

Birely Marine Services Inc.
BIRELY MARINE SURVEYOR AND CONSULTANT

Contender 31' Open Fish
"Sample"



MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

1063 S.W. Blue Water Way Stuart, FL 34997
(772) 781-9068 Cell (954) 646-7219

Report of Marine Survey

Of The Vessel

"Sample"

Contender 31' Open Fish

Conducted by
Captain Douglas Birely SA

Sample

September 11, 2012

TABLE OF CONTENTS

SECTION	PAGE NO.
I. INTRODUCTION	1
II. GENERAL INFORMATION	2
III. SYSTEMS	5
HULL DECK AND SUPERSTRUCTURE	5
PROPULSION	8
FUEL SYSTEM	9
ELECTRICAL SYSTEMS	9
FRESH WATER SYSTEM	10
STEERING SYSTEM	10
GROUND TACKLE	10
ELECTRONICS AND NAVIGATION EQUIPMENT	11
THRU-HULLS	12
SAFETY EQUIPMENT	12
OUT OF WATER INSPECTION	13
SEATRIAL REPORT	13
IV. FINDINGS AND RECOMMENDATIONS	15
V. SUMMARY AND VALUATION	26
VI. PHOTOGRAPHS	29

I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Sample the attending surveyor did attend onboard the "*Sample*" beginning on 9/11/12 where an "in-the-water-survey" WAS conducted at Martin County Marina, Palm City, Fl. The ship's papers were NOT on board. The Hull Identification Number (**HIN**) WAS verified from the transom. A sea trial WAS performed. An out-of the water inspection of underwater machinery and the exterior of the hulls wetted surface area WAS performed. The reason for the survey, was to ascertain the physical condition and value of the vessel. Moisture readings taken and referenced throughout the body of the report, were taken with the Sovereign Moisture Master meter. AC and DC power WAS used to check operation of the electrical systems specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, 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. Owner is advised to open up all such areas for further inspection. Further, 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 dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

NOTE: It is recommend and understood that all DIESEL/GAS engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

CONDUCT OF SURVEY:

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.

The use of the word "appears" is intended to indicate that a close or complete inspection was not possible or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

Use of asterisks * in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER:	1748
SURVEY PREPARED FOR:	Sample
NAME OF VESSEL:	"Sample"
TYPE OF SURVEY:	Pre-Purchase for Buyer
OVERALL VESSEL RATING:.....	**** AVERAGE
ESTIMATED MARKET VALUE:.....	\$46,500.00
BUILDER:	Contender
YEAR BUILT:	2002
MODEL OF VESSEL:	Center Console
HULL IDENTIFICATION NUMBER (HIN):	Sample
STATE VALIDATION STICKER NUMBER:	Sample
STATE REGISTRATION NUMBER:	Sample
PLACE OF SURVEY:	Martin County Marina, Palm City, Fl
DATE/TIME OF SURVEY:	September 11, 2012
HULL MATERIAL:	FRP (Fiber Reinforced Plastic).
HULL TYPE:	Planing, Modified-V with round bottom, lifting chines, and flared bow.
LENGTH OVER ALL (L.O.A.):	* 1' 3"
BEAM:	9' 4"
DRAFT:	1' 6"
PROPULSION SYSTEM:	(2) Twin Yamaha Outboard 225 hp
FUEL TYPE:	Gasoline.
FUEL CAPACITY:	* 240 gals
AC POWER:	Yes 120 volt 15 amp.
DC POWER:	Yes, 12 volt.
FRESH WATER CAPACITY:	Yes

II. GENERAL INFORMATION

DEFINITION OF TERMS:

The terms and words used in this report have the following meanings as used in this Report of survey:

APPEARS:

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor(e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests).

FIT FOR INTENDED USE:

Use which is intended by Survey Purchaser(present or prospective owner).

SERVICEABLE: ADEQUATE:

Sufficient for a specific requirement.

POWERS UP:

Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

Nearly new, with only minor cosmetic or structural discrepancies noted.

FAIR CONDITION:

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

POOR CONDITION:

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

USE OF *:

Use of * in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" section pertaining to the * item.

Asterisks * in this General Information section refers to the source of such information as follows:

- * Per Manufacturer's Specifications
- **Refer to Summary and Valuation Section
- *** Per USCG Documentation

II. GENERAL INFORMATION

DEFINITION OF TERMS:(*continued*)

**** Per Buc Book

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

TYPE:

Modified-V, planing type, with flared bow, hard chines.

MATERIAL:

FRP (fiber reinforced plastic)

EXTERIOR HULL:

***B1, B2, B3**

Light blue gelcoat with blue boot top, and moderate sheer.

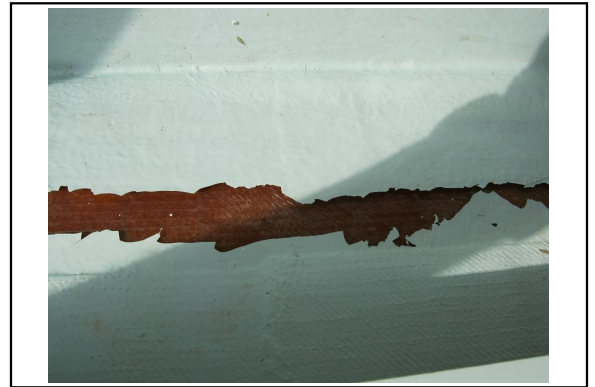
BULKHEADS:

***B4**

Athwartships reinforcement enhanced by FRP (fiber reinforced plastic) bulkheads bonded to the hull with FRP (fiber reinforced plastic). Appears serviceable where sighted.



Contender 31 013.JPG



Contender 31 014.JPG

STRINGERS:

Hull stiffness provided by FRP longitudinal stringers. Complete inspection not possible due to limited access. Appears serviceable where observed.

TRANSOM:

***B5**

Reinforced, FRP.

BILGE:

A smooth surface was used in the shallow bilge area.

CHAIN LOCKER (DRAINAGE):

The chain locker is forward and accessible through an access hatch on deck. The locker is a single flat bottom compartment.

MOISTURE CONTENT:

None noted.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

DECK CONSTRUCTION

TYPE:

Molded FRP (fiber reinforced plastic) with non-skid surface.

MATERIAL:

***B6**

Cored FRP (fiber reinforced plastic) with white gelcoat, molded non-skid surface.



Contender 31 015.JPG



Contender 31 016.JPG

HATCHES:

***B7, B8**

Yes

HULL-TO-DECK JOINT

TYPE:

Over Lapping

DECK FITTINGS

STANCHIONS:

Handrail

CHOCKS AND CLEATS:

Five (5) stainless steel 8" cleats.

BOLSTERS:

***B9**

Yes

BRIDGE DECK

MATERIAL:

FRP (fiber reinforced plastic).

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

BRIDGE DECK(*continued*)

TYPE:

***B10, B11**

Center console provides helm station and crew seating.

SEATS:

***B12**

Bench seats.



Contender 31 017.JPG

BIMINI:

Welded aluminum tuna tower with rod holders buggy top and sun shade. Condition excellent.

WINDSHIELD:

Canvas and clear plastic curtains surround the helm station.

FISHING EQUIPMENT

LIVE BAIT WELLS:

***B13, B14**

A live bait wells are located on the transom. They are FRP (fiber reinforced plastic) cylindrical in shape, capacity is approximately 50 gallons and it has an electric water re-circulation pump.

WASH DOWN SYSTEM:

***B15, B16**

Both fresh water and salt water wash down hose bibs are available.

ROD HOLDERS:

Gunwale mounted rod holders in cockpit coaming.

FISH BOX(S):

Yes

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

FISHING EQUIPMENT(*continued*)

OUTRIGGERS:

Rupp outriggers both port and starboard. Appears serviceable.

TUNA TOWER:

***B17**

Aluminum pipe welded tuna tower was well fitted and is in excellent condition.

PROPULSION

MAIN ENGINES

TYPE:

Two (2) Yamaha outboards 225 hp six cylinder V-6 gasoline naturally aspirated engines.

MANUFACTURER:

Yamaha: F225TXRB



Contender 31 012.JPG

SERIAL NUMBERS:

Port: Sample Starboard: Sample

LABELS AND NOTICES:

All required labels appeared to be in place and readable.

HORSE POWER:

225 hp

NUMBER OF CYLINDERS:

Six (6) in a V configuration.

INDICATED HOURS:

Port hours 1540. Starboard hours 1547.

THROTTLE CONTROLS:

Mechanical lever/cable type to electronic.

III. SYSTEMS

PROPULSION

MAIN ENGINES(*continued*)

FLAME ARRESTOR:
Yes, USCG approved.

ENGINE MOUNTS AND BED:
Transom

COOLING SYSTEM

TYPE:
Raw water cooled.

TRANSMISSIONS

TYPE:
Outboard

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:
Gasoline.

MATERIAL:
Aluminum.

NUMBER OF TANKS:
Two (2)

SHUT-OFF VALVE:
Yes. Ball valves at filters.

FUEL FILTERS:
Yes. Both remote mounted Racor filter/water separator type and engine mount spin on/off type.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:
***B18, B19, B20**
Lead acid battery powered 12 volt system and maintenance free.

MAIN BATTERY SWITCHES:
Type: Perco, rotary selector.

CHARGING SYSTEM:
Alternators on main engines.

III. SYSTEMS

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)(*continued*)

CHARGING SYSTEM (BATTERY CHARGER):

Type: Marine grade 110 volt. Guest 15 amp.

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET:

One (1) 120 volt, 15 amp.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS:

Yes, one (1).

PUMPS:

A ShurFlo, on demand type water pump.

STEERING SYSTEM

STEERING SYSTEM

TYPE:

Hydraulic, by Sea Star.

NUMBER OF STATIONS:

Two (2) main deck helm station and tower station.

LINES AND FITTINGS:

Reinforced flexible hose, with metallic fittings. Appears serviceable.

ACTUATOR CYLINDER:

Appears serviceable.

GROUND TACKLE

GROUND TACKLE

ANCHORS:

A Fortress: FX16.

RODE MATERIAL:

3/8" 3 braid marine grade nylon, approximately 150' feet.

III. SYSTEMS

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF:

***B21**

Simrad: RD65. Powers up.



Contender 31 020.JPG

RADAR:

Simrad CA44. Powers up.

CHART PLOTTER:

Simrad CA 44. Powers up.

AUTOHELM:

Simrad: IS15. Powers up.

FISH FINDER:

Simrad: CA 44. Powers up.

COMPASSES:

6" Ritchie.

STEREO:

***B22**

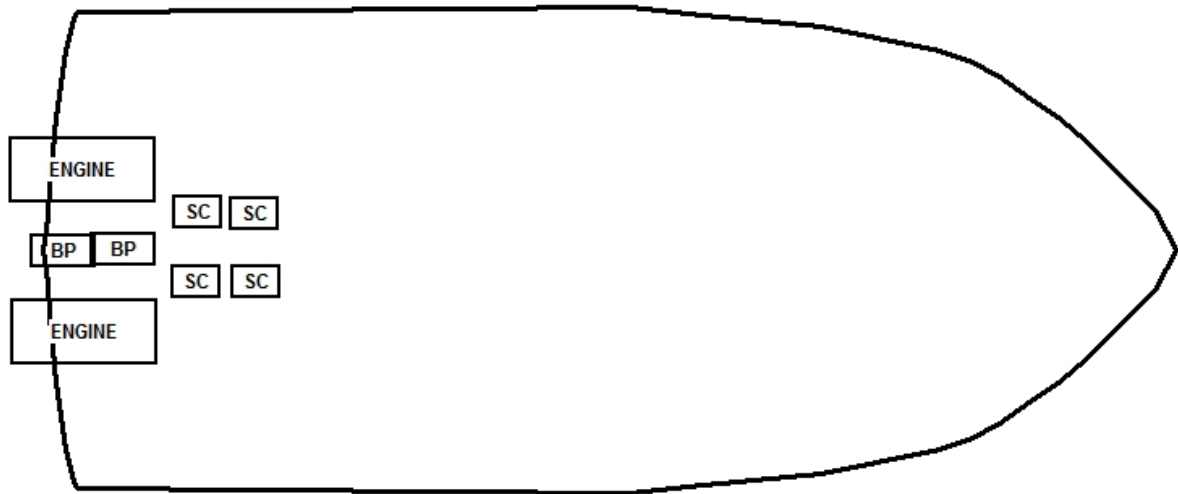
Fusion: MS IP600. Powers up.

III. SYSTEMS

THRU-HULLS

THRU-HULLS:

THRU-HULLS BELOW WATER LINE (DIAGRAM):



Abbreviation	Description
BP	Bilge Pump
ENGINE	Engine
SC	Seacock

****Black Icon(s) with white text indicates inoperable item.**

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S:

Six (6) Type II-U.S.C.G. approved.

NUMBER OF THROWABLE PFD'S:

One (1) Type IV-U.S.C.G. approved throwable device.

FIRE EXTINGUISHERS:

Two (2) dry chemical Size: 3 lb.

VISUAL DISTRESS SIGNALS:

Flares were 12 gauge Day/night visual distress signals and hand held flares. 12/12

SOUND DEVICES:

***A1**

None Sighted.

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)(*continued*)

FLAME ARRESTORS:

Yes, USCG approved.

NAVIGATION LIGHTS:

Sidelights are operable.

Sternlight is operable.

Anchor light is operable.

BILGE PUMPS

LIST:

***A2**

Yes. Two (2) See thru-hull diagram.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S):

Two (2) Stainless steel, three blade. 48

TRIM TABS:

***B23**

Bennett trim hydraulic tabs operated normally. (see photos)

ZINCS:

Two (2) engine mounted zinc.

OUTDRIVES:

***B24, B25**

Two (2) Yamaha outdrives.

CONDITION OF HULL (WETTED SURFACE)

BLISTERS:

None Sighted.

CONDITION OF BOTTOM PAINT:

***B26**

Bottom is not painted.

SEATRIAL REPORT

INTRODUCTION

INTRODUCTION:

The "Sample" was operated from the Martin County Marina between the hours of 5:00 to 5:45.

III. SYSTEMS

SEATRIAL REPORT

OBSERVATIONS

OBSERVATIONS:

***B27, B28, B29, B30, B31, B32, B33**

1. The engines started without excessive cranking.
2. The engine exhaust appeared normal.
3. The cooling water exhaust appeared adequate and normal.
4. The engine instruments did not operate within normal operating limits at idle, cruising speed, and maximum throttle.
5. Engines reached 6000 RPM at full throttle.
6. The steering system operated normally.
7. The throttles operated normally.
8. The transmissions operated normally/smoothly.
9. The backdown test was satisfactory.
10. There were no excessive vibrations noted.

PERFORMANCE DATA

SPEED DATA:

RPM,	MPH
4000,	30.1
4500,	33.2
5000,	36.4
5500,	40.6
Pinned	
Port	
6100	44.6
Starboard	
6000	

IV. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under "**SAFETY**" should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition. *Findings may also be in violation of U.S.C.G. regulations.*

Deficiencies noted under "**OTHER DEFICIENCIES**" should be corrected in the near future so as to maintain standards and to help the vessel to retain it's value.

Deficiencies will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES
- B. OTHER DEFICIENCIES NEEDING ATTENTION
- C. SURVEYORS NOTES AND OBSERVATIONS

A. SAFETY DEFICIENCIES:

A.1 (PAGE 12) SOUND DEVICES:

None Sighted.	
FINDINGS	RECOMMENDATIONS
No sound device onboard.	<i>Comply with USCG regulations for Sound Devices.</i>

A.2 (PAGE 13) LIST:

Yes. Two (2) See thru-hull diagram.	
FINDINGS	RECOMMENDATIONS
Both aft bilge pump float switches are inoperable.	<i>Further investigate and repair as necessary.</i>

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.1 (PAGE 5) EXTERIOR HULL:

Light blue gelcoat with blue boot top, and moderate sheer.	
FINDINGS	RECOMMENDATIONS
The name is peeling in areas.	<i>Further investigate and repair as necessary.</i>

B.2 (PAGE 5) EXTERIOR HULL:

Light blue gelcoat with blue boot top, and moderate sheer.	
FINDINGS	RECOMMENDATIONS
There are scratches on the bow in the gelcoat.	<i>Further investigate and repair as necessary.</i>

B.3 (PAGE 5) EXTERIOR HULL:

Light blue gelcoat with blue boot top, and moderate sheer.	
FINDINGS	RECOMMENDATIONS
There is a chip on the port side in the gelcoat.	<i>Further investigate and repair as necessary.</i>

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.4 (PAGE 5) BULKHEADS:

Athwartships reinforcement enhanced by FRP (fiber reinforced plastic) bulkheads bonded to the hull with FRP (fiber reinforced plastic). Appears serviceable where sighted.	
FINDINGS	RECOMMENDATIONS
The tabing on the forward bulkhead has failed.	<i>Grind and re-tab.</i>

B.5 (PAGE 5) TRANSOM:

Reinforced, FRP.	
FINDINGS	RECOMMENDATIONS
The transom has stress cracks.	<i>Further investigate and repair as necessary.</i>

B.6 (PAGE 6) MATERIAL:

Cored FRP (fiber reinforced plastic) with white gelcoat, molded non-skid surface.	
FINDINGS	RECOMMENDATIONS
There are stress cracks on the deck in numerous spots.	<i>Monitor</i>

B.7 (PAGE 6) HATCHES:

Yes	
FINDINGS	RECOMMENDATIONS
Most of the hatch gaskets are failing.	<i>Investigate further and repair or renew as necessary.</i>

B.8 (PAGE 6) HATCHES:

Yes	
FINDINGS	RECOMMENDATIONS
The forward box hatch hinge is loose.	<i>Further investigate and repair as necessary.</i>

B.9 (PAGE 6) BOLSTERS:

Yes	
FINDINGS	RECOMMENDATIONS
The bolsters are cracked.	<i>Further investigate and repair as necessary.</i>

B.10 (PAGE 7) TYPE:

Center console provides helm station and crew seating.	
FINDINGS	RECOMMENDATIONS
The helm aft fluorescent courtesy light is inoperable.	<i>Further investigate and repair as necessary.</i>

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.11 (PAGE 7) TYPE:

Center console provides helm station and crew seating.	
FINDINGS	RECOMMENDATIONS
The port helm electronic hatch is missing the handle.	Further investigate and repair as necessary.

B.12 (PAGE 7) SEATS:

Bench seats.	
FINDINGS	RECOMMENDATIONS
The bench cushions are torn.	Investigate further and repair or renew as necessary.

B.13 (PAGE 7) LIVE BAIT WELLS:

A live bait wells are located on the transom. They are FRP (fiber reinforced plastic) cylindrical in shape, capacity is approximately 50 gallons and it has an electric water re-circulation pump.	
FINDINGS	RECOMMENDATIONS
The bait well pumps are not double clamped.	Install new marine grade full stainless steel clamps.

B.14 (PAGE 7) LIVE BAIT WELLS:

A live bait wells are located on the transom. They are FRP (fiber reinforced plastic) cylindrical in shape, capacity is approximately 50 gallons and it has an electric water re-circulation pump.	
FINDINGS	RECOMMENDATIONS
The center bait well pump is inoperable.	Further investigate and repair as necessary.

B.15 (PAGE 7) WASH DOWN SYSTEM:

Both fresh water and salt water wash down hose bibs are available.	
FINDINGS	RECOMMENDATIONS
The starboard raw water wash down hose bib is missing.	Further investigate and repair as necessary.

B.16 (PAGE 7) WASH DOWN SYSTEM:

Both fresh water and salt water wash down hose bibs are available.	
FINDINGS	RECOMMENDATIONS
The salt water wash down pump runs constantly.	Further investigate and repair as necessary.

B.17 (PAGE 8) TUNA TOWER:

Aluminum pipe welded tuna tower was well fitted and is in excellent condition.	
FINDINGS	RECOMMENDATIONS
The tower seat and bolster are failing.	Further investigate and repair as necessary.

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.18 (PAGE 9) VOLTAGE:

Lead acid battery powered 12 volt system and maintenance free.	
FINDINGS	RECOMMENDATIONS
The batteries are mixed lead acid and maintenance free.	<i>Further investigate and repair as necessary.</i>

B.19 (PAGE 9) VOLTAGE:

Lead acid battery powered 12 volt system and maintenance free.	
FINDINGS	RECOMMENDATIONS
The port batterie is low on voltage.	<i>Further investigate and repair as necessary.</i>

B.20 (PAGE 9) VOLTAGE:

Lead acid battery powered 12 volt system and maintenance free.	
FINDINGS	RECOMMENDATIONS
The batteries are not secured.	<i>Further investigate and repair as necessary.</i>

B.21 (PAGE 11) VHF:

Simrad: RD65. Powers up.	
FINDINGS	RECOMMENDATIONS
The VHF mic wire is frayed.	<i>Further investigate and repair as necessary.</i>

B.22 (PAGE 11) STEREO:

Fusion: MS IP600. Powers up.	
FINDINGS	RECOMMENDATIONS
The starboard aft stereo speaker is inoperable.	<i>Further investigate and repair as necessary.</i>

B.23 (PAGE 13) TRIM TABS:

Bennett trim hydraulic tabs operated normally. (see photos)	
FINDINGS	RECOMMENDATIONS
The trim tabs are low on fluid.	<i>Further investigate and repair as necessary.</i>

B.24 (PAGE 13) OUTDRIVES:

Two (2) Yamaha outdrives.	
FINDINGS	RECOMMENDATIONS
The bottom of the skegs on the outdrive are chipped.	<i>Further investigate and repair as necessary.</i>

B.25 (PAGE 13) OUTDRIVES:

Two (2) Yamaha outdrives.	
FINDINGS	RECOMMENDATIONS
The bottom of the port skeg on the outdrive is missing.	<i>Further investigate and repair as necessary.</i>

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.26 (PAGE 13) CONDITION OF BOTTOM PAINT:

Bottom is not painted.	
FINDINGS	RECOMMENDATIONS
The bottom is scratched in areas.	<i>Further investigate and repair as necessary.</i>

B.27 (PAGE 14) OBSERVATIONS:

<ol style="list-style-type: none">1. The engines started without excessive cranking.2. The engine exhaust appeared normal.3. The cooling water exhaust appeared adequate and normal.4. The engine instruments did not operate within normal operating limits at idle, cruising speed, and maximum throttle.5. Engines reached 6000 RPM at full throttle.6. The steering system operated normally.7. The throttles operated normally.8. The transmissions operated normally/smoothly.9. The backdown test was satisfactory.10. There were no excessive vibrations noted.	
FINDINGS	RECOMMENDATIONS
The engine water pressure gauges were reading low.	<i>Investigate further. By a full service expert.</i>

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.28 (PAGE 14) OBSERVATIONS:

<ol style="list-style-type: none">1. The engines started without excessive cranking.2. The engine exhaust appeared normal.3. The cooling water exhaust appeared adequate and normal.4. The engine instruments did not operate within normal operating limits at idle, cruising speed, and maximum throttle.5. Engines reached 6000 RPM at full throttle.6. The steering system operated normally.7. The throttles operated normally.8. The transmissions operated normally/smoothly.9. The backdown test was satisfactory.10. There were no excessive vibrations noted.	
FINDINGS	RECOMMENDATIONS
The starboard trim tab motor is noisy.	<i>Investigate further. By a full service expert.</i>

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.29 (PAGE 14) OBSERVATIONS:

1. The engines started without excessive cranking.
2. The engine exhaust appeared normal.
3. The cooling water exhaust appeared adequate and normal.
4. The engine instruments did not operate within normal operating limits at idle, cruising speed, and maximum throttle.
5. Engines reached 6000 RPM at full throttle.
6. The steering system operated normally.
7. The throttles operated normally.
8. The transmissions operated normally/smoothly.
9. The backdown test was satisfactory.
10. There were no excessive vibrations noted.

FINDINGS	RECOMMENDATIONS
The starboard trim tab gauge is inoperable.	Investigate further. By a full service expert.

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.30 (PAGE 14) OBSERVATIONS:

1. The engines started without excessive cranking.
2. The engine exhaust appeared normal.
3. The cooling water exhaust appeared adequate and normal.
4. The engine instruments did not operate within normal operating limits at idle, cruising speed, and maximum throttle.
5. Engines reached 6000 RPM at full throttle.
6. The steering system operated normally.
7. The throttles operated normally.
8. The transmissions operated normally/smoothly.
9. The backdown test was satisfactory.
10. There were no excessive vibrations noted.

FINDINGS	RECOMMENDATIONS
The trim tabs were inoperable on the sea trial.	Further investigate and repair as necessary.

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.31 (PAGE 14) OBSERVATIONS:

1. The engines started without excessive cranking.
2. The engine exhaust appeared normal.
3. The cooling water exhaust appeared adequate and normal.
4. The engine instruments did not operate within normal operating limits at idle, cruising speed, and maximum throttle.
5. Engines reached 6000 RPM at full throttle.
6. The steering system operated normally.
7. The throttles operated normally.
8. The transmissions operated normally/smoothly.
9. The backdown test was satisfactory.
10. There were no excessive vibrations noted.

FINDINGS	RECOMMENDATIONS
The auto pilot was inoperable on the seatrial.	<i>Investigate further. By a full service expert.</i>

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.32 (PAGE 14) OBSERVATIONS:

1. The engines started without excessive cranking.
2. The engine exhaust appeared normal.
3. The cooling water exhaust appeared adequate and normal.
4. The engine instruments did not operate within normal operating limits at idle, cruising speed, and maximum throttle.
5. Engines reached 6000 RPM at full throttle.
6. The steering system operated normally.
7. The throttles operated normally.
8. The transmissions operated normally/smoothly.
9. The backdown test was satisfactory.
10. There were no excessive vibrations noted.

FINDINGS	RECOMMENDATIONS
The radio antenna was broken off.	Further investigate and repair as necessary.

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.33 (PAGE 14) OBSERVATIONS:

1. The engines started without excessive cranking.
2. The engine exhaust appeared normal.
3. The cooling water exhaust appeared adequate and normal.
4. The engine instruments did not operate within normal operating limits at idle, cruising speed, and maximum throttle.
5. Engines reached 6000 RPM at full throttle.
6. The steering system operated normally.
7. The throttles operated normally.
8. The transmissions operated normally/smoothly.
9. The backdown test was satisfactory.
10. There were no excessive vibrations noted.

FINDINGS	RECOMMENDATIONS
The radar scanner was noisy.	Investigate further. By a full service expert.

NOTE: If cruising more than 25 nautical miles offshore it is also recommended that a USCG approved self-inflating life raft be fitted to the vessel. And a first aid kit and small manual watermaker be added to the ships safety gear.

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION** After a the survey has been completed and the findings have been organized in a logical manner.

The grading of condition, developed by **BUC RESEARCH**, and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the **BUC USED BOAT PRICE GUIDE**, for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted marine grading system of condition:

"EXCELLENT (BRISTOL) CONDITION", is a vessel that is maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

"ABOVE AVERAGE CONDITION", has had above average care and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION", ready for sale requiring no additional work and normally equipped for her size.

"FAIR CONDITION", requires usual maintenance to prepare for sale.

"POOR CONDITION", substantial yard work required and devoid of extras.

"RESTORABLE CONDITION", enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** section of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is

OVERALL VESSEL RATING:

AVERAGE

V. SUMMARY AND VALUATION

STATEMENT OF VALUATION:

1. The "**FAIR MARKET VALUE**" is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the "**FAIR MARKET VALUE**" of the subject vessel is:

\$46,500.00

Forty Six Thousand Five Hundred Dollars and Zero cents

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the "Sample", for the purpose of evaluating its present condition and estimating its Fair Market Value. I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on 9/11/12 and was found to be a well constructed, appointed and comfortable vessel. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies list should be attended to in a timely fashion.

SURVEYOR'S CERTIFICATION:

I certify that, to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct.

The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.

I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.

I have made a personal inspection of the vessel that is the subject of this report.

This report is submitted without prejudice and for the benefit of whom it may concern.

ATTENDING SURVEYOR:



VI. PHOTOGRAPHS



Contender 31 001.JPG



Contender 31 004.JPG



Contender 31 009.JPG



Contender 31 010.JPG

VI. PHOTOGRAPHS



Contender 31 012.JPG



Contender 31 013.JPG

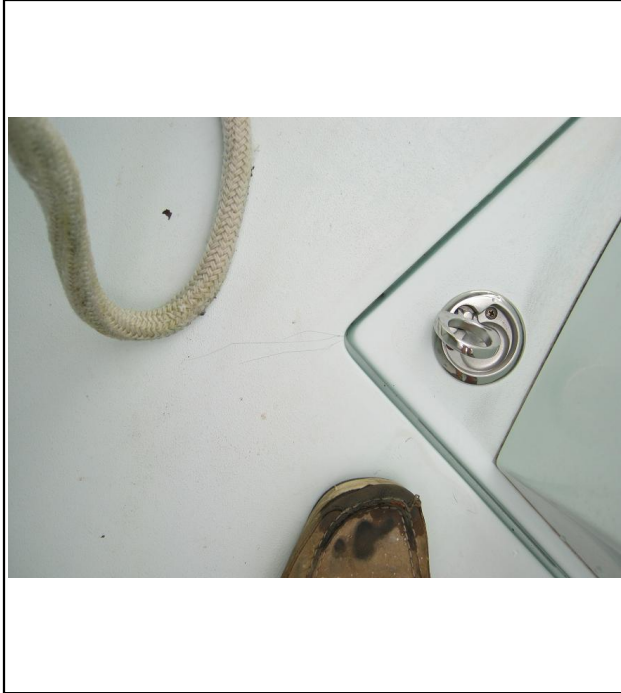


Contender 31 014.JPG



Contender 31 015.JPG

VI. PHOTOGRAPHS



Contender 31 016.JPG



Contender 31 017.JPG



Contender 31 018.JPG



Contender 31 019.JPG

VI. PHOTOGRAPHS



Contender 31 020.JPG



Contender 31 021.JPG



Contender 31 022.JPG



Contender 31 023.JPG

VI. PHOTOGRAPHS



Contender 31 024.JPG