Marine Survey Report
#155
on the
Sailing Vessel
“Fast Company”
on
January 14, 2013
For
Condition & Valuation

Survey Exclusively For:
Client

Conducted By:
TONY ALLPORT SAMS, AMS®
Allport Marine Survey & Consulting
11310 Tillicum Dr.
Anderson Island, WA 98303
253-405-8324
253-884-4838Fax
www.marinesurveyor.com/allport/

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Tony Allport, SAMS®, AMS®
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**VESSEL SURVEY INFORMATION**

<table>
<thead>
<tr>
<th>Date of Survey</th>
<th>January 14, 2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Survey Location</td>
<td>Tacoma, WA</td>
</tr>
<tr>
<td>Surveyed By</td>
<td>Tony Allport, SAMS®, AMS®</td>
</tr>
<tr>
<td>Type of Survey</td>
<td>Condition and Valuation</td>
</tr>
<tr>
<td>Name of Vessel</td>
<td>Fast Company</td>
</tr>
<tr>
<td>Year/Make/Model of Vessel</td>
<td>2006 / Corsair F-28</td>
</tr>
<tr>
<td>Overall Vessel Condition</td>
<td>Good</td>
</tr>
<tr>
<td>Estimated Fair Market Value</td>
<td>$65,000 to $70,000</td>
</tr>
<tr>
<td>Estimated Replacement Value</td>
<td>$100,000</td>
</tr>
<tr>
<td>Hull Identification Number</td>
<td>CSR402051506</td>
</tr>
<tr>
<td>Federal Documentation Number</td>
<td>N/A</td>
</tr>
<tr>
<td>State Registration Number</td>
<td>WN 6275 NS</td>
</tr>
<tr>
<td>State Annual Decal Number / Expiration Date</td>
<td>665883 / 2013</td>
</tr>
<tr>
<td>Owner</td>
<td>Mark</td>
</tr>
<tr>
<td>Builder</td>
<td>Corsair</td>
</tr>
<tr>
<td>Designer</td>
<td>Ian Farray</td>
</tr>
<tr>
<td>Hull Material</td>
<td>Fiberglass</td>
</tr>
<tr>
<td>L.O.A / L.W.L.</td>
<td>28’ – 5” / 26’ – 3”</td>
</tr>
<tr>
<td>Beam / Draft / Keel</td>
<td>19’ – 9” / 4’ – 11” / Dagger Board</td>
</tr>
<tr>
<td>Displacement / Ballast</td>
<td>2690 lbs. / none</td>
</tr>
<tr>
<td>Propulsion System</td>
<td>Outboard Engine</td>
</tr>
<tr>
<td>Fuel</td>
<td>Gas</td>
</tr>
<tr>
<td>Intended Use/Cruising Area</td>
<td>Pleasure / Puget Sound and Adjacent Waters</td>
</tr>
</tbody>
</table>

^ Information provided by Survey Report purchaser, Owner, or Owner’s Rep.
^^ Information per ship’s papers or Manufacturer’s Specifications.
^^^ Information per BUC Book, or other reliable publication.
Acting at the request of, Client, the undersigned did on January 14, 2013, attend on board the sailing vessel, Fast Company, while it was in the water dockside at the Foss Waterway Marina and hauled on its trailer at the Point Defiance boat ramp in Tacoma, WA.

Attending the survey was the undersigned marine surveyor, the Client, Matthew Dunning the broker, and Mark the owner.

The purpose of the inspection was limited to determining the general condition of the vessel’s structure, machinery, equipment, and systems on this day only, for condition and valuation for pre-purchase consideration. The inspection is based on the agreement between the survey purchaser and the undersigned as represented in the Work Order - REQUEST FOR VESSEL SURVEY, PERMISSION TO BOARD, & DISCLAIMER signed by both parties prior to the inspection.

The vessel was carefully examined and tested in reasonably accessible places of the primary structural elements, the hull, deck, and cabin arrangement, by percussion sounding, scraping, and visual inspection. A limited external engine inspection was performed but a full mechanical survey was not performed or requested. The valuation of this vessel presumes the satisfactory operation of the engine. The vessel was observed from shore while underway to the boat ramp. The weather was cold and dry.

So far as could be determined by the above method of inspection, the vessel appears to be in good structural condition, normal wear and tear expected, with the exception of any deficiencies noted in the survey report. It is the opinion of the undersigned that her hull and equipment will be in satisfactory condition for cruising the waters of the Pacific Northwest when equipped, proper seamanship used, the recommendations are complied with, and the non-standard conditions corrected. She is intended for use as a private recreational vessel.

**CONDITION:**
GOOD

**VALUATION**

ESTIMATED FAIR MARKET VALUE $65,000 to $70,000 US$ AS IS

The valuation of this vessel was conducted by examining recent sales and current listings of comparable vessels, otherwise known as the market approach. The cost and income approaches to valuation were also considered but found not to apply in this case. Two recorded sales on Soldboats.com for Corsair F 28’s built between 2005 and 2007 and sold in the last two years range between $61,000 and $75,000 with an average of $68,000. There are three current listings on Yachtworld.com ranging from $58,900 to $79,000 with an average of $68,000.

ESTIMATED REPLACEMENT VALUE (NEW) $100,000 US$

Based upon the following sources:
BUC, Soldboats.com, Current Local Yachting Publications, Internet Resources and the Surveyor’s knowledge and experience.
### SAFETY EQUIPMENT

#### FEDERALLY REQUIRED SAFETY EQUIPMENT

<table>
<thead>
<tr>
<th>Ship's Papers: State Registration Form Aboard?</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>USCG Vessel Documentation Form?</td>
<td>No</td>
</tr>
<tr>
<td><strong>Personal Flotation Devices (Life Jackets):</strong></td>
<td></td>
</tr>
<tr>
<td>Four type II adult</td>
<td></td>
</tr>
<tr>
<td><strong>Throwables (Type IV)</strong></td>
<td></td>
</tr>
<tr>
<td>Horseshoe type and Lifesling 2®</td>
<td></td>
</tr>
<tr>
<td><strong>Fire Extinguishers</strong></td>
<td></td>
</tr>
<tr>
<td>Number: 1</td>
<td></td>
</tr>
<tr>
<td>Size: B1</td>
<td></td>
</tr>
<tr>
<td>Charged: Yes</td>
<td></td>
</tr>
<tr>
<td>Tagged: No</td>
<td></td>
</tr>
<tr>
<td>Age: 2005</td>
<td></td>
</tr>
<tr>
<td>Note: all fire extinguishers are required to be recertified and tagged annually.</td>
<td></td>
</tr>
<tr>
<td><strong>Visual Distress Signals</strong></td>
<td></td>
</tr>
<tr>
<td>All expired</td>
<td></td>
</tr>
<tr>
<td><strong>Sound Producing Device</strong></td>
<td></td>
</tr>
<tr>
<td>Horn(s) – Yes</td>
<td></td>
</tr>
<tr>
<td>Bell – No</td>
<td></td>
</tr>
<tr>
<td><strong>Navigational Lights</strong></td>
<td></td>
</tr>
<tr>
<td>Side Lights – Yes</td>
<td></td>
</tr>
<tr>
<td>Anchor light – Yes</td>
<td></td>
</tr>
<tr>
<td>Stern light – Yes</td>
<td></td>
</tr>
<tr>
<td>Steaming light – Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Placards:</strong></td>
<td></td>
</tr>
<tr>
<td>“Discharge of Oil Prohibited”</td>
<td>Yes</td>
</tr>
<tr>
<td>“Trash Disposal (MARPOL Annex (V)”</td>
<td>Yes</td>
</tr>
<tr>
<td>Washington State carbon monoxide warning?</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Equipment Applicable to Vessels with Gasoline Powered Machinery</strong></td>
<td></td>
</tr>
<tr>
<td>Backfire Flame Arrestor – N/A</td>
<td></td>
</tr>
<tr>
<td>Warning at Helm – None Observed</td>
<td></td>
</tr>
<tr>
<td>Ventilation – Yes</td>
<td></td>
</tr>
<tr>
<td>Power Exhaust Blowers – No</td>
<td></td>
</tr>
<tr>
<td>Fixed Fire Extinguishing System in Engine Compartment – N/A</td>
<td></td>
</tr>
</tbody>
</table>

#### Other (Optional) Safety Equipment

| Boat Hooks | Yes |
| EPIRB      | No  |
| Fire Alarm | No  |
| M.O.B. Pole| No  |
| First Aid Kit | Yes |
| Life Rafts | No  |
| Etc.       | Yes |

#### Extra Parts

- (Engine, Generators, Hoses Belts, Etc.) Yes

#### Basic Navigational Aid Info./Charts, Etc.

- Yes, electronic only
FINDINGS AND RECOMMENDATIONS

NOTE: *

There may be additional comments and/or recommendations for action in the Appendix.

1) **FOUND:** The VHF radio did not receive weather information. Reception was improved when the owner fussed with the antenna.

   **Recommended:** Identify the problem and repair or replace items as needed.

2) **FOUND:** The steaming light and the deck light would not operate. There were also wires at the base of the mast that appeared to have pulled free of their receptacle. These two issues may be related.

   **Recommended:** Investigate further and repair as needed.

3) **FOUND:** The after portion of both amas contained a fair amount of fresh water.

   **Recommended:** Dry out and ventilate the amas. Reseal deck hardware to prevent further leaking.

4) **FOUND:** The aftermost tip of the port side ama is cracked.

   **Recommended:** Repair as desired.

5) **FOUND:** One brown line near the base of the mast on the starboard side is frayed and several pieces of deck hardware from blocks to cam cleats appear to be worn or slightly broken.

   **Recommended:** Replace the frayed line. The hardware appears to be serviceable but should be replaced at the owner’s convenience.

6) **FOUND:** The boat does not appear to have a carbon monoxide detector in the interior cabin spaces.

   **Recommended:** Install a CO detector and test its function regularly.
OBSERVATIONS, NON-STANDARD CONDITIONS

1) The sail covers are beginning to show their age. They could be replaced as desired.

2) The lifting strap on the port side ama broke while the ama was being folded. It should be replaced.

3) The mainsail did not slide easily in its track while it was being raised; cleaning and lubrication will probably improve its function.

4) The indicator for boat speed through the water reportedly did not function. Service as needed.

5) The trailer is equipped with a freshwater flush system but the hoses are brittle and one broke during the survey. Replace the hoses and use them to rinse saltwater out of the wheels after use.

6) The VIN# on the trailer was illegible. Renew the label with the correct VIN# posted on it.

7) A second fire extinguisher kept in the cockpit would be a good idea.

8) While there are plenty of flares on board they all appear to be beyond their expiration date. Carry at least three current flares.

Maintenance Suggestions:

- Service the trailer with particular attention to the brakes, bearings, and lights before taking long trips.
Comments:

1 **Further Inspections and Repairs:** When further inspections and repairs are recommended, they should be made to the current Federal Regulations and/or professional marine industry standards, and when applicable, to any manufacturer’s recommendations. A prudent purchaser will obtain additional inspections and estimates for repairs considered in the course of a purchase.

2 **Through Hull Valves and Hoses:** It is the undersigned’s opinion and recognized as prudent practice, that all the below-the-waterline through hull valves, with the exception of the cockpit drains, be closed while the vessel is left unattended, dockside or at anchor. Further, any discharge hoses which discharge near or beneath the waterline should be secured in such a way that if the hose clamps fail at any point of attachment above the thru-hull, the hose would remain above the waterline to avoid down flooding. Likewise, any freshwater hose connections should be secured in the OFF position when the vessel is left unattended.

3 **Carbon Monoxide / Smoke Alarms:** Carbon Monoxide detectors are recommended for all boats with enclosed accommodation spaces. Although diesel exhaust does not normally have CO concentrations as high as gasoline exhaust, diesel exhaust does produce dangerous levels of CO. Other sources of dangerous amounts of CO are; any open-flame equipment (i.e. stoves and heaters) as well as nearby boats running generators. This is especially true of boats running air conditioning. Marine CO monitor/alarms meeting the requirements of ABYC A-24, Carbon Monoxide Detection Systems on Boats are relatively inexpensive and easy to install. Smoke alarms have been proven to prevent injury and death.

   **The undersigned recommends installation of CO DETECTORS and Smoke Alarms on this vessel.**

4 **Safety Equipment:** The Federally Required Safety Equipment reflects the minimum requirement. The ABYC recommends additional quantities of the same equipment. Experience and wisdom of the operator/owner/skipper will dictate the additional desired equipment: firefighting, smoke and vapor detection, distress signals, boats or dinghies, recovery and reboarding equipment, throw bags, lighting, ground tackle, first aid, medications and prescriptions, communication devices, and others. A prudent owner/operator would exercise careful consideration in the selection of additional safety equipment suitable for their vessel’s service and intended use and the needs of those aboard; such as smoke and carbon monoxide alarms.

5 **Ship’s Papers:** It is a good idea to retain original / copies of all important ship’s papers at a safe shore side location. With the exception of the official papers of which the original is required to be kept aboard, i.e.: State Registrations and USCG Official Documentation.

6 **Equipment:** All equipment should be demonstrated in operable and serviceable condition to the buyer’s satisfaction, should that not have been fully accomplished due to circumstances at the survey inspection, i.e., outboard motors, equipment not present at the time of the survey but included as part of the sale, etc.

   If the bitter end of the anchor rode was not observed, the anchor chain and rode should be payed out onto the dock, measured, marked and the bitter end of the anchor rode secured to the boat before paying out the anchor at sea. The undersigned recommends a spare anchor and rode be supplied onboard if there are not two anchors of appropriate size for this vessel aboard and ready to use.

7 **Shore-side Pressure Water Connections:** Should this vessel be equipped with a shore side pressure water connection, the undersigned recommends that the shore side water be TURNED OFF at the dock, prior to leaving the vessel unattended.

8 **Engine Care:** It is always a good idea to change all the fluids, the impeller(s), the filters, and the belts after buying a used boat. If fluids were not drawn for sampling, wisdom dictates that having a base line set of fluid sample reports to compare to future samples can help in the long term care of the engine, and perhaps contribute to its successful performance and longevity.

   Further COMMENTS and RECOMMENDATIONS may be found in the **APPENDIX: PHOTOGRAPHIC SUPPORT.**
# VESSEL DETAIL

## HULL INFORMATION

<table>
<thead>
<tr>
<th>Material, Construction, Type:</th>
<th>Hand laid fiberglass sailing trimaran hull</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hull Strengtheners - Longitudinals, Floors, Etc.:</td>
<td>Stringers and bulkheads</td>
</tr>
<tr>
<td>Deck (Beams, etc.):</td>
<td>Molded fiberglass with cored construction</td>
</tr>
<tr>
<td>Hull to Deck Joint Type and Fastenings:</td>
<td>Outward flange glued andbolted</td>
</tr>
<tr>
<td>Bulkheads / Watertight Bulkheads:</td>
<td>Plywood, some watertight</td>
</tr>
<tr>
<td>Ceiling / Molded Liner:</td>
<td>Molded fiberglass and carpet</td>
</tr>
<tr>
<td>Fastenings:</td>
<td>Stainless steel</td>
</tr>
<tr>
<td>Keel, Keel Bolts (Sailboats):</td>
<td>N/A</td>
</tr>
<tr>
<td>Sheer Line:</td>
<td>Straight</td>
</tr>
<tr>
<td>Hull Protection:</td>
<td>Rub strake and fenders</td>
</tr>
<tr>
<td>Hull Colors:</td>
<td>White</td>
</tr>
<tr>
<td>Cathodic Protection (Bonding):</td>
<td>No</td>
</tr>
<tr>
<td>Damage or Repairs Noted:</td>
<td>Port side ama has been repaired at the bow and has a small crack at the stern</td>
</tr>
<tr>
<td>Date of Last Haul Out:</td>
<td>Not known</td>
</tr>
<tr>
<td>Age / Condition of Underbody Paint:</td>
<td>Age unknown / appears serviceable</td>
</tr>
<tr>
<td>Remarks:</td>
<td></td>
</tr>
</tbody>
</table>

## MACHINERY AND PROPULSION

<table>
<thead>
<tr>
<th>Main Engine(s):</th>
<th>Honda®</th>
<th>Model:</th>
<th>4 Stroke long shaft</th>
</tr>
</thead>
<tbody>
<tr>
<td>HP:</td>
<td>8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RPM:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel:</td>
<td>Gasoline</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drive:</td>
<td>Outboard</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine Hours:</td>
<td>Not reported, not confirmed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gauges:</td>
<td>Lower Helm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>None</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel Lines (to NFPA Recommendations):</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel Fill Overflow Runs:</td>
<td>Overboard</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## MACHINERY AND PROPULSION (continued)

<table>
<thead>
<tr>
<th>Fuel Filters:</th>
<th>None observed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil Filters:</td>
<td>None observed</td>
</tr>
</tbody>
</table>
Cooling System: Raw water

Muffler: None

Exhaust System: Wet Exhaust

Age of Engine: Original to boat

Engine Mounts: Type / Condition:

Bracket on transom

Engine Room Ventilation: N/A

Engine Room Condition: N/A

Engine Controls:

Single lever shift and throttle with mechanical linkage

Steering: Tiller

Steering Stations: Single

Autopilot: Raymarine® ST 1000+

Self Steering: No

Rudder: Spade

Rudder Housing: Transom mounted

Propeller Information: Four blade fixed

Spare Props: No

Cathodic Protection for Underwater Propulsion:

Zinc anode

Ship’s Log aboard? None observed

Maintenance Log Aboard? None observed

Oil Spill Cleanup Kit or Supplies: No

Remarks: «»

FUEL TANKAGE

Number / Material / Capacity:

Two plastic portable 3 gallon tanks

Location / Condition / Securement:

Under cockpit seats / appear serviceable

Age of tanks: Original to the boat

Fuel Fills Grounded (Gasoline): N/A

Proper Labeling (Gasoline Installations): N/A

Remarks: It is often prudent to have the tanks cleaned out when purchasing an older boat.

THROUGH HULL CONNECTIONS, FITTINGS, VALVES, ETC.: 

Shower(s) Discharge(s): None

Galley Sinks Discharge: To Above the waterline fitting with no valve.

Other: Transducer for speed and depth

Bonding System on Through Hull Fittings: No

Tested for Continuity: N/A

Remarks: Tapered wooden plug is kept near the transducer fitting
VESSEL BILGE PUMPING SYSTEMS

Bilge Pumps (Type, Capacity, Location, Etc.,)  No automatic pumps

Manual Bilge Pumps:  Two portable manual pumps

EMERGENCY DEWATERING PUMPS  No

Will bilge pumps operate when all panel switches and battery selector are to the OFF position?  N/A

Note: This assures that when the vessel is left unattended, the bilge pumping function is not interrupted, should all auxiliary bilge pump switches be in the OFF position.

FRESH WATER SUPPLY AND PLUMBING

Tankage #/ Material / Capacity:  One plastic tank of 15 gallons capacity

Location / Condition / Securement:  Beneath berth at the dagger board trunk, appears serviceable and secure

Plumbing Material:  Plastic hose

Fresh Water Heating:  No

Fresh Water Pump:  Hand pump at sink

Pressure Water:  No

Accumulator:  No

Other Pumps: (salt water, wash down, etc.)  No

Shore side water hook-up:  No

Remarks:  «»

ELECTRICAL SYSTEMS ( CFR 33ABYC – E 11)

D.C. System:  Volts: 12VDC  Circuit Protection Devices:  Breakers and Fuses

Batteries (Number, Type, etc.):  One group 24 gel cell reported

Location:  Behind DC electrical panel

Ventilation:  Natural flow

Age of Batteries:  Unknown

Terminal Protection:  Unknown  Securement:  Unknown

Acid Containment:  N/A  Grounded System:  Yes

Battery Selector Switch(s):  Yes  Banks: One

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<table>
<thead>
<tr>
<th>Battery Isolating Switch:</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Battery Charging Unit:</td>
<td>Pro Sport 6®</td>
</tr>
<tr>
<td>Accessory Connectors - Cigarette Lighter type:</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**Remarks:** The battery was housed in a compartment that could not be opened without the use of tools. It was not observed.

**A.C. System:**
- **Volts:** 110
- **Circuit Protective Devices:** Breakers
- **Types of Wiring:** Marine grade insulated stranded copper
- **Power Distribution Panel:** Yes
- **Receptacles:** Household type
- **GFCI Protected?** Yes
- **AC ground to DC ground connection:** Yes
- **AC ground / neutral separation:** Yes

**SHORE POWER**
- **Reverse Polarity Indicator:** Yes
- **Double pole main breaker:** Yes
- **Shore power connection:** Marinco® 30 amp
- **Adapters:** Yes
- **Galvanic Isolator:** No
- **Galvanic Corrosion Protection System:** No
- **Cords:** 1# 50’ Cord
- **Condition of contacts:** Good
- **Grounded:** Yes

**ELECTRONIC & NAVIGATION EQUIPMENT**
- **VHF Radio(s):** 2 #
- **GPS Unit / Plotter:** Garmin® GPSmap 192C
- **Radar Unit:** No
- **Depth Sounder(s):** Com Nav®
- **Compass(s) - # and Brand:** Com Nav®
- **Navigation Programs:** No
- **Laptop Computer:** No
- **Other Electronics:** Com Nav® wind and speed instruments

**Remarks:** It is always a good idea to maintain your compass in proper adjustment. Service and have the compass swung.
IMPORTANT / ESSENTIAL FOR SAFE VESSEL OPERATION

Ground Tackle:

Anchors: Aluminum plow type

RODE: Line and Chain detail
12’ of chain and a generous amount of nylon rode

Bitter End Secured to Vessel: Yes

Cut-Away Line at Bitter End: N/A

Shackles wired: Yes

Anchor Windlass: No

Remarks: Ground tackle should be better organized and easier to access.

Anchor Light: Not visible in daylight

Deck Lights: Not working

Antenna Masts / Arches: Fiberglass whip

Stanchions: None

Life Lines: None

Railings (Exterior / Interior): Bow pulpit

EMERGENCY EGRESS:

Main salon: Companionway

Foredeck Hatch (size): 20” x 20”

Other: 20” x 20” after cabin hatch

EMERGENCY REBOARDING:

Re-boarding Methods Available: Swim step only

VENTILATION:

Opening Port lights: One

Windows, Fans, etc.: No

Dorades and vents: No
**AMENITIES:**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Details</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Stove / Oven:</strong></td>
<td>Thunder Range® single burner</td>
<td></td>
</tr>
<tr>
<td><strong>Energy Source:</strong></td>
<td>Butane</td>
<td></td>
</tr>
<tr>
<td><strong>Microwave:</strong></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td><strong>Refrigerator:</strong></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td><strong>Freezer:</strong></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td><strong>Ice Box:</strong></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td><strong>Ice Maker:</strong></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td><strong>Compactor:</strong></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td><strong>Dishwasher:</strong></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td><strong>Other:</strong></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td><strong>Remarks:</strong></td>
<td>Minimal galley arrangements</td>
<td></td>
</tr>
</tbody>
</table>

**Number of Toilet Compartments:** None

**Toilets: Number and Type**

- One porta potti

**Showers:** No

**Vessel Heating Systems:** Toya® forced air

**Energy Source:** Kerosene

**Portable AC Heaters:** Yes

**Dehumidifiers:** No
**ADDITIONAL EQUIPMENT ABOARD:**

- «»
- «»
- «»
- «»
- «»
- «»
- «»
- «»
- «»
- «»
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**Tenders, Inflatable, Small Boats and Outboard Motors:**

- Inflatable dinghy
- «»
- «»
- «»

**TRAILER INFORMATION**

Manufacturer / Model: F.E. Trailer  
Date of Manufacturer: 2005

VIN Number: Not legible  
State License Plate #: 0886WS

State License Tag #: 267626  
Expiration Date: 2013

Axel(s): Two  
Tires / Size / Spare: 14ST with spare

Brakes (Surge / Electric): Surge brakes

Remarks & Condition: Freshwater flush system is installed to rinse salt from brakes and wheel bearings.

Vessel is rigged as a: Masthead sloop
STANDING RIGGING

Masts and Spar Material: aluminum
Spreader Sets: Single
Turnbuckle & Terminal Fittings: Open body stainless steel with swaged terminals
Chain Plates: Internal plate on ama bulkhead
Shrouds/Stays: Spectra® shrouds and wire head stay
Mast Stepped: On deck
Condition: Good

RUNNING RIGGING

Materials: Assorted sizes of poly yacht braid
Age: Varied
General Condition: Some chafe and wear
Mechanical Reefing System(s): Roller
Back Stay: None
Boom Vang: None
Winches / Winch Handles: Harken® 32 and 40 self tailing 2 speed winches to port and starboard
Deck Hardware (Blocks, Cleats, Tracks, etc.): Harken®

SAIL INVENTORY:

Manufacturer(s): Ullman®
Age: Unknown
General Condition: Good
Main Sail(s) One
Head Sail Two
Others: Spinnaker

Remarks: This boat has a very sophisticated pivoting wing mast system and the owner has set up a twin jib arrangement for running off the wind.
NARRATIVE DESCRIPTION:

This is a high performance sailing trimaran designed so that the side hulls can be folded inward for convenient trailering. The sailing rig is sophisticated with a retractable bow sprit, a pivoting wing mast for extraordinary airfoil control, and high tech carbon fiber sails. The accommodations are minimal but adequate for overnight and weekend use.

Circumstances of survey:
No remarks can be made regarding the condition of the hull or machinery in these areas.

- Behind, beneath and outboard of all tankage.
- Behind and outboard of all ceiling and liners above the floorboards and berths.
- Behind, above, below and outboard of cabin and deck headliners.
- Behind, above, below and outboard of all cabinetry, built-in machinery, equipment and appliances and applied decorative attachments.
- Beneath the engine and oil pans and outboard of the engine(s).
- Areas obscured by any personal belongings and equipment aboard during the survey.
- Beneath the anchor chain and rode in its storage area, if not easily removed.
- Areas beneath the floors obscured by the vessel’s construction method.
- All areas with normally restricted access.
- The inside of all tankage was not inspected.
- All areas obscured by yard blocking, jack stands, lifting straps, structural parts of marine ways and any exterior attachment.

- Spars and rigging were visually inspected from deck level only.

- No determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed thereto.
Summary

In accordance with the request for a marine survey of the vessel “Fast Company” for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on January 14, 2013, was found to be a well-constructed, appointed, and comfortable vessel. Other than the discrepancies noted in the body of the report, the “Fast Company” is considered to be “Fit For Its Intended Service and Suitable For Its Intended Use” of a private vessel for recreational cruising in the waters of the Pacific Northwest.

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 reporting a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event.

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

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

ATTENDING SURVEYOR

TONY ALLPORT Date

Accredited Marine Surveyor

Membership/Affiliations

SAMS  –  Society of Accredited Marine Surveyors, AMS®
ABYC  –  American Boat and Yacht Council

THE ONLY TRUE COPY OF THIS SURVEY REPORT IS THAT WITH THE SURVEYOR’S WET SIGNATURE

Tony Allport, SAMS®, AMS®
Survey Report # 155 on the vessel “Fast Company” on January 14, 2013  Page 17 of 20
Notice to the Survey Purchaser

This report is issued without prejudice solely for the use of the client named on page one. This report is not transferable to any other person or entity. The intended users of this report and appraisal are the client and those lenders and underwriters financing or insuring this vessel for this client only. Subsequent updating and transfer of this survey report is solely the right of the surveyor. This report should be considered as an entire document. No single section is intended to be used except as part of the whole. Electronic copies of this document are protected.

This survey report is based on the professional opinion of the individual marine surveyor and represents the surveyor’s opinion and knowledge of local marine market conditions. This survey report is issued subject to the condition that neither the surveyor nor his employing firm are to be held liable for errors of any kind. This includes any omission, negligence, inaccuracy, misrepresentation, or misstatement in this report, or in his performance as a marine surveyor. This report is only a statement of opinion and describes the vessel on the day and time it was surveyed only, it is neither a guarantee nor a warranty of the present or future condition of the vessel, its hull, machinery, unforeseen or undetected damages, or other conditions that may exist.

The contents of any enclosures or attachments referred or included with this report shall be ‘included by reference’, as part of this report.

The terms as described in the Work Order - REQUEST FOR VESSEL SURVEY, PERMISSION TO BOARD, & DISCLAIMER signed by both parties’ stands as the terms of this survey inspection

The use of this report for any purpose shall indicate the purchaser’s acceptance of the above conditions.

OFFERED: January 14, 2013
Tony Allport
Accredited Marine Surveyor

ACCEPTED: 2013
Client

ACCEPTED: 2013
«Mr./Mrs./Ms.»

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) AND OTHERS ORGANIZATIONS HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY. THIS WAS A LIMITED INSPECTION, BY TIME AND REQUEST. THE PERMISSION TO BOARD, REQUEST FOR A MARINE SURVEY & DISCLAIMER SIGNED BY THE CLIENT AND THE UNDERSIGNED IS INCLUDED HERE BY REFERENCE. ONLY THE APPLICABLE STANDARDS AND PRACTICES HAVE BEEN REVIEWED, BY NO MEANS IS IT REPRESENTED THAT EACH AND EVERY STANDARD AND/OR PRACTICE WAS REVIEWED AT THIS INSPECTION.

THE SURVEY INSPECTION IS LIMITED BY ITS VERY NATURE. THE SURVEYOR ATTEMPTS TO BE AS THOROUGH AS POSSIBLE IN THE TIME ALLOWED, WITH CAREFUL ATTENTION TO NORMALLY SUSPECT AREAS. NO DOUBT, MORE DETAILS CAN BE LEARNED WITH EXTENDED TIME ON THE VESSEL. MORE TIME IS AN OPTION SELECTED ON AN HOURLY RATE BY THE PURCHASER OF THE SURVEY.

SHOULD THIS VESSEL BE INSPECTED BY THE UNDERSIGNED AT ANY FUTURE TIME, INFORMATION FROM THIS INSPECTION AND REPORT MAY BE UTILIZED TO PROVIDE INFORMATION.

THE UNDERSIGNED RESERVES THE RIGHT TO AMEND OF OTHERWISE MAKE ADDITIONS TO THIS REPORT WHEN ANY RELEVANT INFORMATION IS PRESENTED. THE ONLY TRUE COPY OF THIS SURVEY REPORT IS THAT WITH THE SURVEYOR’S WET SIGNATURE.

Tony Allport, SAMS®, AMS®
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**APPENDIX: PHOTOGRAPHIC SUPPORT**

PLEASE NOTE: there may be comments or recommendations for action in the photographs below.

AC electrical service is ABYC compliant

Kerosene heater appears to be properly installed.

The galley is minimal

Frayed line at base of mast should be replaced

Side view of the boat underway

**Tony Allport, SAMS®, AMS®**

Survey Report # 155 on the vessel “Fast Company” on January 14, 2013   Page 19 of 20  Ism1-02

© Tony Allport
Water in the amas should be dried out and the deck leaks sealed.

This backing plate in one of the amas appears to be poorly seated; investigate further and improve this connection if possible.

The last four digits of trailer VIN are welded on the underside of the tongue. They appear to be 1507.

Brake fluid level should be checked by a qualified mechanic.

Aftermost end of port side ama has a crack.