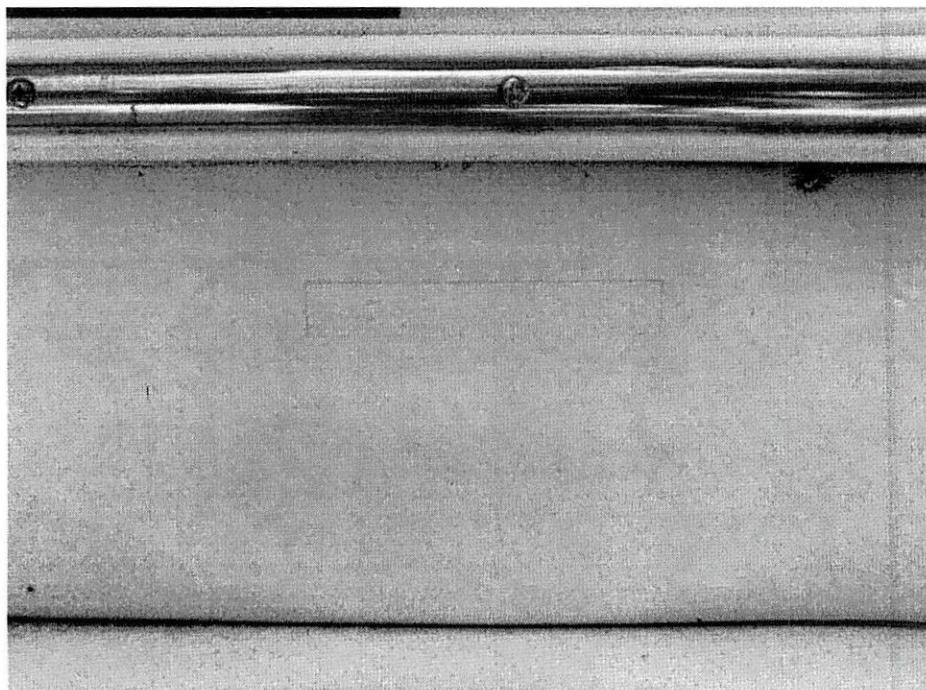
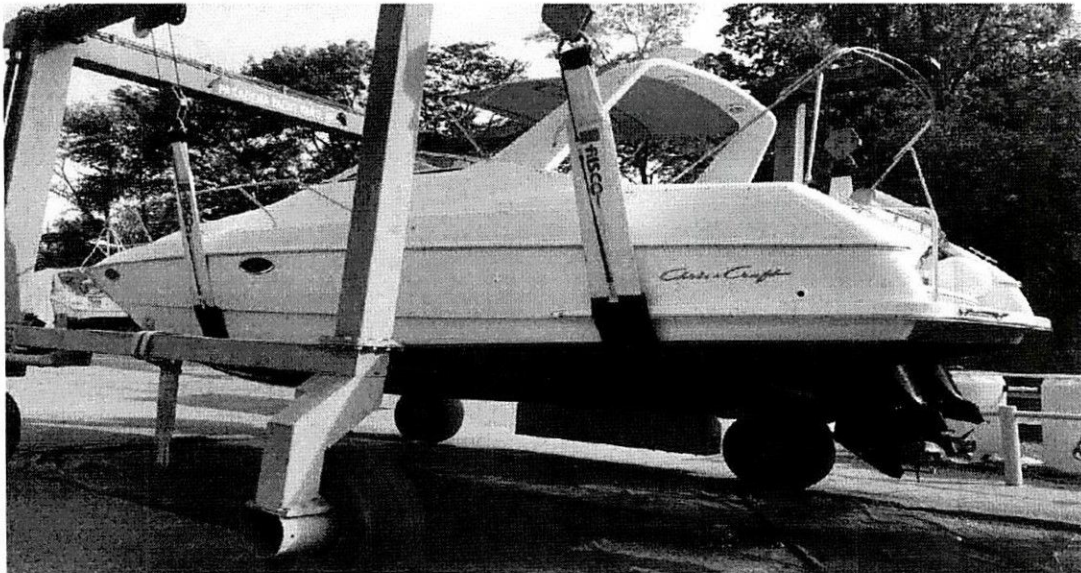


CORSICA RIVER MARINE SURVEYS, LLC

Marine Surveys & loss Investigations
SERVICING THE ATLANTIC EAST COAST

SURVEY FOR DONATION



FILE DATA	
Client	██████████
Address	██████████ ██████████ ██████████ ██████████
Cell	
Email	██████████@██████████.██████████
Date survey written	July 22nd
Date survey performed	July 21st, 2026
Vessel Name	Unknown
Hailing Port	Annapolis, Maryland
Year, Make & Model	1993 Chris Craft Crown 322
Hull ID	CCBFT153C393
Doc/Registration #	Unknown
LOA	32 ft
Beam	11 ft
Hull Material/Design	FRP/Cruiser
Fuel Type & Engine HP	Gasoline, 325hp/engine(s)

SCOPE OF MARINE SURVEY

UNLESS THE CONDITION AND/OR CHARACTERISTICS OF THE VESSEL REQUIRED OTHERWISE, THE SCOPE OF THE ATTACHED MARINE SURVEY WAS IN ACCORDANCE WITH THE SURVEY WORK ORDER AND GENERALLY CONSISTED OF THE FOLLOWING. ANY CHANGES TO THE SCOPE OF THE SURVEY ARE REFLECTED IN THE ATTACHED REPORT OF MARINE SURVEY. CONDITIONS FOUND DURING THE SURVEY MAY HAVE DICTATED MINOR CHANGES IN SCOPE. HOWEVER, SURVEYOR HAS ENDEAVORED TO ADVISE CUSTOMER OF ANY CHANGES IN SCOPE THAT ARE NOT MINOR WITH RESPECT TO THE GENERAL CONDITION OF THE VESSEL.

SURVEYOR HAS ONLY CONDUCTED A VISUAL, NON-DESTRUCTIVE AND NON INTRUSIVE INSPECTION OF ALL READILY ACCESSIBLE PORTIONS OF THE VESSEL'S STRUCTURE AND EQUIPMENT. ALL MEASUREMENTS WERE TAKEN FROM THE MANUFACTURERS LITERATURE, PLATES ABOARD THE VESSEL, OR RECOGNIZED REFERENCE MATERIAL. UNLESS OTHERWISE INDICATED NO ACTUAL MEASUREMENTS WERE TAKEN.

- 1). OPERABLE ONBOARD SYSTEMS WERE STARTED BUT NO TESTING UNDER CONTINUOUS LOADS WAS CONDUCTED.
- 2). EXTRA EQUIPMENT AND INVENTORY ARE NOTED, BUT NO ATTEMPT WAS MADE TO LIST ALL THE VESSEL'S SPARE PARTS OR PERSONAL INVENTORY.
- 3). IF SAFETY EQUIPMENT IS NOT STORED CORRECTLY OR IS NOT READILY AVAILABLE, IT WAS DEEMED NOT TO BE ABOARD THE VESSEL.
- 4). ANY MOISTURE READINGS WERE TAKEN WITH EITHER OR BOTH THE "SOVERIGN MOISTURE MASTER" OR "ELECTROPHYSICS" MOISTURE METERS. WHEN VESSELS ARE WET OR HAVE BEEN RECENTLY HAULED, MOISTURE READINGS CANNOT BE CONSIDERED RELIABLE. THE ONLY ACCURATE METHOD TO DETERMINE MOISTURE CONTENT AND LAMINATE CONDITION IS TO OBTAIN A "LAMINATE PEEL" WHERE EACH INDIVIDUAL LAMINATE IS EXPOSED AND THE MOISTURE CONTENT MEASURED. THIS WAS NOT DONE AND WAS NOT SPECIFICALLY REQUESTED BY THE CUSTOMER.
- 5). THIS SURVEY DOES NOT PRODUCE AN EVALUATION OF THE CONDITION OF THE INDIVIDUAL FIBERGLASS LAMINATES. INVASIVE INSPECTION BY EITHER A CORE SAMPLE OR "LAMINATE PEEL" IS THE ONLY MEANS OF ACCURATELY DETERMINING THE CONDITION OF THE FIBERGLASS LAMINATES AND THIS HAS NOT BEEN DONE.
- 6). REINFORCED PLASTICS ARE KNOWN TO BE UNSTABLE. SURVEYOR IS NOT ABLE TO DETERMINE THE NATURE OF THE PLASTICS AND REINFORCEMENTS OF WHICH THE HULL IS MADE. THEREFORE SURVEYOR CANNOT GUARANTEE THE STABILITY OR PERFORMANCE OF THE LAMINATE. WARRANTIES ON THE HULL ARE ONLY PROVIDED BY THE MANUFACTURER. IF THERE ARE ANY QUESTIONS ABOUT EXISTING WARRANTIES, THE MANUFACTURER SHOULD BE CONSULTED. ALTHOUGH SURVEYOR HAS MADE REASONABLE EFFORTS TO DETERMINE THE PRESENCE OF BLISTERS (SHORT OF DESTRUCTIVE TESTING), AND WHETHER BLISTERS WERE OR WERE NOT FOUND, THIS DOES NOT MEAN THAT BLISTERS WILL NOT DEVELOP AT A LATER DATE. BLISTERS MAY DEVELOP OR APPEAR AT ANY TIME, WHERE PREVIOUSLY THERE WERE NONE. LATENT BLISTERS OR BLISTERS IN THE VERY EARLY STAGES OF FORMATION, OR BLISTERS WHICH ARE DEPRESSURIZED AND DEFLATED MAY ALSO EXIST, AND WERE NOT BE DETECTABLE BY ANY MEANS AVAILABLE TO THE SURVEYOR.
- 7). NO ATTEMPT WAS MADE TO LIST ALL SCRATCHES, SCRAPES AND BLEMISHES THAT CAN BE CONSIDERED NORMAL WEAR AND TEAR.
- 8). THIS SURVEY SHOULD NOT BE CONSIDERED TO CONTAIN AN EVALUATION OF THE INTERNAL CONDITION OR RELIABILITY OF THE ENGINES, OUTDRIVES, GENERATOR, ELECTRICAL SYSTEM AND TRANSMISSIONS. IT IS RECOMMENDED THAT CUSTOMER RETAIN A QUALIFIED ENGINE SURVEYOR. SHAFTING WAS NOT REMOVED FOR INSPECTION. LOWER UNIT DRAIN SCREWS ON OUTBOARDS AND OUTDRIVES WERE NOT REMOVED AND FLUID WAS NOT INSPECTED OR TESTED BY SURVEYOR.
- 9). THE FUEL, WATER AND HOLDING TANKS WERE VISUALLY INSPECTED ONLY. NO HYDRO OR PRESSURE TESTING WAS CONDUCTED. TANKS WERE NOT FILLED TO CAPACITY.
- 10). ELECTRICAL PANEL BOARDS WERE NOT OPENED UNLESS OTHERWISE NOTED.
- 11). SURVEYOR'S REPORT CONTAINS SURVEYOR'S OPINIONS AND OBSERVATIONS DRAWN FROM EXPERIENCE AND TRAINING AS APPLIED TO THE VESSEL'S INTENDED USE AND ASSUMING A COMPETENT CREW AND ROUTINE MAINTENANCE SCHEDULE. IN THE REPORT, THE WORD "APPEARS" INDICATES THAT A CLOSE INSPECTION OF A PARTICULAR SYSTEM OR COMPONENT WAS NOT POSSIBLE DUE TO CONSTRAINTS IMPOSED UPON THE SURVEYOR AT THE TIME OF SURVEY. THE WORD "SERVICEABLE" INDICATES SUFFICIENT FOR A SPECIFIC PURPOSE. THE REPORT HAS BEEN ISSUED SOLELY FOR CUSTOMER'S USE. ANY TRANSFER, CHANGES OR SUPPLEMENTS WILL ONLY BE VALID IF AUTHORIZED BY THE SURVEYOR. NO GUARANTEES OR WARRANTIES (EXPRESS OR IMPLIED) OF ANY KIND HAVE BEEN OR SHALL BE CONVEYED BY SURVEYOR OR BY SURVEYOR'S REPORT.

THE FOLLOWING REFERENCES WERE USED WHEN CONDUCTING THE SURVEY:

- A) MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG) UNDER THE AUTHORITY OF TITLES 33 AND 46 OF THE CODE OF FEDERAL REGULATIONS (CFR).
- B) VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (A.B.Y.C.).
- C) EFFECTIVE STANDARDS ISSUED BY THE NATIONAL FIRE PROTECTION ASSOCIATION (N.F.P.A.).

VALUATION	Given a willing buyer and seller, a market value of <u>(\$35,000)</u> should be realized for this vessel.
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SECTION	INTRODUCTION
<i>Purpose of Survey</i>	The expressed purpose of this assignment is to assess the overall condition and value of vessel for donation purposes. This report is not meant to detail inventory and apparatus functions. Report is not meant to make a purchasing decision.
<i>Conditions of Survey</i>	Weather: Sunny Chop: N/A Water temp: N/A
<i>People in Attendance</i>	Surveyor: Travis Palmer Owner: YES
<i>Standards and References Used</i>	The mandatory standards promulgated by the United States Coast Guard (USCG), under the authority of Title 46 United States Code (USC); Title 33 and Title 46, Code of Federal Regulations (CFR), and the voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC), and The National Fire Protection Association (NFPA) have been used as guidelines in the conduct of this survey.
<i>Vessels General Description</i>	The vessel is a twin-engine pleasure boat with overnight amenities.
<i>Limitations of Inspection</i>	The inspection does NOT include engines or drive inspection other than visually and electronically. Findings were for day of inspection only. Vessel inspected on land only
<i>Valuation Methodology & Assumptions</i>	The above stated Market Value reflects the condition of the vessel at the time of survey and assumes that the propulsion engines are in serviceable condition and does not need major repair or replacement. This value also assumes that portions of the vessel that were not accessible for inspection or were not able to be operationally tested have no damage and are in serviceable conditions. The vessels market value was derived by comparison of this vessel with the average of recent actual sales data of the same model vessel of similar age found on, www.yachtworld.com , www.boattrader.com , www.soldboats.com and other sources. Wear and tear, were taken into consideration.

SECTION 1	CONSTRUCTION	CONDITION
<i>Hull Specifics above Waterline</i>	Inspected visually	APPEARS SOLID
<i>Bottom Underwater</i>	Inspected visually	APPEARS SOLID
<i>Transom</i>	Inspected visually	APPEARS SOLID
<i>Deck Specifics</i>	Inspected visually	APPEARS SOLID
<i>Bridge</i>	Construction appeared solid	APPEARS SOLID
<i>Structural Reinforcements</i>	The stringers bulkheads and partitions were laminated to the hull with fiberglass. Access was fair where seen, there appears to be no cracking or separation at bulkheads or stringer bases that were accessible.	APPEARS SOLID

SECTION 2	FEDERALLY REQUIRED & OTHER SAFETY EQUIPMENT	CONDITION
<i>Navigation Lights</i>	Fitted for USCG specifications	APPEARS SERVICEABLE
<i>Anchor light</i>	Fitted for USCG specifications.	APPEARS SERVICEABLE
<i>Stern Light</i>	Lense intact.	APPEARS SERVICEABLE
<i>Engine Room Blowers</i>	Blowers were fitted not kinked or closed one for each engine	APPEARS SERVICEABLE
<i>CO Detectors</i>	1 noticed The American Boat and Yacht Council recommends that a carbon monoxide detection system be installed on all boats with enclosed accommodation compartments and, a gasoline generator set, or an inboard gasoline propulsion system. It is also a good idea to install them on diesel-powered vessels because carbon monoxide can be carried aboard from external sources. Detectors shall be located to monitor the atmosphere in the main cabin and each sleeping area.	APPEARS SERVICEABLE

SECTION 3	DECK FITTINGS & GEAR	CONDITION
<i>Railings, Doors, Handholds & Bowrails</i>	All appears in good shape	APPEARS SERVICEABLE
<i>Hatches</i>	Forward hatch is adequate as an egress hatch.	APPEARS SERVICEABLE

Windlass	serviceable from helm switch	APPEARS SERVICEABLE
Ground Tackle	Mounted to a chain rode followed by braided dock line. Adequate for vessel size <i>*Rode not run out and inspected</i>	APPEARS SERVICEABLE

SECTION 4	MECHANICAL SYSTEMS	CONDITION
Propulsion Engines	• Make: Mercruiser • Model: 357 MAG Bravo 4 • Serial No: Port 1G412302 Star 1G414626 • Fuel: Gasoline • Engine hours: Port 500 repowered engine in 2021 Star 500 repowered engine in 2021 • Paint condition: GOOD • Engine mounts: APPEARS GOOD <i>*This was a <u>visual inspection only</u> and no engine survey was performed. It is always recommended to have an engine survey performed by a qualified mechanic, as this is a specialty that most boat surveyors are not qualified for.</i>	APPEARS SERVICEABLE RECOMMEND HIRING A QUALIFIED ENGINE MECHANIC TO PROPERLY EVALUATE ENGINES AND MACHINERY
Shafts/Struts/Props/Rudders	NONE	NONE
Outdrives	Appeared in good shape	APPEARS SERVICEABLE

SECTION 5	FUEL SYSTEMS	CONDITON
Fuel Tanks/Fuel Gauges	Polyethylene tanks located in machinery space. Gauges reading correctly. Tank appears properly grounded. Access very limited. No fuel smell or leaks noted anywhere in engine bay <i>*It is always recommended to have fuel tanks properly pressure tested for leakage. Inspected visually only no snake camera used</i>	APPEARS SOUND

<i>Fuel Lines</i>	Fuel lines were seen and appear in good shape access Limited.	APPEARS SERVICEABLE
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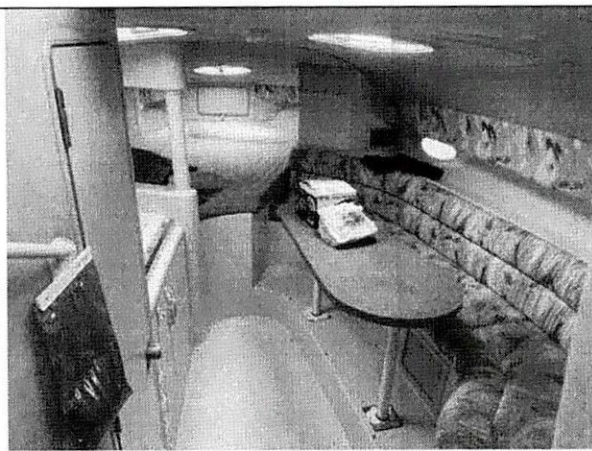
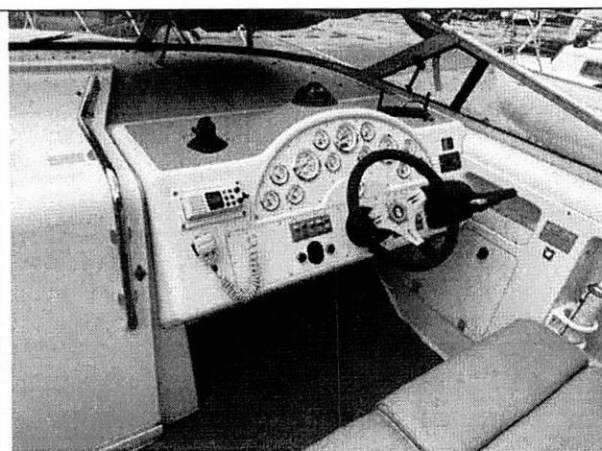
SECTION 6	DC ELECTRICAL SYSTEMS	CONDITION
<i>Batteries and Battery venting</i>	All batteries appear wired properly and in good shape. Properly strapped down. <i>*It is generally accepted that batteries 5 years old may be suspect for replacement.</i>	APPEARS SERVICEABLE
<i>DC Panel over current protection</i>	DC panel has breaker type switches. Breakers were believed to be trip free.	APPEARS SERVICEABLE
<i>Wiring & Connections</i>	Appears to be good where seen and well supported. It should be noted that the surveyor cannot see every inch of the wiring. Most parts of the wiring are hidden <i>*It is always wise to have a qualified marine electrician properly inspect vessels DC systems</i>	APPEARS SERVICEABLE
<i>Battery Switches</i>	Switches were believed to be corrosion free and neat and dry	APPEARS SERVICEABLE

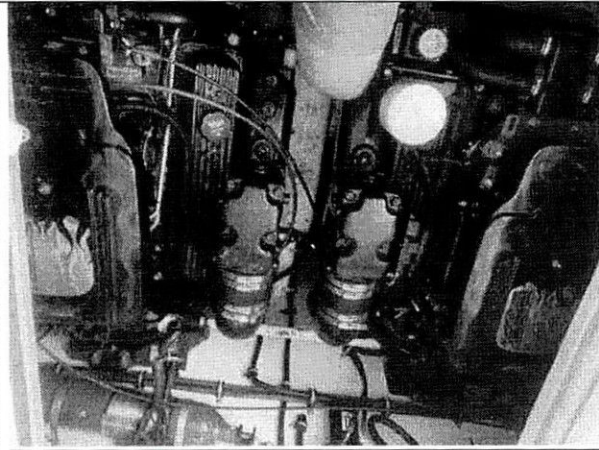
SECTION 7	AC ELECTRICAL SYSTEMS	CONDITION
<i>Shore Power Receptacle</i>	2 30-amp receptacles. Leads in good condition.	APPEARS SERVICEABLE
<i>Battery Charger</i>	All chargers appear wired properly.	APPEARS SERVICEABLE
<i>AC Panel, Over Current Protection</i>	AC panel has breaker type switches. Breakers were believed to be trip free. <i>*It is always wise to have a qualified marine electrician properly inspect vessels AC systems.</i>	APPEARS SERVICEABLE
<i>Wiring & Connections</i>	Appears good where seen	APPEARS SERVICEABLE
<i>Genset</i>	Kohler 4kW Hrs: 350	APPEARS SERVICEABLE

SECTION 9	FINISHES, FABRICS & HOUSEKEEPING	CONDITION
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<i>Hull Topsides</i>	In good shape	GOOD
<i>Hull Bottom</i>	Bottom paint in good shape.	GOOD
<i>Deck & Superstructure</i>	Good shape	GOOD
<i>Interior Upholstery</i>	No rips or tares.	GOOD
<i>Exterior Upholstery</i>	In good shape no rips or tears	GOOD

SECTION 10	OVERALL IMPRESSION OF VESSEL
This vessel appears in good shape for her year. <i>Vessel Rating:</i> AVERAGE	





PLEASE READ

Customer has agreed that all of the services provided by Corsica River Marine Surveys, LLC (hereinafter "Surveyor") and its employees, agents and subcontractors have been provided in accordance with the terms and conditions of the signed Marine Survey Work Order dated 6/25/26 and the "Scope of Marine Survey" attached as Exhibit A to the Work Order which are incorporated herein by reference.

In the absence of an executed Marine Survey Work Order, the use, acceptance, or receipt by Customer of this Survey Report shall constitute Customer's acceptance of the terms and conditions of this Survey Report and the unexecuted Marine Survey Work Order attached to this Survey Report.

Acceptance and use of this report by Customer acknowledges the Customer's understanding that the report has been composed of information that is believed to be true after reasonable investigation and inquiry but is not warranted to be so. The information in this report was obtained without drilling, diving, ultrasonics, cleaning or opening up to expose parts or conditions ordinarily concealed. There were no tests for tightness or soundness conducted other than the conditions noted visually. Acceptance and use of this report acknowledges the Customer's understanding that no determination of stability or structural strength has been made and no opinion is expressed. Acceptance and use of this report acknowledges the Customer's understanding that Surveyor and its employees, agents and subcontractors, do not accept responsibility for damage or deterioration not found or discovered during the course of survey, nor for consequential damage,

deterioration or loss due to any error or omission. Customer acknowledges that in every marine survey some conditions aboard the surveyed vessel will be overlooked and/or inaccurately reported. By acceptance and use of this report, Customer agrees not to hold Surveyor and its employees, agents and subcontractors liable in the event Customer's purchasing decision is based in part on any such overlooked and/or inaccurately reported conditions.

The Customer hereby undertakes to keep Surveyor and its employees, agents and subcontractors indemnified and to hold them harmless against all actions, proceedings, claims, demands or liabilities whatsoever or howsoever arising which may be brought against them or incurred or suffered by them, and against and in respect of all costs, loss, damages and expenses (including legal costs and expenses on a full indemnity basis) which Surveyor, its employees, agents and subcontractors may suffer or incur (either directly or indirectly) in the course of the services provided to Customer.

Notwithstanding the above clause, in the event that the Customer proves that the loss, damage, delay or expense was caused by the negligence, gross negligence or wilful default of the Surveyor, its employees, agents and subcontractors aforesaid, then, save where loss, damage, delay or expense has resulted from the acts or omissions committed by Surveyor, its employees, agents and subcontractors with the intent to cause same or recklessly and with knowledge that such loss, damage, delay or expense would probably result, the liability of Surveyor, its employees, agents and subcontractors for each incident or series of incidents giving rise to a claim or claims shall never exceed the Surveyor's charges to Customer.

Any clause, terms or conditions of this Survey Report or the Marine Survey Work Order which are determined to be unenforceable or prohibited by law shall be treated as severed and the remaining provisions shall remain in full force and effect. In the event of any conflict between the terms and conditions of this Survey Report and the Marine Survey Work Order, the terms and conditions of the Marine Survey Work Order shall apply.

CORSICA RIVER MARINE SURVEYS, LLC

ATTENDING SURVEYOR:

Travis L. Palmer,
SAMS®AMS #1300
ABYC, AIMU



DATE: 7/22/2026