cause of vibrations **[see Note# 1]**.

[NOTE: Service (performed by Knutson Marine May 2014) as per record provided to survey client states: "engine not running properly"; "sea trial boat"; "CDS finding defective pressure sensor"; sensor # 881879A7 replaced".]

3-- anchor (Delta plow) stock (immediately aft of the plow section) is bent to stbd.; straighten stock / replace anchor (if repair not practicable).

4-- red & green navigation light fixtures did not power on.

5-- the 120v duplex outlets not properly operational (tested via plug in volt meter & circuit tester):

A) outlets, in the cabin space, were dead / showed no power. [Note: i) The GFCI outlet in the head showed 120v power & correct polarity at each receptacle. ii) "Receptacle" breaker @ salon 120v panel was on & was cycled on-off-on yet the no power at outlets situation was constant.]

B) GFCI outlet, in the cockpit port cabinet, has power but shows "Open Hot" circuit fault.

6-- gen-set (Kohler 5kw) ran well (output @ 110-120v) powering all circuits excluding the stove; when one of the two stove burners was powered on gen-set speed slowed and the volt output dropped to 100. It needs to be determined if the gen-set engine needs service / adjustment to maintain proper rpm and 120v out-put or if the 5kw out-put is insufficient to run all of the circuits (i.e. air conditioner, battery charger, water heater) along with at least one stove burner.

[NOTE: Service (performed by Knutson Marine July 2014) as per record provided to survey client states: "Generator running rough; replace spark plugs; run under load; all OK".]

7-- air conditioner raw water intake hose (seacock-to-strainer) shows cracked & worn.

8-- zippers on cockpit enclosure aft panel are broken / not functional: Replace as needed.

F Abbey Marine Surveyor Inc.

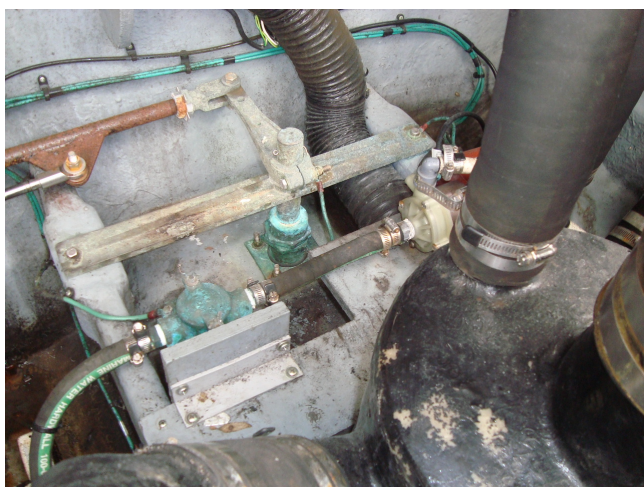
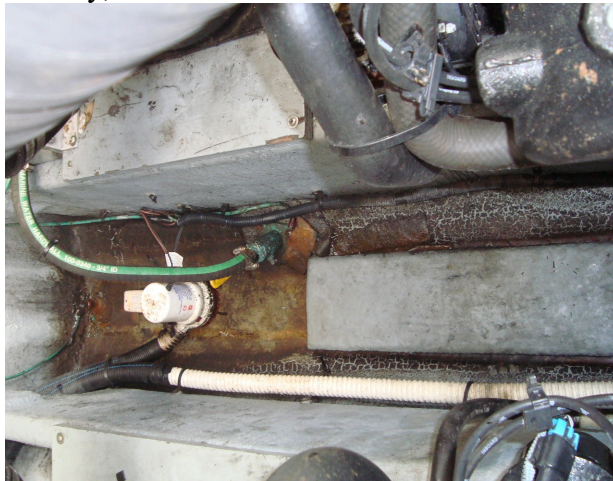
Page 1 of 3

VESSEL: 2004 twin gasoline engine express style cruiser

9-- vessel's 2-120v 30amp shore power cords missing / not onboard at survey.

10-- cleat (adjacent to windlass) shows apx. 1/8" side-side movement (through-bolt holes probably oversized from strain/improper sized pilot-hole; recommend re-set / resize pilot holes.)

11-- all engine space surfaces & engine space bilge show dirty; need to be cleaned / detailed.



=====
11-- scratches / scrapes (some through the gel coat) - scuffs on port hullside (between boot stripe & rub-rail; appeared as from various docking / dockside events).

12-- stbd. hullside; frp. gunwale insert w/ engine space vent: A) insert (shows as attached to hull via flexible adhesive / sealant) is loose to the hull. B) shows through gel gouge (apx. 5" long on the panels horizontal & turn to vertical / hullside surfaces).

F Abbey Marine Surveyor Inc.

Page 2 of 3

VESSEL: 2004 twin gasoline engine express style cruiser

13-- "U" section of ss. U bolt (transom stbd. corner) is sheared off w/ base plate & lock nuts remaining: - Recommend remove base plate and inspect covered area for frp. damage. [Cause un-determined (possibly result of tow line / on land storage movement / transport??).

-End of Notes-

*Remarks: The above noted items should be considered in conjunction with that: This vessel's reported selling price of \$xx,xxx is \$1,550 less than the maximum BUC Research retail value (for this year - model - as powered boat, when in BUC Bristol Condition: That condition category is defined as; "Maintained in mint or bristol fashion-usually better than factory new-and loaded with extras-a rarity." The current BUC value ranges are as follows
"BUC Research ValuPro Current Retail Value Range - -110th edition.
Fair Retail Value BUC Condition: \$xx,xxx-\$xx,xxx
Fair Retail Value Adjusted for Bristol Condition (in the North Atlantic region) \$xx,xxx-\$xx,xxx. "*

End of Remarks

Submitted in good faith and without prejudice,

Frank Abbey (x-xx-16; 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 an 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. **

F Abbey Marine Surveyor Inc.

Page 3 of 3