

**A PRE-PURCHASE SURVEY**

**OF A**

**1991 Chaparral 270 Signature**

**PREPARED EXCLUSIVELY FOR:**



**CONDUCTED BY:**

**Captain Dennis Eddinger, AMS #692  
Marine Surveyor, SAMS  
9221 Glenashley Drive  
Cornelius, NC 28031**

**November 11, 2022**

## INTRODUCTION

Acting at the request of [REDACTED] the attending surveyor did attend survey on a **1991 Chaparral 27 Signature** on **November 11, 2022** while lying in her slip at [REDACTED] located on [REDACTED] **Cornelius, NC.**

The inscribed **HIN** indicates the vessel was manufactured in **June** of **1990** and that the vessel is of the model year **1991** for purposes of evaluation. There were no official ship's papers or documentation sighted to further confirm the year of manufacture or model year and model year **1991** has been used as the basis to determine valuation in this report.

An **out-of-water** inspection **was** performed on the vessel with special attention given to the structural integrity, safety and suitability for its intended use. High risk systems related to fuel, ventilation, exhaust, and steering, etc were also inspected. The reason for the survey was to **inspect and determine overall condition and value of the vessel** subject to purchase of the vessel at your request. No reference or information should be construed to indicate any but the following:

1. Evaluation of the condition of the vessel and its purchase price.

This vessel was surveyed without removal of any parts, including fittings, 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. Locked compartments or otherwise inaccessible areas would also preclude inspection. Further more 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 a warranty either specified or implied.

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**FINDINGS REFLECT CONDITIONS OBSERVED AT THE TIME OF SURVEY.**

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## INFORMATION

**SURVEY PREPARED FOR:** [REDACTED]  
[REDACTED]  
[REDACTED]

**TYPE OF SURVEY:** Appraisal Survey

**HULL IDENTIFICATION NUMBERS:** FGBA0194G091

**YEAR/MAKE/MODEL OF VESSEL:** 1991 Chaparral 270 Signature

**REGISTRATION NUMBER:** NC-7128 CA

**OWNER'S NAME/ADDRESS:** [REDACTED]  
[REDACTED]  
[REDACTED]

**PLACE OF SURVEY:** [REDACTED]  
[REDACTED]  
Cornelius, NC 28031

**DATE OF SURVEY:** November 11, 2022

**BUILDER:** Chaparral Boats  
Nashville, GA

**HULL MATERIAL:** Fiberglass

**L.O.A.:** 29' 6"

**BEAM:** 8' 2"

**DEADRISE:** 20 Degrees

**DISPLACEMENT:** Approx. 5,100 lbs

**PROPULSION SYSTEM:** Twin MerCruiser 5.7L/V8

**FUEL TYPE:** Gasoline

**INTENDED USE:** Cruising, Day Tripping

## **Scope & Methods of Inspection:**

This survey was based solely on non-invasive visual and tactile surface inspection of readily accessible areas and components of the vessel without dismantling, destructive testing or laboratory analysis. Hidden flaws and latent defects which could not be determined given the limitations set forth herein are not covered by this report. When the word “appears” or “apparent” or derivations thereof is used to describe a condition or component of the vessel it is meant that not enough information was available given the limitations of this inspection to fully assess that condition or component. Further evaluation should be made to better diagnose that specific component or condition and to complete the survey. When the word “serviceable” is used to describe a component it is meant that the component is currently able to provide the service for which it was intended. This inspection was performed by a surveyor who has general knowledge about vessel’s and their systems but who is not qualified as a laminate technician, shipwright, naval architect, engine mechanic, electrical engineer or electronics specialist. Further evaluation should be made by qualified specialists for in-depth analysis. Attending surveyor does not have complete historical knowledge of this particular vessel model or deficiency history.

The undersigned surveyor’s observations, explanations and opinions are provided to be helpful to interested parties in considering their decisions about the subject vessel, but the statements and analysis as to the extent of deficiencies are by no means intended to be construed as any guarantee of damage, condition, operational status or reliability, either on or beyond the day of inspection. The undersigned surveyor offers observations and opinions but does not make decisions on behalf or in lieu of vessel owners, prospective buyers or insurance underwriters, the latter who have the sole responsibility for determining policy coverage and both the nature and extent of needed repairs for the vessel to be considered a safe marine risk. This surveyor accepts no part of the owner’s, prospective buyer’s or insurance underwriter’s responsibility to exercise their own due diligence prior to making any decisions regarding the subject vessel, including understanding the surveyor’s reported observations and recommendations, seeking a second survey opinion, or securing additional specialized inspections by naval architects, mechanics and system’s technicians.

Additional to the limitations particular to this vessel and the unique circumstances of its survey being completed in a relatively short amount of time as per industry standards, the undersigned surveyor specifies to all parties that many faults can require considerable time actually operating the vessel to become apparent. As a result, this preliminary condition inspection will most likely not discover all deficiencies that might have existed at time of survey or which might become apparent at a later time during the vessel’s use. Any concerned party to this inspection and issuing report that desires protection against failures and resultant damages to the vessel, her equipment and or personnel is advised to procure the services of certified marine specialists for detailed internal fault finding and troubleshooting, full standards compliance checks, and both hull and equipment engineering concerns. This reporting does not address the subject vessel’s stability characteristics or inherent defects.

## **Surveyor’s Notes and Observations**

### **Construction Details:**

Subject vessel is a production built motor vessel of molded fiberglass reinforced plastic (FRP) showing lines of a semi-displacement, deep-V type hull “express cruiser” having a foredeck, cabin, aft cockpit and attached swim platform.

The hull shows hand-laid FRP construction from a female mold utilizing woven roving and stranded mat and appears to be cored. The deck shows FRP construction utilizing similar materials and again with some coring. Coring material was not ultimately confirmed. Fiberglass craftsmanship appears to have been carried out to a satisfactory quality production motor vessel with time proven materials and methods. The hull appears to be reinforced via bonding of FRP hull liner, FRP encapsulated floors and via bonding of main transverse structural bulkheads and full-length stringers. Where inspected, all tape and attachment points and all liner attachment points were sound with no obvious tearing or separation evident.

### **Hull to Deck Union:**

Where observed, the hull to deck union is based on a shoe box-type arrangement with down turned deck flange overlapping the hull, mechanically fastened through the rubrail. The union is bed in what appears to be a reinforced polyester resin mixture and where sighted showed no obvious loss of integrity.

### **Underwater Hull:**

As much as possible, thorough impact testing and sighting of the underwater portion of the vessel was undertaken while the vessel was in her slip on the day of survey and the following noted:

The wetted surface showed no evidence of significant delamination, voids or previous major groundings. No blisters or signs of delamination were sighted on the wetted surface hull. Please monitor for future evaluation.

No guarantee can be made that blistering may not exist at present or that it may not develop in the future. A full evaluation of blistering and wetted surface laminate is only possible with further destructive profiling and subsequent analysis by laminate experts which is beyond the scope of this inspection. Further investigation should be made for in-depth analysis.

### **Underwater Machinery:**

Underwater machinery consists of two Mercury brand, Mercruiser ; model number 3868913 outdrives showing serial number 4202114099, port side with a gear ratio of DP-SM1.95 and turning what appeared to be a stainless steel duo-prop set up. The front prop

shows serial number F5 Front 3851465 4D and the rear shows serial number F5 Rear 385147 4D.

The starboard side unit shows serial number 4202113980 and a gear ratio of DP-SM 1.95, turning what appeared to be a stainless steel duo-prop set up. The front prop shows serial number F5 Front 3851465 4D and the rear shows serial number F5 Rear 385147 4D.

Cosmetically, both drive units appeared to be in good condition. The propellers show no signs of significant corrosion or other obvious defects and were securely attached. No attempt was made to target the propellers, and neither one showed no significant signs of blade deformation.

No attempt was made to target the propellers, and none showed any significant signs of blade deformation.

Both trim units were operational at time of survey.

### **Topsides Hull:**

The topsides hull is finished in what appears to be the original white gelcoat what appears to be freshly painted black highlight. The transom shows an attached FRP swim platform with fold down swim ladder, hot/cold shower, and remote stereo radio controls. A transom storage compartment contains connections for a single 30-amp shore power cord set, television and telephone connections and ample storage space. A scribed hull identification number was sighted on the starboard topsides hull aft. Miscellaneous thru-hulls in the hull are of plastic and/or metal construction and appear in good condition.

As much as possible, careful sighting was conducted throughout the topsides hull area and no evidence of previous major structural repair activity was evident. There were no signs of significant delamination or voids. Cosmetically the gelcoat finish was in poor condition cosmetically. What appears to be a stainless steel rub- rail runs the perimeter. It was sound with only normal minor scaring evident. Secure.

### **Deck & Deck Hardware:**

The foredeck, cockpit and transom areas appear to be constructed from a single female mold with gelcoat finish and molded in non-skid.

All vinyl upholstery and carpeting are in poor condition except with vinyl mold present throughout.

Thorough impact testing was conducted throughout the above areas with no signs of delamination/voids noted. General cosmetic condition of the gelcoat finish is considered in poor.

The foredeck is equipped with a single course stainless steel bow rail with stainless steel stanchions through bolted to the deck. All components of the vessel's railing system were carefully inspected and no defects were obvious.

There is unknown brand remote control spot/flood light with helm mounted controls at the bow and an unknown brand windlass along with foot controls mounted at the bow along with helm controls. Both systems were tested and found to be operational at time of survey.

Below deck ventilation is accomplished via a large single overhead hatch over the v-berth and two smaller ones over galley and dining area and is considered good without sacrificing watertight integrity of the vessel while at sea. All hatches and/or portlights were intact and fully doggable.

As for the hull laminate, a full evaluation of the deck laminate is only possible with further destructive profiling and subsequent analysis by laminate experts, which is beyond the scope of this inspection.

Miscellaneous hardware on deck was of a quality marine-grade and in serviceable condition. Deck fill caps are properly labeled, secure to deck and equipped with suitable "O" rings.

### **Interior:**

The cabin features fixed dinette, a full-sized galley and what appears to be premium marine grade hardware and fabrics. The guest friendly cockpit includes wet bar, dual helm seat with flip up bolsters and removable table.

After full inspection, the vessel's interior was found to be in poor condition cosmetically throughout except as noted. This would include all bright work and joinery. The sole throughout the vessel consisted of what appeared to be of quality marine grade carpeting throughout the vessel. All vinyl upholstery and carpeting is in poor to average condition with mold present.

### **Steering & Engine Controls:**

The steering system is based on a rotary helm type steering system with controls located at the helm station. The helm station features what appears to be imitation leather wrapped steering wheel.

Both shifters for was tested at time of survey along with the trim switches and found operational.

All components sighted, including transom-mounted linkages were in good order and alignment was adequate as best could be sighted without dismantling except as noted.

## **Propulsion System(s):**

Propulsion is supplied via twin Mercury brand, MerCruiser 5.7L/V8 engines.

The port side engine shows serial #00432289 along with its transmission #00304169. The starboard side engine shows serial #00132287 along with the transmission showed 00459578. The Hobbs brand, hour meters showed zero hours on both engines.

Installation and over-all condition of the propulsion systems is considered good with no obvious need of repairs. Both port and starboard engines were powered up at time of survey. Neither engines exhibited any problems and preformed well with in engine specificatio

All engine Chaparral brand controls, instruments and alarms were tested and found to be in good operable condition and consisted of the following:

One (1) – Fuel gage, one (1) – Faria brand depthfinder gauge, two (2) combination gauges, each containing one (1) – Oil pressure gauge, one (1) – Temperature gauge, Two (2) – Trim position gauges and two (2) Volt meter gauges, Two (2) combination gauges containing two (2) Tachometers, one (1) Speedometer, two (2) Hobbs hour meters.

Also present at the helm are the following controls and switches:

Blower switch, Horn, Nav/Anchor lights, Courtesy lights, Starboard wiper, arch lights, Fwd and Aft bilge pumps, Windlass control switch, depthfinder and Bennett brand trim tab controls. All in operable condition at time of survey.

## **Electrical Systems:**

The ships primary electrical system is 12-volt in nature and is based on two separate batteries split into two banks, feeding via main selector switch to distribution via breaker panel. Where sighted, wiring was a stranded copper plastic jacketed type of marine grade.

All 12-volt distribution equipment and appliances were tested and found to be operable. Where sighted, wiring and wiring installation was in good serviceable condition. Batteries consisted of two grp 31 conventional maintenance free lead acid units. All wiring and connections to batteries were secure and free of corrosion.

The vessels electrical system is assisted by a Professional Mariner brand battery charger.

A 110-volt shorepower system and an engine driven alternator supplement the 12-volt system. The 110- volt panel incorporates proper main breaker, sub-distribution breakers and reverse polarity indication. Where sighted, wiring was an approved-type, flexible stranded copper boat cable except where noted.

As much as possible, all 110-volt distribution equipment and appliances were tested at time of survey and found to be operable.



The vessel's electrical system is supplemented by a Westerbeke brand, 5.0 Kw Genset system which would not start and was not tested.

As a general practice, it is recommended that the shorepower supply cord be physically disconnected at the dock fitting when the vessel leaves the dock and is to be left unattended.

### **Plumbing Systems:**

Two Attwood brand 12-volt submersible bilge pumps with a capacity of 1250 GPH are provided with both manual and automatic operation with bilge float switches. All components and installations sighted appeared to be in good order although operation was not checked at time of survey.

Safety note: Ultimately bilge pumps should not be relied upon for preventing flooding of the vessel. A prudent owner will insure that his vessel is not "making water" through frequent inspections and especially whenever the vessel is to be left unattended. The installation of a bilge pump cycle counter is suggested with the installation of automatic bilge pumps that otherwise might maintain dry bilges and create a false sense of security of watertight integrity.

Pressure hot and cold water is provided to fixtures throughout the vessel via pressure demand pump. All components and installations sighted were in good order. The system was operational at time of survey but not tested for any undue cycling or signs of significant leakage.

The head is equipped with an unknown brand, manual flush system. All components sighted appeared to be good working order with no exceptions noted. Present installations are in compliance with all USCG and local regulatory inland water standards, saving that the overboard discharge valves for the direct overboard discharge, if equipped, should technically be made "lockable" in the closed position.

Plumbing fixtures and hosing throughout the vessel were of a marine grade and in good, serviceable condition. Hose clamps at below waterline connections that are concerns of vessel watertight integrity were free of significant corrosion. Monitor clamps on a routine basis and change out promptly with ABA style (non-serrated bands, all non-magnetic grades) clamps.

### **Air Conditioning:**

A Rotary Aire brand, reverse cycle air conditioning/heating system is provided with dedicated 110 volt seawater pump, inboard seawater strainer microprocessor control and ducting to various areas throughout the vessel's interior. All components and installations sighted appeared in good order. Seawater clamps were of free of significant rusting. Monitor clamps on a routine basis and change out promptly when needed with ABA style.

**Tankage:**

Gasoline appears to be stored in a single welded aluminum tank with a capacity of 105 gallons showing no signs of leakage and securely located beneath the cockpit sole. The tank is equipped with remote 12-gauge read-out at the helm station. Recommend confirming accuracy and operation of fuel gauge. Fuel fill and vent hoses were of an approved-type and properly clamped and bonded.

An approximately 25 gallon holding tank is provided for the vessel's toilet system that was securely mounted and free of obvious signs of leakage.

A 25 gallon fresh water holding tank is provided for the vessel's fresh water system that was securely mounted and free of obvious signs of leakage.

Ultimately, tank leakage can only be confirmed through the application of a suitable amount of test air pressure, which is beyond the scope of this inspection. At a minimum, all tanks should be topped and further inspected for leakage. Gasoline fuel tanks should be pressed full whenever possible to prevent condensation and accumulation of water within the tank.

**Electronics:**

Electronics on board at time of survey and found to be operational would include the following:

- An approximately 32", free standing, flat screen television on board at time of inspection.
- A Kenwood brand AM/FM radio system.
- An Impulse brand R/L engine tachometer.
- A Cobra brand marine radio.
- An Ensign, model 735 Loran C.

**Navigation:**

The primary navigation system at the helm station is based on a 4" Ritchie brand compass mounted at the helm. It shows good condition with no significant UV damage; however its accuracy was not checked. Operation of the night-light should be confirmed at night.

All navigational lighting was tested and found to be in compliance with USCG requirements as far as operation and placement. All fixtures and installations sighted were in good condition cosmetically.

### **Ground Tackle:**

The primary anchor was what appears to be an 11 lb. Danforth brand/type anchor equipped with an undetermined amount of ¼” high tensile galvanized chain and ½” three-strand nylon rode. There was no secondary anchor sighted on board at time of survey.

The primary anchor, chain and rode appeared in generally good serviceable condition. Confirm the bitter end of the rode is properly secured to the vessel to prevent accidental release. Present equipment is considered adequately sized for the vessel's windage profile and displacement in most weather anchoring conditions.

### **Domestic Systems:**

- Kenyon brand double alcohol/electric range
- Nova Kool brand (110v/12v) refrigerator w/freezer.
- A Seaward brand, 6-gallon hot water heater securely mounted with 110 volt power source.
- An Origo brand microwave oven.

### **Miscellaneous Equipment Listing:**

A miscellaneous equipment listing would include the following:

- TV antenna on radar arch
- A full cockpit enclosure.
- A bimini top.
- A mooring cover.
- A Jabsco brand search light mounted at the bow.
- Bennet brand trim tabs.
- Cockpit carpeting.
- A Boat Safe brand bilge heater.
- Electric galvanic isolator system.

### **Bilges:**

Although the bilge contained amounts of oil and fuel contamination and was in generally poor condition with considerable debris. There was also significant corrosion and rust on various surfaces throughout the bilge area. No evidence of recent successive high tide marks, wiring connections sighted low in the bilge area or significant corrosion of metals.

### **Safety Equipment:**

All safety equipment including all the below listed equipment was inspected and found to be fit for intended service except where noted.

- Vessel's electric horn.

- A full complement of PFD's plus throwable device.
- One (1) Fireboy-Xintex CO2 detector.

### **Fire Fighting:**

- Fireboy brand automatic fire extinguisher system located in the engine room.
- There were two handheld fire extinguishers on board at time of survey.

### **Regulatory Standards:**

Standards referenced are intended as a guide only and do not encompass all standards that may apply or mitigate any of the findings. Many standards are quoted only in part. The reader is advised to obtain copies of applicable standards for his own information and interpretation. Standards organizations referenced are:

1. The American Boat and Yacht Council (ABYC) 410-956-1050.
2. The National Fire and Protection Association (NFPA) 800-344-3555.
3. The United States Coast Guard, Code of Federal Regulations Title 33 & 46 (CFR) 800-368-5647 (CFR regulations are legal requirements).

### **Recommendations:**

Recommendations designated with an asterisk are those most obviously in need of prompt attention to make the vessel a safer risk for marine insurance underwriting. Recommendations designated with an asterisk but no regulatory standard are based on the undersigned surveyor's experience in the field. Some recommendations not designated with an asterisk may require prompt attention to prevent damage to the vessel and/or her equipment and all should be complied with. Information within this caption is provided as an attempt to recap information from the survey and does not necessarily reflect all pertinent information from the report text. Please refer to the report text for more detailed information, additional recommendations and suggestions for upgrades. Findings and recommendations are listed in no particular order of importance.

**After completion of the survey this surveyor found the following items in need of attention and/or repair:**

### **Topsides Hull:**

1. The tape stripes are loose and missing in several areas on the sides of the vessel. Recommend removing and cleaning the areas as necessary and then reapplying new tape in order to maintain appearance and value of the vessel.
2. The "L" is missing on the starboard side brand logo. Recommend cleaning surface

and replacing “L” tape in order to maintain appearance and value of the vessel.

3. There is gelcoat damage located in several areas on the boats. Recommend repairing in order to prevent any moisture intrusion along with vessel appearance value.

#### **Underwater Hull:**

1. The starboard side lift strake has a chip taken out of it just aft of the bow portion. Recommend repairing in order to prevent any moisture intrusion and vessel appearance.
2. At the time of survey, the vessels bottom paint and anti-foulant was in poor condition and is in need of complete refurbished in order to prevent any future moisture intrusion and possible structural problems.

#### **Propulsion System(s):**

1. Both port and starboard engines backfire preventer needs cleaned. Recommend cleaning in order to prevent any accidental backfiring.
2. Engine trim adjustment was spotty and best. Recommend determining the cause and repair or replace as necessary in order to ensure proper operation.
3. Both starboard and port side engines need the oil changed. Recommend having the oil changed in order to prevent any damage to the units.
4. Starboard side engine hard to start up and keep running. Recommend determining the cause and repair as necessary in order to ensure proper operation.
5. At the time of survey, the vessels starboard side gimbal bearing was found to be going bad. Recommend replacing with new in order to prevent any damage to the drive system.

#### **Fire Fighting:**

- \*1. The Fireboy brand, automatic fire extinguisher system located in the engine room has no information on the tag as to when the system was last tested and approved. Recommend having this done before the next commissioning in order to be in compliance with the afore mentioned organizations and along with preventing as much fire damage as possible if needed.

#### **Deck & Deck Hardware:**

1. At the time of survey, hinge arm for the starboard engine hatch was damaged. Recommend replacing before any accidents occur and someone gets hurt.

### **Electrical Systems:**

1. At the time of survey, the vessels windshield wiper system was not operative Recommend repairing or replacing as necessary in order to ensure proper operation when needed.
- \*2. At the time of survey, the battery charger would pop the breaker switch when ever you attempt to use it. Recommend repairing or replacing as necessary in order to ensure proper operation when needed.
- \*3. At the time of survey, the vessels generator would not start thus preventing being able to test 120volt equipment using the generator. Recommend determining the cause and repair in order to be able to use when needed.

### **Bilge:**

1. At the time of survey, there was 4"- 6" of water lying throughout in the various bilges. Recommend determining the source and repair in order to prevent moisture damage to the vessel.

### **Interior:**

1. At the time of survey there was vinyl mold in just about every area of vinyl throughout the vessel. Recommend having all vinyl cleaned and refurbished in order to prevent mold damage in to the boats seating and trim and to maintain the vessels value and appearance.
2. At the time of survey, the back panel of the vessels captains' seat is rotten ready to fall off. Recommend repairing or replacing in order to maintain the vessels value and appearance.

### **Valuation:**

With current market conditions and in its present condition with all sighted defects allowed for the vessel has an approximate fair market value of:

**\$8,500.00 - \$9,200.00 USD.**

Market values were analyzed using comparisons with other similar boats recently sold on "**Soldboats.com**" and/or listed in current publications and internet brokerage sites, standard industry pricing guides such as "**BUC ValuProfessional**" and the "**N.A.D.A. Appraisal Guide**" along with current asking prices on **YachtWorld.com** and/or listed in current publications and internet brokerage sites. Adjustments were made for the vessel's equipment and overall condition.

Note: Values appearing in this report are based on an average selling price of a vessel of this type, size and condition considering all extras and accessories onboard and is intended for insurance and financial evaluation only but is not intended to influence the purchase or non-purchase of the vessel.

No guarantee is offered that the above estimated fair market value can be readily obtained in the market place. Additional defects beyond those sighted that might be disclosed during repairs and through further evaluation are not factored into the above estimated fair market value. I certify that I have no present or prospective interest in the subject vessel, no personal bias with respect to the parties involved and that my compensation is not contingent upon the reporting of a predetermined value that favors the cause of the client or other party.

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### **Statement of Survey:**

On the 11th of November, 2022 the undersigned surveyor attended survey to a 1991 Chaparral 270 Signature to determine condition and valuation for the purpose of appraisal at your request.

The vessel was surveyed while lying in her slip at [REDACTED] located on [REDACTED] in **Cornelius, NC**.

She has all the quality building and craftsmanship standard to a **Chaparral 270 Signature** with no obvious major modifications to hull, superstructure or accommodations area. The vessel appears to have been poorly maintained with several exceptions as noted and at time of survey was found in sound structural condition inasmuch as she was inspected and generally very poor cosmetic condition.

With the above asterisk designated recommendations complied with, the undersigned surveyor considers the vessel suitable to inland waters cruising and considered to be worthy of insurance coverage, pending compliance and acceptability to the underwriters. Given the limitations of this inspection and without first-hand knowledge of the captain and crew's capabilities or ancillary equipment to be carried onboard, no warranty of vessel seaworthiness or ultimate fitness for any purpose is implied or expressed by the undersigned surveyor.

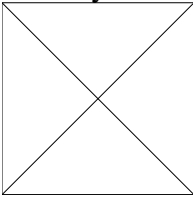
**Disclaimer:**

This report is based on items observed at time of survey only with no warranty given or implied. Hidden flaws and latent defects which could not be determined given the limitations previously set forth herein are not covered by this report. No liability is assumed for errors or omissions, and acceptance of this report constitutes acceptance of that condition. It is agreed by all parties who make use of this report that this surveyor, these offices and its heirs are indemnified and discharged of any and all liabilities that may arise there from. To all intent, purpose and interest, reports emanating from this office should be judged only as an opinion of the undersigned surveyor.

This report should be considered as an entire document and no single section is meant to be used except as part of the whole. Use of this report is contractually limited to the above named client who commissioned and paid for the survey and his/her designated underwriters and lenders for a one time use and is considered current for thirty days (30) of undisturbed lay-up or the vessel's first use. Subsequent updating and/or transfer of this survey report is solely the right of the under signed surveyor.

Submitted Without Prejudice,

Thank you for using our services.



AMS #692 Society of Accredited Marine Surveyors

Captain Dennis Eddinger & Sons Marine Services

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