



- SAMS® Accredited Marine Surveyor
- ABYC® Standards Certified
- Transport Canada Licensed Captain
- Transport Canada Appointed Tonnage Surveyor
- BoatUS® Approved Surveyor

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Marine Survey Report

Report Number : 2013P/2883
Date of Inspection : July 3, 2013
Commissioned by : [redacted] for pre-purchase purposes
Address : [redacted]
e-mail : [redacted]
Phone : [redacted]



GENERAL

Make of Vessel : Carver 310 mid-cabin express

Name of Vessel : [REDACTED]

Model year : 1995 per HIN/MIC

Date of mfg. : May 1995 per HIN/MIC

License Number : [REDACTED]

HIN/MIC : CDR [REDACTED] 95



HIN/MIC on upper starboard transom

TRANSPORT CANADA REGISTRY DATA

Register No. : n/a

Registry expires : n/a

PUBLISHED SPECIFICATIONS

The surveyor has made neither weight calculations nor measurements. All dimensions and weights are from published specifications such as original brochures The PowerBoat Guide, Mauch's Sailboat Guides, manufacturers or owners association web sites. Survey fees are based on such published L.O.A.,

L.O.A. : 33' 0"

Beam : 10' 10"

Draught : 3' 0"

Ballast : None sighted.

Displacement : 12000lbs.

Vessel type : Monohull

SURVEY SITE

The vessel was inspected afloat and ashore in travel lift slings at Port Credit Harbour Marina, Mississauga, Ontario. Weather was warm at 21°C, clear and dry. The client did briefly attend.

GENERAL DESCRIPTION

The vessel is a standard production express cruiser manufactured by Carver. She is gasoline fueled and has galley, head compartment and sleeping quarters for four crew. Ontario license numbers are displayed at both bows. The HIN/MIC is clearly moulded in a plastic plate fastened to the starboard side of the integral swim platform.

SCOPE OF SURVEY

The purpose of this inspection and survey report is to determine, insofar as possible within the limitations of visual and physical accessibility, through non-invasive and non-destructive means, the vessel's condition at time of survey by reporting deficiencies against the standards quoted in the "comments" section of this report and to present the surveyors personal opinion as to the vessel's condition. Certain parts of the structure, systems and equipment may be inaccessible without removing decks, tanks, bulkheads and headliners etc. or in the case of cored structure, drilling core samples. This would be prohibitively time consuming, potentially destructive, costly to restore and not within the scope of this survey. Coatings build up, corrosion, marine growth, excessive gear on board or dirt may have hampered the surveyor's ability to inspect. The vessel is surveyed as found. Loose gear and accessories are neither inventoried nor inspected.

All Seacocks are activated and tested by hand pressure only. Cosmetic or comfort issues may be addressed where there is a significant effect on the value of the vessel. Electronic and electrical equipment may be tested by powering up, only when power is already connected. A complete analysis of the vessels electrical systems would require the services of a qualified marine electrician. Only the external visual condition of wiring, connections and panels is reported. The surveyor recommends that a qualified marine mechanic inspect all engines, generators, V-drives, transmissions, saildrives and or stern drives. Normal wear and tear relative to the model and vintage will not generally be reported on. Fuel burning equipment or appliances will be visually inspected and not be started or ignited by the surveyor.

Any reference to bronze, aluminum or stainless steel metals is a colour reference for convenience only, as the actual metallurgy cannot be determined without laboratory testing.

The statements in this survey are the personal opinions and observations of the undersigned surveyor and are for the consideration of the party or persons retaining him, with no guarantees express or implied. The surveyor cannot predict how the vessel or its systems will perform over time and therefore this report is valid only at time of survey. No right of action against the surveyor for negligence, or breach of contract or otherwise, accrues to anyone other than the party retaining the surveyor and is both restricted and limited to the cost of the survey herein provided. All photographs remain the property of Port Credit Marine Surveys. This report may be used as an example of the surveyors work with all vessel and personal identifiers redacted. Acceptance and or use of this report constitutes agreement to these and all other conditions and limitations contained herein. This report remains the exclusive property of Port Credit Marine Surveys until the accompanying invoice is paid in full.

MOISTURE CONTENT

Moisture levels where measured are taken with an Electrophysics, capacitance type digital meter. Relative meter readings related to balsa cored structure are interpreted as follows

Low	Meter reads 10-13 = Dry to the touch.
Slightly elevated	Meter reads 13-16 = Faint moisture can be drawn by applying some hand pressure through a paper towel.
Elevated	Meter reads 17-23 = Slight amount of moisture is visible when squeezed by hand pressure.
High	Meter reads 24 + = Droplets can be squeezed out with light finger pressure.
Near saturation	Meter reads 40 + = Moisture is clearly visible without pressure applied.

STRUCTURAL COMPONENTS

General : Hull is fabricated from fiber reinforced resin and taken from a two piece female mold. Decks and superstructure are of FRP cored sandwich construction while the bottom appears uncored. The hull and deck shells are supported by bonded FRP liner sections with integral frames and floors. Some partial bulkheads are FRP bonded to the hull.

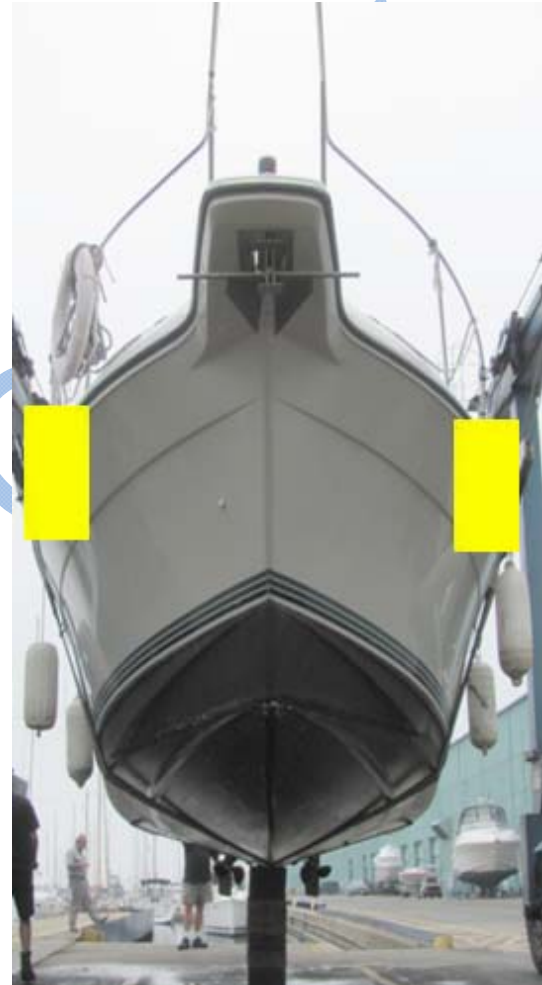
Structural changes : No structural modifications sighted.

Topsides : Check sound and appear fair.

Transom : The transom checks sound with moisture levels in the low range above the waterline. An 18" star shaped fracture area checks sound. This is a cosmetic issue only as the transom is uncored.



18" star fracture on transom



Bottom : The bottom is fair and checks sound. Moisture levels were not measured as the vessel had just been lifted from the water, in the low range. Multiple layers of antifouling paint are in poor condition with widespread flaking. **See comment (1).**

Cockpit : The cockpit deck and hatches check sound with moisture levels in the low range.

Superstructure : The trunk checks sound with moisture levels in the low range but for a 10" diameter area around the insecure horn which checks dull with high moisture levels. **See comment (2).**

Bulkheads/frames : All bonding appears secure where accessible with no sign of fracture or separation and all bulkheads and frames appear sound.

Hull to deck joint : The shoe box type joint is secured with stainless steel fasteners through the rub rail. There is no sign of separation or working of the joint.

Decks :

Both side and fore decks are highly variable as to moisture content and soundness. Moisture levels are elevated or high at all deck fasteners. With some corresponding areas of dull checking. **See comment (2).**



Port aft stanchion



Port midship cleat



Aft of port midship cleat

Engine beds : FRP encapsulated stringers/beds check sound and appear secure with moisture levels in the low range

COCKPIT EQUIPMENT

Sliding acrylic companionway hatch and bifold door, locker hatches, stainless steel dodger/bimini frame with matching canvas, wet bar with ac/dc refrigerator (powered up), engine compartment deck hatches and acrylic transom door, all upholstery, aluminum frame windshield with center step-thru and an aluminum radar arch are all secure and in very good condition. The side aft enclosure canvas panels were not fitted.



DECK / TRUNK EQUIPMENT

Stainless steel bow pulpit and side rails with twin fender racks are secure as are bow, midship and stern mooring cleats. An integral bow platform with single anchor roller is sound and in good order. On the trunk are stainless steel grab rails, an escape hatch, two ventilation hatches and all are secure and in good order but for the insecure 12VDC horn trumpet. **See comment (3).**



STERN EQUIPMENT

The stern is fitted with an integral swim platform, an acrylic transom door, stainless steel grab rails and a secure reboarding ladder and all are in good order.

RUNNING GEAR

Steering : Single ram hydraulic system to steel tie rod and bronze tiller arms, all secure and in good order.

Rudders : Twin bronze, un-balanced spades on stainless steel stocks are secure and free moving.

Propeller : Two three blade bronze units are secured with nut, jam nut and cotter pin. All in good order.
Port – 16LH14
Stb. – 16RH14

Shafting : Stainless steel shafts are secured cutless bearings to bronze through bronze struts with logs to conventional stuffing boxes. The port cutless shows very slight free play. Both stuffing boxes leak excessively at rest. The port unit leaks 3-5 drops per second while the starboard unit leaks a steady stream. **See comment (4).**

Trim tabs : Hydraulic trim tabs are secure and powered up.

Thrusters : None fitted.

PROPULSION SYSTEM

The engine compartment and engines are in generally clean condition with engine oil and gear reduction fluid clean and topped up. The port gear dipstick was loose and there was grit on the stopper. The surveyor cleaned the stopper and tightened it.

Although clean there was several inches on water in all bilges, (likely from leaking stuffing boxes) and the aft bilge pump ran continuously. A piece of a spark plug was found in the bilge under the starboard engine. **See comment (5).**



Port running gear



Stb. running gear



Starboard stuffing box



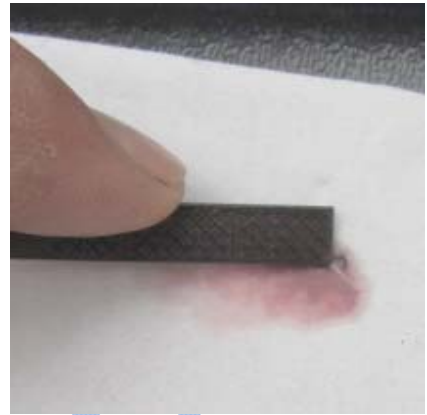
Water in engine bilges



Broken spark plug



Port engine oil



Port gear fluid

Engine controls : Single function levers to cables are secure and free moving. Engine ignition panel includes oil pressure gauges, temperature gauges, tachometers, volt meters, hour meters, fuel gauges a synchronizer and a rudder angle indicator which did not respond to the wheel. **See comment (6).**



Starboard engine oil



Starboard gear fluid

Engine mounts : Steel mounts with flexible bushings over stainless steel angle brackets, bolted and backed through FRP encapsulated beds. All appear sound and secure.

Cooling system : Raw water cooling system with no visible leakage.

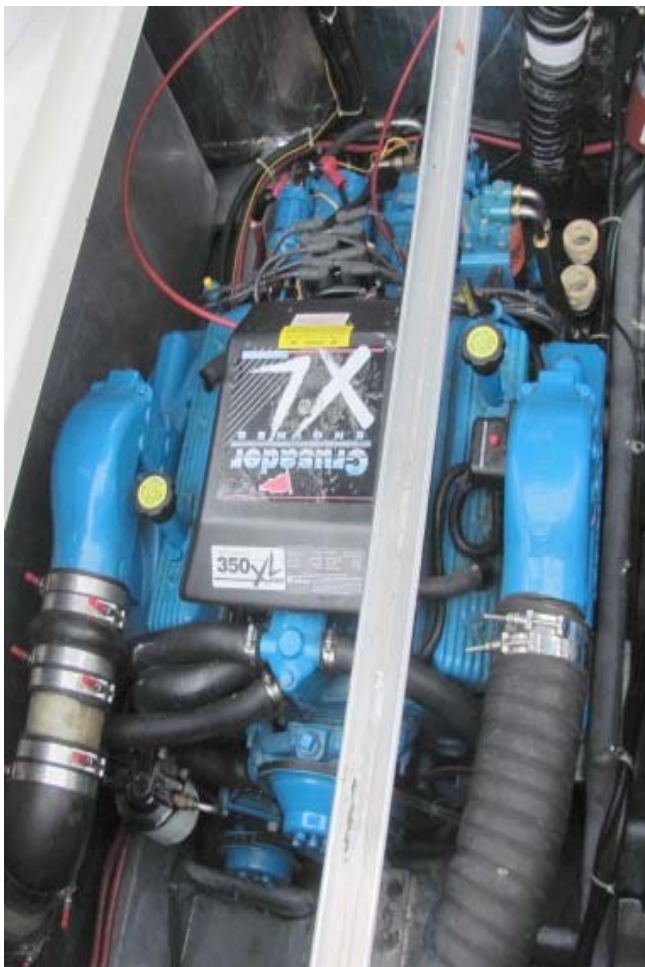
Exhaust system : Cast hi-rise manifolds to FRP muffler with type approved exhaust hose. All double clamped as required and in good visual condition.

Ventilation : Two 12VDC exhaust blowers exit through a starboard side plenum while two passive intake ducts draw from the port side plenum and all appear in good order.

Drip pans : None fitted. **See comment (7).**



Engine mfg. :	Port/single :	Crusader 350XL	Starboard :	Crusader 350 XL
Engine size :	Port/single :	5.7litre, V-8	Port/single :	5.7litre, V-8
Engine type :	Port/single :	Naturally aspirated	Starboard :	Naturally aspirated
Engine serial No. :	Port/single :		Starboard :	
Horse power :	Port/single :	250	Starboard :	250
Engine hours :	Port/single :	0441.5	Starboard :	0439.2
Gear mfg. :	Port/single :	Hurth Marine Gear V-drive	Starboard :	Hurth Marine Gear V-drive
Gear mod. No. :	Port/single :	HSW 630 V1-1.55	Starboard :	HSW 630 V1-1.55
Gear Ser. No. :	Port/Single :		Starboard :	
Gear ratio :	Port/Single :	1.55 : 1	Starboard :	1.55 : 1



Port engine



Starboard engine

FUEL SYSTEM

- Fuel lines(s) :** Type approved and double clamped where accessible as required.
- Fuel filters :** OE metal cartridge types appear secure.
- Tanks :** One 5052 grade aluminum tank is securely mounted outboard of each engine.
- Ground :** Ground wires from the fuel fill fitting to fuel tank to engine could not be fully traced but continuity of 0.0ohms was noted between each fill fitting and the engines and is within required standards.
- Ventilation :** Fuel tanks are vented overboard through vent fitting with flame suppression screens as required.
- Anti-siphon :** None sighted.
- Shut-off valves :** At fuel manifold.
- Fuel overflow :** Overflow from filling will run overboard as required.

OTHER FUELS

No other fixed fuel system onboard.

GENERATOR

None fitted.

NAVIGATION EQUIPMENT

- Navigation lights :** All in place as required by Collision Regulations and powered up.
- Compass :** Ritchie 4" fluid damped type is clear and responsive to magnetic influence.
- Radar :** None fitted.
- Radar reflector :** Yes, on radar arch.
- Chart plotter :** Standard Horizon CP180i powered up and locked on a correct fix. Unit would not open the fish finder page from the menu. **See comment (8).**
- GPS :** As above.
- Depth sounder :** Lowrance digital unit powered up.
- Knot log :** None fitted other than plotter.
- Sound signal :** 12VDC unit powered up.



Marine radios : Standard Horizon Intrepid DSC VHF powered up.

Autopilot : None fitted.

Wipers : One wiper at helm did power up.

Spotlight : None fitted.

Wind : No wind instruments fitted.



GROUND TACKLE

Windlass : 12VDC vertical unit with rope wildcat only did power up and down.

Anchors : One approximately 8lb. Danforth type.

Rode : Undetermined length of nylon braid and ¼" chain leader

AC ELECTRICAL SYSTEM

Shore power - 120VAC/30amp X2

NOTE: Shore power was not connected and AC systems not powered up.

Ignition Protection : The battery charger is marked "Ignition Protected" but is not certified buy a third party laboratory as required. **See comment (9).**

AC panel : Original equipment type panel with single pole main breakers, polarity indicator, volt meter, ammeter and accessory breakers in good visual order but sharing an enclosure with the DC system. **See comment (10).**



Shared DC & AC enclosure

AC/DC Bond : The AC and DC system grounds are bonded as required.

Neutral/ground : Resistance between neutral and ground measured at 32.97megohms which is above the minimum 25megohms required by ABYC standards when G.F.C.I.s are in the circuit.

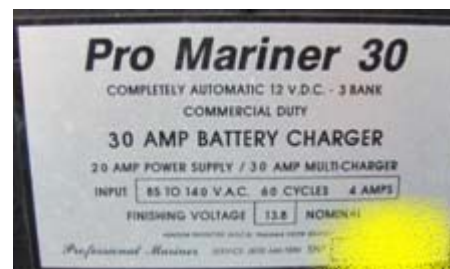
Conductors : Stranded copper conductors where accessible marked as 600V as required.

G.F.C.I. : All outlets located are protected. Trip not tested without shore power.

Other Outlets : All secure but not tested without shore power.

Inverter : None fitted.

Battery charger : A Professional Mariner unit is of the old style ferro-resonant type and generally considered inaccurate and unreliable. **See comment (11).**

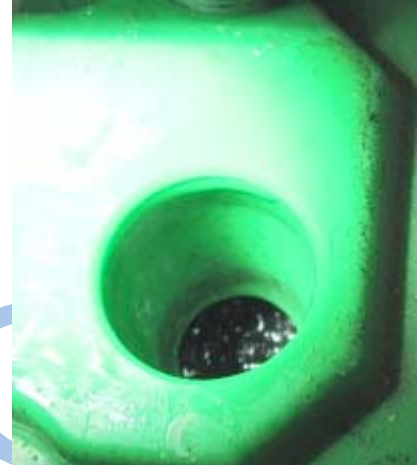


Charger without certification

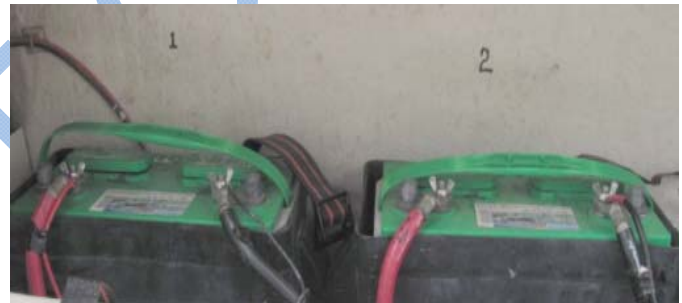
DC ELECTRICAL SYSTEM

Ships power - 12VDC

- NOTE :** Batteries were fitted and DC systems tested by powering up only.
- Ignition Protection :** No DC non-ignition protected equipment was sighted in the fuel or engine compartments.
- DC panel :** Original equipment type circuit breaker panel with volt meter, ammeter and accessory switches in good visual order.
- Conductors :** Stranded copper where accessible.
- Alternator :** Two 12VDC
- Battery switches :** One readily accessible 3-way unit as required.
- Batteries :** Two 12VDC wet cells are adequately secured in plastic boxes. No positive terminal protection is fitted and wing nuts are used to secure conductors. Battery No.1 has varying levels of electrolyte and battery No. 2 has two cells with exposed plates. Both batteries are in the starting circuit with no "house" reserve.
See comment (12a &12b)



Exposed battery plates



Batteries 1 and 2

CORROSION PROTECTION

- Anodes :** Of two propeller shaft anodes, both are heavily pitted and neither shows continuity with the shafts. One transom anode shows excessive resistance of 45megohms with the shafts. **See comment (13).**
- Bonding :** The underwater metal components are not bonded.
- Current impressor :** None sighted.
- Transformer :** No isolation transformer fitted.
- Galvanic isolator :** No galvanic isolator sighted.

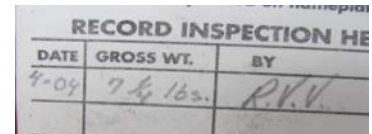
SAFETY EQUIPMENT

Safety equipment that is not integral to the vessel or permanently installed has not been inventoried or inspected by the surveyor. The Transport Canada "Safe Boating Guide" should be consulted.

- Gasoline Fume detector :** None sighted. **See comment (14).**
- Carbon monoxide detector :** One in V-berth area.
- Propane Fume detector :** No fixed propane system aboard.

Smoke detector : None sighted. **See comment (15).**

Fixed fire fighting system : A Halon 1301 system in the engine compartment is marked as not being inspected since 2004. The control panel TEST button at the helm did not engage the TEST light and part of the control is covered with electrical tape. **See comment (16).**



Fire extinguisher tag, 2004



Fire extinguisher control with unresponsive indicator

Re-boarding ladder : At stern.

Emergency tiller : None sighted.

SEA CONNECTIONS

There were four below the waterline through hull fittings located on this vessel.

1. Metal transom drain with threaded insert appears sound.
2. Engine intake. Metal lever activated ball valve, double clamped and stiff in operation.
3. Engine intake. Metal lever activated ball valve, double clamped and free moving.
4. a/c intake. Metal lever activated ball valve, double clamped and free moving but the clear plastic strainer cylinder is cracked from top to bottom.

See comment (17a & 17b).

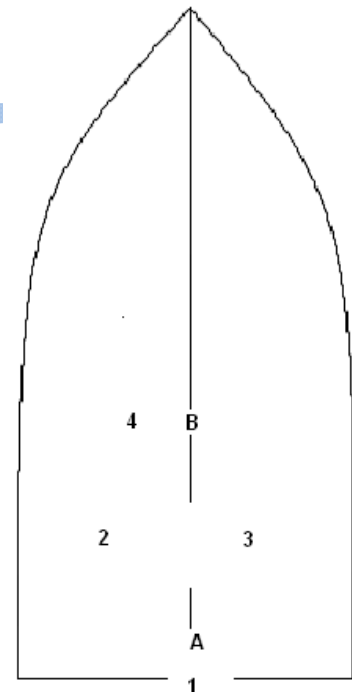
BILGE PUMPS

No manual and two electric bilge pumps were located.

- A. 12VDC bilge pump.
- B. Manual bilge pump pickup.

HIGH WATER BILGE ALARM

None fitted. **See comment (18).**



Cracked strainer cylinder

INTERIOR

The interior headliners, carpeting, upholstery and cabinetry are in clean, sound and secure condition but for one insecure hatch hinge above the dinette (with a/c louver). **See comment (19).**

Bilges in accommodation spaces are generally clean with a small amount of bilge water that could be due to the cracked a/c strainer cylinder or the dripping stuffing boxes previously mentioned..

Cabin layout : From the companionway one enters the saloon to find the galley to port with dinette opposite and an open seating/berth area aft. Forward to port is the head/shower compartment and a double angled berth area with privacy screen

Air conditioning : Marine Air Systems 12000btu reverse cycle unit not tested.

Heating system : As above.

Vacuum system : n/a

Entertainment : LCD TV with antenna and satellite ready stereo.

GALLEY

All fixtures and fittings are clean, secure and in good condition.

Refrigeration : One AC/DC air cooled unit in galley and one at cockpit wet bar and both powered up.

Potable water : 12 VDC pressure system supplied from a polyethylene tank.

Water heater : 120VAC/heat exchanger unit not tested and not readily accessible for inspection.

Stove : 2-burner 120VAC unit not tested.

Other : Microwave oven not tested.

SANITATION

Heads : One 12VDC marine head powered up.

Shower : Integral to head compartment.

Black water : Polyethylene black water tank connected to a deck pumpout fitting as required.



Accommodation space bilge



USCG RECALLS

A search of the "USCG Recall Notice" database revealed no issues with this model.

BoatUS® TECHNICAL EXCHANGE NOTICES

A search of the BoatUS® "Technical Exchange" database revealed no issues with this model

BoatUS® CONSUMER COMPLAINT DATABASE

A search of the BoatUS® "Consumer Protection" database revealed no issues with this model.

MANDATORY STANDARDS USED

Canada Shipping Act (CSA2001) and all regulations under the Act including "Small Vessel Regulations, "Construction Standards for Small Vessels" – TP1332E and "International Regulations for Preventing Collisions at Sea, 1972 with Canadian Modifications" are mandatory.

TP1332E is mandatory to the date of manufacture and states "existing pleasure craft shall comply with this standard insofar as it is reasonable and practicable to do so". TP1332E frequently refers to and is in the process of being harmonized with ABYC® Standards.

American Boat and Yacht Council® TP1332E authorizes the use of E-10 Storage Batteries and E-11 AC & DC Electrical Systems as alternative approved standards and I have chosen this option.

US Code of Federal Regulations – For vessels to be USCG Documented or state registered, United States Code of Federal Regulations Title 33 and 46 requirements will be applied.

VOLUNTARY STANDARDS USED

American Boat and Yacht Council® – ABYC® "Standards and Technical Information Reports for Small Craft" are generally voluntary (E-10 & E-11 excepted) and accepted throughout the marine pleasure craft industry as "the" standard.

National Fire Protection Association - NFPA302 "Fire Protection Standard for Pleasure and Commercial Motor Craft" are generally a voluntary with some of its standards mandated by TP1332E.

US Code of Federal Regulations – For vessels to being exported to the United States of America, United States Code of Federal Regulations Title 33 and 46 requirements will be applied.

Note : The vessel is surveyed as found. Loose gear and accessories are neither inventoried nor inspected. Appropriate authorities should be consulted as to required safety gear to be carried for this size and type of vessel.

COMMENTS

Comments based on a specific authority are cited as such. Other comments are based on the opinion of the surveyor as being of "good marine practice". Standards used are the latest editions and may not have been in place when this vessel was built.

A : Issues in need of immediate attention.

4. Stuffing boxes – re-pack or adjust as required.
- 12b. These batteries must be considered unreliable. Load test to confirm condition or replace.
- 17b. Close a/c intake ball valve and replace clear plastic strainer cylinder.

B : Issues that may enhance safety and or value of vessel.

1. Prepare bottom and renew anti-fouling paint.
2. Re-bedding horn, deck cleats and stanchion bases will help extend life of deck core.
5. Check all spark plugs for ease of removal and condition.
9. Transport Canada TP1332E requires that all electrical equipment in a compartment containing gasoline must be certified by a product certification body or a testing laboratory as being in accordance with *SAE J1171 External Ignition Protection of Marine Electrical Devices* and/or *UL 1500 Ignition Protection Test for Marine Products*. Although this charger is marked as "Ignition Protected" it does not carry the certification required by Transport Canada or USCG.
11. This older ferro-resonant chargers are unreliable and inaccurate and may be responsible for the apparent over charging of the batteries. It is suggested that a modern "ignition protected", "smart charger" be fitted.
- 12a. ABYC "Storage Batteries" Standard E-10 and TP1332E require in part that positive terminals be protected by dielectric material and prohibits wing nuts as a means of securing conductors 6AWG and larger.
14. ABYC "Gasoline & Propane Detection Devices" Standard A-14 requires in part the installation of a gasoline fume detector in the engine compartment.
15. NFPA 302 "Fire Protection Standard for Pleasure and Commercial Motor Craft" requires the installation of a smoke detector.
16. ABYC "Fire fighting Equipment" Standard A-4 and NFPA 302 "Fire Protection Standard for Pleasure and Commercial Motor Craft" in part require that fire extinguishers and fixed fire fighting systems be inspected annually and carry tags indicating date of inspection.

Repair fire extinguisher control panel test button as required.

C : Offered for information or suggested as maintenance or upgrades.

3. Secure horn.
6. Repair rudder angle indicator.
7. The Canada Shipping Act prohibits the discharge of petroleum products. The addition of drip pans under the engines will help prevent such discharges through the bilge pumps.

- 8.** Repair or adjust plotter to show fish finder page.
- 10.** Transport Canada "Constructions Standards For Small Vessels", TP1332E requires AC and DC distribution systems not share the same panel board and if both systems share a common enclosure must have a means of clearly separating the two systems with a dielectric barrier.
- ABYC "AC and DC Electrical Systems on Boats", Standard E-11 permits AC and DC to share the same panel but requires that access to energized parts of the AC side need further use of tools.
- Ensure that such separation is fitted.
- 12b.** The current battery configuration uses both batteries for starting and house supply purposes. At anchor this configuration could leave the vessel without power in a very few hours. Consideration should be given to adding a third and isolated "house" battery.
- 13.** Ensure continuity of less than one ohm between any anode and the metal to which it is secured or to another metal in the bonding system.
- 17a.** Exercise stiff ball valve number 2 to ensure free movement.
- 18.** Installation of a bilge high water alarm is advised.
- 19.** Secure hinge on locker hatch above dinette.










VALUATION

Valuation is primarily determined through www.soldboats.com but may also be derived from consultation with knowledgeable boat brokers, personal experience, current listings and available pricing sources such as Boat For Sale Value Guide, Computer Boat Value Guide and N.A.D.A. Marine Appraisal Guide or the BUC Value Guide. Boat values vary considerably due to local market demands and significant premiums may be paid for fresh water vessels in exceptional condition. Currency conversion is done on date of survey using www.xe.com Universal Currency Converter. Valuation does not include taxes.

www.yachtworld.com Currently lists four such models asking \$11,350, \$20,914, \$36,784 and \$38,360

NADA Appraisal Guide None listed

www.soldboats.com Listed below are the sales data for all such models sold through yachtworld.com in the Great Lakes and east coast since January 2010. Note that fresh water vessels may command a significant premium over salt water vessels.

<u>Length</u>	<u>Boats</u>	<u>Year</u>	<u>Listed Can\$</u>	<u>Sold Can\$</u>	<u>Location</u>	<u>YachtWorld Mem</u>
 31'	Carver 310 M...	1995	31,424 (06/12)	31,004 (07/12)	NY, USA	Jack Regan Y...
 31'	Carver 310 M...	1995	31,004 (12/11)	28,376 (07/12)	MN, USA	Tetzlaff Yac...
 31'	Carver 310 M...	1995	26,169 (05/12)	21,019 (08/12)	NY, USA	Blue Water B...
 31'	Carver 310 M...	1995	38,781 (10/11)	26,813 (03/12)	MI, USA	Pier 33
 31'	Carver 310 S...	1995	41,934 (10/09)	39,411 (03/10)	MN, USA	Midwest Yach...
 31'	Carver 310 S...	1995	40,883 (01/13)	34,682 (02/13)	MN, USA	Watergate Ma...
 31'	Carver 310 S...	1995	38,781 (02/10)	33,631 (09/12)	IL, USA	Safe Harbor ...
 31'	Carver 310 S...	1995	36,679 (12/09)	32,580 (05/10)	MI, USA	TOWER MARINE...
 31'	Carver 310 S...	1995	29,900 (06/12)	27,000 (09/12)	ON, Can	Bronte Shore...

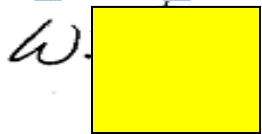
"Current fair market value" is the price, in terms of currency or its equivalent that a willing seller will accept for property from a willing buyer, neither part being under undue pressure to act in the matter. The assigned value assumes that components, systems or equipment not inspected during the survey are in serviceable condition commensurate with age.

Note : Notwithstanding deficiencies noted, the vessel is in above average condition relative to age and type.

This valuation opinion is intended for insurance and financing purposes only and is not intended to influence the purchase or purchase price of the subject vessel. The surveyor has no interest in the vessel financial or otherwise. It is the opinion of the surveyor that current fair market value of this vessel is

\$

Prepared without prejudice



Captain Wallace Gouk AMS®
 Society of Accredited Marine Surveyors® seal #757
 Transport Canada Appointed Tonnage Measurer
 Transport Canada Licensed Master
 ABYC® Certified Technician #10952
 BoatUS® Approved Surveyor