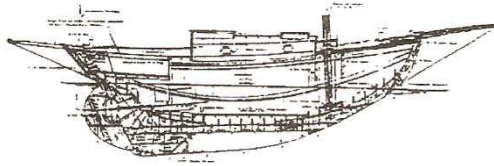


RANDALL BOIKO

MARINE SURVEYOR

- Society of Accredited Marine Surveyors, A.M.S.
- Society of Naval Architects and Marine Engineers
- Licensed Insurance Adjustor



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admiraltys@aol.com

To: The Lake City Veterans Foundation
9408 Lake City Way N.E.
Seattle, Washington 98115

Vessels Name: "San Marlot"
Date: August 24th, 2012
Type: Sailing Catamaran
File #: 82312

GENERAL:

Reg. No: Doc. #: 1171350	Hull No: TSPLG0041192
Registered Port: Seattle, Washington	Documents: Sighted
Owner: Same as above	Address: As above
	Surveyed At: Shake A Leg Foundation in Miami, Florida
L.O.A.: 42'6" L.O.D.: --	L.W.L.: 38'9" Beam: 22'8" Draft: 4'5"
Gross Ton: 15 Net: 14	Ballast: None
Designer: Jeanneau	Builder: Jeanneau
Year Built: 1991 Model Year: 1992	Navigational limits: As per underwriters requirements
Market Value: Approx. \$ 150,000	Replacement value: Approx. \$ 600,000
Vessel's Use: Recreation/charter	Vessel's Berth: Shake A Leg Foundation
Captain: Owners and capatin	License: U.S.C.G.

HULL:

Topsides: Moulded fiberglass	Condition: Appears good
Bottom: Moulded fiberglass	Condition: Appears good
Frames: Partition & bulkheads	Condition: Appears good
Decks: Textured fiberglass	Condition: Appears good
Floor Timbers: wood	Fastenings: Fiberglass tabbing
Deck Beams: Partition & bulkheads	Stem: Curved
Stern: Reverse with swim platform	Rudder: Spade
Keel: Stub	Centerboard: None
Stabilizers: None	Skeg: None
Superstructure: Moulded fiberglass	
Interior: Teak and holly sole with teak bulkheads and trim and cloth overhead coverings	
Bulkheads: 2 watertight & 4 partial	Bilge: Clean Tower: None

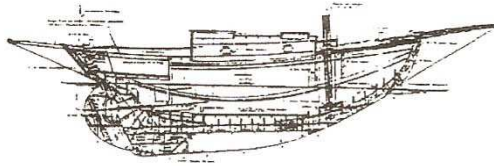
SPARS AND RIGGING:

Masts: Aluminum	Condition: Appears good
Booms: Aluminum	Condition: Appears good
Standing Rigging: 1x19 Stainless steel	Condition: Appears good
Running rigging: Dacron	Condition: Appears good
Sails: Mainsail & Rf headsail	Condition: Appears good
Canvas Awnings: Windshield	Condition: Appears good
Canvas Covers: StakPac & Assorted	Condition: Appears good

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FITTINGS AND EQUIPMENT:

Steering System: Cable to quadrant Deck fittings: Stainless steel & aluminum
Tender: West Marine 310 RIB with 9.9 h.p. Mercury outboard
Anchors: (2) Delta's & (4) Fortress's
Anchor Tackle: Approx. 200' of chain and assorted nylon
Anchor Windlass: Lofrans Deck Winches: Barient
Radio Phone: Standard Horizon Eclipse Stereo: Sony
SSB: None Speed-Log: Off gps
Auto Pilot: Autohelm ST4000 Depthfinder: Off gps
Radar: None GPS: Furuno RD30
Other Electronics: Nexus wind indicator, Fume detector
Compass: Plastimo Searchlight: Yes
Inverter: Heart Freedom 10 Watermaker: None
Horn: Manual E.P.I.R.B.: 406 Mhz.
Life Jackets: 12 Life Ring: Yes
Life Raft: None TV: Emerson
Flares: Out of date Air Conditioning: None

GALLEY:

Location: Port hull Stove Type: Force 10
Tank Location: Bridge deck locker Spare Tank: Yes
Lines: Flexible hose Shut Off: Solenoid
Icemaker: None Microwave: None
Ventilation: Good Hot water: 120 volt
Refrigeration: Frigiboat Other: None

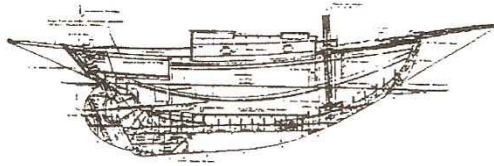
MACHINERY:

Engine Location: Transom compartments No. & Type: 2, Diesel's
Make: Yanmar Model: 3YM30
Serial #: S: E0801 P: Unsighted Horsepower: 30
No. Cyl.: 3 R.P.M. 3600
Approx. Speed: 7 kts. Reduction Gear: Kanzaki
Year as Reported: Reported original Condition: Appears good
S.M.O.H: None reported Thruster: None
Cooling System: Fresh water Synchronizer: None
Flame Arrestor: Not Applicable Drip Pan: None
Fuel Pump: Mechanical Filters: Primary & secondary
Bowls: Plastic & metal Silencer: Waterlift
Exhaust Line: Flexible hose Oil change pump: None
Alternator: 60 amp, dual Controls: Morse type
Shaft Log: Fiberglass Stuffing Box: Dripless
Propeller: Unsighted Blower: None
Propeller Shaft: Stainless steel Stub Shaft: None
Struts: Single per shaft Bearings: Cutlass type
Propeller Protection: Keel Bilge Pumps: (4) 12 volt and manual
Heads: Raritan PHII & Jabsco Sanitation System: Holding tank

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ELECTRICAL SYSTEM:

Auxiliary Generator:	None aboard	Make:	NA
Location:	NA	Model:	NA
Serial No:	NA	Voltage:	NA
No. Cyl:	NA	R.P.M.:	NA
Kilowatts:	NA	Engine Cooled:	NA
Exhaust Line:	NA	Silencer:	NA
Flame Arrestor:	NA	Fuel Pump:	NA
Filters:	NA	CO & Smoke Detector:	NA
Generator Batteries:	NA	House Batteries:	(2) 8D's
Main Engine Batteries:	(3) group 31	Installation:	Secured
Battery Charger:	Heart inv/charger	Tank gauges:	Fuel
Wind Generator:	None	Solar panel:	(4) 225 watt each
Monitoring system:	Engine panel	Electrical panels:	AC,DC
Anchor Lights:	Yes	Running Lights:	Yes
Isolation Transformer:	None	Ground:	Negative
Bonded:	Partial	Other Electronics:	None

FIRE FIGHTING EQUIPMENT:

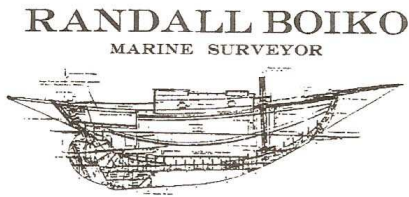
Portable Extinguishers:	(2) dry chemical	Date of Inspection:	Charged
Built-in System:	None aboard	Date of Inspection:	NA
Location:	NA		

TANKS:

Fuel Type:	Diesel	Tanks:	2	Capacity:	80 gallons
Location:	Under cockpit settee	Shape:	Rectangular		
Material:	Steel	Condition:	Appears good		
Secured:	Yes	Fills & Vents:	Approved hose		
Bonded:	No	Overflow:	Outboard		
Valves:	Yes	Location:	Top of tank		
Accessibility:	Good	Lines & Connection:	Approved hose		
Leak tested:	Visible				
Water Tanks No:	4	Capacity:	160 gallons		
Location:	Port and starboard hull and main salon forward	Material:	Frp		
Shape:	Shaped to hull	Condition:	Appears good		

Following pages of this report list deficiencies, comments, suggestions and information regarding the condition of this vessel and the equipment aboard as related to safety, operational condition and compliance with any and all standards referenced.

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August 24th, 2012

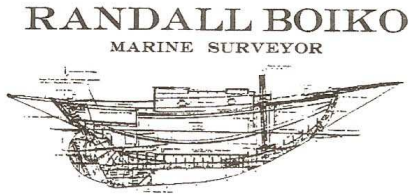
At the request of Mr. Greg Pearson for the Foundation; an Insurance survey was conducted on the above referenced vessel to establish its approximate value and its overall condition. "San Marlot" was inspected on August 23rd, 2012 while afloat at her slip at Shake A Leg Foundation in Miami, Florida. This survey includes the inspection of deck structure, running gear, installation of hardware and equipment, plumbing and electrical systems and the inspection of safety related equipment. This survey was conducted under the standards promulgated by the United States Coast Guard, under the authority of title 46 United States Code (USC); Title 33 and 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) have been used as a guideline in the conduct of this survey.

I certify that, to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct. 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 the reporting of a predetermined value or direction in value that favors the cause of any of the interested parties, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event. I have made a personal inspection of the vessel that is the subject of this report.

This report is submitted without prejudice and for the sole benefit of the party from which account it was originally requested. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only, and it must be noted that the inspection was done with no destructive measures, and many areas might not be readily visible or accessible for evaluation. The conclusions, comments and findings were found on the day of survey within the scope of the wind, wave, temperature and sea conditions. No inferences implied or otherwise are to be made outside the scope of these factors.

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GENERAL CONDITION

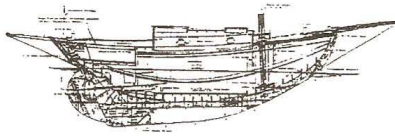
The above referenced vessel is a 1992 42' Jeanneau built Lagoon 4200 Sailing Catamaran. This Catamaran was found to be in Average cosmetic and Good structural condition at the time of survey. The vessel has just reported coming out of the boatyard in the Bahamas for repairs and replacement of the underbody running gear and a new coat of anti-fouling paint. The owner's agent reported that the vessel will be taken to a yard for additional cosmetic and system upgrades. Her interior is comprised of partial bulkheads and accommodation partitions fastened to the hull interior with fiberglass tabbing, where observed, all tabbing was secured and well adhered to the hull. All electrical wiring was found to be in good condition with all branch circuits sighted protected from overload with breakers or fuses. All electrical systems, instruments and navigational components were operational with the exception noted below.

REMARKS AND RECOMMENDATIONS

1. * The E.P.I.R.B. emergency beacon should be re-registered and the battery should be replaced before any offshore sailing is done.
2. * The emergency flares were out of date. Purchase new.
3. * A Garbage Management Plan and a copy of the U.S.C.G. Navigational Rules should be aboard.
4. * All hoses below the waterline should be double clamped and all aged hoses and hose clamps should be replaced.
5. * The battery wing nuts should be replaced with hex nuts.
6. * The starboard engine exhaust hose is aged and should be replaced.
7. * The bilge had some oily water in it and should be cleaned.
8. * The Racor fuel filters were very dirty. Clean.

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9. * A smoke and carbon monoxide alarm should be installed aboard.
10. It is suggested that a high decibel high water alarm should be installed in the vessel.
11. * When the vessel is plugged into shore power, the polarity and G.F.C.I. outlets should be checked.

From general examination of this vessel while afloat, as far as practicable without making major removals to expose parts concealed, it is the opinion of this surveyor that the vessel is structurally sound and will be **satisfactory for service** as a yacht when the recommendations marked with a **double asterisk (**)** in the left hand margin have been complied with. Those items marked with a **single asterisk (*)** should be done without delay and those items noted without asterisks should be done in the near future.

SUBMITTED WITHOUT PREJUDICE,

RBoiko

**RANDALL BOIKO, S.A.M.S., AMS / AGA
FOR ADMIRALTY SERVICES**



“San Marlot” – Photo Addendum



Portside view afloat



Starboard view



Main salon



Port Yanmar diesel