



- SAMS® Accredited Marine Surveyor
- ABYC® Standards Certified
- Transport Canada Licensed Captain
- Transport Canada Appointed Tonnage Surveyor
- BoatUS® Approved Surveyor



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## Marine Survey Report

**Report Number :** 2010P/1844  
**Date of Inspection :** November 2, 2010  
**Commissioned by :** XXXXXXXXXXXX for pre-purchase purposes  
**Address :** XXXXXXXXXXXX  
XXXXXXXX  
XXXXXX  
**e-mail :** XXXXXXXXXXXXXXXX  
**Phone :** 647-XXX-XXXX





## SCOPE OF SURVEY

The purpose of this inspection and survey report is to determine, insofar as possible within the limitations of visual and physical accessibility, through non-invasive and non-destructive means, the vessel's condition at time of survey by reporting deficiencies against the standards quoted in the "comments" section of this report and to present the surveyors personal opinion as to the vessel's condition. Certain parts of the structure, systems and equipment are inaccessible without removing decks, tanks, bulkheads and headliners etc. or in the case of cored structure, drilling core samples. This would be prohibitively time consuming, potentially destructive, costly to restore and are not within the scope of this survey. Coatings build up, corrosion, marine growth, excessive gear on board or dirt may have hampered the surveyor's ability to inspect.

Be advised that moisture meter readings and percussive soundings on frozen structure are not reliable and that if a survey must be conducted under these conditions the soundings and meter readings should be re-done at thaw. It should be noted that moisture meter readings are relative and these meters are affected by many factors other than moisture and that percussive sounding interpretations are subjective.

Components requiring access with tools or by disassembly are not inspected. A vessel's systems and component parts have a limited useful life and are subject to deterioration over time. Some conditions affecting useful life include original material specifications, fabrication techniques, environmental exposure and history of use. These systems and component parts often give no readily detectable external indication of deterioration or failure. Cosmetic or comfort issues may be addressed where there is a significant effect on the value of the vessel. Electronic and electrical equipment may be tested by powering up, only when power is already connected. A complete analysis of the vessels electrical systems would require the services of a qualified marine electrician. Only the external visual condition of wiring, connections and panels is reported. The surveyor recommends that a qualified marine mechanic inspect all engines, generators, V-drives, transmissions, saildrives and or stern drives. Loose gear and accessories are neither inventoried nor inspected. This survey is an opinion of the surveyor based on his knowledge and experience. Within these parameters the surveyor will report on the hull, deck, vessel systems, running gear, cosmetic condition and provide a valuation based on the foregoing. The surveyor cannot predict how the vessel or its systems will perform over time and therefore this report is valid only at time of survey.

The statements in this survey are the personal opinions and observations of the undersigned surveyor and are for the consideration of the party or persons retaining him, with no guarantees express or implied. No right of action against the surveyor for negligence, or breach of contract or otherwise, accrues to anyone other than the party retaining the surveyor and is both restricted and limited to the cost of the survey herein provided. The surveyor reserves the right to use this survey (without license number, vessel name or hull number) as a sample of his work unless otherwise informed in writing. All photographs remain the property of Port Credit Marine Surveys. Acceptance and or use of this report constitutes agreement to these and all other conditions and limitations contained herein.

The surveyor has made neither weight calculations nor measurements. All dimensions and weights are from published specifications such as original brochures The PowerBoat Guide, Mauch's Sailboat Guides, manufacturers or owners association web sites. Survey fees are based on such published L.O.A., This report, all copies and any coloration or use thereof remain the exclusive property of Port Credit Marine Surveys until the accompanying invoice is paid in full.

## STRUCTURAL COMPONENTS

The internal and external structural elements were visually inspected and tested by random percussive sounding where accessible. Random moisture levels where measured were taken with an Electrophysics, capacitance type digital meter calibrated to a dry test panel and set at the 0.5 scale. Relative meter readings are interpreted as follows 10-12 - low, 13-16 - slightly elevated, 17 - 20 elevated, 21 + high.

**General :** Hull is fabricated from fiber reinforced resin and taken from a two piece female mold. Decks, topsides and superstructure are of FRP cored sandwich construction while the bottom appears uncored. The hull and deck shells are supported by bonded FRP liner sections and a hollow FRP grid with integral frames, floor members and stringers attached to the hull with FRP.

**Significant changes :** No structural modifications sighted.

**Topsides :** Check sound and appear fair and with moisture levels in the low range and no more than some minor abrasions and several small gelcoat patches.

**Transom :** Moisture levels are in the low range. The transom checks sound but for the area around the lower hydraulic arms for the extended platform. These areas are fractured and show evidence of previous repair. [See comment \(1\)](#).

**Bottom :** Multiple coats of ablative anti-fouling paint in satisfactory condition are over an epoxy battier coating. Moisture levels range from elevated to high. Approximately 15 one inch diameter blister were noted. Three blisters were punctured and exposed chopped FRP. Fluid wept from the punctures. [See comment \(2\)](#).

**Cockpit :** The cockpit deck checks sound with moisture levels in the low range. Starboard side shows evidence of repair.

**Superstructure :** The superstructure checks sound with moisture levels in the low range. Radial fractures around the escape hatch on the foredeck and fractures to starboard and aft of the windlass are cosmetic in nature.

**Hull to deck joint :** The shoe box type joint is secured with stainless steel fasteners through the rub rail. There is no sign of separation or working of the joint.



*Fracture under port swim platform hydraulic arm*

**Decks:**

All surfaces check sound but elevated moisture levels were noted at the port side ladder mounting area and inboard of the forward port stanchion base. Several areas of gelcoat fracture were also noted and pointed out to the client. See comment (3).

**Bulkheads/frames:**

All bonding appears secure where accessible with no sign of fracture or separation and all bulkheads, floor members, stringers and frames appear sound.

**Engine beds :**

FRP beds integral to the grid moulding check sound with moisture levels in the low range and appear secure.

**COCKPIT EQUIPMENT**

The cockpit is accessed through an aluminum transom door to find a lazarette hatch providing access to two fuel tanks and a water heater. Moulded steps lead to the aft deck and an aluminum frame sliding door leads to the aft stateroom. All fittings appear secure.

**STERN EQUIPMENT**

The stern is fitted with a secure transom locker, moulded swim platform and a hydraulically activated dinghy platform. The aluminum dinghy platform arms show significant corrosion with what appears to be jury rigged additional support from chains to Weaver type davit mounts fastened to the swim platform. The port mount is pulling free from the platform. See comment (4).



*Weaver davit being used as a chain mount to support the dinghy platform and pulling free of deck.*



*Corroded dinghy platform lifting arm.*

**AFT DECK EQUIPMENT**

The aft deck is fitted with secure acrylic wing and aft door, Sliding companionway door and side and aft sliding windows all fitted with safety glass and secure. A wet bar with U-line 120VAC icemaker and an AC/DC refrigerator (both powered up) is secure and in good order.



## BRIDGE DECK EQUIPMENT

The bridge deck is fitted with a pilot bench, modular helm station with passenger bench forward, Fixed windshield panes forward, sling and quarter window panes (all safety glass) on each side and two round ventilation hatches over head and all are secure. The overhead FRP hardtop which extends over the aft deck is largely supported with aluminum members and window frames. Almost all aluminum parts have been repainted and show some paint blistering. [See comment \(5\)](#).

## DECK / TRUNK EQUIPMENT

Stainless steel bow and side rails are connected through stainless steel stanchions and all are secure as are bow, midship and stern mooring cleats. An escape hatch on the fore deck and a single anchor roller are sound and secure. House windows are secure and fitted with safety glass.

## RUNNING GEAR

**Steering :** Pressurized hydraulic system is secure and responsive with no visible leaks.

**Rudders :** Twin semi-balanced, bronze spades are in good condition but both show slight play and both show calcification (indicative of leakage) on the stocks inboard. [See comment \(6\)](#).

**Propellers :** Two four blade bronze units are secured with nut, jam nut and cotter pin. The port unit shows repairs on two blades and a slight unfairness on those two blades. Markings are indistinct but appear to show Port – 32LH32 and Stb. 32RH32.

**Trim tabs :** Hydraulic trim tabs are secure and powered up. Starboard unit moves approximately ¼" more than port unit.



**Shafting :** Stainless steel shafts are supported through bronze struts with cutless bearings to bronze logs and water injected, driplless type stuffing boxes all in satisfactory visual order. Shafts could not be rotated more than 25% as the propellers were too close to the ground.

**Thrusters :** One 12VDC bow thruster with missing hub cover.  
See comment (7).

## PROPULSION SYSTEM

The engine compartment and engines are in generally clean condition with power steering fluid, engine oil transmission fluid and coolant relatively clean and at the proper levels.

**Engine controls :** Single function hydraulic levers are secure and in good order. Engine panel includes

**Engine mounts :** Cast mounts with flexible bushings are mounted on stainless steel angle brackets bolted through the stringer beds and all appear secure.

**Exhaust system :** Cast manifolds to stainless steel elbows and FRP mufflers with type approved exhaust hose. All double clamped as required and in good visual condition.

**Ventilation :** 12VDC output blowers did power up. Intakes are passive and all appear satisfactory.

**Drip pans :** None fitted. See comment (8).

**Cooling system:** Heat exchangers with raw water exhaust cooling. There is a significant oil leak at the forward end of the port engine oil cooler at the hose leading to the raw water pump. See comment (9).

**Engine(s) :** Two

**Gas/Diesel :** Diesel

**Manufacturer :** Cummins

**Type :** Turbo charged

**Model :** Diamond series, 6CTA8.3-M2

**Size :** Six cylinder

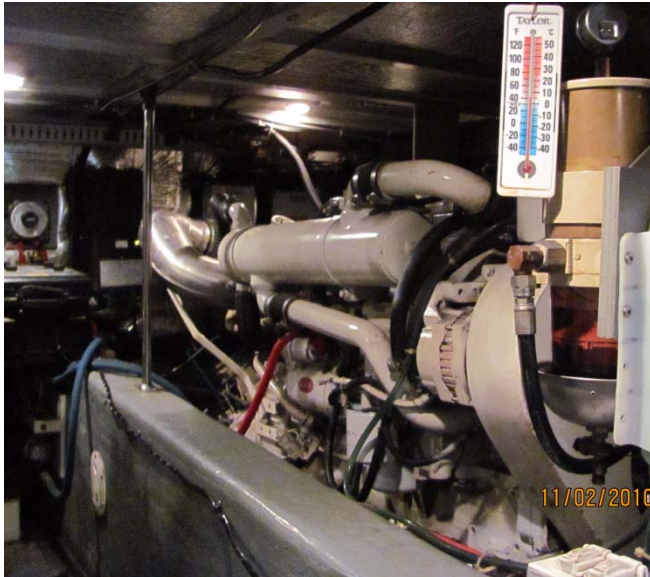
**H.P. :** 420 ea.



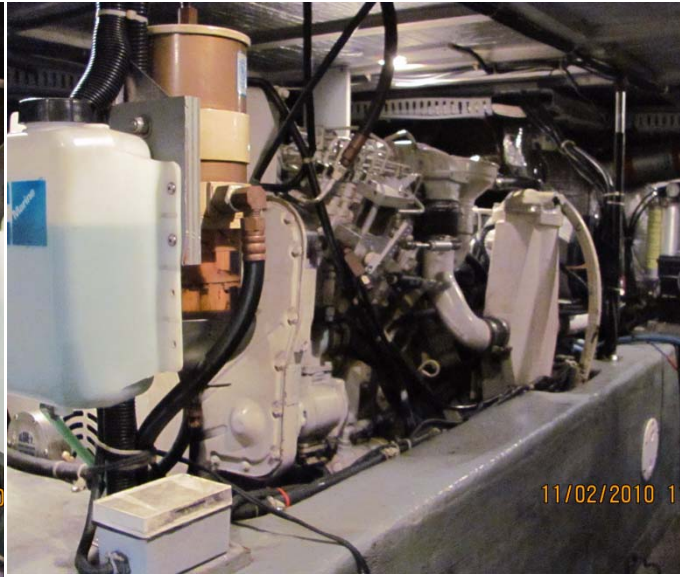
*Missing thruster hub cover*



*Oil leak at oil cooler close to raw water pump on port engine.*



*Port Engine*



*Starboard Engine*

<b>Engine serial No. :</b>	<b>Port/single :</b> XXXXXXXXXXXXX	<b>Starboard :</b> XXXXXXXXXXXXX
<b>Engine hours :</b>	<b>Port/single :</b> 1281.8 per meter	<b>Starboard :</b> 1291.3 per meter
<b>Gear mfg. :</b>	<b>Port/single :</b> ZF	<b>Starboard :</b> ZF
<b>Gear Type No. :</b>	<b>Port/single :</b> ZF301A	<b>Starboard :</b> ZF301A
<b>Gear Ser. No. :</b>	<b>Port/Single :</b> XXXXXXXXX	<b>Starboard :</b> XXXXXXXXX
<b>Gear ratio :</b>	<b>Port/Single :</b> 2.901.1 : 1	<b>Starboard :</b> 2.901.1 : 1

## FUEL SYSTEM

<b>Fuel lines(s) :</b>	Type approved and double clamped where accessible as required.
<b>Fuel filters :</b>	Racor primaries with heat shields in good order.
<b>Tanks :</b>	All tanks are secure and fitted with insulated straps where required. Two outboard aluminum tanks aft are mounted directly on plywood decks. One aluminum tank outboard of each engine are covered with a plastic like material but also do not appear to be provided with airspace underneath. <a href="#">See comment (10)</a> .
<b>Ground :</b>	Ground wires from the fuel fill fitting to fuel tank to engine could not be fully traced but continuity of 0.06ohms was noted and is within required standard.
<b>Ventilation :</b>	Fuel tanks are vented overboard through vent fitting with flame suppression screen as required.
<b>Anti-siphon :</b>	None sighted.
<b>Shut-off valves :</b>	At aft tanks and at forward fuel manifold.
<b>Fuel overflow :</b>	Overflow from filling will run overboard as required.

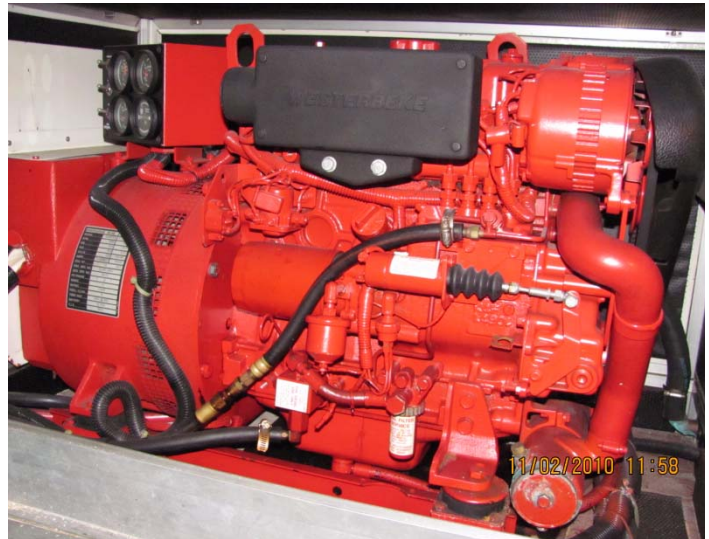
## OTHER FUELS

No other fixed fuel system fitted.

## GENERATOR

The generator is contained in a sound deadening box. Exhaust is via cast manifold and FRP muffler with type approved exhaust hose and all are double clamped as required. Primary filter is a Racor unit without heat shield. [See comment \(11\)](#).

**Manufacturer :** Westerbeke  
**Model No. :** 12.5BTDA  
**Serial No. :** XXXXXXX  
**Output :** 12.5kw  
**Hours :** 0717.3 per meter



## GROUND TACKLE

**Windlass :** Maxwell 12VDC vertical unit with combination wildcat/gypsy did power up.  
**Anchors :** One 44lb. Bruce  
**Rode :** Undetermined lengths of 3/8" chain leader and 5/8" triple strand Nylon.

## NAVIGATION EQUIPMENT

**Navigation lights:** All in place as required by Collision Regulations and powered up. The port running light cover is insecure. [See comment \(12\)](#)

**Compass :** Ritchie 5" fluid damped type is clear and responsive to magnetic influence.

**Radar :** Raytheon R21XX with open array antenna and CRT display did not power up. [See comment \(13\)](#).

**Radar reflector :** None sighted. [See comment \(14\)](#).

**Chart plotter :** Garmin GPS map492 powered up. Raytheon Raychart 600XX. Wires are cut and unit did not power up. [See comment \(15\)](#).

**GPS :** Raytheon NAV 398GPS/Loran. Wires are cut and unit did not power up. [See comment \(16\)](#).

**Loran :** As above

**Depth sounder :** Raytheon unit powered up.



- Sound signal :** 12VDC dual trumpet horn powered up.
- Knot log :** Raytheon unit powered up.
- Marine radios :** Raytheon RAY201 VHF powered up.
- Hailer :** Standard Horizon unit powered up.
- Autopilot :** Raytheon RAYPILOT650 unit powered up.
- Spotlight :** RAYLINE unit powered up.
- Wind instruments :** n/a



## AC ELECTRICAL SYSTEM

**Shore power - 120VAC/50amp X 2**

**NOTE:** Shore power was connected and AC systems powered up except air conditioners.

**Ignition Protection :** Not required in diesel fuel or engine compartments.

**AC panel :** Double pole main breakers with polarity indicators in cockpit. Original equipment type panel with double pole main breakers, polarity indicators, volt meters, ammeters and accessory breakers in good in working order.



*AC panel*

**AC/DC Bond :** The AC and DC system grounds are bonded as required.

**Conductors :** Stranded copper conductors where accessible marked as 600V as required.

**G.F.C.I. :** Where required and are functional.

**Other Outlets :** All secure with correct polarity but for the outlet at the wet bar on the aft deck which showed no power. [See comment \(17\)](#).

**Inverter :** n/a

**Battery charger :** Professional Mariner 80amp unit powered up. Case show surface corrosion.

**Galvanic isolator :** None sighted.

**Transformer :** No isolation transformer fitted.

## DC ELECTRICAL SYSTEM

**Ships power - 12VDC**

**NOTE :** Batteries were fitted and DC systems powered up with exceptions noted. An antenna amplifier (remote for dinghy platform ?) is unsecured in the lazarette. See comment (18).

**Ignition Protection :** Not required in diesel fuel or engine compartments and no such equipment found in the propane locker.

**DC panel :** Original equipment type circuit breaker panel with volt meter, ammeter and accessory breakers in good visual order.

**Conductors :** Cut wires and bare twisted wire connection under non-functional navigation equipment at helm. See comment (19).

**Alternator :** Two 12VDC not tested.

**Battery switch :** Three 2-way units in the engine compartment. See comment (20).

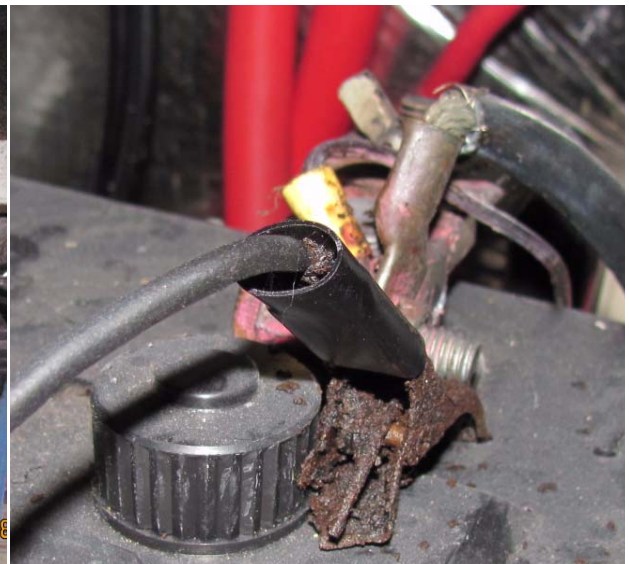
**Batteries :** One sealed group 27wet cell at the bow thruster in an adequately secured plastic box but without positive terminal protection and wing nuts securing conductors. One group 24 12VDC sealed wet cell at the generator in an adequately secured plastic box but without positive terminal protection and wing nuts securing conductors. Two 8D wet cells with low electrolyte aft of the engines are gassing excessively, are not secured, not in boxes to capture spilled electrolyte, conductors are secured with wing nuts and an alligator clip (from a light) is corroded to a terminal. See comment (21).



*DC panel*



*8D's aft of engines*



*Corroded alligator clip*

**Cathodic protection :** Shaft, thruster and trim tab anodes appear in good order. Dinghy platform mechanism anodes and transom anodes are heavily pitted. See comment (22).

## SEA CONNECTIONS

There were eight below the waterline through hull fittings located on this vessel.

1. Bronze drain plug, being repaired at time of survey.
2. a/c intake. Metal lever activated ball valve, double clamped. Hose shows multiple fractures.
3. a/c intake. Metal lever activated ball valve, double clamped. Hose shows multiple fractures.
4. Engine intake. Metal lever activated ball valve, double clamped.
5. Engine intake. Metal lever activated ball valve, double clamped.
6. Generator intake. Metal lever activated ball valve, double clamped.
7. Seawater intake. Metal lever activated ball valve, double clamped.
8. Black water discharge. Metal lever activated ball valve, double clamped.

See comment (23).

Photo below - The three throughhulls on the underside of the swim platform are within an inch or two of the water line and are not fitted with seacocks. See comment (24).

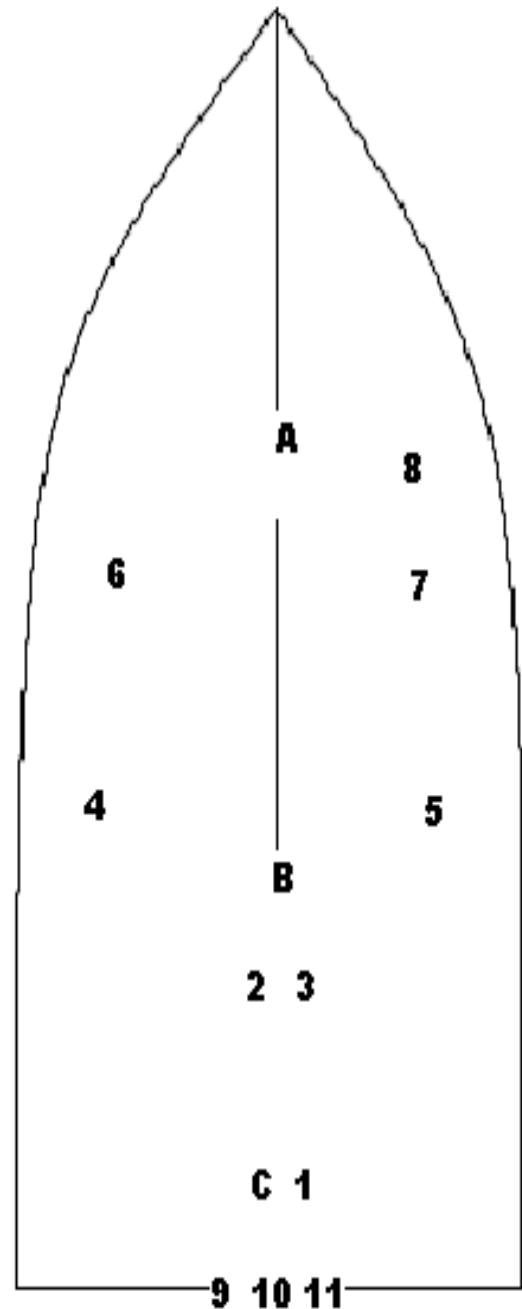


## BILGE PUMPS

No manual and three electric bilge pumps were located.

- A. 12VDC bilge pump powered up but switch is not secured and trapped under hose.
- B. 12VDC bilge pump powered up.
- C. 12VDC bilge pump. Powered up from manual switch but float switch did not activate pump.

See comment (25).



## INTERIOR

The interior headliners, sole panels, upholstery and cabinetry are in clean, sound and secure condition.

**Cabin layout :** From the companionway one finds the galley to port followed by the saloon with dinette to port and settee opposite. Forward and down is the guest stateroom to port and head, shower/tub opposite followed by a guest stateroom at the bow. Aft of the saloon and down is the master stateroom with head, vanity and shower compartment.

**Heating system:** Four 120VAC reverse cycle heating, a/c units were located. There appears to be a fifth unit overhead on the aft deck but it is not readily accessible. These systems could not be powered up out of the water.

**Air conditioning:** As above

**Lighting :** 12VDC

**Vacuum system:** Central system powered up from circuit breaker.

**Entertainment :** Approximately 25" CRT TV in saloon along with DVD player, am/fm receiver, and dual cassette recorder/player and all powered up. 20" CRT TV and DVD player in aft stateroom. Kenwood stereo on aft deck with 10disc CD changer and all powered up.



## GALLEY

All fixtures and fittings are secure.

**Refrigeration :** AC/DC air cooled unit powered up.

**Potable water :** 12 VDC pressure system with accumulator tank supplied from polyethylene tanks powered up.

**Water heater :** 12US gallon 120VAC/heat exchanger unit is mounted directly on a plywood deck and shows corrosion around the bottom but did power up.  
[See comment \(26\).](#)

**Stove :** 120VAC 3-burner unit powered up.

**Other :** A B&D coffee maker powered up. Sharp convention/microwave oven powered up but the control panel is deformed. A Frigidaire dishwasher powered up. A combination washer dryer powered up but lint tray handle and door handle are missing.  
[See comment \(27\)](#)



## SANITATION

- Heads :** Two 12VDC vacuum type marine heads.
- Shower :** Tub/shower forward and shower aft.
- Black water :** Polyethylene black water connected to a deck pumpout fitting as required. A y-valve between the forward head and tank is closed but operable.  
See comment (28).

## SAFETY EQUIPMENT

Safety equipment that is not integral to the vessel or permanently installed has not been inventoried or inspected by the surveyor. The Transport Canada "Safe Boating Guide" should be consulted.

- Gasoline Fume detector :** No gasoline aboard.
- Carbon monoxide detector :** One in each of four cabins.
- Propane Fume detector :** No fixed propane system aboard.
- Smoke detector :** None sighted. See comment (29).
- Fixed fire fighting system :** A Halon system in the engine compartment has not been inspected since 1996. See comment (30).
- Re-boarding ladder :** None fitted. See comment (31).
- Emergency tiller :** None sighted.

## HISTORY

A search of the HIN/MIC number revealed a sales listing from Certified Sales Inc. ( <http://www.certifiedsales.com/0> ) on the following website [http://www.4yachting.com/yacht\\_info.php?yid=XXXXX](http://www.4yachting.com/yacht_info.php?yid=XXXXX) with an asking price of \$74,900.00US  
The information below was cut & pasted from that listing.

### **CDRXXXXXX697**

#### **Actual Condition**

This Carver suffered fire, smoke, and soot damage due to a fire that started at the shore power connection. The fire damaged the aft corner and aft bulkhead. There is some heat, soot and smoke in the cabin. This vessel should be inspected prior to bidding. See comment (32).

## USCG RECALLS

A search of the "USCG Recall Notice" database revealed no issues with this model.

## BoatUS® TECHNICAL EXCHANGE NOTICES

A search of the BoatUS® "Technical Exchange" database revealed no issues with this model

## BoatUS® CONSUMER COMPLAINT DATABASE

A search of the BoatUS® "Consumer Protection" database revealed no issues with this model.

## COMMENTS

Comments based on a specific authority are cited as such. Other comments are based on the opinion of the surveyor as being of "good marine practice".

### **A : Issues in need of immediate attention.**

9. Repair oil leak on port engine at heat exchanger.
19. Repair cut wires and bare twisted wire connection under non-functional navigation equipment at helm.
21. Replace both 8D batteries. ABYC "Storage Batteries" Standard E-10 and TP1332E require in part that batteries be vented outside of accommodation spaces and that batteries be secured so as not to move more than one inch in any direction, be contained in boxes or trays resistant to electrolyte, that positive terminals be protected by dielectric material and prohibits wing nuts and alligator clips as a means of securing these conductors.
23. Replace both a/c intake hoses.
24. Install seacocks on un three throughhulls on underside of swim platform. TP1332E requires that "Means shall be provided for positively shutting off underwater penetrations (except for wet exhaust systems) ". ABYC "Seacocks, Thru-hull Connections and Drain Plugs" Standard H-27 requires in part that a seacock be of the lever activated type, be readily accessible and withstand a static force of 500lbs. applied to the inboard end.
31. Canadian Coast Guard "Equipment Requirements For Pleasure Craft" Regulations require this vessel to carry a re-boarding device (ladder). ABYC Standard H-41 Reboarding Means, Ladders Handholds, Rails and Lifelines" requires ladders to be deployable by the person in the water unassisted.

### **B : Issues that may enhance safety and or value of vessel.**

1. Excavate previous repair and repair again.
2. Strip bottom, re-inspect and repair as required.
3. Re-bed all stanchions bases and repair gelcoat fractures as required.
4. Significant modifications are required to properly support the swim platform.
6. Pull rudder stocks for inspection and re-pack stuffing boxes as required.
13. Repair radar display as required.
15. Repair Raymarine Raychart 600XX as required.
16. Repair Raytheon NAV 398GPS/Loran as required.
17. Repair AC outlet at the wet bar on the aft deck.
20. Transport Canada TP1332E and ABYC "AC & DC Electrical Systems" require that a vapour proof battery disconnect switch be readily accessible. TP1332E defines readily accessible as "means capable of being reached for inspection, maintenance or usage under emergency conditions". *It is the surveyors' opinion that these switches are not readily accessible.*

29. NFPA 302 "Fire Protection Standard for Pleasure and Commercial Motor Craft" requires the installation of a smoke detector.
30. ABYC "Fire fighting Equipment" Standard A-4 and NFPA 302 "Fire Protection Standard for Pleasure and Commercial Motor Craft" in part require that fire extinguishers and fixed fire fighting systems be inspected annually and carry tags indicating date of inspection.
32. Be aware that being known as a "Fire salvage" vessel may have a significant negative effect on value.

**C : Offered for information or suggested as maintenance or upgrades.**

5. Touch up paint blisters on aluminum framework.
7. Replace missing hub cover on bow thruster.
8. The Canada Shipping Act prohibits the discharge of petroleum products. The addition of drip pans under the engines will help prevent such discharges through the bilge pumps.
10. TP1332E and ABYC "Diesel Fuel Systems" Standard H-33 require a minimum ¼" air space be provided (when tank is full) between the tank and mounting surface in order to inhibit corrosion.
11. Canada Shipping Act – TP1332E 7.7.1 and the US Code of Federal Regulations Title 33 183.590 requires every fuel filter or strainer shall meet the fire resistance requirements for fuel systems set forth in ABYC Standards for Small Craft H-24.5.7 unless the filter or strainer is inside the fuel tank. This filter does not appear on Racor's approved list.
12. Secure port running light.
14. Canadian Coast Guard "Collision Regulations" require a vessel of less than 20 meters or constructed of non-metallic materials to be equipped with a passive radar reflector if the vessel will operate in an area where radar navigation is in use, after sundown or in unfavourable environmental conditions.
18. Secure antenna amplifier as required.
22. Replace anodes on dinghy platform mechanism anodes and transom and monitor.
25. Repair aft bilge pump as required.
26. Water heaters can be expected to have a significantly shortened life if no air space is provided underneath and no hose from the bilge to the pressure relief valve is fitted.
27. Replace missing parts on washer/dryer.
28. Canadian Federal, US Federal, Provincial and State regulations prohibit the discharge of black water in the Great Lakes and require that any such discharge mechanisms be "rendered inoperable".

# VALUATION

Valuation is primarily determined through [www.soldboats.com](http://www.soldboats.com) but may also be derived from consultation with knowledgeable boat brokers, personal experience, current listings and available pricing sources such as Boat For Sale Value Guide, Computer Boat Value Guide and N.A.D.A. Marine Appraisal Guide or the BUC Value Guide. Boat values vary considerably due to local market demands and significant premiums may be paid for fresh water vessels in exceptional condition. Currency conversion is done on date of survey using [www.xe.com](http://www.xe.com) Universal Currency Converter.

**Current listings** Yachtworld.com currently lists eight such models asking from \$174,873.00 to \$282,337.00

**www.soldboats.com** Listed below are the sales data for all such models sold through yachtworld.com in North America since January 2008. The highlighted information is the subject vessel.

Items: 1 - 9 of 9

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<u>Length</u>	<u>Boats</u>	<u>Year</u>	<u>Listed Can\$</u>	<u>Sold Can\$</u>	<u>Location</u>	<u>YachtWorld Member</u>
50'	<a href="#">Carver 500 C...</a>	1997	127,021 (07/10)	103,732 (10/10)	WA, USA	Marine Len
50'	<a href="#">Carver 500 C...</a>	1997	49,832 (03/10)	71,189 (06/10)	VA, USA	Certified Sa
50'	<a href="#">Carver 500 C...</a>	1997	176,955 (02/09)	172,887 (04/10)	MD, USA	Mears Point
50'	<a href="#">Carver 500 CPMY</a>	1997	202,380 (11/06)	188,142 (06/09)	CT, USA	<a href="#">Brewer Yac</a>
50'	<a href="#">Carver 500 M...</a>	1997	181,532 (05/10)	91,529 (08/10)	USA	<a href="#">Grande Yac</a>
50'	<a href="#">Carver 500 M...</a>	1997	232,889 (07/07)	193,227 (02/08)	FL, USA	Keith Yacht
50'	<a href="#">Carver 504 C...</a>	1997	253,229 (08/07)	177,972 (10/08)	MD, USA	Mears Point
50'	<a href="#">Carver Cockp...</a>	1997	228,821 (07/07)	177,972 (12/09)	KY, USA	Green Turtl
50'	<a href="#">Carver Motor...</a>	1997	283,738 (07/09)	183,057 (02/10)	FL, USA	

"Current fair market value" is the price, in terms of currency or its equivalent that a willing seller will accept for property from a willing buyer, neither part being under undue pressure to act in the matter. The assigned value assumes that components, systems, sails or equipment not inspected during the survey are in serviceable condition commensurate with age.

This valuation opinion is intended for insurance and financing purposes only and is not intended to influence the purchase or purchase price of the subject vessel. The surveyor has no interest in the vessel financial or otherwise. It is the opinion of the surveyor that current fair market value of this vessel is as value has been discounted by XXX in consideration of her "Fire Salvage" history

\$XXX,XXX.00

Prepared without prejudice



Captain Wallace Gouk AMS®  
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