

HATHAWAY MARINE SURVEYORS

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MARINE SURVEY REPORT

07-XXXX

XXXXXXXXXX

XX November 2007

CONDUCTED BY

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Merrill Hall SAMS-AMS

PREPARED FOR:

XXXXXXXXXXXX

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Scope of the Marine Pre-Purchase Survey

The following is presented to give the survey client a clear perspective on what can and cannot be expected from a Pre-Purchase or Buyer's survey. Although a particular vessel may have a well-documented history of use and maintenance, it is in the best interests of the Client (Buyer) that the findings of the surveyor result specifically from its current state of condition and value.

Focus: The three phase Pre-Purchase marine survey is an in-depth investigation of the vessel's structure, machinery, internal and external systems, and equipment that directly or indirectly affects the safety of the vessel and its passengers, the vessel's financial value, and its ability to meet the Client's expectations.

Under ideal circumstances, the marine survey consists of three distinct phases:

Phase I: Ashore with full access to the underwater body. Much of the survey is done out of the water. However some testing of systems and verification of certain components, such as sea valves and stuffing boxes can only be done while afloat.

Phase II: Afloat with all tanks filled and all systems operating. Propulsion machinery is operated, but in a static mode only and not under load. The integrity of sea valves and hull penetrations can be verified. Certain auxiliary systems can also be run, but only to a limited degree.

Phase III: Sea trial underway with all machinery and systems operating. Sea trials are at the request of the Client with the vessel operated by the owner or the owner's authorized agent. Propulsion machinery is operated under load where all systems and components can be tested under actual sea conditions.

Limitations: Certain elements of the hull, deck, equipment, machinery, plumbing, electrical systems, can only be inspected by removal of bulkheads, headliners, tanks, joiner work, etc. This would be destructive in nature, prohibitively time consuming and expensive to restore. Components requiring access of this nature and/or disassembly will not be inspected and no destructive or invasive methods will be used during the survey process. Complete evaluation of certain systems can only be made through disassembly and/or continuous operation. In instances where this is apparent or where other conditions preclude a full inspection, these limitations will be noted in the report findings. It must be understood that ships' systems and components have a limited useful life in the marine environment and often give no visible or other indication of deterioration or impending failure.

Hull and Deck: The major structures of the vessel are closely inspected using non-destructive methods. Hull penetrations, sea valves, rudder attachments, internal structural members, deck hardware and the hull/deck join are some areas of concentration. On fiberglass vessels, a combination of mechanical sounding and electronic moisture detection may be used to indicate the condition of laminates or the presence of "active" osmotic blistering. It must be understood that this is a non-exact science and that the data so produced is only an indication of what may be reality. Where questionable conditions exist, it will be recommended that invasive methods be used for a more exact assessment.

Canvas work: All are considered to be in average condition for age with normal wear and tear. Canvas products such as dodgers, sail covers, boom tents, etc, are most often visually inspected "in position".

Electronics and electrical equipment: These are tested by powering up and observing function with no calibrations or adjustments made. Inspection is limited to the external condition of wiring, panels, and connections and their appropriateness for service. Storage battery load testing is best performed during the sea trial (Phase III). When the surveyor's limited visual inspection raises questions regarding compliance to accepted standards, the recommendation will be made to employ a qualified technician for a thorough inspection, since compliance to these standards is a critical safety issue.

Machinery: No mechanical tests are performed and no fluid samples are drawn or analyzed. The visual inspection only focuses on the installation and external condition of machinery and accessories. Propulsion and rudder shafts are not drawn for inspection of packing and bearing surfaces and the inspection of flexible piping and hoses is limited to the condition of their external casings, attachments, and appropriateness for service. Special attention is given to shaft logs, stuffing boxes, cutless bearings, and fuel and exhaust systems. This is not to be considered a complete mechanical inspection. A qualified marine mechanic, experienced with brand specific machinery, should be employed to fully evaluate engines and generators.

Safety Equipment: Inspection is directed at the condition and appropriateness of PFDs, life rings, signaling devices, flares, radar reflectors, life rafts, fire fighting devices, etc. and their compliance to current codes and USCG/CFR requirements.

Galley Stoves & Cabin Heating: LPG, CNG, petroleum, alcohol, and solid fueled appliances are closely inspected for installation, condition and compliance to NFPA & ABYC standards.

Standards: Where applicable, the surveyor will employ the current standards of the American Boat and Yacht Council (ABYC) July 2007, and the National Fire Protection Association (NFPA) section 302 (2004). **Note:** It should be understood that Insurance underwriting standards vary among insurers and may or may not be known to the surveyor. It is the duty of the Client to obtain a clear definition of expectations from the insurance underwriter.

“M/V XXXXXXXXX”

SURVEY DATE: XXXXXXXXX
YEAR BUILT & MODEL: Carver 366
VESSEL TYPE: FRP Fly bridge Aft Cabin
VESSEL MANUFACTURER: Carver
MANUFACTURER LOCATION: Pulaski, WI
DESIGNER: Carver
HULL IDENTIFICATION NUMBER: XXXXXXXXXXX
VESSEL HAILING PORT: N/A
OFFICIAL NUMBER: XXXXXXXXXXXXX
GROSS TONNAGE: 20
NET TONNAGE: 16

Vessel Specifications:

LOA: 36'11"	LWL: N/A	BEAM: 13'2"
DRAFT 3'2"	DISP: 21,800 lbs.	CLEARANCE 17'10"

Note: The above vessel specifications are taken from manufacturer's published data or have been supplied by others. No measurements or calculations were made by the surveyor, unless otherwise noted.

Construction:

Hull: Partially cored Fiberglass Reinforced Plastic (FRP)
Deck: Partially Cored FRP
Cabin Top & F/B: Partially Cored FRP

Tankage (US gallons):

Water: 70	Sewage: 36	Fuel: 196
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Accommodations:

Cabins: 3	Berths: 6	MSD: Yes	Galley: Yes
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Main Engines:

Type: Inboards	Fuel: Gasoline
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On XXXXXXXXXXXXXXXXXXXX, the undersigned surveyors attended upon the subject vessel, while ashore in winter lay-up at XXXXXXXX, ME, for the purpose of conducting a condition and value survey for insurance underwriting purposes, financial evaluation and pre-purchase consideration.

The weather conditions during the past 3-4 days have been mostly clear with temperatures ranging from a low of 27 degrees to a high of 38 degrees.

DESIGN/CONSTRUCTION/STRUCTURES:

Note: The ▼ symbol is used, in the text of the survey, to indicate a condition that is covered under the **RECOMMENDATIONS/ SUGGESTIONS/DEFFICIENCIES** section. The 📷 symbol is used to indicate a photo is available in the **PHOTOGRAPHS** section of the survey.

Observations:

Sideshells: Appear to be original – some minor scuffs from the fenders, along with a few minor scratches – these areas should “clean up” to satisfactory condition.

Underwaterbody: Surfaces are smooth and in good order

Weather decks, Cabin Top & F/B: Appear to be original and are in good cosmetic condition

Structural Strength of hull: Appears to be original with no areas of damage or obvious repairs noted.

Findings:

The hull is of the pronounced flare, hard chine, moderate vee, full keel, twin screw, planing form with spade rudders.

The vessel’s hull is constructed of a partially cored fiberglass reinforced plastic (FRP) molding, stiffened with “glassed-in” bulkheads, structural members, joinery flanges, and fittings. The deck/cabin top is a single unit FRP “sandwich” molding with stiffness and strength provided by an internal lightweight core of unverified material.

Random portions of the exterior underwater body, exterior side shells, and exposed exterior portions of the deck structure were “sounded” by means of steel and phenolic hammers, inspected visually and with a portable non-destructive electronic moisture meter. The moisture meter was used to obtain multiple readings on the vessel’s side shells, underwater body, and deck casting.

Note: The meter commonly used by HMS is a TRAMEX “Skipper” set on Scale #1 with readings taken on the “relative” scale. We consider readings of less than 30 to be generally acceptable in most cases while readings in the 50-100 range are cause for concern.

Moisture content of the laminate was found to be within acceptable limits except as noted below ▼:

1. Areas of the swim platform, with scattered small areas of non-lamination.
2. Areas of the anchor mount and windlass, with no clear indications of non-lamination.

Note: The full extent of moisture entrapment and non-lamination can only be determined by “opening” the area.

The vessel's hull and deck structures were examined externally and internally (where accessible) and found to be in acceptable structural condition. The underwater body shows no evidence of hard grounding, stranding or a similar damaging event. The underwater body areas are in acceptable structural condition; the surfaces are smooth and, where visible, do not show signs of active osmotic blisters.


Note: Due to the presence of bottom paint, close examination of the underwaterbody was not possible. Our inspection for osmotic blisters is limited to those that would be in an "active" state only. Inactive blisters or areas of blister repairs can only be determined by removing the bottom paint to expose the underwaterbody gelcoat surfaces.

The internal athwartship bulkheads and structural members appeared to be adequately attached at hull intersections. Tabbing, where visible for examination, was found to be in acceptable condition. The reinforcements at the stem, keel, shelves and transom areas appeared, where available for examination, to be in acceptable condition.

The hull to deck casting join was examined and found to be even, well fitted and weather tight.

The bilges were found to be clean and dry where accessible.

The vessel's seavalves/seacocks were visually inspected and operated and found to be in generally acceptable condition with the exception of the seacock serving the forward AC unit (raw water intake) ▼.

Guardrails/lifelines and bases were visually inspected and side-loaded and found to be in acceptable condition with the exception of the portside handrail leading from the swim platform to the transom gate ▼ 

Mooring cleats and chocks were inspected and appeared to be in acceptable condition.

Loose floorboards were moved, lockers opened, and drawers removed for the best inspection of the internal hull laminates and bilge areas. The cabin areas are finished with interior joiner work, sheathing, tankage and liners that preclude access to many areas of the hull. However, in those areas that could be sighted, no FRP non-lamination or serious structural interruptions were observed.

PROPULSION MACHINERY:



Port Engine



Starboard Engine

Type: Twin inboards
Model: 8.1 Gi

#Cylinders: Eight
Cooling: Fresh water
Ext. Strainers: Yes ▼ 📷
Drive Type: Direct via reverse gear
Stuffing Box: Water cooled – dripless 📷
Cutless Brgs: ▼
Fuel Filters: 2 – RACOR
Tank Mat'l: Aluminum (two tanks)
Fuel Cap: 196 USG (total)
Ventilation: Acceptable – natural & 12VDC
Engine Hrs: 438 Reported

Make: VOLVO PENTA
Serial #: XXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXX
HP @ RPM: 375 @ 4600-5000
Seacocks: ▼
Int. Strainer: Yes
Shaft: 1-1/2" stainless steel
Propeller: 4 blade 22 X 26
Struts: Acceptable
Exhaust: Wet Type
Exh. Hoses: Acceptable
Riser: Acceptable

Findings:

The main engines appear to be original, and are in good cosmetic condition. The engine spaces are neat and clean and appear to be well maintained.

The vessel's port side cutless and intermediate bearing, both propeller shafts, both propellers and struts were examined and found to be in acceptable condition. The starboard cutless bearing and intermediate bearing both exhibit excessive clearance ▼ 📷. There appears to be some rust staining at the point where the starboard propeller shaft enters the hull. ▼ 📷

The "dripless" stuffing boxes and flexible hose sections appear to be in acceptable condition. 📷

The engine exhaust system was examined and appeared to be gas tight and well secured.

The engine controls demonstrated normal operation. Engine instrumentation includes tachometers, voltmeters, temperature gauges, oil pressure gauges, fuel gauge, alarms and an hour meter. The engine fluid levels were found to be proper and no exterior leaks were observed. Tension on engine pulley belts is acceptable. The engine wiring and wire connections appear to be in good order.

The fuel tanks are located outboard in the machinery space and are adequately secured, valved, labeled, grounded, and vented. Fuel fill and supply hoses are in acceptable condition (USCG type A B).

The engine was not operated during this survey. No opinion is expressed.

SEA TRIALS:

Once fully commissioned, the vessel should be sea-trialed and the propulsion machinery and systems subjected to the following tests:

- A. 60 minutes at normal cruising engine revolutions.
- B. Full power trials (maximum engine revolutions).
- C. Engine exhaust system check
- D. Emergency stop.
- E. Hard over to hard over (steering systems test).
- F. Steering astern.
- G. Engine Instrumentation checks.
- H. Operation of marine electronics and navigation gear.
- I. Demonstration of electrical systems.
- J. Demonstration of bilge pumping system(s).
- K. Demonstration of potable water system.
- L. Demonstration of marine sanitation systems.
- M. Demonstration of engine controls system.
- N. Demonstration of galley equipment.
- O. Demonstration of heat/air conditioner

Accommodations:

Cabin Spaces:	Neat and clean	Berths:	Six
Water Cap:	70	Tanks/Material:	1/plastic
Manual pump(s):	No	Shower:	Yes
12VDC pump(s):	Yes	Water Heater:	120VAC
Sewage Cap:	36 (with tank level indicators)	Tank/Material:	Plastic
MSD Type:	Vacu-flush	Make:	SEALAND
USCG App'd:	Yes	Deck Pump-out:	Yes
Galley Stove:	PRINCESS 2 burner 110VAC	Misc:	BLACK & DECKER coffee maker SHARP Microwave
Cabin Heater:	MARINEAIRE Heat/air conditioner	Type/Fuel:	110VAC
Refrig/Freezer	NOVA KOOL		

Findings:

The vessel's cabin spaces are in good cosmetic condition and appear to be well maintained and indicative of good housekeeping. The berth cushions and interior fabrics are in good condition. There are a few minor stains on exterior fabrics.

The potable water tank is located below the aft stateroom berth. The system appears to be complete. The hoses and connections appear to be in satisfactory condition.

The galley stove appears to be in satisfactory condition but was not operated. The marine toilets were not operated. Water pumps were successfully operated (dry operation only).

Bilge Pumping/Dewatering

- 3 12VDC pumps with float switches mounted in bilge void
- 1 High water alarm

ELECTRICAL:

- | Qty | 12VDC Electrical Components |
|------------|--|
| 2 | Engine Driven Alternators |
| 5 | 12VDC Storage Batteries |
| - | Acid Proof Battery Boxes with securing straps (NFPA 302 9.3) |
| 3 | Safety Disconnect Switches |
| - | Circuit Breaker Panels |

- | Qty | 120VAC Electrical Components |
|------------|--|
| 1 | Dockside 120VAC Power Cord |
| 2 | Fixed Battery Chargers |
| 1 | Electrical Distribution Panel with Circuit Breakers |
| 1 | Auxiliary Generator – KOHLER 7.3 KW; Serial # XXXXXXXX |
| - | GFI devices |

Findings:

The wiring system appears to be original and, where available for examination, was found to be in acceptable condition.

FIRE PROTECTION:

Fire Extinguishers

- 2 Portable Type B:C
- 1 Fixed – Main Engine Space

Findings:

All extinguishers require re-certification ▼.

It is suggested that each of the vessel's compartments (including the cockpit and flying bridge) be provided with a readily accessible approved fire extinguisher. Those fire extinguishers servicing the cabin spaces should include "Class A" capability. ▼

STEERING SYSTEM:

Findings:

The vessel's rudders and steering gear were examined. The rudders are sound and well attached. The stuffing boxes and collars are in generally acceptable condition ▼

The rudders are controlled by a single station hydraulic system; this appears to operate properly and is in good serviceable condition.

The system is supported by an autopilot.

GROUND TACKLE:

- 1 Plow type anchor with a good amount of chain.
- 1 Manually & 12VDC operated windlass – MAXWELL

Findings:

In general, the ground tackle is in acceptable condition.

The windlass appears sound and demonstrated normal non-loaded operation.

EQUIPMENT

ELECTRONIC AND NAVIGATIONAL GEAR

- 1 Compass – RITCHIE
- 2 VHF Radios – HORIZON "Spectrum" and STANDARD "Horizon"
- 1 Horn
- 1 Chart Plotter – FURUNO "NAVNET C-Map"
- 1 Radar – FURUNO "NAVNET"
- 1 Depth Sounder – INTERPASE "Twin Scope" forward scanning sonar
- 1 Autopilot – SIMRAD
- 1 GPS – FURUNO "RD-80"
- 1 Bow thruster
- 1 FIRST MATE Emergency system

EMERGENCY AND LIFESAVING EQUIPMENT

- 1 CO detector
- Bilge blowers

MISCELLANEOUS EQUIPMENT

Set	Hydraulic trim tabs ▼
Assorted	Fenders
1	Cabin Heater/Air conditioner "MARINEAIRE"
1	BIMINI with full enclosure
1	Central vacuum system
1	"Flex screen" TV/AV in forward cabin
Set	Cabin curtains
2	PANASONIC TV sets
1	Concept stereo system
1	CLARION CD/stereo system
4	12VDC fans

EQUIPMENT TESTING:

Item	Tested	Notes
Navigation Lights:	√	OK
Steaming Light:	√	OK
Anchor Light:	√	OK
Courtesy Lights:	√	OK
Cabin Lights:	√	OK
Refrigeration	√	OK AC/DC
12VDC water pump	√	OK Dry operation only
12VDC bilge pump	√	OK Dry operation only
Horn	√	OK
VHF Radios	√	*
GPS /Chart Plotter	√	*
Radar	√	*
Depth Sounder	√	*
Autopilot	√	*

* = "Power Up" Test Only √ = The item Was tested X = The Item was Not tested

▼ RECOMMENDATIONS/SUGGESTIONS/DEFFICIENCIES:

Section A:

1. The starboard propeller shaft cutless and strut bearings exhibit excessive clearance that is not seen on the port shaft. Determine the cause, replace the bearings, and make repairs/adjustments as required.
2. Free up/lubricate/overhaul the "frozen" seacock associated with the forward AC unit's raw water intake.
3. Secure the loosened (portside) outboard grab rail at the transom boarding gate. 📷 This is a possible safety hazard.

Section B:

The following recommendations are required for the vessel to comply with USCG regulations and the Code of Federal Regulations (CFR)

- a. Provide a valid State Registration or Federal Documentation.
2. The following required items were not observed aboard the vessel:
 - a. One (1) USCG approved ring buoy (or “horseshoe” type) (33 CFR 175.15) (46 CFR 180.70) stowed on deck near the helmsman station and immediately available. Required on recreational vessels 16’ and over.
 - b. A USCG approved life preserver (PFD) for each person aboard stored in a readily accessible location (46 CFR 180.25).
 - c. USCG approved, and currently dated, day and night time distress signals (33 CFR 175.110) stowed in a readily accessible location.
3. Service fire-fighting equipment as required (46 CFR 25.30). No indicated date of service in last 12 months.

Section C:

The following are generally considered maintenance items and should be addressed in the near future for the long-term preservation of the vessel.

1. Remove ice from the aft head compartment. 📷
2. Ensure that the vessel and all of her systems are properly winterized.
3. Re-bed the anchor roller mount and the windlass to stop further entry of moisture. 📷
4. Monitor the swim platform for moisture and non-lamination. Make permanent repairs when and if required. This is not a structural liability at this time.
5. The vessel’s 12VDC batteries were aboard at the time of survey and were being continuously charged. Verify their condition for continued service.
6. Make the trim tabs operable.
7. Replace the deteriorated seal serving the 110VAC power cable locker cover. 📷

Section D:

The following Notes and Suggestions are consistent with good marine practice & prudent seamanship.

1. Note: The following generally recommended items were not observed aboard the vessel:

- a. A radar reflector with provisions made so that it can be carried as high above sea level as is practical.
 - b. A marine first aid kit.
 - c. Corrected charts and publications, as required, to cover the operating area.
2. All valves should be tagged or labeled to indicate function. Damage control plugs on lanyards should be installed in way of each through-hull penetration below the vessel's sheer line.
3. Provide fire extinguishers for the cabin spaces that have "Class A" capability.
4. Carry out sea trials as outlined in text of the survey.
5. Replace broken latch on refrigerator door. 📷
6. Remove barnacles and sea-growth from all raw water intake strainers, propeller shafts, rudders and struts.
7. Determine the source of the rusty/discoloration appearing at the starboard propeller shaft where it exits the hull. 📷 Make repairs if warranted.
8. Remove the accumulation of marine growth from the underwaterbody, rudders, shafts, etc. 📷
9. Monitor the plastic through-hull fitting on the port side amidships that exhibits surface deterioration due to ultra violet rays 📷. Replace when and if required.
10. Determine the source of the discoloration at the port and starboard drains. Make repairs if warranted.
11. Suggestion: Sanitize the domestic fresh water system.
12. Suggestion: Cover the vessel during the winter lay-up period.
13. Suggestion: Provide a storm anchor with separate chain lead and rode.
14. Suggestion: Provide a secondary anchor with separate chain lead and rode.
15. Suggestion: Equip PFDs with water lights, whistles, and retro-reflective tape and identify each with the vessel's name.
16. For the Record: There are some minor carpet stains.
17. For the Record: There is a "scratch" on the port side wing door.
18. For the record: There are some minor gel coat chips in way of the main cabin entrance 📷

19. For the record: The seacocks serving the raw water intakes for the main engines are not readily accessible. Provisions should be made so that the valves can be operated in the event of a hose failure.

VALUATION:

Eight Carver 366 Aft Cabins are listed as sold on “soldboats.com” during the past 23 months (all manufactured in 2003) with an average selling price of **\$XXXXXX USD**. (The range was \$XXXXXXXXXXXXXX. This is an average of 95% of their asking prices. There are thirteen 2003 Carver 366 for sale on “yachtworld.com”. Using the 95% average of the sold boats, the average selling price of the yacht world boats would be **\$XXXXXX USD**.

The **ESTIMATED MARKET VALUE** of the vessel is approximately, in the opinion of this office, **\$XXXXXXXXXXXX to \$XXXXXXXX USD**. Market value is based upon the observed conditions of the vessel **“as is-where is” and without completion of work or correction of deficiencies** in the *Recommendations/Suggestions/Deficiencies* section of this survey.

MARKET VALUE is hereby defined as the most probable selling price in a competitive and open market under all conditions requisite to a fair sale, and where the buyer and the seller, is each acting prudently and knowledgeably, and with the assumption that the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale on a specified date and the passing of title from seller to buyer under conditions whereby:

1. Buyers and sellers are under no duress.
2. Both parties are well informed and acting in what they consider to be their own best interests.
3. A reasonable time is allowed for exposure in the open market.
4. Payment is made in cash or its equivalent.
5. Financing, if any, is on terms generally available in the community at the specified date and typical for the vessel type in its locale.
6. The price represents a normal consideration for the vessel sold unaffected by special funding amounts and/or terms, services, fees, costs of credits incurred in the transaction.

The **ESTIMATED REPLACEMENT VALUE** of the vessel, as equipped, is approximately **\$XXXXXXUSD**. For the purpose of this survey, replacement value is defined as the cost of replacing the subject vessel with a new equivalent vessel with identical or equivalent capabilities, equipment and gear.

SUMMATION:

This survey was performed for the exclusive use of Jean Dion and indicates the condition of the vessel as of 26 November 2007 and is based on our opinion of the facts presented and discovered with no warranty either specified or implied. Defects not to be found without opening or removal of sheathing, joiner work, tankage, deck covering, plumbing, wiring, or other parts of the vessel are not intended to be covered by this report.

If this survey does not discuss a specific item, piece of equipment or machinery, it is not covered by this survey.

The main engines were not evaluated other than as mentioned in the text of the survey and the client is advised to have an independent machinery survey conducted and a thorough sea trial performed.

Limitations: This survey does not contain findings that would result from a thorough sea trial as outlined in the text of the survey. The actual performance of the vessel and its machinery, seawalves and systems, that require evaluation afloat and underway, is not known and is therefore beyond the scope of this survey.

The undersigned certifies:

1. That the surveyors have personally surveyed the subject vessel.
2. That the surveyors have no past, present, or prospective, direct or indirect interest in the vessel or in the use of this survey.
3. That the surveyors' employment is not in any manner contingent upon returning findings in any specified or implied amount or condition or otherwise contingent upon anything else other than the delivery of this survey.
4. That, to the best of the surveyors' knowledge and belief, all of the statements and opinions contained in this survey is correct.
5. The undersigned surveyors took all photographs submitted with this report, during the course of the survey, unless indicated otherwise.

This survey is subject to the following underlying assumptions and qualifying and limiting conditions:

1. Responsible ownership and competent management are assumed.
2. No responsibility is assumed for matters involving legal, warranty, documentation, or title considerations.
3. The information identified in this survey, as being furnished by others, is believed to be reliable, but no responsibility for its accuracy is assumed.
4. The surveyors are not required to give testimony or attendance in court by reason of this survey, unless written arrangements have been previously made.

Confidentiality: This document, in its entirety, is the sole property of the client. Hathaway Marine Surveyors' staff will not discuss the specific information contained herein, with third parties, without the written permission of the client.

HATHAWAY MARINE SERVICES, INC.

SURVEYOR SIGNING WITHOUT PREJUDICE
FOR THE CORPORATION

PHOTOGRAPHS



Ice in Aft Stateroom Head Area



Deteriorated Cover Seal at Power Cord Storage Locker



Starboard Propeller Shaft – Note Discolored Drippage



Starboard Propeller Shaft Log



Port Propeller Shaft Log



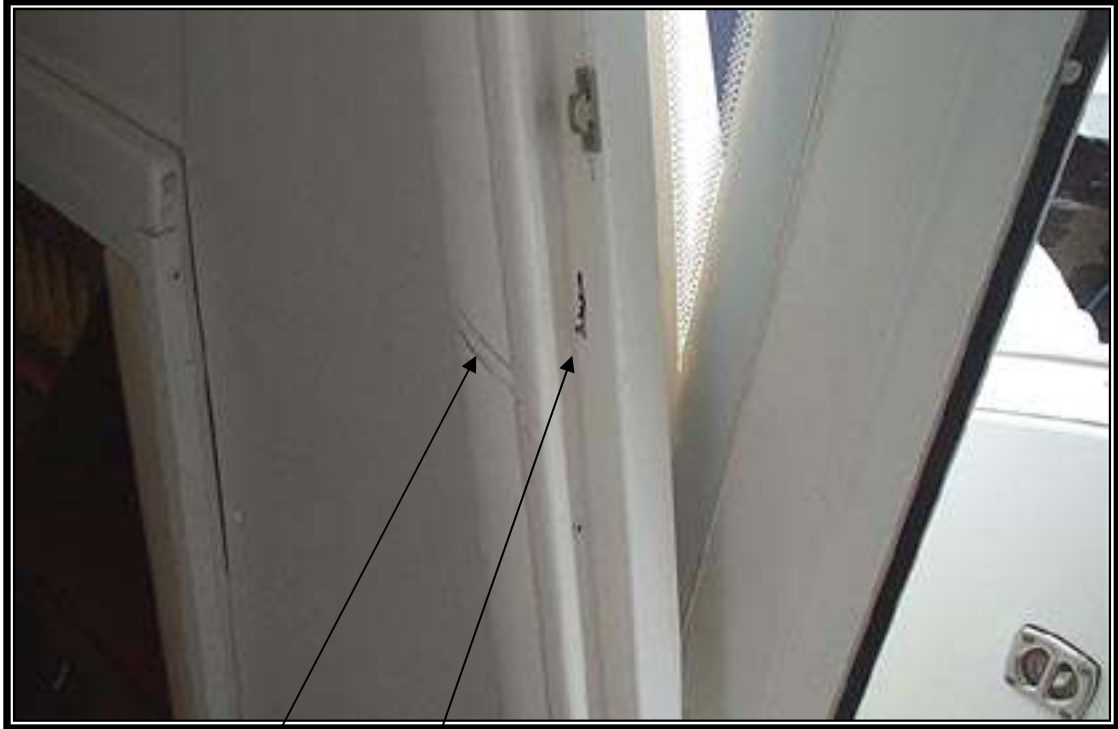
Note Accumulation of Barnacles



Small Areas of Elevated Moisture Meter Readings



Loose Hand Rail



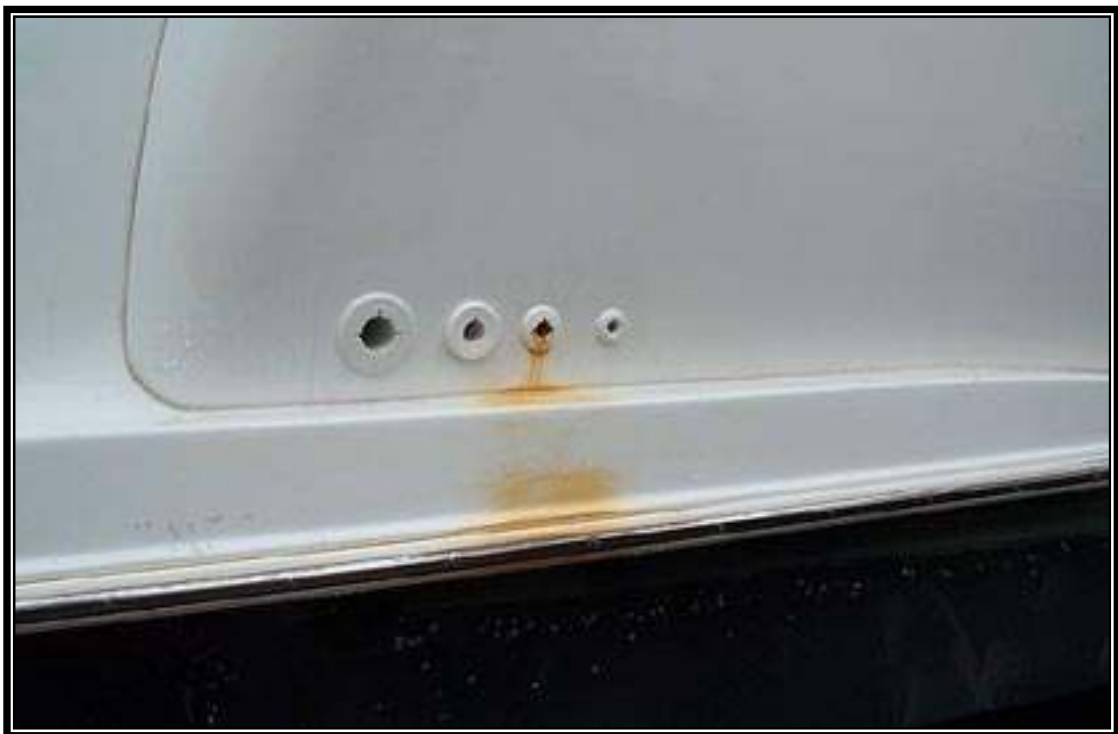
Scrape & Chipped Gelcoat at Cabin Entrance



Broken Refrigerator Handle



Discoloration at Portside Drain – Through-Hull Showing UV Deterioration



Discoloration at Starboard Drain



Engine Batteries



Chain Locker



Official Number Placard



Forward A/C Unit



Water Heater & Water Tank



Auxiliary Generator



Forward Cabin



Galley to Starboard



Dining Table to Port



Fwd Head – Note Antifreeze



Aft Cabin





Engine Space – Electrical Systems & Fire Suppression



