



**ALEXANDER & ASSOCIATES
MARINE SURVEYORS CORPORATION**

Mr. XXXX XXXXX
XXXXX XXXX XXXX XXXXX
Palmetto Bay, FL 33157

Phone: 305-XXX-XXXX

RE: SURVEY # XXXX

PAGE ONE OF FIFTEEN

Dear Sir:

At your request the undersigned marine surveyor has this date examined the 35 Foot Contender in order to determine the fair market value and condition of the vessel with her equipment and gear as sighted at Matheson Hammock, Marina, Miami, Florida and has the following to report.

SPECIFICATIONS

ATTENDING XXXXXX XXXXXX Broker

NAME OF VESSEL No Name On Vessel DATE 10/XX/04

TYPE OF VESSEL Sport Fisherman REG. # FL XXXX XX

HULL NUMBER JDJXXXXXX192 DOC. #

BUILDER Contender Boats Inc.

DESIGNER Contender Boats

WHERE BUILT Homestead, Florida

YEAR BUILT 1991/1992 Model Year AFLOAT X

TYPE OF CONSTRUCTION Fiberglass HAULED X

L.O.A. 38'06" L.O.D. 35' 0" BEAM 10' 0" DRAFT 3' 02" FREEBOARD

WEIGHT Approximately 5,500 Lbs. Dry

NET TONNAGE GROSS TONNAGE

MAIN ENGINES

SINGLE / MODEL # _____ SERIAL # _____

SINGLE ENGINE HOURS _____

MODEL # PORT LX250TXRZ STARBOARD SX250TXRZ

SERIAL # PORT 61B-X-103424S STARBOARD 61A-X-106279S

PORT HOURS No Meter STARBOARD HOURS No Meter

HORSEPOWER 250 Each REDUCTION GEAR Outboards

HEAT EXCHANGER _____ RAW WATER X

CYLINDERS 6 Each GAS X DIESEL _____

MANUFACTURER Yamaha Motor Corporation

OIL ANALYSIS RESULTS

PORT ENGINES VALUES _____ STARBOARD ENGINE VALUES _____

PORT GEAR VALUES _____ STARBOARD GEAR VALUES _____

COMMENTS: See Compression Test Below Narrative

ITEM	VERY GOOD	GOOD	FAIR	POOR	COMMENTS
HULL ABOVE WATERLINE			X		Finish fair, no damage, need compounding and waxing
HULL BELOW WATERLINE			X		No sign of osmotic blisters or delamination, needs new anti-fouling paint
KEEL		X			Keelson, no sign of stress cracks or grounding damage
TOPSIDES			X		Finish fair, no crazing of gelcoat, need compounding and waxing
FLYBRIDGE / TOWER					N/A
DECKS		X			Molded fiberglass, sound condition, need washing
DECK BEAMS					Glassed in stringers
RUB RAIL		X			Rubber with rope insert, well fastened and secure
RAILS, LIFELINES, STANCHIONS		X			Well fastened
BULKHEADS		X			Well laminated to hull, no stress cracks at fiberglass tabbing where visible

ITEM	VERY GOOD	GOOD	FAIR	POOR	COMMENTS
FRAMES		X			Partitions, bulkheads, and longitudinal stringers
FASTENINGS		X			Marine type, minimal corrosion
FITTINGS			X		Stainless steel, chrome brass and aluminum alloy, See Recs. # 1C
SPARS		X			"Perko" outriggers
RIGGING					N/A
TURNBUCKLES					N/A
WINCHES, BLOCKS & TACKLE				X	"Lofrans" anchor windlass, inoperable, from remote and deck switches, See Recs. # 2B
SAILS					N/A
CABIN SPACES			X		Well laid out, cabinetry secure, need cosmetic attention
GALLEY			X		Galley down to port, cabinetry secure, needs cosmetic attention

ITEM	VERY GOOD	GOOD	FAIR	POOR	COMMENTS
GALLEY APPLIANCES		X			See Equipment List
ENGINES			X		Ran well on sea trials, see compression test below narrative, See Recs. # 3B
AUXILIARY GENERATOR		X			5.0 KW "Kohler", carried full load easily
ENGINE COMPARTMENT		X			External, transom mounted, good condition
ENGINE BED		X			Molded in transom bracket, no stress cracks at transom or transom corners
EXHAUST SYSTEM		X			Thru-prop style, steel riser to steam hose for generator
SHAFT LOGS & STUFFING BOXES					N/A Outboards
RUDDER STUFFING BOXES					N/A Outboards
STEERING SYSTEM		X			Hydraulic, good working order
SEACOCKS & GATE VALVES		X			Stainless ball valves, all free and moveable

ITEM	VERY GOOD	GOOD	FAIR	POOR	COMMENTS
THRU-HULL FITTINGS		X			No sign of electrolysis
HOSES & CLAMPS			X		All hoses in good condition, not all double clamped, See Recs. # 4A
FUEL TANKS		X			(3), Aluminum construction no apparent leaks or cracks Approx. 340 gals. tot. cap.
FUEL LINES & FILTERS			X		Tubing and approved fuel hoses, canister filters, See Recs. # 5A
FUEL SHUT-OFF VALVES		X			All free and operable
WATER TANK & PLUMBING		X			(2), Aluminum, no leaks or cracks, approx. 40 gals. cap.
BATTERIES				X	(3) Banks, 12 volt system, need replacing, See Recs. # 6A
VENTILATION		X			Natural and blower force fed for generator space
ELECTRICAL WIRE RUNS		X			Well strapped and neatly run throughout the vessel
CIRCUIT BREAKERS & FUSES			X		All circuits appear protected by trip breakers and / or fuses, See Recs. # 7A

ITEM	VERY GOOD	GOOD	FAIR	POOR	COMMENTS
GAUGES		X			Full instrumentation, all gauges within normal operating limits, full load
CHARGING SYSTEM		X			(2) 12 volt alternators, (1) constavolt rectifier
BONDING SYSTEM					N/A
BILGES		X			Minimal standing water at all inspection ports
BILGE PUMPS			X		Adequate for the size of the vessel, all with auto float switches, See Recs. # 8A
FIRE EXTINGUISHERS			X		Adequate for the size of the vessel, See Recs. # 9A
FLARES				X	Expired and deteriorated, See Recs. # 10A
LIFE PRESERVERS		X			Adequate approved life preservers aboard
ADDITIONAL SAFETY EQUIPMENT		X			Approved throwable device aboard
GROUND TACKLE			X		Fortress FX-16 anchor, adequate line, no chain found, See Recs. # 11A

ITEM	VERY GOOD	GOOD	FAIR	POOR	COMMENTS
PROPELLERS		X			3 Blade stainless, no visible damage
STRUTS & CUTLASS BEARINGS					N/A Outboards
SHAFTS		X			Stainless, no visible damage
ZINCS			X		Fair condition, renew in (6) months
MISCELLANEOUS UNDERWATER GEAR		X			No noted slack in outboard gimbals
CANVAS			X		Cockpit overhead, misc. covers, cockpit bolsters, See Recs. # 12C
RUNNING LIGHTS			X		Aft anchor light bulb is inoperable, See Recs. # 13A
AUXILIARY PUMPS		X			All in good working order
HEADS		X			Good working order

NARRATIVE

Vessel is a 1992 35 foot Contender Sport Fisherman in fair condition and complies with basic Coast Guard and underwriters requirements with the exception of noted recommendations.

Configuration

Vessel is curved stem, transom stern with deep vee bottom.

Arrangements

Vessel has large cockpit suitable for fishing or diving with starboard side transom door and swim/dive ladder. At after end of cockpit is centerline live bait well molded into transom with large storage compartment/fish hold just forward of live well. At port forward end of cockpit is bait prep center with sink and tackle center underneath. At starboard forward end of cockpit is helm station with bench seat/leaning post. Forward of helm and tackle center is port side "L" shaped settee and starboard side bench seat, all with storage underneath. Helm station, tackle center, bench seats and deck are electrically raised for generator and battery access. Cabin entry is through an offset to port side sliding door to galley immediately to port with a full head and shower opposite to starboard. Forward of galley and head is large lower vee berth with convertible dinette. A large hatch leads from above vee berth to large foredeck with anchor locker and pulpit. Vessel is an ideal Sport Fisherman.

A compression test was performed hot on both engines by the undersigned. The following are the results.

Port Engine

Cyl. # 1 98 P.S.I.
Cyl. # 2 96 P.S.I.
Cyl. # 3 99 P.S.I.
Cyl. # 4 98 P.S.I.
Cyl. # 5 97 P.S.I.
Cyl. # 6 99 P.S.I.
Compression is in good order.

Starboard Engine

Cyl.# 1 99 P.S.I.
Cyl.# 2 97 P.S.I.
Cyl.# 3 98 P.S.I.
Cyl.# 4 99 P.S.I.
Cyl.# 5 98 P.S.I.
Cyl.# 6 99 P.S.I.

EQUIPMENT LIST

"Autohelm" ST 6000 Auto Pilot
"Azimuth" Digital Compass
"SEA" 156 VHF Radio
"Furuno" 24 Mile Radar
"Simrad" EQ-30 Color Graph Recorder
"Aqua-Air" Air Conditioning (See Recs. # 14B)
"Bennett" Trim Tabs with Indicator and Tab Equalizer
"Perko" Outriggers
"Heart" Interface/Inverter
"Flo Scan" Fuel Management System
"Lofrans" Remote Anchor Windlass (Refer To Recs. # 2B)
"Armstrong" Boarding Ladder
"Fortress" FX-16 Anchor
"Xintex" C/O Detector (See Recs. # 15A)
"Phillips" 9" Color TV with VCR
"Seaworthy" AM/FM CD (See Recs. # 16C)
Spare Props
Custom T-Top
Salt Water Wash Down
Quartz Lighting
Live Well
Console Overhead Florescent Lighting
Fresh Water Wash Down

GALLEY EQUIPMENT

"Nova Cold" Refrigerator/Freezer
"Origo" 2500 E Single Burner Alcohol/Electric Range Top

RECOMMENDATIONS

- 1C. Live well hatch as well as most hatches have defective ring pulls. Recommend replacing all ring pulls. Additionally, the forward storage hatch just aft of the cabin entry has a defective spring to hold up the hatch. Recommend replacing spring. Also, the after hatch in the port side "L" shaped exterior settee is not fastened at all. Recommend fastening same and bed with "5200".
- 2B. Windlass is inoperable from remote switch as well as deck switches. Recommend testing all switches, windlass motor, connections, wiring and breaker. Repair as necessary, test and prove.
- 3B. Starboard side lower unit outboard side cavitation plate is broken off. It is possible to weld a new piece on. However, in order to make sure the repair holds up it will be necessary to procure a broken lower unit from "Boat Center" or a salvage yard, cut broken piece off existing lower unit and cut a corresponding piece off of salvaged lower unit and weld piece onto existing lower unit. The above procedure will hold up much better since the original "Yamaha" aluminum casting is quite a bit different than the stock aluminum sheet available here. "Anchor Propeller" has done this repair many times. The only other available option is to replace the lower unit housing. Additionally, both controls have throttle creep and are not evenly matched until full throttle. Recommend adjusting throttle cables to make control levers evenly match each other and tighten adjustment screw to prevent control levers from creeping backward. Also, power trim and tilt is not synchronized and port engine raises faster than starboard engine. Recommend having a qualified "Yamaha" mechanic check trim and tilt function on both engines and repair as necessary. Port side rigging hose has become detached at engine cowling. Recommend repairing same. Note: Power trim and tilt malfunction may be due to poor battery condition.
- 4A. Both the live well hose as well as air conditioning intake hose are not double clamped. Recommend double clamping all raw water intake and discharge hoses.

RECOMMENDATIONS CONTINUED

- 5A. Generator fuel line and filter is lying on the generator platform and is not clamped in place nor is it double clamped. Recommend either fastening existing filter in place with a half round rubber covered double screw cable clamp or replacing filter with a bulkhead mounted water separator and double clamp fuel lines per CFR 46. Note: The bulkhead mounted filter is preferred for ease in changing filters and draining any water in same and provides for a cleaner installation.
- 6A. All batteries are in poor condition and will not hold a charge. Recommend load testing all batteries and replace as necessary.
- 7A. It was reported that after the vessel reached the owners house that the "Flo-Scan" as well as the "Yamaha" low battery gauge was on and did not go off until the battery switches were turned off. The undersigned did not find this to be the case after sea trials. However, it is recommended that wiring of both of the gauges be checked to insure that they are wired through the ignition switches and the only items that should be on after the battery switches are turned off are the bilge pumps.
- 8B. The aft bilge pump is inoperable in the automatic mode. Recommend testing the float switch, connections, wiring and switch. Repair as necessary, test and prove.
- 9A. Portable fire extinguishers and Halon system have no current tags. It is recommended that all fire extinguishers be weighed, and tagged by a licensed qualified fire extinguisher service company, in accordance with U.S.C.G. CFR 46 requirements as well as A.B.Y.C. and N.F.P.A.'s recommended standards and practices and yearly thereafter.
- 10A. Flares are expired and deteriorated. Recommend properly disposing of old flares and place current adequate flares aboard. to include at least (3), three Day/Night flares.
- 11A. No anchor chain was found aboard. Recommend providing at least (6) feet of 1/2" galvanized or stainless proof coil chain.

RECOMMENDATIONS CONTINUED

- 12C. Cockpit bolster are deteriorated. Recommend replacing cockpit bolsters.
- 13A. After anchor light bulb is inoperable. Recommend testing bulb and connections. Repair as necessary, test and prove.
- 14B. Air conditioning system is low on freon indicating a leak, since freon supply line is not cool at all and return line is not even warm. Recommend leak testing system, repair leak and charge unit. Note: Adding freon will not solve the problem since the air conditioning system is a closed system and the only way the freon level could be low is from a leak!
- 15A. Carbon monoxide detector is missing its cover and can not be relied upon. Recommend replacing CO detector.
- 16C. AM/FM CD unit failed to power up. Recommend testing unit, wiring, connections and breaker. Repair or replace as necessary.

LEGEND:

A=Urgent/Very Important, Comply with Immediately
B=Important, Comply with Per Instructions in Recommendations
C=Non-Required Suggestion, Consider Carefully, Call for Advice

ABBREVIATIONS:

CFR 46=U.S.C.G. Title 46 Of The Code Of Federal Regulations
U.S.C.G.=United States Coast Guard
A.B.Y.C.=American Boat and Yacht Council
N.F.P.A.=National Fire Prevention Association
Recs.=Recommendations

SUMMARY

The interior and exterior of the vessel reflect the effects of a lack of a good ongoing preventive maintenance program. However, with the recommendations complied with and the institution of a good mechanical as well as cosmetic preventive maintenance program the vessel should offer many years of boating pleasure.

With the recommendations complied with, the vessel can be considered as seaworthy and a good fire and physical marine risk.

Suggested navigation limits are coastwise including navigable inland waters from Eastport, Maine to Brownsville, Texas. Including the Bahamas.

Based upon this inspection, it is the opinion of this surveyor that the present fair market value of the "Above Vessel" together with her equipment and gear, with the recommendations complied with, under current market conditions is approximately \$98,500.00 U.S. dollars. The new replacement value of this vessel together with her equipment and gear at this date is approximately \$230,000.00 U.S. Dollars.

Survey scope and purpose is to examine the vessels general condition, to inspect for any deficiencies which either contribute to or pose a safety or seaworthiness risk to the vessel, its operator and passengers. This surveyors knowledge of Title 46 of the U.S.C.G Code of Federal Regulations as well as A.B.Y.C. and N.F.P.A's accepted standards and practices for recreational vessels was applied while conducting and writing this report.

Respectfully submitted, without prejudice,

**ALEXANDER AND ASSOCIATES
MARINE SURVEYORS CORPORATION**

Alexander J. Kline, President
AJK/ld

Note: This report is based on the observed condition of the aforementioned vessel. Latent conditions not to be found without the opening up or removal of sheathing, joiner work, deck coverings, etc., and/or the disassembly of machinery, plumbing, wiring, or other parts of this vessel may exist, and it is agreed that ALEXANDER AND ASSOCIATES MARINE SURVEYORS CORPORATION shall not be held liable for the failure to note any latent conditions. Your acceptance of this report shall constitute your agreement on the foregoing.

Neither the surveyor nor the Corporation guarantees the accuracy of this survey, nor the condition of the vessel. Neither the Corporation nor its officers, directors, surveyors, employees, representatives or agents, under any circumstances whatsoever, are to be held responsible for any error of judgement, default or negligence of the Corporation's surveyors, employees, representatives or agents, nor shall the Corporation nor its officers or directors, under any circumstances whatsoever, be held responsible for any omission, misrepresentation, or misstatement in any certificate or report.

This survey is issued without prejudice to the rights of whom it may concern.

**ALEXANDER AND ASSOCIATES
MARINE SURVEYORS CORPORATION**
