



1986 Nauticat 33 Motorsailer in winter trim
Prepared for John Corbett
129 Barton Avenue
Toronto ON M6G 1R1



John Bond Marine Surveyor SAMS®AMS®
Accredited Marine Surveyor Pre-purchase and Insurance Marine Surveys



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GENERAL INFORMATION

The ketch rigged Nauticat 33 rides on a displacement hull with full keel.

Most forward is the v berth; next to port is the head, and dinette. Starboard side is a hanging locker and galley. The wheelhouse has the helm, access doors port and starboard and lounge settees. Aft is a private stateroom and head.

NOTE: NO vessel license numbers were seen on the vessel as required by TC.

BUILDER: Sitala Yachts

FAIR MARKET VALUE: \$95,000.00 CDN

Taxes not included

OVERALL VESSEL RATING: FAIR

FILE NUMBER:	Corbettncat3386	BEAM:	FMS 10' 8"
WEATHER:	70' F and sunny	DRAFT:	FMS 4' 1"
VESSEL NAME:	Passat	DISPLACEMENT:	FMS 15,210 LBS.
SURVEY TYPE:	C&V pre purchase	LENGTH OVERALL:	FMS 33' 2"
LICENSE NUMBER:	None seen	FRESH WATER:	FMS 99 gallons
HULL NUMBER:	SLT33972J586	HOLDING TANK:	unknown
SURVEY DATE:	June 13 2012	FUEL CAPACITY:	FMS 132 gallons
USE:	Pleasure	FUEL TYPE:	Diesel
AREA:	Lake Ontario	PROPULSION:	Lehman Diesel With shaft drive

MSBG-Mauchs Sail Boat Guide

NA-Not available or not applicable

BW-Boat Watch sail boat specifications

#Per Certificate of Registry or vessel license

*Per internet listing sheets (unverified)

TC Transport Canada

FMS-From Manufacturers Specifications

SS-Stainless steel

FRP-Fiber Reinforced Plastic

CCG-Canadian Coast Guard

**Measured by surveyor

C&V Condition and Value

SCOPE OF SURVEY Acting at the request of John Corbett, the surveyor did attend onboard the Nauticat 33 on June 13 2012 at Newcastle Marina Ontario, where an out of water inspection including the underwater machinery and the exterior of the hulls wetted surface was performed.

A sea trial was not performed, the prospective owner attended, and the ship's papers were not onboard at the time of the survey. The Hull Identification Number (SLT33972J586) was verified from the transom. The reason for the survey was to ascertain the physical condition and estimated value of the vessel. Moisture meter readings taken and referred to throughout the body of the report were taken with a GRP 33. Ohmmeter readings taken and referred to throughout the body of the report were taken with a Fluke 77 Multi meter. **DC** power was used to check the operation of the electrical systems specified in this report. Machinery, tanks, belts, hoses, and piping were visually inspected where normally accessible. No disassembly, sampling, analysis, compression testing or pressure testing was performed. Electronic equipment was checked for "**Power up**" only. This vessel was surveyed without the removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts, and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Removable inspection ports and receptacle covers may be removed if deemed necessary. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above date, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or warranty either specified or implied.

NOTE: It is recommend and understood that all GAS/DIESEL engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, heat exchangers, etc.

INTENDED USERS: The intended users of this report and valuation are John Corbett and underwriters considering financing or insuring this vessel and is not transferable to any other person or entity.

STANDARDS USED: The mandatory standards contained in the Canada Shipping Act (CSA 2001) and in particular, the small vessel regulations, TC Safe Boating Guide, Transport Canada TP1332 2010, the **voluntary standards, and recommended** practices developed by the American Boat and Yacht Council (ABYC) National Fire Protection Association (NFPA) have been used as guidelines in the conduct of this survey.

PERCUSSIVE SOUNDINGS: This is a low-tech, high-skill process in which structural members of fiberglass boats are tapped on to determine their condition.

SERVICEABLE / ADEQUATE: Sufficient for a specific requirement.

REMARKABLE: Noticeable.

UNREMARKABLE: Un noticed, not noticeable.

USABLE: Capable of being used. Practicable for use.

POWERS UP / POWERED UP: Power was applied only. This does not refer to the operation of any system or component unless specifically indicated

FIT FOR INTENDED USE: Use which is intended by Survey Purchaser (present or prospective owner)

OPERABLE: Fit / Operates. This does not refer that the operation of a system or component was completely tested, only that power was applied, or the system was activated.

GOOD CONDITION: Nearly new, with only minor cosmetic or structural discrepancies noted

Use of asterisks (*A *B or *C) in the body of the report will indicate that a finding will be listed in the Findings and Recommendations section pertaining to the asterisked item.

HULL, DECK, SUPERSTRUCTURE, AND COCKPIT

TYPE/MATERIAL:

Ketch rigged motorsailer, FRP construction.

EXTERIOR HULL/TRANSOM:

Off white hull with red and blue accent stripes in the condition expected for a vessel of this age, no exposed laminate. Percussive soundings and moisture meter readings, where tested at random, are unremarkable.

BOTTOM:

Bottom is covered in blue colored anti fouling paint in usable condition. There was no readily detectable visual evidence of hull bottom blistering. Percussive soundings where tested at random, are unremarkable.

KEEL:

No fractures or separations seen on the FRP keel. Percussive soundings where tested at random, are unremarkable.

BULKHEADS/STRINGERS:

Tabbing of bulkheads, partitions, engine stringers, and hull stiffeners where seen, under the v berth, salon sole, engine space, and settee seating, is smooth, secure, and tapped sound. Percussive soundings and moisture meter readings where tested at random are unremarkable.

BILGE:

The bilge under the salon sole and engine is free of large debris and oil contamination.

COCKPIT/DECK/WHEELHOUSE:

Although exterior wood needs refinishing, no deteriorated or loose sections seen, bungs in place, caulking is sound. Wood sliding style doors give access to the wheelhouse. Upholstery and seating where seen is in good condition. Percussive soundings and moisture meter readings, where tested at random, are unremarkable.

HULL TO DECK JOINT:

No signs of water intrusion or structural damage of the hull to deck joint where seen.

PULPITS/STANCHION/LIFELINES/HAND HOLDS:

Stern and Bow pulpits, lifelines and handholds mounted in the head and companionway access are secure and in good condition.

CHOCKS/CLEATS/ANCHOR PLATFORM:

Cleats and anchor platform were inspected and found to be secure and in good condition.

HATCHES/PORT LIGHTS/WATER LEAKS:

***B1** Hatches, doors, and port lights are in serviceable condition, no signs of leaks seen, exception below.

Attention required:

- (1) Port light in aft cabin does not fasten in the closed position.
- (2) Water stains seen on the fuel fill hoses suggest water intrusion.

ADDITIONAL EQUIPMENT/ACCESSORIES

Fenders and dock lines.

***B2** Diesel fuel supply heater, untested.

Attention required:

Inspection is recommended on the diesel powered cabin heater.

CABIN APPOINTMENTS

***B3** Galley contains a sink, cold pressurized water system, propane stovetop with oven, and a 12-volt DC fridge, model from tag SCSD-5405-A, using R 12 gas. Fridge was powered up, compressor heard. FRP, wood trim through out and upholstery are in good condition. Each area has ample 12-volt DC lighting.

Attention required:

Some 12-volt DC lighting is inoperable.

PROPANE SYSTEMS:

PRESSURE GAUGE: Not seen	PRESSURE REGULATOR: Seen
ELECTRIC / MANUAL SHUT OFF VALVE: Seen at galley, operable	TANK SHUT OFF VALVE: Seen
TANK / VENTING: Tank venting seen	RELIEF VALVE: Seen
	FUEL LINES / FITTINGS: Copper tubing and flexible fuel supply lines

***A1 Attention required:**

- (1) Pressure gauge not seen
- (2) Fittings at the tank and back of the stove are using gear clamps.

Always check fittings in the propane system for leaks with soap and water before spring launch.

GREY WATER

***B4** Galley and Head sink drain hoses where seen were of marine grade and clamped. Aft head grey water drain ball valve operated with moderate pressure and showed no signs of leaks.

Attention required:

Ball valve located under the v-berth sole labeled "Waste out" (actually head sink drain) did not operate with moderate pressure.

FRESHWATER SYSTEM

Tank fill was found to be labeled correctly. Polyethylene water tank is securely mounted under the salon sole (top side seen only). Hoses where seen were of marine grade polyester tubing and clamped. Par water pressure pump is securely mounted under the dinette seating; model from tag: 36950 0200, operable.

HOT WATER HEATING

None onboard.

SANITATION

***B5** Tank pump out was found to be labeled correctly. SS waste tank is securely mounted in the v-berth, no leaks where seen (top). Hoses where seen were of marine grade and clamped. No bowls cracks were seen in both of the securely mounted manual heads. Seawater supply ball valves operated with moderate pressure and showed no signs of leaks.

Attention required:

Waste discharge ball valves may allow accidental discharge overboard (located starboard side under the v-berth, under the v-berth sole, and in the aft berth.

PROPULSION

These Engine warning indicators are located at the helm; voltmeter, oil pressure, engine temperature,.

ENGINE/DRIVE:

One Lehman, Model: SP90, 4 cylinder, electric starting, diesel engine, driving one propeller through one transmission.

Engine serial number from tag	4730020
Engine hours per meter	2411

MOUNTS:

Engine sits atop adjustable mounts fastened to FRP stringers. Mounts tapped tight.

DRIVE TRAIN:

One bronze three bladed propeller was visually inspected only, and found to be in usable condition. One 1 5/16' SS shaft, with hex nut packing gland attached to shaft tube with clamps and reinforced hose. Water lubricated cutlass bearing and bronze single strut. All appear to be in serviceable condition.

CONTROLS:

Manual throttle and shift cable are controls mounted in the wheelhouse and aft deck, operable.

COOLING SYSTEM/EXHAUST:

***C1** Freshwater and Seawater supply system, SS lift type muffler, hoses where seen were in good condition, clamped, well routed and secured. Seawater supply ball valve operated with moderate pressure and showed no signs of leaks. Seawater strainer is clean and securely mounted.

Attention required:

Although exhaust hoses are in good condition, they are not labeled as to type.

ALTERNATOR/STARTER:

Alternator and starter secure.

FUEL TANK/SYSTEM:

***C2** Two steel tanks are securely mounted port and starboard in the engine space (inboard and top seen). Fuel tank ground wires were measured with an ohmmeter and found to be within specifications. Fuel shut off valve was seen, operable. Fuel supply, vent, and fill hoses are on good condition. No visible fuel leaks in the system where seen.

Attention required:

- (1) Fuel fill and water separator are not grounded to the boats 12-volt DC system.
- (2) Fuel fill deck fittings are not labeled Diesel.
- (3) Fuel tank flame screens were not seen.
- (4) Fuel supply, vent and fill hoses do not meet 2012 standards.

ELECTRICAL SYSTEM: (12-volt DC)

12-volt, DC power is supplied by two storage batteries, with one four-position marine type battery switch. The batteries are contained in acid-resistant, non-conductive boxes and secured from movement. A regulated engine alternator with one Guest, model 2515A automatic battery charger charges the batteries. Wiring in general where seen is well routed and secure. There is a factory panel in the wheelhouse using individual well-marked fuses and switches per branch.

ELECTRICAL SYSTEM: (120-volt AC)

***B6** One 30-amp inlet, no arcing, or corrosion sighted. Shore power cord is in serviceable condition. There is a factory panel in the wheelhouse with amp meter, using one main and individual well-marked breakers per branch. Wiring where seen is stranded copper well routed and secure.

Attention required:

- (1) No GFCI receptacle was seen at the galley.
- (2) No reverse polarity light was seen at the 120-volt AC panel.
- (3) The 120-volt AC grounding bus when checked with an ohmmeter was found not to be connected to the 12-volt DC engine negative terminal.

STEERING SYSTEM

Wheel steered, hydraulic helm, operated smoothly, stops were firm. Control stations are located in the wheelhouse and on the aft deck. There are no cracks or separations on the FRP rudder edges, percussive soundings, where tested at random, are unremarkable. Appears serviceable at this time.

ELECTRONICS AND NAVIGATION EQUIPMENT

RADAR: Not installed at the time of the inspection.	SPEED/DEPTH SOUNDER: Hummingbird Wide one hundred, powered up.
GPS: Horizon GPS chart 400, powered up.	VHF RADIO: Standard Horizon intrepid, powered up.
AUTOPILOT: Autohelm ST6000, display powered up.	ENTERTAINMENT: Blaupunkt RPC 430, powered up in radio mode.
	WIND INSTRUMENTS: NA

RIGGING/SAILS

Periodic inspections of all rigging and connections by a qualified rigger are advised.

Rigging was inspected with the mast stepped.

SAILS:

Sails were not inspected at the time of the survey.

SHROUDS:

Shrouds are of SS wire, turnbuckles and swages were inspected, serviceable.

HEAD STAY/BACK STAY:

Head stay is equipped with a Refer 1 roller furling, untested. The twin backstay is SS wire and not fitted with mechanical or hydraulic adjustment.

MAST/SPREADERS/BOOM:

Two deck stepped aluminum masts with integral sail track, and aluminum spreaders supported by internal structure. No stress cracks were seen around the mast mounting. Tapped sound where tested. Booms were not onboard at the time of the inspection, gooseneck, and fittings inspected, serviceable.

CHAIN PLATES:

The shrouds and backstays terminate at ring type chain plates thru bolted to terminations located in the vessel. Head stay chain plate is SS strap to bobstay fastened to the stem.

RUNNING RIGGING:

Braided lines seen are in serviceable condition. Clutches, sheaves, and blocks were inspected and are in serviceable condition.

WINCHES/TRAVELERS:

Two winches; Lewmar 30, operated smoothly, clickers are audible.

LIGHTNING PROTECTION:

*C3 No lightening protection seen.

SAFETY EQUIPMENT

It is the Master's responsibility to ensure all required equipment is well maintained and carried aboard at all times while underway.

Pleasure craft 9 M (29' 6") to 12 M (39' 4")

1. One Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board

***A2 not seen**

2. One buoyant heaving line of not less than 15 m / 49' 3" in length

seen onboard

3. One approved lifebuoy with an outside diameter of 610 mm or 762 mm that is attached to a buoyant line of not less than 15 m / 49' 3" in length

***A2 not seen, ring only seen**

4. A reboarding device if the freeboard of the vessel is greater than 0.5m / 1' 8"

seen onboard

5. An anchor with not less than 30 m / 98' 5" of cable, rope or chain in any combination

seen onboard

6. One manual water pump fitted with or accompanied by sufficient hose to enable a person using the pump to pump water from the bilge of the vessel over the side of the vessel OR bilge pumping arrangements

seen onboard

7. A watertight flashlight

***A2 not seen**

8. Twelve Canadian Approved flares of Type A, B, C or D, not more than 6 of which are of Type D

***A2 not seen**

9. A sound-signaling device or a sound-signaling appliance

***A2 not seen**

10. Navigation lights that meet the applicable standards set out in the Collision Regulations

***A2 untested**

11. One magnetic compass

seen onboard, fluid is full

12. One radar reflector

not required, see notes below

13. One 10BC fire extinguisher, if equipped with a motor

seen onboard

14. One 10BC fire extinguisher if the pleasure craft is equipped with a fuel burning cooking, heating or refrigerating appliance

seen onboard

NOTE: A reboarding device is required, unless the vertical height that must be climbed in order to re board the pleasure craft is not more than 0.5 m

NOTE: Navigation lights are only required on a vessel that operates after sunset or in periods of restricted visibility (fog etc)

NOTE: Radar reflectors are required for boat built of mostly non metallic materials. A radar reflector is not required if:

The boat operates in limited traffic conditions, daylight and favorable environmental conditions, and where having a radar reflector is not essential to the boats safety; or

The small size of the boat or its operation away from radar navigation makes having a radar reflector impracticable.

NOTE: Flares are not required for a pleasure craft that: Is operating on a river, canal or lake in which it can never be more than one (1) nautical mile (1.852 km) from shore.

AUXILIARY SAFETY EQUIPMENT

BILGE PUMPS:

***B7** One 12-volt DC bilge pump, located aft of machinery space.

Attention required:

12-volt DC bilge pump did not operate when the manual switch was activated.

CO DETECTOR: *C4 No CO detector seen	PROPANE FUME DETECTOR: *C6 No propane fume detector was seen
SMOKE DETECTOR: *C5 No smoke detector seen	

FINDINGS AND RECOMMENDATIONS

Deficiencies noted under **SAFETY** should be addressed before vessel is next underway. These findings represent an endangerment and or the vessel's safe and proper operating condition. **Findings may also be of TC or CSA 2001 regulations.**

"Existing pleasure craft that were constructed according to an earlier version of this standard (TC TP1332 2010) are not required by the regulations to comply with the current construction requirements of the Small Vessel Regulations, but are encouraged to do so insofar as it is reasonable and practicable." Voluntary standards (ABYC / NFPA) may not have been in effect, or may not have been adhered to by the builder, when the boat was constructed. Compliance is recommended.

Deficiencies noted under **OTHER DEFICIENCIES** should be corrected in the near future to maintain standards and to help the vessel to retain its value.

- A. SAFETY DEFICIENCIES**
- B. OTHER DEFICIENCIES NEEDING ATTENTION**
- C. SURVEYORS NOTES AND OBSERVATIONS OR UPGRADES**

NOTE: Replace all rusty hose clamps with SS. Ensure all cotter rings are installed.

FINDINGS	RECOMMENDATIONS
A1 (1) Pressure gauge not seen (2) Fittings at the tank and back of the stove are using gear clamps.	Recommend installing a propane pressure gauge and replace gear clamps with swaged end or sleeve and threaded insert per ABYC A1. Ensure flexible rubber hose is Propane compliant.
A2 TC safety equipment.	Ensure all TC equipment is onboard before use.
B1 (1) Port light in aft cabin does not fasten in the closed position. (2) Water stains seen on the fuel fill hoses suggest water intrusion.	(1) Inspect and repair. (2) Inspect for leaks during periods of rain, repair as required.
B2 Cabin diesel heater.	Inspection is recommended on the diesel powered cabin heater.
B3 Some 12-volt DC lighting is inoperable.	Inspect and repair.
B4 Ball valve located under the v-berth sole labeled "Waste out" (actually head sink drain) did not operate with moderate pressure.	Inspect and repair.
B5 Waste discharge ball valves may allow accidental discharge overboard (located starboard side under the v-berth, under the v-berth sole, and in the aft berth).	Fasten waste overboard discharge ball valves in the closed position per TC TP511E.

<p>B6 (1) No GFCI receptacle was seen at the galley. (2) No reverse polarity light was seen at the 120-volt AC panel. (3) The 120-volt AC grounding bus when checked with an ohmmeter was found not to be connected to the 12-volt DC engine negative terminal.</p>	<p>Recommend installing a GFCI receptacle at the galley, installing a reverse polarity light, and grounding the 120 volt AC shore power system by connecting the shore power ground, or its bus, to the ships 12 volt DC ground per ABYC E11 recommendations.</p>
<p>B7 12-volt DC bilge pump did not operate when the manual switch was activated.</p>	<p>Inspect and repair.</p>
<p>C1 Although exhaust hoses are in good condition, they are not labeled as to type.</p>	<p>When exhaust hoses are no longer serviceable, use marine grade hose SAE J2006 or UL1129 and double clamp.</p>
<p>C2 (1) Fuel fill and water separator are not grounded to the boats 12-volt DC system. (2) Fuel fill deck fittings are not labeled Diesel. (3) Fuel tank flame screens were not seen. (4) Fuel supply, vent and fill hoses do not meet 2012 standards.</p>	<p>(1/2/3) Recommend grounding the fuel fill deck fittings and water separator, labeling fuel fills Diesel, and installing fuel tank vent hose flame screens. (4) When fuel supply, vent and fill hoses are no longer serviceable use- Fuel supply and vent- <i>Type A1 or A2 or A1-15</i> Fuel fill hose- <i>Type A1 or A2 or A1-15 or B1 or B1-15 or B2</i> and double clamp.</p>
<p>C3 No lightening protection seen.</p>	<p>Information only. ABYC E4 Lightning Protection requires a Primary Lightning conductor, wire size #4 AWG (mast step) and Secondary Lightning conductors, wire size #6 AWG (chain plates).</p>
<p>C4 NO CO detector.</p>	<p>“Is carbon monoxide a problem with diesel engines? Usually not, although any engine, including diesel, produces CO when combustion is incomplete” Taken from research done by Iowa State University of Science and Technology. A CO detector is recommended.</p>
<p>C5 NO smoke detector.</p>	<p>Recommended</p>
<p>C6 No propane fume detector.</p>	<p>Recommended</p>

VALUATION

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION**, after a survey has been completed and the findings have been organized in a logical manner. The following is the accepted marine grading system of condition. The condition rating is a comparison of vessels of similar make, model, and year.

EXCELLENT (BRISTOL) CONDITION, is a vessel that is maintained in mint or Bristol fashion- usually better than factory new-loaded with extras-a rarity.

ABOVE AVERAGE CONDITION, has had above average care and is equipped with extra electrical and electronic gear.

AVERAGE CONDITION, ready for sale requiring some maintenance and normally equipped for her size.

FAIR CONDITION, requires maintenance to prepare for sale.

POOR CONDITION, substantial yard work required and devoid of extras.

As shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** sections of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is

OVERALL VESSEL RATING: FAIR

SURVEYOR'S CERTIFICATION:

I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and is my personal, unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal, interest or bias with respect to the parties involved.
- My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.
- I have made a personal inspection of the vessel that is the subject of this report.

This report is submitted without prejudice and for the benefit of whom it may concern.

Attending Surveyor John Bond SAMS®AMS®



Date June 13, 2012



STATEMENT OF VALUATION

This condition and value is based on the vessels apparent condition on the date of the survey and assumes that the vessels propulsion system and other equipment, including sails, not proven during the survey inspection are in fact operational. In addition, there is no warranty given, or implied, for the future use or life of the propulsion system described within.

The **FAIR MARKET VALUE** is the most probable price in terms of money, which a vessel should bring in a competitive market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Currency converter used <http://www.XE.com/ucc/>

Internet comps;

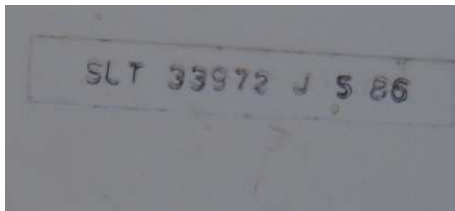
1987 for sale in Canada asking	\$109,000.00	CDN
1985 for sale in the USA asking	\$95,000.00	CDN
1986 for sale in the USA asking, average of two	\$105,000.00	CDN
1987 for sale in the USA asking, average of two	\$102,000.00	CDN
1988 for sale in the USA asking	\$82,000.00	CDN

FAIR MARKET VALUE: After consideration of reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the fair market value of the subject vessel is

\$95,000.00 CDN (taxes not included)
Ninety Five Thousand Dollars CDN

In accordance with the request for a marine survey for the purpose of evaluating its present condition and estimating its Fair Market Value and Estimated Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned. Subject to correction of deficiencies listed as **(A)**, the vessel is considered suitable for its intended use.

I certify that the hull identification number, which appears below on this document, was taken by the undersigned on the date entered below. SLT33972J586 (image has been cropped and contrast adjusted)

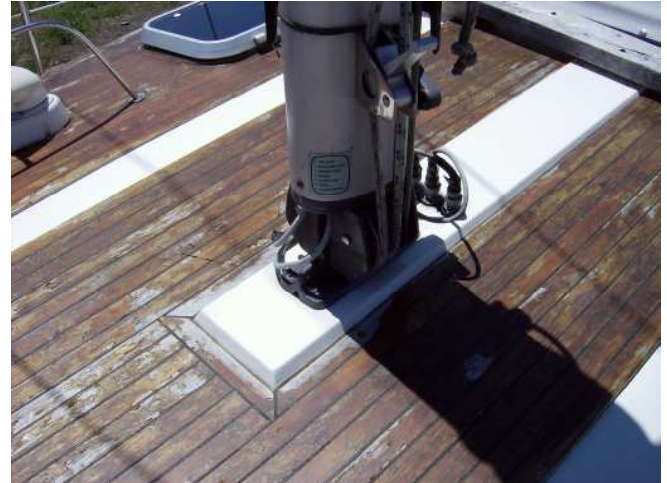


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Date June 13, 2012



Aft helm



Mast mount



Galley



Propeller