

CORSICA RIVER MARINE SURVEYS, LLC MARINE SURVEYS & LOSS INVESTIGATIONS

SERVICING THE ATLANTIC EAST COAST

P.O BOX 331 STEVENSVILLE, MD 21666

CONDITION & VALUATION SURVEY



FILE DATA

Client	[REDACTED]
Address	[REDACTED]
Cell	[REDACTED]
Email	[REDACTED]
Date survey written	7/18/22
Vessel Name	Easily Amused
Hailing Port	Smith Mountain Lake, VA
Year, Make & Model	1995 Cruisers Yachts 3570 Esprit
Hull ID	CRSUSA36F495
Doc/Registration #	MD 2429 CS
LOA	39'2"
Beam	13'
Max Draft	3'4" estimated
Hull Material/Design	FRP/Modified Vee
Fuel Type & Engine HP	Gasoline, 310hp/engine(s)
Displacement	16,000 lbs. Estimated

SCOPE

PLEASE READ

AT THE REQUEST OF [REDACTED], THIS SURVEYOR PERFORMED A SURVEY FOR C&V ON THE 1995 Cruisers 3570 THE VESSEL WAS INSPECTED IN THE WATER ON 7/15/2022 @ [REDACTED], Baltimore MD.

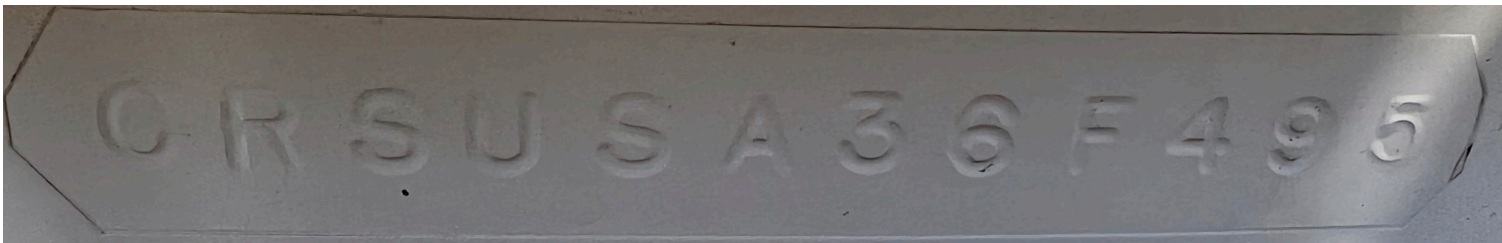
THIS REPORT REPRESENTS THE OPINION OF THE UNDERSIGNED MARINE SURVEYOR BASED ON A VISUAL, NON DESTRUCTIVE AND NON INTRUSIVE INSPECTION OF ALL READILY ACCESSIBLE PORTIONS OF THE VESSEL'S STRUCTURE AND EQUIPMENT. ALL MEASUREMENTS WERE TAKEN FROM THE MANUFACTURERS LITERATURE, PLATES ABOARD THE VESSEL, OR RECOGNIZED REFERENCE MATERIAL. NO ACTUAL MEASUREMENTS WERE TAKEN.

- 1). ON BOARD SYSTEMS MAY BE STARTED BUT NO TESTING UNDER CONTINUOUS LOADS IS CONDUCTED.
- 2). EXTRA EQUIPMENT AND INVENTORY IS NOTED, BUT NO ATTEMPT IS MADE TO LIST ALL THE VESSEL'S SPARE PARTS OR PERSONAL INVENTORY.
- 3). IF SAFETY EQUIPMENT IS NOT STORED CORRECTLY OR NOT READILY AVAILABLE, IT WILL BE DEEMED NOT ON BOARD THE VESSEL.
- 4). REFERENCES TO MOISTURE READINGS WERE TAKEN WITH EITHER OR BOTH THE " ELECTROPHYSICS " OR THE " SOVERIGN MOISTURE MASTER " MOISTURE METERS. WHEN VESSELS 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 IS NOT CONDUCTED DURING A TYPICAL SURVEY.
- 5). THIS SURVEY SHOULD NOT BE CONSIDERED TO CONTAIN 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 LAY UP.
- 6). REINFORCED PLASTICS ARE KNOWN TO BE UNSTABLE. IT SHOULD STATE THAT THE SURVEYOR IS NOT ABLE TO DETERMINE THE NATURE OF THE PLASTICS AND REINFORCEMENTS OF WHICH THE HULL IS MADE, AND THEREFORE HE CANNOT GUARANTEE THE STABILITY OR THE PERFORMANCE OF THE LAMINATE. IT SHOULD BE CLEARLY STATED THAT WARRANTIES OF THE HULL ARE PROVIDED BY THE BUILDER ONLY, AND THAT IF THERE ARE ANY QUESTIONS ABOUT EXISTING WARRANTIES, THE MANUFACTURER SHOULD BE CONSULTED. IT SHOULD GO ON TO STATE THAT THE SURVEYOR HAS MADE EVERY EFFORT TO DETERMINE THE PRESENCE OF BLISTERS SHORT OF DESTRUCTIVE TESTING, AND THAT BLISTERS WERE, OR WERE NOT FOUND. THIS, HOWEVER, DOES NOT MEAN THAT BLISTERS WON'T DEVELOP AT A LATER DATE. IT SHOULD BE MADE CLEAR THAT CHANGING CONDITIONS MAY RESULT IN THE SUDDEN APPEARANCE OF BLISTERS WHERE PREVIOUSLY THERE WERE NONE. FINALLY, ONE SHOULD POINT OUT THAT LATENT BLISTERS, OR BLISTERS IN THE VERY EARLY STAGES OF FORMATION, OR BLISTERS WHICH ARE DEPRESSURIZED AND DEFLATED MAY ALSO EXIST, AND WHICH ARE NOT DETECTABLE BY ANY MEANS AVAILABLE TO THE SURVEYOR.
- 7). NO ATTEMPT HAS BEEN 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 AND TRANSMISSIONS. IT IS ALWAYS RECOMMENDED THAT THE ENGINES BE SURVEYED BY A QUALIFIED ENGINE SURVEYOR. SHAFTING IS NOT REMOVED FOR INSPECTION.
- 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). SHAFTING IS NOT REMOVED FOR INSPECTION AND ELECTRICAL PANEL BOARDS WERE NOT OPENED UNLESS NOTED.

THE FOLLOWING ARE USED AS REFERENCE WHEN CONDUCTING THE SURVEY:

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

THE "GENERAL REMARKS" SECTION CONTAINS THE OPINIONS AND OBSERVATIONS OF THIS SURVEYOR DRAWN FROM EXPERIENCE AND TRAINING AS APPLIED TO THE VESSEL'S INTENDED USE, ASSUMING A COMPETENT CREW AND A ROUTINE MAINTENANCE SCHEDULE. THE WORD " APPEARS " INDICATES THAT A CLOSE INSPECTION OF A PARTICULAR SYSTEM, COMPONENT OR ITEM 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 IS ISSUED SOLELY FOR THE USE OF THE PERSON OR ENTITY FOR WHOM THE SURVEY WAS PERFORMED AND ANY TRANSFER, CHANGES OR SUPPLEMENTS ARE NOT VALID UNLESS AUTHORIZED BY THE UNDERSIGNED SURVEYOR AT END OF REPORT.



VALUATION	Given a willing buyer and seller, a market value of (\$43,000) should be realized for this vessel. Estimated replacement cost: (\$450,000) . See valuation methodology below.
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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 purposes of obtaining insurance, insurance underwriting, bank financing or appraisal. This report is not meant to detail inventory and apparatus functions.
<i>Conditions of Survey</i>	Weather at the time of inspection was calm and sunny. Approximately 70* degrees F.
<i>People in Attendance</i>	Travis Palmer conducted the survey.
<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 & Condition</i>	The boat is equipped with <i>twin Mercruiser 310hp inboard engines with Hurth direct drives attached</i> . The general condition of the vessel considering its age is "AVERAGE" The condition does affect the value of the vessel.
<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.
<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>	Not inspected	
<i>Bottom Underwater</i>	Not inspected	
<i>Transom</i>	Not inspected	
<i>Deck Specifics</i>	Cored deck sounded with a plastic mallet	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 that were accessible.	APPEARS GOOD
<i>Hull to Deck Joint</i>	Appears secure with no movement noted.	APPEARS SOLID
<i>Windshield</i>	Appears securely fastened with no signs of leaking or cracking	APPEARS SOUND
<i>Nonskid</i>	Provided adequate traction.	APPEARS GOOD

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>Personal Flotation Devices (PFDs)</i>	Owner and or operator must insure that proper PFDs and safety equipment is on board with regard to the persons on board and the intended voyage.	PRESENT
<i>Portable Fire Extinguishers</i>	One located in galley.	ISSUES FOUND SEE BELOW
<i>Emergency Flares</i>	Flares located and up to date	SERVICEABLE

<i>Horns & Bells</i>	Mounted correctly. Handheld horn present	SERVICEABLE
<i>Engine Room Blowers</i>	Blowers were fitted but had holes in them	ISSUES FOUND SEE BELOW
<i>First Aid Kit</i>	Equip as desired.	PRESENT
<i>Smoke Detectors</i>	NONE	NONE
<i>CO Detectors</i>	Present 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.	SERVICEABLE

SECTION 3	DECK FITTINGS & GEAR	CONDITION
<i>Railings, Doors, Handholds & Bowrails</i>	Doors and handholds intact <input type="text"/>	SERVICEABLE
<i>Hatches</i>	Forward hatch is adequate as an egress hatch.	SERVICEABLE
<i>Windlass</i>	Present and serviceable from helm switch <input type="text"/>	SERVICEABLE
<i>Ground Tackle</i>	The anchor was of the plow type. Mounted to a chain rode followed by braided dock line. <i>*Rode not run out and inspected</i>	APPEARS SERVICEABLE

SECTION 4	MECHANICAL SYSTEMS	CONDITION
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<i>Propulsion Engines</i>	<ul style="list-style-type: none"> • Make: Mercruiser • Model: 7.4L • Serial No: <i>Port (0F350045)</i> <i>Star (0F350044)</i> • Drive Make: Hurth • Fuel: Gasoline • Engine hours: <i>Port (1238)</i> <i>Star (1237)</i> • Paint condition: GOOD • Engine mounts: APPEARS GOOD <p><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></p>	<p>APPEARS SERVICEABLE</p> <p>RECOMMEND HIRING A QUALIFIED ENGINE MECHANIC TO PROPERLY EVALUATE ENGINES AND MACHINERY</p>
<i>Gauges</i>	All gauges appear operational	APPEARS SERVICEABLE
<i>Gears</i>	Appears in good shape.	APPEARS SERVICEABLE

SECTION 5	FUEL SYSTEMS	CONDITON
<i>Fuel Tanks/Fuel Gauges</i>	<p>Aluminum 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 during survey</p> <p><i>*It is always recommended to have fuel tanks properly pressure tested for leakage. Inspected visually only no snake camera used</i></p>	APPEARS SOUND
<i>Fuel Lines</i>	No cracking or separation noticed	APPEARS SERVICEABLE
<i>Fuel Tank Shut Off</i>	PRESENT	APPEARS SERVICEABLE
<i>Fuel Filters</i>	Mounted correctly	SERVICEABLE
<i>Fuel fill labeled</i>	Deck cap properly labeled	YES

SECTION 6	DC ELECTRICAL SYSTEMS	CONDITION
<i>Batteries and Battery venting</i>	(4) AGM group 31 batteries for engine starting windlass, house and genset <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. <i>*It is always wise to have a qualified marine electrician properly inspect vessels DC systems</i>	APPEARS SERVICEABLE
<i>Bonding System</i>	Appears properly bonded to ground access limited	APPEARS SERVICEABLE
<i>Wiring & Connections</i>	Appears to be good where seen and well supported.	APPEARS SERVICEABLE
<i>Battery Switches</i>	Manually operated. 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/Inverter</i>	Smart charger noticed. <input type="text"/>	APPEARS SERVICEABLE
<i>AC Panel, Over Current Protection</i>	AC panel has breaker type switches. Breakers were believed to be trip free. <input type="text"/> <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>GFCI</i>	Present near water sources	SERVICEABLE

SECTION 8	THROUGH HULL FITTINGS, VALVES, PLUMBING & PUMPS	CONDITION
<i>Through Hull Fittings</i>	Bonded nicely to the hull where seen access limited	APPEARS SERVICEABLE
<i>Seacocks</i>	The seacocks that were accessible were smooth. Access limited <i>NOTE* Inspect and test seacocks often</i>	APPEARS SERVICEABLE

<i>Hoses</i>	Random hoses in acceptable condition.	APPEARS SERVICEABLE
<i>Bilge Pumps</i>	(3) with float switches.	APPEARS SERVICEABLE
<i>High Water Alarm</i>	NONE	NONE

SECTION 9	FINISHES, FABRICS & HOUSEKEEPING	CONDITION
<i>Hull Topsides</i>	In good shape	GOOD
<i>Hull Bottom</i>	unknown	UNKNOWN
<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	
Vessel Rating: AVERAGE <input type="text"/>	



SEA TRIAL

NONE TAKEN

RECOMMENDATIONS

*Recommendations with * are considered essential for the safety and proper function of the vessel.*

DO NOW

- #1. Replace all vessel fire extinguishers with up to date versions
- #2. Fix broken blower hose aft of engines

DO SOON

- #1. NONE

MONITOR/DO WHEN YOU CAN/OF NOTE

- #1. NONE

PLEASE READ

Acceptance and use of this report by the client acknowledges the client'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 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 client'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 client's understanding that **Corsica River Marine Surveys LLC**. does not accept any 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.

The Client hereby undertakes to keep the Surveyor/Consultant 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 the Surveyor/Consultant may suffer or incur (either directly or indirectly) in the course of the services under these Conditions.

Notwithstanding the above clause, in the event that the Client proves that the loss, damage, delay or expense was caused by the negligence, gross negligence or wilful default of the Surveyor/Consultant aforesaid, then, save where loss, damage, delay or expense has resulted from the Surveyor's/Consultant's personal act or omission committed with the intent to cause same or recklessly and with knowledge that such loss, damage, delay or expense would probably result, the Surveyor's/Consultant's liability for each incident or series of incidents giving rise to a claim or claims shall never exceed a sum calculated on the basis of ten times the Surveyor's/Consultant's charges.

ATTENDING SURVEYOR:

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



DATE: 7/18/2022