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Pre-Purchase Inspection Report

At the request of **Xxxxxxx Xxxxxx** ("Client") and in accordance with the terms of the Inspection and Confidentiality Agreements dated **July 13, 2017**, all of which are incorporated herein by reference and specifically made a part of this report, Steve D'Antonio Marine Consulting, Inc. ("SDMC") inspected a **Xxxxxxxx Xxxxxx 67** its systems and components (collectively "Vessel") on **October 26-27, 2017** in **La Rochelle, France** and has prepared this Pre-Purchase Inspection Report ("Report"). This Report summarizes the SDMC findings resulting from this inspection and sets forth SDMC's opinions and recommendations with respect to the Vessel.

The inspection of the Vessel was conducted both dockside and underway. The Vessel was not hauled for this inspection and therefore observations concerning the hull below the waterline or running gear are not included.

The inspection is based solely on a careful visual and non-destructive inspection of the easily and readily accessible portions of its structure and equipment. This inspection did not include removal of soles, decking, headliners, insulation, ceiling, bulkhead fascia, hull lining, tanks and their access ports and joiner work. Disassembly of these parts is damaging in nature and prohibitively time consuming. As such, SDMC has conducted this inspection without the benefit of such disassembly.

Complete inspection of machinery, auxiliaries, piping, tanks, systems, electrical wiring, electrical and electronic equipment can be made only by continuous operation or by disassembly which has not been done. SDMC recommends that the engines, generators, navigation, communication, water making and other

similar equipment or systems be inspected by a qualified dealer for the particular make of equipment, including but not limited to power loaded tests to determine the condition of the engines, gears, pumps, controls, instrumentation, heat exchangers, exhaust system and electrical components and filtration, duration and calibration testing of other equipment or systems.

SDMC did not make a determination regarding the stability characteristics or inherent structural integrity of the Vessel.

SDMC makes no representation regarding the ownership (legal or equitable), classification or regulatory status of the Vessel, all of which can only be confirmed directly by the certifying authorities.

SDMC makes no representation regarding the presence of mold, spores, fungus, mildew, lead paint or asbestos aboard the vessel.

SDMC's opinions and conclusions contained in this Report are not and should not be considered or construed as a guarantee or warranty, express or implied, regarding the condition of the Vessel. Furthermore, this Report shall not be construed, utilized or relied upon as a "Pre-Purchase Survey," "Marine Survey," "Insurance Survey," "Condition and Valuation Survey," "Appraisal" or other similar document as those terms are commonly known in the marine surveying industry.

This Report summarizes SDMC's opinions and conclusions regarding the condition of the Vessel as of **October 27, 2017** [Last date SDMC observed/inspected Vessel].

FINDINGS, OPINIONS and RECOMMENDATIONS REGARDING VESSEL¹

¹ KEY:

A: Critical safety item, direct risk of fire, explosion, electrocution, injury or loss of life, this item should be resolved before using the vessel.

B: Important, may compromise safe operation, the vessel may lose power, lose control or flood as a result of this problem. It should be corrected or addressed before using the vessel.

C: Not critical, this is a nuisance or merely undesirable but not *immediately* serious, however, it may lead to substantial failures and/or repair costs in the future.

D: Observation or not an action item.

FB: Flybridge

MSR/GSR: Master/Guest stateroom

PH: Pilothouse

RW: Raw water, seawater or any water in which the vessel floats.

T: Time in labor hours required to correct, where applicable. This is a rough guestimate **not** a quote.

Unless otherwise noted, all temperatures are in degrees Fahrenheit.

Example entry

123. Seacock threads are incompatible, straight thread, NPS, through hull fittings are mated to tapered thread, NPT, in-line ball valves. These components are not designed to be mated together. B (severity rating of observation, see key above for additional detail). 101, 103 (last three digits of the number of the relevant photos provided in accompanying Drop Box photo folder).

1. Recommend trampoline pad eyes be replaced with strap eyes, there are a toe stub injury hazard. B. 616.
2. Main cleat installed in anchor locker is insufficiently supported for its size. Exposed plywood is visible on the gusset support. This cleat should be able to support the vessel when moored. B. 259-263, 618.
3. Stbd fwd deck locker gasket dislodged. C. 619-621.
4. Stbd engineering space, genset DC positive cable exposed. A. 003.
5. Port engine room, washers have been inserted between ring terminals and battery terminals. This present a high resistance path to electric current and a potential overheating scenario. A.
6. The high output alternators lack external regulation suitable for Li Ion batteries. It's been stated that a system has been installed to isolate the alternator output from the batteries when appropriate; however, it's unclear what method is being used to prevent alternator failure when the circuit is opened. Confirm a Li Ion-approved system is in place to contend with alternator output. Failure to do so could lead to alternator or battery damage. C. 009.
7. High output alternator positive studs lack insulation. This is a short circuit/fire risk. A. 011.
8. Stbd genset starter post, ring terminals installed in incorrect order. A. 033.
9. There is an unlabeled fuse in the overhead of the stbd machinery space, it appears to be for the deck winch. All fuses, circuit breakers and switches should be clearly and permanently labeled. C. 086.

10. Isolation transformer chassis grounds are daisy chained, if one connection fails, transformers downstream of it lose protection. A. 116, 117, 123.
11. Port engine room bilge pump wiring connections are lying in the bilge. All bilge pump electrical connections should be elevated above pump tops, and preferably waterproof as well. B. 134, 224.
12. The ampere interrupt capacity (AIC) of the fuses used to isolate the Li Ion batteries is only 2000 amps, see http://assets.blueseasystems.com/files/resources/reference/Quick_Guide_to_Blue_Sea_Systems_Fuses_and_Fuse_Holders.pdf it's possible the short circuit current for these batteries exceeds this level. Confirm with System designed that these fuses possess adequate AIC. A. 192, 358, 546.
13. Inverter and charger chassis grounds are undersized. A. 190.
14. There is an exposed, unlabeled fuse under inverter #1. A. 191.
15. Inverters are rated to IP21 ingress protection (other gear in this space has various IP ratings, it should be protected accordingly), recommend therefore that all be equipped with drip shields. For more on IP ratings see <https://www.proboat.com/2016/06/deciphering-ingress-protection-code/> A. 200, 354, 355, 566.
16. The electrical system display is confusing; in one bubble it shows voltage from one alternator and current from another. C. 382.
17. There is fluid; it appears to be oil, on top of the stbd transmission. It does not appear to be transmission fluid. It should be cleaned and monitored. B. 480, 482.
18. High output alternators' belts do not appear to have sufficient engagement, 120° is the alternator manufacturer's recommended minimum. Recommend the alternators be tested at full output to ensure the belts will not slip. C. 014, 483.
19. The engine support brackets are galvanized mild steel, recommend these be corrosion inhibited. C. 486.
20. The genset lacks an anti-siphon valve. Based on its location it may be unnecessary, if so confirm. There is no harm in using one if not needed, however, there is the risk of seawater flooding if one is required and not used. C.

21. Stbd genset motor mounts, fasteners are too long, they have been shimmed with multiple washers. Mounts are mild steel, they should be corrosion inhibited. C. 066.
22. Main engine anti-siphon valves are plumbed directly overboard, and the check valve appears to have been removed from the valve assembly, water flows from them continuously, this is not typical, these could become submerged while sailing, creating a siphon, and clouding the engine when the engine is shut down. C. 090, 091, 399.
23. Main engines' exhaust discharges below the waterline. This is a violation of Volvo Penta's installation guidelines, which call for above water exhaust in all drawings and specifications for D3 engine installation (available upon request). Unventilated underwater exhaust increases back pressure, recommend a back pressure test be carried out. C. 179, 700-707, Video.
24. Stbd genset data tag not visible, recommend another tag be obtained and applied where it can be read. C. 183.
25. The engine room ventilation is inadequate, during the sea trial the engine room temperature at the engine air intake on the port side (the stbd side was not equipped with the curtain, making it impossible to obtain accurate measurements) reached 115 F (46C), while ambient temperatures was 63F (17C), yielding a delta T of 52F (29C), well above the industry standard. Recommend warm air be exhaust from the top of the engine compartments. C. 342,698.
26. There is no fire protection in the generator spaces. A.
27. Stbd engine coolant leak, aft end, from water heater plumbing. B. 352.
28. There is a shaft wobble at 75% load and above. This is often indicative of a propeller imbalance or shaft length harmonic. C. Videos.
29. It appears that (balsa) core has not been removed from areas where below the waterline penetrations have been made, seacocks, exhaust etc. This practice can lead to localized compression of core, water saturation and loss of structural integrity. Confirm core has, or has not been removed in these areas. For more on this subject see <https://www.proboat.com/2015/10/the-hard-facts-about-hardware-installations/> and <http://stevedmarineconsulting.com/cored-composite-deck-hardware/> B. 053, 075, 247.

30. Exposed timber core on port machinery space battery shelf. C. 104, 509.
31. Stbd engine room, water maker reject water seacock is plastic, it lacks sufficient robustness, it is not fire resistant. It should be replaced with a metallic seacock. The hose is not designed for raw water applications. B. MCA 5.8. 474.
32. All hydraulic fittings are plated mild steel, recommend these be corrosion inhibited. C. 006, 004, 475.
33. There are no isolation valves between the autopilot pump and the steering system. B. 005.
34. There are unlabeled valves on the stbd engine, these appear to be isolation valves for the water heater. C. 477.
35. Stbd engine room and engineering space, seacocks unlabeled. All valves aboard, regardless of application, should be clearly and permanently labeled. C. 477-479.
36. Valves used for seacocks, for raw water plumbing, appear to be nickel-plated brass. Confirm the valves are specifically rated by the manufacturer for use with seawater. B. 485.
37. Seacock stem nuts and handles are mild steel, recommend these be corrosion inhibited. C. 488.
38. Confirm that all threads used on seacock plumbing are compatible. NPS valves appear to be used with NPT 90 degree fittings. B. 022.
39. The stbd stuffing box is leaking. B. 026, 029.
40. Recommend exhaust hoses be double-clamped. B. 031, 499, 502.
41. Gensets, port and stbd, exhaust discharge appears to be secured to (cored) hull with tapping screws. Sealant has separated from rubber through hull insert. B. 053-055, 163.
42. Stbd main exhaust not secure, chafing on bolt, port exhaust hose chafing on generator enclosure. The exhaust moves while the engine is running, exhaust is secured with plastic straps, should be secured with metallic straps. B. 094, 095, 365.

43. Raw plumbing for the water maker is not robust enough, it utilizes plastic and components, the hose is not rated for raw water use. B. 098.
44. Port machinery space, steering system valves unlabeled. Confirm valves are rated for steering system relief pressure, which is typically 1,000 psi (69 bar). C. 127.
45. Port main engine raw water intake, an 18" (45 cm) long pipe nipple extension has been installed into the seacock valve, its purpose is unknown, however, it can impart significant leverage on the assembly, considerably increasing the risk of failure and flooding. B. 128.
46. The HVAC raw water strainer is difficult to service, it requires a wrench to remove the lid, recommend this be replaced with a more easily serviceable strainer. C. 517.
47. UV filter not secured, not grounded. A. 494, 495.
48. Port fwd engine room, unlabeled valves. C. 137, 145, 147.
49. Bilge pumps lack anti-siphon valves. They are equipped with check valves, however, these are not reliable enough to prevent flooding. For more on anti-siphon and check valves see <https://www.proboat.com/2017/06/antisiphon-valves/> and <https://www.proboat.com/2017/04/many-weaknesses-raw-water-check-valves/> B. 134.
50. Port main engine raw water hose kinked. C. 157, 158.
51. Port and stbd main engines raw water hoses spliced with metallic tube. Confirm this is bronze and not brass, confirm it is barned and not smooth or threaded. For more on brass issues see <http://stevedmarineconsulting.com/know-your-underwater-alloys/> B. 159, 164.
52. Port main engine anti-siphon valve inaccessible for service. C. 162.
53. Fwd sanitation gear space, unlabeled valves. C. 204-208, 212.
54. Crew quarters' holding tanks, no means of direct deck pumpout. C. 584.
55. Clear PVC hose used for raw water throughout the vessel. This hose is not specifically rated for raw water use. B. 585.

56. Port aft stateroom, air handler leak. C. 233, 234.
57. Port fwd stateroom, seacock not labeled. C. 243.
58. It is my opinion that the seacocks used throughout the vessel lack the necessary robustness for an ocean-going craft, many could be easily broken if loose gear slid into, or a person fell onto, or even stepped on them. For more on seacock installation and selection, see <http://www.boatus.com/seaworthy/magazine/2014/april/whats-below-your-waterline.asp> B. 243, 245.
59. Port holding tank, all valves and fittings should be labeled. C. 250,253.
60. Aluminum alloy water tank plumbed with brass fittings, these are galvanically incompatible. These should be replaced with non-metallic fittings. Straps securing tank can allow water to migrate beneath them, leading to corrosion. Recommend cushion material be bedded. C. 264, 267, 274, 276.
61. The stbd water heater fitting is leaking. C. 320.
62. The pump used for the raw water wash-down system is designed for use with fresh water only. See specifications from manufacturer here http://www.spxflow.com/en/assets/pdf/JP-AquaJet_710_01_10_2014-GB%20web.pdf C. 326, 327.
63. The hose for the raw water wash-down system is bulging, it does not appear to be suited for the pressure. The hose used is not specifically rated for raw water use. The hose is not fully inserted onto the seacock barb. B. 328-332.
64. Stbd engine raw water hose, kinked. C. 357.
65. Hydraulic steering hoses chafing while underway on ram shelf and other hoses. B. 361-364.
66. The engine room and electrical space fixed fire extinguishers are mounted too low. The automatic function is temperature sensitive; it should be installed on the overhead, where the temperature will increase most rapidly. The electrical room fire extinguisher is not linked to the ventilation fan for this space. A. 476.
67. The primary fuel filters used for the main engines and gensets are difficult to service, particularly at sea; they lack water drains or a clear bowl that can be observed for water and debris. Galvanically incompatible fittings, copper and aluminum, have been used in contact

with each other. Steel plugs are also used, these should be corrosion inhibited. Recommend Racor 500MA filters be installed to replace all of these, with tandem installed for the engines, recommend water in fuel sensors and vacuum gauges be installed as well. B. 021, 023, 175, 176.

68. Steering ram components are plated mild steel, these should be corrosion inhibited. B. 035, 041, 042.
69. Confirm alloy used for rudder and propeller shaft stock. C.
70. Steering ram to rudder tiller arm bolts too short, they do not engage the nuts' locking rings. B. 036.
71. Service pins are installed in all fixed fire extinguishers, with these pins installed they cannot be manually discharged. A. 133.
72. The clamp used to secure the cable for the fixed fire extinguishers utilizes plastic. Confirm this is the part supplied with the fire extinguisher. A. 133, 612, 613.
73. Passerelle pump, cable and solenoid exposed and not secured. A. 139.
74. At the time of the inspection the LP/butane gas system was incomplete, it could not be tested. Never the less, the following observations were noted. Fittings are plated steel, they will rust, these should be brass, recommend the locker door be gasketed to keep boarding seas out. Components do not appear to be robust or made for seagoing applications. C. 165-172, 303.
75. Port engineering space open to battery compartment. This will compromise the battery compartment fire extinguisher and allow heat from the engineering space to enter the battery compartment. A. 551.
76. Connection between anchor rode and hull, this should be easier to cut. B. 574.
77. Engine room fire extinguisher discharge handles not labeled for port and stbd. A. 218.
78. Boom gooseneck fastener too short, does not engage nut locking ring. B. 588, 589.
79. Curtains used to isolate engine rooms from aft engineering spaces are inconvenient, they make access to and inspection of the engine room

while underway difficult and are likely to be discarded or not used regularly when the vessel enters service. Recommend a bulkhead be installed with a hatch or door. B. 343, 607.

- 80. Fuel tanks lack an inspection, clean out port. C. 220.
- 81. Bilge pump electronic float switches are not easily tested. C. 223, 226.
- 82. Wiring for panel to access air handler in port fwd crew area too short. C. 256.
- 83. Potable water pump feet and mounts are mild steel, recommend these be corrosion inhibited. C. 623, 624.
- 84. There is debris inside the hydraulic steering system reservoir. B. 293.
- 85. The passerelle port in the transom is not watertight. B. 299.
- 86. The top of the passerelle is exposed, debris, dirt and water can leak into this area, where sensitive components are located. It should be covered. C. 366.
- 87. Caps on bottom of engine room ladders falling off. C. 346.
- 88. The fixed fire extinguishers do not sound an audible alarm when discharged. A.
- 89. Port engine room blower does not reset after simulated fire extinguisher discharge. A.
- 90. There is no manual tiller aboard, it could not be tested. B. 397, 398.

Addendum

- Smoke detectors should be installed in all accommodation spaces as well as in the engine room, lazarette and other engineering compartments (wireless units in which all sound in the event any one detects smoke are recommended). These units, available inexpensively at home improvement stores, will cause all units in the system to sound in the event smoke is detected in any one location. (NFPA 302 13.3 recommends a smoke detector be installed on all vessels over 26'). Smoke detectors should be replaced every 5 years or in accordance with manufacturer's guidelines. Smoke detector batteries should be replaced every 6 months or in accordance with the manufacturer's

recommendations. Portable ABC rated fire extinguishers should be installed in every cabin and accommodation space as well as adjacent to the galley. Gaseous BC rated fire extinguishers should be installed, one each, at or near the bridge and adjacent to engine room access, to be used for fighting minor electrical fires. A fixed fire extinguishing system that includes a manual discharge and automatic equipment shut down should be installed in the engine compartment and engineering spaces if equipped with gensets, batteries or electrical components. These additions are highly recommended. For more information on smoke detectors see Steve's blog at <http://stevedmarineconsulting.com/special-edition-smoke-detectors/> and <http://stevedmarineconsulting.com/onboard-alarms-part-ii/> For more on fire extinguishers see <http://stevedmarineconsulting.com/portable-fire-extinguishers-not-all-are-created-equal/>

- Every vessel with a cabin or enclosed space should be equipped with CO detectors in each stateroom as well as locations where occupants may sleep, even occasionally (saloon, pilothouse etc). CO detectors should be permanently wired to the vessel's DC power supply *without* switches or circuit breakers that can be easily or inadvertently turned off. CO detectors have a finite life, typically no more than 5 years. If you are unsure of the age of a CO detector, it should be replaced. For more information on CO detectors see Steve's blog at <http://stevedmarineconsulting.com/carbon-monoxide-poisoning/> A
- If not already installed, an exhaust system temperature alarm should be installed on propulsion engines and generators. These will often alert the operator to a cooling water supply problem long before the event becomes critical. For more on this and other alarms see Steve's blog at <http://stevedmarineconsulting.com/onboard-alarms-part-i/> B.
- If not already installed, a bilge high water alarm should be installed. The float switch for a high water alarm should be located no more than three inches above the existing bilge pump float switch. In general, vessels should be equipped with a **minimum** of 100 gallons per foot of boat length, effective, per hour of bilge pump capacity. Twice that capacity is desirable. For more information on bilge pump installations see <http://stevedmarineconsulting.com/onboard-alarms-part-ii/> B
- Every vessel should be equipped with GFCI receptacles located in the galley, heads, machinery spaces and on deck in order to comply with ABYC guidelines. All receptacles would benefit from this protection. Additionally, whole boat GFCI protection is also desirable and recommended in the form of an Equipment Leakage Current Interrupter or ELCI. While these do not technically offer protection for personnel, they are designated as equipment protection, they do never the less enhance

safety and reduce the likelihood of dangerous electrical faults and potential electrocution scenarios. For more information on GFCI receptacles and ELCI's see Steve's blog at <http://stevedmarineconsulting.com/electrocution-prevention-2/> and <http://stevedmarineconsulting.com/safe-shore-power-and-electrocution-prevention-2/> and <http://stevedmarineconsulting.com/electric-shock-drowning-and-elcis-explained/> A

- If the vessel's water heater is plumbed to the engine, the water heater should be equipped with a tempering valve. This will reduce the temperature of the water leaving the water heater, particularly when it's being heated by the engine, conceivably to the same temperature as the engine's coolant, or nearly 200°F. In addition to the tempering valve, if the engine is used for producing hot water anti-scald faucets should be installed in the galley and heads. For more information on tempering valves and water heater installations see <http://stevedmarineconsulting.com/water-heater-primer/> A
- Every vessel should be equipped with a permanently installed rigid or flexible fitting or part of the hull which allows a person to reboard from the water without assistance. A.
- Recommended consumables: Corrosion inhibitor: CRC Heavy Duty Corrosion Inhibitor <http://www.crcindustries.com/products/heavy-duty-corrosion-inhibitor-10-wt-oz-06026.html> ; Penetrating oil: Kroil <http://www.kanolabs.com/> ; Dielectric grease: Superlube <http://www.superlube.com/silicone-dielectric-grease-ezp-52.html> ; Thread sealant: Leak Lock <http://www.highsidechem.com/leaklock.html> ; Hose clamp finishing caps: Clamp-Aid <http://clamp-aid.com/>
- If the vessel is equipped with a DSC capable radio, and/or AIS, as well as EPIRB/PLB, be certain to re-register these if ownership is changing hands. For more on this subject see <https://www.boatus.com/pressroom/release.asp?id=1332> and <https://beaconregistration.noaa.gov/RGDB/index> A.

This report is prepared for the Client as of the date of the report. Any further disclosure or dissemination of this report is not a representation, guarantee or warranty about the vessel or this report by the author. Others to whom this report is provided under the terms of the inspection

agreement are advised to conduct their own examination of the vessel that is the subject of this report.

Follow up compliance inspections are the only way to definitively ensure that the above-noted observations have been properly addressed. For more information on compliance inspections please contact SDMC.

Reasonable care has been taken in conducting a visual inspection of the accessible areas of this vessel. All details and particulars in this report are believed to be true; however, they are not guaranteed to be accurate. All judgments, conclusions and recommendations are purely expressions of opinion, based on my skill, training and experience after a reasonable examination of the vessel's systems and after discussions with owners/brokers/crew/builder or others who could provide useful information.

LIMITATION OF LIABILITY

SDMC HAS ENDEAVORED TO CONDUCT AS THOROUGH AN INSPECTION OF THE VESSEL AS POSSIBLE, AND THE FINDINGS, OPINIONS AND RECOMMENDATIONS CONTAINED HEREIN ARE BASED ON THE INFORMATION OBTAINED DURING THE COURSE OF THE INSPECTION. SDMC'S FINDINGS AND OPINIONS WITH RESPECT TO THE VESSEL ARE NOT INTENDED TO BE NOR SHOULD THEY BE CONSTRUED AS A GUARANTEE OR WARRANTY, EXPRESS OR IMPLIED, REGARDING THE CONDITION OF THE VESSEL.

SDMC ASSUMES NO RESPONSIBILITY FOR THE COST OF REPAIRING OR REPLACING ANY DEFECT IN THE CONDITION OF THE VESSEL.

SDMC SHALL HAVE NO LIABILITY FOR CONSEQUENTIAL DAMAGES, PROPERTY DAMAGES, BODILY OR PERSONAL INJURY DAMAGES, OR PUNITIVE DAMAGES SUSTAINED BY THE CLIENT ARISING FROM SDMC'S INSPECTION OF THE VESSEL AND THE FINDINGS, OPINIONS AND RECOMMENDATIONS CONTAINED IN THIS REPORT. IN THE EVENT SDMC IS FOUND LIABLE TO CLIENT FOR ANY SUCH DAMAGES, CLIENT'S DAMAGES SHALL BE LIMITED TO THE FEE SET FORTH IN THE PRE-PURCHASE INSPECTION RETAINER AGREEMENT IN PARAGRAPHS 2.1 AND 2.2 OF SAID AGREEMENT, LESS EXPENSES, PAID BY THE CLIENT.

DEFENSE AND INDEMNIFICATION

In the event SDMC is found liable to a third party or third parties for damages arising from SDMC's inspection of the Vessel and the findings, opinions and recommendations contained in this Report, Client agrees to defend, indemnify and hold harmless SDMC for such damages, including but not limited to

reasonable attorney's fees, whether arising under theories of negligence, contract, or any other legal theories.

CONFIDENTIALITY

This Report is considered "Confidential Information" as that term is defined by the Confidentiality Agreement dated **July 13, 2017** and is subject to the terms of said Agreement.

CLIENT'S ACCEPTANCE OF REPORT and RESPONSIBILITIES

Client's acceptance and use of this Report is subject to the terms of this Report, the Consulting Agreement and Confidentiality Agreement.

By Client's acceptance of this Report, Client acknowledges that many conditions, defects, hazards or problems may affect the safety, seaworthiness, safe operation, reliability, operability, and value of the Vessel, and Client further acknowledges that it is the sole responsibility of the Master of any vessel to determine the seaworthiness and suitability of the vessel for any intended voyage.

Client acknowledges that SDMC retains full rights to photos taken during, or provided to the client in the course of fulfilling the terms of this agreement. The client may not publish, copy or otherwise distribute photos provided by SDMC without prior written consent (the client may provide photos to the boat builder or broker with an accompanying inspection report).

It is the sole responsibility of the Client (1) to make inquiries and request full disclosure from the seller(s), broker(s) and other interested party(ies) of any such conditions, defects, hazards or problems, whether discovered during SDMC's inspection and set forth in this Report or not; (2) to obtain and review any previous surveys and repair records and to make inquiries of any individuals with firsthand knowledge of the Vessel, particularly those individuals with experience operating and/or repairing the Vessel; (3) to conduct a "walk through" inspection, inventory verification and operational testing/underway trials/full power run of the vessel and all equipment immediately prior to Client's conclusion of the purchase of the Vessel; and (4) to contact the manufacturer of the Vessel to register ownership and to obtain up to date information concerning the boat/equipment and possible recall campaigns or other service/maintenance advisories.

NO PORTION OF THIS REPORT IS OFFERED AS A WARRANTY, EXPRESS OR IMPLIED, OF THE CONDITION, LIFE EXPECTANCY, SEAWORTHINESS OR VALUE OF THE VESSEL.

_____(E Mailed) _____
Steve D'Antonio, President,
D'Antonio Marine Consulting, Inc. (SDMC)

November 1, 2017
Date

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