

Kissinger Marine Surveying

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MEMBER

**American Boat and Yacht Council
ABYC / NFPA / UBMTA
Captain, licensed by USCG
Society of Accredited Marine Surveyors
Accredited Marine Surveyor (AMS) SEAL# 841**

Survey For: Pre-purchase Evaluation w / Sea-trial, Non-Mechanical
This survey was conducted using United States Coast Guard, American Boat and Yacht Council and National Fire Protection Association standards.

JAMES P. BRACE
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HONEYBROOK, PA. 19344

Date: 8-29-2007
Phone#: 610-273-7799
Fax#: N / A
File#: 46461233SR

Vessel's Name: FELICE Type: GAS SCREW EXPRESS CRUISER
Hailing Port: NORTHEAST, MD. Home Port: NORTHEAST, MD.
HIN#: SERT4976A999

GENERAL

Builder: SEARAY
Place Built: KNOXVILLE, TN Model Year: 1999
Model: 340 SUNDANCER
L.O.A: 33'6" Beam: 11'5" Draft: 2'5"
Displacement: 13,000 LBS.
Production Years: 1999-2002
Registration #: MD 2673 BH
Vessel to be used for: PLEASURE USE
Listing Agent: Mc DANIEL YACHT SALES
Address: NORTHEAST, MD
Recommended Navigational Limits: BAY AND COASTAL
Vessel's Berth afloat: Mc DANIEL YACHT BASIN, NORTHEAST, MD
Winter lay-up: SAME, OUT OF WATER
MARKET VALUE: \$ 110,000.00 REPLACEMENT VALUE: \$ 280,000.00+
Stated values based on the BUC book, Power Boat Guide, Local Markets,
Soundings and over 12 years marine experience.
Hull: FIBERGLASS RE-INFORCED PLASTIC (FRP) MODIFIED V WITH

FRP: Fiberglass Reinforced Plastic

17 DEGREES DEAD RISE AFT	Condition: GOOD
Decks: FRP OVER Balsa/Plywood Core	Condition: GOOD
Superstructure: FRP & STAINLESS STEEL	Condition: VERY GOOD
Topsides FRP	Condition: VERY GOOD
Bottom: FRP	Condition: VERY GOOD
Keel: FRP	Condition: VERY GOOD
Stem RAKED Stern: TRANSOM	Condition: VERY GOOD
Frames FRP OVER WOOD CORE	Condition: GOOD AS OBSERVED
Floor Timbers: FRP & WOOD	Condition: GOOD AS OBSERVED
Deck Beams FRP	Condition: COULD NOT OBSERVE
Bulkheads FRP AND WOOD PANEL	Condition: VERY GOOD
Bilge FRP MOLDED SUMP	Condition: VERY GOOD
Interior: CARPETING, LEATHERETTE BUILT-IN FURNITURE, CURTAINS, HEADLINER, LAMINENTS	Condition: EXCELLENT

GENERATOR

Make: WESTERBEAKE	Model: 4.5 BCGTC	Hours: 50.0
Serial #: 982095	Kilowatts: 4.5	RPM'S: 3600
Location On Vessel: MID ENG COMP ON STBD SIDE		
Exhaust: 1 5/8" FLEX	Muffler: FRP LIFT TYPE	Cyl: 3
Battery: SHIP'S 12-VOLT		Secured: YES
Transfer Switch: AT LOAD PANEL		Wiring: 600-V FLEX
Intake Valve: BALL VALVE		Intake Filter: BASKET FILTER

NOTE: GENERATOR RAN WELL UNDER FULL LOAD AT SEA-TRIAL

MACHINERY

# & Type: (2) GASOLINE	HP: 300
Make: MERCUISER	# of Cylinders: (8)
Location: AFT WEATHER DECK BILGE PORT / STBD	
Model: MAG MPI 350 C.I.D.	Serial#: 0L302251
Year: ORIGINAL INSTALLATION	Serial#: 0L302223
Engine Hours: 160.3 / 163.9 AT METERS	Condition: RAN WELL
Engine Bed: FRP & ALUMINUM	Cooling System: CLOSED
Fuel Filter: 2-QUICKSILVER 35-802893 Q Engine Separator Primaries	
Oil Filter: 2-QUICKSILVER 35-802855 Q	
Pan under Engine: NONE	Blowers: 2- ATTWOOD 4000
Exhaust Line: 4" RUBBER FLEX	Secured: DOUBLE STAINLESS CLAMP
Exhaust Silencer: IN LINE FRP	
Engine Generator: ALTERNATOR	Controls: PUSH / PULL
Reduction Gear: VELVET DRIVE W / V-DRIVES	Ratio: 1.50 TO 1

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Model: 20-02-003

Serial#: PT-3380 / ST-1211

Propeller: 16 X 16 3-BLADE

Shaft: 1 1/2" STAINLES STEEL

Shaft Log Type: FLEX HOSES W / DOUBLE STAINLESS STEEL CLAMPS

Packing Gland: DRIPLESS

Struts: 2-SINGLE LEGGED BRONZE

Rudder: 2-BRONZE SPADE

Propeller Protection: KEEL ONLY

Bearings: 2-CUTLASS

Intake Filter: BRONZE BASKET

Intake Valve: BALL VALVE

FITTINGS AND EQUIPMENT

Deck Hardware: STAINLESS STEEL BOW RAIL AND LIFELINES

Steering Gear: SINGLE STATION HYDRAULIC " SEASTAR "

Ground Tackle: DELTA FAST SET W /20' OF 1/4" CHAIN & APPROX 200' OF 5/8" NYLON RODE

Radio Phone: RAYTHEON

Model: RAY 210

Antenna: VHF / TV / GPS / STEREO

Model: ARCH MOUNT

Anchor Windlass: LOFRANS, WITH FOOT AND HELM CONTROLS

Depth Finder: LOWRANCE

Model: 3500

Knot-meter: AT GPS

Model: N / A

Compass: RITCHIE

Model: POWERDAMP

Condition: GOOD

Nav. Lights: INTERNATIONAL

Anchor Light: MASTHEAD MOUNT

Searchlight: JABSCO

Mounted: AT BOW

Portable: NONE

Bilge Pump 2-RULE 1,500 W / Auto Float Switches WITH 1-HIGHWATER

ALARM

Capacity: 1,500 GPH EA

Loran: GPS

Model: LOWRANCE GLOBAL NAV 310

Additional Electronics: ENGINE SYNC GAUGE, TRIM TABS, POWER ENGINE HATCH, POWER WINDSHIELD VENT, WINDSHIELD WIPERS

GALLEY

Location: MID PORT SALON

Type of Stove: 2-Burner Electric

Make: KENYON

Stove Tank Location: N /A

Stove Lines: COPPER FLEX

Shut Offs: AT BREAKER AND BURNER

Refrigeration: NORCOLD

Model: DE 441

110 / 12-VOLT

Hot Water: YES

Tank Size: 6 GALLON

Make: ATTWOOD

Microwave: YES, GE BUILT-IN

ELECTRICAL SYSTEM

Batteries: 4, 12-VOLT LEAD ACID

Location: AFT STBD / PORT ENG COMP

Secured: YES

Note: BATTERY LIFE EXPECTANCY IS 3-YEARS, IF AGE OF BATTERIES IS UNKNOWN, MONITOR AND REPLACE AS NEEDED.

Battery Charger: PRO-MATIC

Model: 30 AMP AUTOMATIC

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Lighting: 12-VOLT / 110

Wiring: MEETS NFPA CODE 302

REQUIREMENTS

Switchboard Location: AFT GALLEY

Circuit Breakers: YES, ALL CIRCUITS

Fused: SOME, 12-VOLT

Ground: NEGATIVE

Condition: GOOD AS OBSERVED

Shore Power: YES

Cord: 2 X 50'

Amps: 2 X 30 X 125

Reverse Polarity Indicator: YES

CO Monitor: YES

Ground Faults: YES

Smoke Detector: NO

SAFETY AND FIRE EQUIPMENT

Flares: SEVERAL HAND HELD AND 12-GAUGE, ALL EXPIRED

Horn: SHIP'S 12-VOLT

Bell: NONE

Life Jackets: (1) Type I (9)Type II ()Type III & ()Type IV

Life Rings: NONE OBSERVED

Portable Fire Extinguishers: POR T AFT DECK LOCKER & GALLEY SINK
LOCKER

Insp. Date: N / A

Built in system: SEAFIRE G250A (1301 HALON)

Insp. Date: N / A

Location in vessel: FWD ENG COMP ON STBD SIDE

SEATRIAL INFORMATION

Oil Pressure: PT-42 LBS / ST-48

Water Temp: PT-170 DEG / ST-170

Alternator: 13.6 VOLTS / ST-12.9

Open Throttle: PT-4,600 RPM

Cruise: 3,400 RPM

Open Throttle: ST-4,600 RPM

Air Temp: 78 DEGREES

Water Temp: 77 DEG

Weather: SUNNY

FUEL AND WATER SYSTEMS

Fuel: GASOLINE

No: (2)

Capacity: 225 GALLONS

Material: ALUMINUM

Condition: GOOD AS OBSERVED,

DID NOT OBSERVE

Location: PT AND ST FWD ENG COMP

Bonded: YES

Secured: YES

Fill Lines & Vents: USCG Type " A2 " Flex Hose + Double Clamp

Vented Overboard: YES, TO HULLSIDE FITTINGS

Fuel Valves: YES

Location: AT ENG FWD PT / ST, OVERHEAD

Fuel Lines and Connections: TYPE "A1 " FLEX HOSE

WATER TANKS

No: (1)

Capacity: 40 GALLONS

Water Pump: SHUR-FLO 2.8

Hose Material: ½" NEPTUNE

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Tank Material: POLY
DID NOT PRESSURE TEST

Condition: GOOD AS OBSERVED,

Location: FWD ENG COMP UNDER AFT BERTH

Secured: YES

HEAD

Location: PORT AFT SALON

Type: VACCU-FLUSH

Y-Valve: NONE

Shower: HOT AND COLD

Holding Tank: 28 Gal.

Sump: YES

Valves: FRESH WATER

Approved: YES

Pump: RULE 800

ADDITIONAL GEAR AND EQUIPMENT

- 1) TAN WEATHER DECK CARPETING
- 2) AFT DECK WASHDOWN
- 3) CLARION CASSETTE AM / FM STEREO
- 4) DOCKSIDE WATER
- 5) AFT DECK HOT / COLD SHOWER
- 6) HATCH SCREENS
- 7) TEAL CANVAS CAMPER ENCLOSURE
- 8) 13" PANASONIC TV / VCR
- 9) WHITE VINYL HELM COVER
- 10) TV AND TELEPHONE HOOK-UPS
- 11) AFT DECK NORCOLD REFRIGERATOR
- 12) PORTAL COVERS
- 13) ACRYLIC TRANSOM DOOR
- 14) FRP RADAR ARCH
- 15) FRP SWIM PLATFORM
- 16) STAINLESS STEEL BOARDING LADDER
- 17) CLARION 6-DISC C / D CHANGER
- 18) WEATERDECK VINYL SEATING

This is a list of major equipment noted on board at the time of this survey and is not a complete vessel inventory.

USCG, ABYC, NFPA AND CFR CODE REQUIREMENTS

- 1) THE USCG REQUIRES 1-USCG APPROVED LIFE JACKET FOR EACH PERSON ON BOARD, COMPLY AS NEEDED.
- 2) ADD AT LEAST 1-USCG APPROVED THROWABLE DEVICE
- 3) ADD AT LEAST 3-CURRENT USCG APPROVED SIGNAL FLARES TO VESSEL
- 4) MAKE SHIP'S HORN OPERATIONAL, OR REPLACE AS NEEDED.
- 5) REPLACE EXPIRED FIRE EXTINGUISHER AT GALLEY SINK LOCKER

NOTE TO THE INSURANCE UNDERWRITER: Vessel is a good insurance risk when the items under "NECESSARY" below have been corrected.

NECESSARY

- 1) THE PORT SIDE REDUCTION GEAR (V-DRIVE) WAS LOW ON GEAR LUBE, DETERMINE CAUSE, SERVICE AS NEEDED & ADD GEAR LUBE AS REQUIRED.

- 2) NOTED PUDDLED COOLANT AT PORT ENGINE AT INTAKE MANIFOLD IN AREA OF THERMOSTAT BASE , DETERMINE SOURCE AND SERVICE AS NEEDED.
- 3) THE AFT BILGE PUMP OPERATED MANUALLY, CHECK FOR PROPER OPERATION AT FLOAT SWITCH.
- 4) BOTH ENGINES WERE HARD TO START DUE TO APPARENT WEAK BATTERIES, CHECK AND REPLACE AS NEEDED.
- 5) THE PORT BATTERY MAIN SELONOID SWITCH AT ELECTRIC PANEL WAS NOT LIT, HAVE TECH CHECK AND SERVICE AS NEEDED.
- 6) RUBBER FLEX HOSE FROM THE WATER HEATER TO PORT ENGINE THERMOSTAT MOUNT IS KINKED AND FLOW IS RESTRICTED, SERVICE AS NEEDED.

DESIRABLE

The following suggestions are offered to enhance safety, utility & value. However, as opposed to NECESSARY items, do not require immediate attention for the consideration of insurance risk status.

- 1) CHANGE ENGINES AND GENERATORS OIL AND FILTERS
- 2) RE-CAULK WINDOWS AND DECK SEAMS AS AND WHERE NEEDED.
- 3) SECURE PLASTIC TOP OF SHWER SUMP (SCREWS ARE MISSING)
- 4) SEVERAL LOOSE CLEATS, DECK MOUNTS AND RAIL HARDWARE BASES ARE IN NEED OF TIGHTENING AND RE-BEDDING
- 5) THE CAP WAS MISSING AT THE PORT ENGINE OUTSIDE DIPSTICK TUBE, REPLACE AS NEEDED.
- 6) REPLACE DRY ROTTED AND SPLIT WIPER BLADE INSERTS.
- 7) NOTED MINOR DELAMINATION W / MOISTURE AT THE BOW, SEVERAL RAIL BASES AND SWIM PLATFORM, RE-BEDDING AND RECAULKIING THESE ARES SHOULD HELP TO ELIMINATE FURTHER DAMAGE FROM WATER INTRUSION.
- 8) ELEVATED MOISTURE WAS DETECTED AT THE BASE OF THE WINDSHIELD & AFT HATCH ON THE PORT SIDE, SERVICE AS NEEDED.

Note: THE NFPA RECOMMENDS SMOKE DETECTORS INSTALLED IN ALL CLOSED COMPARTMENTS

REPORT OF SURVEY TO 340 SUNDANCER

THIS IS TO CERTIFY THAT THE BELOW SIGNED SURVEYOR DID ON AUGUAT 29, 2007 ATTEND THE ABOVE VESSEL AS SHE LAY IN A SLIP AT Mc DANIEL YACHT BASIN IN NORTHEAST , MD. THE SURVEY WAS PERFORMED AT THE REQUEST OF MR. JAMES BRACE FOR THE PURPOSE OF PRE-PURCHASE EVALUATION. MR.BRACE WAS PRESENT FOR THE SURVEY, SEA-TRIAL AND BOTTOM INSPECTION. THE VESSEL

AT SEA-TRIAL WAS OPERATED BY MR. THOMAS SASSAMAN A REPRESENTATIVE OF Mc DANIEL YACHT SALEAS AND BY MR. BRACE. ALL FINDINGS WERE DISCUSSED AT CONCLUSION OF THE SURVEY

GENERAL HULL, DECKS , CANVAS AND STEERING

THE VESSEL IS CONSTRUCTED OF GELCOATED FIBERGLASS REINFORCED PLASTIC, THE HULL TO DECK BOND IS MECHANICAL AND IS IN GOOD CONDITION . NO EVIDENCE OF MAJOR COLLISION WAS DETECTED AT TIME OF SURVEY. Mallet sounding and moisture readings taken with the use of an " AQUANT PROTIMETER " AND " SKIPPR + " REVEALED GOOD HULLSIDES, SOME AREAS OF ELEVATED MOISTURE AND MINOR DELAMINATION WAS NOTED AT FORE DECK, SWIM PLATFORM AND SEVERAL RAIL BASES AS MENTIONED IN THE FINDINGS. THE DEPTH FINDER , VHF RADIO , BILGE BLOWERS, BILGE PUMPS (SEE FINDINGS), AFT DECK REFRIGERATOR , TRIM TABS, COMPASS, RUNNING LIGHTS, ARCH LIGHTS, WINDSHIELD WIPERS, PANEL LIGHTING, COURTESY LIGHTS, GPS, ENGINE HATCH LIFT, WINDSHIELD VENT, AND ALL PANEL GAUGES WORKED PROPERLY AT TIME OF SURVEY. THE HYDRAULIC STEERING WAS SMOOTH AND RESPONSIVE AS WERE THE PUSH / PULL CONTROLS. THE WEATHER DECK ENCLOSURE AND CARPETING WERE FOUND IN OVER-ALL GOOD CONDITION. REPLACE WINDSHIELD WIPER BLADE INSERTS.

INTERIOR OF " FELICE "

THE INTERIOR OF THE VESSEL WAS IN VERY GOOD CONDITION. THE CARPETING AND FURNISHINGS ARE DAMAGE AND STAIN FREE. THE VESSEL WAS DRY WITH NO EVIDENCE OF MAJOR WATER INTRUSION. KEEP IN MIND THE VESSEL HAS BEEN KEPT UNDER SHED. THE VACCU-FLUSH HEAD , REFRIGERATOR, PANASONIC COLOR TV / VCR., STOVE, WATER HEATER, WATER PUMP, SHOWER SUMP , WASTE SYSTEM, STEREO AND MICROWAVE ALL WORKED PROPERLY AT TIME OF SURVEY. SECURE PLASTIC COVER AT SHOWER SUMP AND REPLACE EXPIRED FIRE EXTINGUISHER AT GALLEY SINK LOCKER.

ENGINE AND MACHINERY SPACE OF VESSEL

THE VESSEL IS POWERED BY TWO MERCUISER 350 C.I.D. 300 HP V-8 FRESHWATER COOLED GASOLINE ENGINE, WITH VELVET DRIVE REDUCTION GEARS WITH V-DRIVES AND A 1.50 TO 1 RATIO. THE ENGINES APPEARED IN GOOD CONDITION WITH ONLY 164 HOURS. ALL WATER HOSES, FUEL LINES AND BELTS WERE CONSIDERED SERVICEABLE, THE ENGINES WERE HARD STARTING (SEE FINDINGS)

BOTH ENGINES RAN SMOOTHLY AT THE APPROX ½ -HOUR SEA-TRIAL. ACHIEVING 4,600 RPM AT FULL OUT. CHANGE ENGINES OIL AND FILTERS PRIOR TO EXTENDED USE IT IS DUE. THE BILGE WAS CLEAN, NEAT AND DRY. THE SHIP'S WIRING WAS NEATLY BUNDLED WITH GOOD RUNS TO THE LOAD CENTER. THE BALL VALVE THRU-HULLS ALL OPERATED SMOOTHLY AND WERE EASILY ACCESSIBLE. CHECK AFT BILE PUMP FOR FLOAT SWITCH OPERATION. THE PORT REDUCTION GEAR WAS LOW ON GEAR LUBE AND COOLANT WAS PUDDLED ON THE TOP OF THE PORT ENGINE AS MENTIONED IN THE FINDINGS.

GENERATOR

THE GENERATOR STARTED EASILY, RAN SMOOTHLY & PERFORMED WELL UNDER FULL LOAD

THRU – HULL LOCATIONS

ENG INTAKES PT / ST FWD ENG COMP, BALL VALVE
AIR COND INTAKE , PORT FWD ENGINE COMP, BALL VALVE
GENERATOR INTAKE , STBD MID ENG COMP, BALL VALVE

BOTTOM AND UNDERWATER RUNNING GEAR

THE VESSEL WAS HAULED AND LAID IN A SLING AT Mc DANIEL YACHT BASIN AT THE CONCLUSION OF THE SEA-TRIAL FOR BOTTOM INSPECTION. THE BOTTOM WAS MALLET SOUNDED AND MOISTURE READINGS WERE TAKEN WITH THE USE OF AN " AQUANT PRO-TIMETER" AND " SKIPPER + " MOISTURE METERS BOTH WITH FAVORABLE RESULTS. NO BLISTERS OR DELAMINATION WERE DETECTED AT TIME OF INSPECTION. THE 16 X 16 3-BLADE BRONZE PROPS GAUGED TRUE AND WERE DAMAGE FREE. THE 1 ½" STAINLESS SHAFTS WERE STRAIGHT, ROTATED EASILY AND EXITED IT'S LOGS EVENLY. THE RUDDERS AND TRIM TABS WERE DAMAGE FREE. THE CUTLASS BEARINGS WERE IN GOOD SERVICEABLE CONDITION. THE BOTTOM PAINT AND ZINC'S ARE CONSIDERED SERVICEABLE FOR THE REMAINDER OF THE 2007 BOATING SEASON.

SUMMARY OF SURVEY ON VESSEL

THE VESSEL WAS FOUND TO BE IN OVER-ALL VERY GOOD CONDITION AND ONLY HAS 164 RECORDED HOURS. THE INTERIOR AND EXTERIOR SHOW AS VERY WELL. CANVAS AND CARPETING ARE ALSO IN GOOD

CONDITION. THE ELECTRONICS ARE CONSIDERED ADEQUATE FOR VESSEL'S INTENDED USE. WITH THOSE FACTORS IN MIND I AM

APPRAISING THIS 340 SEA RAY SUNDANCER " FELICE "

AT.....\$110,000.00

THIS SURVEY WAS DETERMINED CONSIDERING THE ELIMINATION OF ALL NECESSARY FIDNINGS.

Every reasonable effort is made by this surveyor to provide an accurate report on all surveys attended, however, all references and opinions herein are based upon conditions as they appeared, or were reported, to this surveyor; and carry no warranty either expressed or implied. This survey was conducted without operating machinery, removal of bulkheads, paneling, ceiling or other portions of the vessel's superstructure and without opening up of propulsion machinery or auxiliaries, tanks or fittings for internal examination, and is issued subject to conditions as observed. This survey was conducted using United States Coast Guard, American Boat and Yacht Council and National Fire Protection Association Standards.

****USE OF THIS SURVEY FOR FINANCE, PURCHASE OR INSURANCE WITHOUT PAYMENT CONSTITUTES FRAUD UNDER MARYLAND LAW.****

An explanation of types of surveys performed

1. FINANCE APPRAISAL SURVEY: Least detail & least expensive survey. Usually performed for banks that want to know if the loan value is present on the vessel in question. NOT TO BE USED FOR INSURANCE OR PREPURCHASES.
2. INSURANCE SURVEY: (Condition & Valuation) Next level of survey. Usually performed for insurance agents. Again because of its limited scope it SHOULD NOT BE USED FOR PREPURCHASE.

3. PREPURCHASE SURVEY: The most detailed (and expensive) of surveys. This survey is performed when a customer is considering a purchase. This may or may not include a seatrial, compression checks, etc...
4. OBTAIN REPAIR QUOTES ON ALL FINDINGS PRIOR TO SETTLEMENT ON VESSEL.

Kissinger Marine Surveying

**Captain Robert J. Kissinger
Marine Surveyor**