

SURVEY SCOPE

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. OUTDRIVE OR OUTBOARD LOWER UNIT DRAIN SCREW NOT REMOVED AND FLUID NOT INSPECTED
- 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.

WORK ORDER TERMS & CONDITIONS

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 willful 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.

Vessel being surveyed (year/make/model): _____

Customer Printed Name: _____

Customer Signature _____

Date: _____