

SOUTH FLORIDA MARINE SURVEYORS INC.

2000 NW 37th Ave. Coconut Creek, FL., 33066
(954) 975-5149 Fax (954) 969-0600

INSURANCE AND VALUATION SURVEY

TO: National Charity Support FILE #: 001634
140 Intercoastal Point Dr. Suite 210 VESSEL'S NAME: None
Jupiter, FL 33477

DATE: September 3, 2000

GENERAL:

Reg. No.: * FL 7651 JU Hull No.: WELFFC58F596 Type: 238 CCF, Center Console
Hailing Port: None Registered Port: N/A
Owner: Scott Albury
Address: 2325 NE 27th St. Lighthouse Point, FL 33064
Surveyed At: Marina One 609 North Federal Highway Deerfield Beach, FL 33441
L.O.A.: 25' 5" L.W.L.: N/P Beam: 8' 6" Draft: 3' Depth: N/A
Gross Ton: N/P Net: 4,300 lb. Ballast: Engine and Tankage
Builder: Wellcraft Marine, Whitfield Ave. Sarasota FL. 34243 (813) 753-7811
Designer: Wellcraft Marine, Whitfield Ave. Sarasota FL. 34243 (813) 753-7811
Year Reported Built: 1996 Rebuilt: N/P
Market Value: Approximately \$35,000.00 Replacement Value: Approximately \$55,000.00
Vessel's Use: Pleasure Navigational Limits: Coastal
Vessel's Berth: To Be Reported Layed Up: No
Captain: Owner License: N/P Experience: N/P
Trailer: None

HULL:

Topsides: Molded Fiberglass Condition: Sound as sighted
Bottom: Molded Fiberglass Condition: Sound as sighted
Stem: Raked Stem: Transom
Frames: Sound as Sighted Floor Timbers: Sound as Sighted Fastenings: Mechanical hull to Deck
Deck Beams: Sound as Sighted Decks: Molded Fiberglass
Condition: Sound as Sighted
Keel: Sound as Sighted Center Board: N/A
Skeg: N/A Wormshoe: N/A
Superstructure: Molded fiberglass
Interior: Neat and organized
Ventilation: Adequate
Bulkheads: Wood / Fiberglass
Bilge: Clean
Through Hulls: * Plastic below waterline
Sea Valves: Bronze ball

FITTINGS AND HARDWARE:

| | | | | |
|----------------------|--|--------------------|--------------------------|-------------------|
| Deck Hardware: | Stainless Steel, Adequate and Secure | | | |
| Steering Gear: | Teleflex Hydraulic | | | |
| Ground Tackle: | * 15 lb Danforth type with nylon rode. | | | |
| Anchor Windlass: | None | Deck Winches | None | |
| Small Boats: | None | | | |
| Radio Phones; VHF: | Shakespeare | Radio Phones; SSB: | None | |
| Satellite Navigator: | Garmin GPS 120 | R.D.F.: | None | |
| Radar: | None | Loran: | None | |
| Auto Pilot: | None | Compass: | * Ritchie 4" | |
| Depth Finder: | Digital | Bell: | None | |
| Log/Speed: | 0 - 60 | Emergency Flares: | * None | |
| Other Instruments: | None | | | |
| Horn: | Proved | Clock: | None | Barometer: None |
| Running Lights: | Prove | Anchor Lights: | Proved | Searchlight: None |
| Life Jackets: | (4) Type II | Life Rings: | * Cushion | Life Rafts: None |
| Gas Detector: | None | Stereo: | Jensen 12 V DC AM/FM/CAS | |
| TV: | None | Air Conditioning: | None | |
| Canvas Awnings: | Blue on Aluminum frame | | | |
| Condition | Serviceable | | | |
| Canvas Covers: | None | | | |
| Condition | N/A | | | |

GALLEY:

| | | | |
|--------------------------|------|-------------|------|
| Location: | None | | |
| Type of Stove: | N/A | | |
| Stove Tank Location: | N/A | Spare Tank: | N/A |
| Stove Lines / Regulator: | N/A | | |
| Stove Shut-Offs: | N/A | | |
| Stove Insulation: | N/A | Stack: | N/A |
| Ventilation: | N/A | Hot Water: | None |
| Refrigeration: | None | | |

MACHINERY:

| | | | | | | |
|-----------------------------|-----------------------------------|-------------------|-------------------|-----------------------|----------------|------------------|
| Engine Location | Port & Starboard | | No. Type: | (2) Gasoline Outboard | | |
| Make: | Evinrude | Model: | (P)E150NXEDB | Serial No: | (P) G 03982733 | |
| | | | (S)E150EXEDB | | (S) G 03965554 | |
| No. Cyls: | 6 | R.P.M.: | 5500 | H.P.: | 150 | |
| Approx. Speed: | 45 | Year as Reported: | 1996 | | | |
| Engine Bed: | Transom | | Overhauled: | N/P | Condition: | Sound as sighted |
| Engine Cooling: | Raw water | | Pan under Engine: | Yes | | |
| Carburetor; Flame Arrestor: | Air Box | | Ventilation: | Adequate | | |
| Blower: | None | | Drip Pan: | Yes | | |
| Fuel Pump: | Engine mounted | Filters: | Spin on | Bowls: | Metal | |
| Exhaust Line: | Integral through Hub | | Cooled: | Wet | | |
| Exhaust Silencer: | Integral | | | | | |
| Engine Generator: | Engine mounted | | Controls: | Push Pull cable | | |
| Shaft Log Type: | N/A | Stuffing Box: | N/A | | | |
| Propeller: | 3 blade Stainless steel 14.5 x 21 | | Bearings: | Roller & Ball | | |
| Propeller Shaft: | Splined | Stub Shaft: | N/A | | | |
| Struts: | N/A | | Spare: | Not sighted | | |
| Propeller Protection: | Keel, Skeg | | Spare: | N/A | | |
| Bilge Pumps: | (1) 2000 with auto switch | | Bearings: | Roller & Ball | | |
| Air Compressor: | None | | | | | |
| Safety Valve: | None | | | | | |
| Toilet System | Portable | | | | | |

ELECTRICAL SYSTEM:

| | | | | | |
|----------------------|----------------|----------------------|------------------|------------|-----|
| Auxiliary Generator: | None | Condition: | N/A | | |
| Location: | N/A | | | | |
| Ventilation: | N/A | Model: | N/A | Serial No: | N/A |
| Kilowatts: | N/A | Voltage: | N/A | No. Cyls.: | N/A |
| R.P.M. | N/A | | Eng. Cooled: | N/A | |
| Exhaust Line: | N/A | | Exh. Cooled: | N/A | |
| Flame Arrestor: | N/A | | Fuel Pump: | N/A | |
| Filters: | N/A | | Bowls: | N/A | |
| Batteries: | Engine Start: | (2) 12 V DC 27 Group | | | |
| | Aux. Services: | None | | | |
| | Installation: | Sound as sighted | | | |
| | Charger: | None | | | |
| Wiring: | Thermoplastic | Condition: | Sound as sighted | | |
| Switchboard: | Helm | Fused: | Yes | Breakers: | Yes |
| Antennas: | 2 | Ground: | Engine Negative | | |

FIRE FIGHTING EQUIPMENT:

| | | | | | |
|-------------------------|----------|---------------------|-------------------|--|--|
| Portable Extinguishers: | * One | Date of Inspection: | * N/P | | |
| Built-in System | None | Location: | N/A | | |
| Date of Inspection: | N/A | | | | |
| Aux. Fire Pump System: | Washdown | Location: | Port side transom | | |

TANKS

Fuel: Gasoline No. Capacity: (1) 135 gal. Reported Shape: Rectangular, Reported
Material: Aluminum Location: Centerline bilge
Condition: * Sound as sighted Secured: Yes
Fill Lines & Vents: Approved Bonded: Yes
Overflow Outboard or Inboard: Outboard
Valves: None Location: N/A Accessibility: N/A
Fuel Lines Connections Approved
Additional Fuel or Inflammables carried? None Sighted

Water Tanks; No.: One Capacity: 10 gal, Reported
Location: Aft bilge centerline Material: Plastic
Shape: Rectangular Condition: Sound as sighted

U.S. GOVERNMENT REQUIREMENTS:

Vessel's Compliance: As per must recommendations

REMARKS AND RECOMMENDATIONS: Refer to Page # 5,6

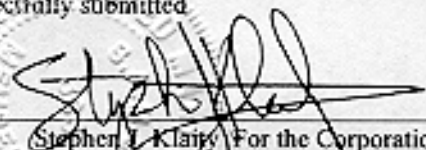
Photographs pages 7-10, Invoice page 11.

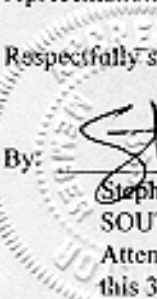
From general examination of this vessel while afloat, as far as practicable without making removals to expose parts concealed at the time of this survey and without witnessing it in operation, it is the opinion of the surveyor that the vessel is structurally sound, and will be satisfactory for service, when those recommendations that are **highlighted** and marked by asterisk * have been conducted. The valuation found in page one of this report is based upon all reported equipment taken into consideration and all recommendations complied with.

The above represents the opinion of the undersigned based on the facts presented and the discoveries made while surveying subject vessel with no warranty either specific or implied being made. While not limiting the generality of the above, this survey specifically does not cover certain latent defects that could not be discovered without the removal of decking, sheathing, tankage, joinery work or other fixed materials, disassembly of machinery, plumbing, wiring or other fixed parts. Neither Stephen Klaity, or South Florida Marine Surveyors Inc., are to be held liable in any manner what-so-ever for any error in judgment, default, omission, negligence, mis-statement or mis-representation in this report. The request and use of this report is to be construed as acceptance of these terms.

Respectfully submitted

By:


Stephen J. Klaity For the Corporation
SOUTH FLORIDA MARINE SURVEYORS, INC.
Attending surveyor, signed without prejudice
this 3rd day September 2000.



SOUTH FLORIDA MARINE SURVEYORS INC.

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(954) 975-5149 Fax (954) 969-0600

REPORT OF INSURANCE AND VALUATION SURVEY

FILE NUMBER 001634 NAME OF VESSEL: None DATE 09/03/00

This report represents the opinion of the undersigned and is issued subject to the condition that it is understood and agreed that neither this office nor any surveyor or any employee thereof is not under any circumstances what-so-ever to be held responsible in any way for any error in judgment, default, negligence, omission, nor for any inaccuracy, mis-representation, or mis-statement in this report, and that the request and use of this report shall be construed as acceptance of the foregoing.

The following agency and organizations requirements are quoted in this section:

(C.F.R.) = Code of Federal Regulations
(A.B.Y.C.) = American Boat & Yacht Council
(N.F.P.A.) = National Fire Protection Association

A trial run was not conducted, therefore not all electronics or equipment were tested..

The above captioned vessel was surveyed hauled at Marina One 609 North Federal Highway Deerfield Beach, FL 33441.

- Inspection of the vessel was made where accessible, but it must be clearly understood that many areas are inaccessible for examination; i.e., behind linings, ceilings and soles, and below engines, batteries, tanks, etc. and the surveyor cannot be held responsible for any deterioration found at a later date.
- INSPECTION OF THE VESSEL FROM WITHIN where accessible without major removals revealed all to be in apparent good condition, with the following exceptions, findings and recommendations:

Inspection of the fiberglass bonding, where accessible, of the bulkheads, partitions, stringers and engine beds to the hull revealed all to be in apparent good condition, with no signs of the vessel working or of delamination.

The frames, floors and planking, where accessible, were inspected and appeared in good condition. No signs of deterioration were noted.

INSPECTION OF THE VESSEL'S DECKS AND SUPERSTRUCTURE: Revealed all to be in apparent good condition, with the following exceptions, findings and recommendations: While every effort was made to locate any possible deterioration beneath the fiberglass sheathing, it must be clearly understood that it is extremely difficult to ascertain whether the fiberglass has delaminated from the wood or whether deterioration has occurred beneath the fiberglass sheathing. The decks and superstructure were sounded with a plastic hammer and no areas of deterioration were noted.

INSPECTION OF THE VESSEL'S HULL BOTTOM: The bottom of this vessel was visually inspected and sounded with a plastic hammer. No signs of delamination were noted.

INSPECTION OF THE VESSEL'S TOPSIDES revealed to be in apparent good condition with minor docking damage noted.

1. * The electrical wiring system was to marine specification and where accessible for inspection, was found to be in satisfactory condition with the following exceptions.

2. * All through-hull fittings examined. All sound and secure to hull. * This surveyor prefers the use of bronze through-hull fittings with suitable bronze seacocks. As sighted hoses appeared to be in generally sound condition. * Any suspect hose should be replaced immediately. All hoses should be inspected bi-monthly and replaced as necessary. Clamps should be inspected and replaced if needed. All hose clamps below waterline must be double clamped as per ABYC and USCG requirements.
3. * An inspection was made, where accessible, of the fuel tank and it was found to be in apparent good condition and no leaks noted at survey. It is, however, recommended that they be filled and checked for any leaks, or pressurized to 3 psi to prove the integrity as per (CFR 183.586), (ABYC H-24.17.4), (NFPA 302 5-4.10)
4. * Tag, Certify and provide three portable fire extinguishers as per (46 CFR 25.30), (ABYC A-4) (NFPA 302 10)
5. * Provide a USCG approved throwable device with retrieving line adequate length attached for use in the event of an emergency.
6. * Replace the distress signal flares having expired service life dates. as per (175.125 CFR)
7. * Compass requires deviation cards. None found. Swing and carry deviation card at navigation or helm positions. (USCG requirement)
8. Anchor adequate for this size vessel. Full rodes to be flaked, length measured, bitter ends proved, * Suggest second anchor to be installed in the event of an emergency.
9. Recommended that a first aid kit be carried on board at all time.
10. Vessel Identification registration numbering to comply per (33 CFR 173).