



RODGERS & ASSOCIATES
Certified Marine Surveyors And Appraisers
Cargo Inspectors

April 2, 2007

CONDITIONAL VALUATION MARINE SURVEY REPORT
On the Vessel
Known
as

MISS BLUE EYES

CF 8546 TG

A

2000

CORSAIR F-28 CC TRIMARAN & TRAILER

Inspected out of the water
Aptos, CA



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CERTIFICATE OF SURVEY REPORT

NAME OF VESSEL	REGISTRATION
MISS BLUE EYES	CF 8546 TG
OWNER	HULL NUMBER
Bert Lemke 258 Farallon Court Aptos, Calif. 95003 831-688-6642 bert@seascape-design.com	US - CSR 40091 L900
YEAR BUILT	MODEL
2000 by Corsair Marine Inc.	Corsair F-28 CC Trimaran
TYPE OF VESSEL	DESIGNED USE
Mutihull	Recreational
LENGTH	DISPLACEMENT
LOA 28'5" x 26'3" LWL x 19'9"Beam x 8' 2.5"Beam (wings folded) x1'2" Draft 4'11" Dagger board down	2,690 lbs. (empty)
ENGINE	TANKAGE
YAMAHA T9.9 EXRY Fractional Sloop with 300 sq. ft. working sail area	2 x 3 Gallon Gasoline 16 Gallon water 16 Gallon HT
SURVEY REQUESTED BY	SURVEYED ON BEHALF OF
Bert Lemke 258 Farallon Court Aptos, Calif. 95003 831-688-6642 bert@seascape-design.com	ALLSTATE INSURANCE Co,
DATE OF SURVEY	EST. MARKET VALUE
April 2, 2007	See valuation page following
LOCATION	ATTENDING
Aptos Ca.	Capt. Joseph W. Rodgers CMS ASA

Comments: A 2000 year built CORSAIR F-28 Trimaran.
 This fiberglass constructed multiple hull vessel is designed with a unique float folding system that allows it to be readily trailerable. The vessel shows no modifications from its original design and building and was presented extremely neat and clean showing concern towards maintenance by its owner. The package comes with a 2007 galvanized tandem axle boat trailer. There are no recommendations at this time. The following report provides vessel's full particulars.

THIS COVER PAGE FORM OF THE NATIONAL ASSOCIATION OF MARINE SURVEYORS IS RESTRICTED TO THE USE OF ITS MEMBERS. IT IS DESIGNED AS A STANDARD PRESENTATION OF PARTICULAR FACTS ABOUT THE VESSEL; HOWEVER, THE SURVEYOR'S ATTACHED REPORT REMAINS THE BASIC INFORMATION.

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RODGERS & ASSOCIATES
Certified Marine Surveyors And Appraisers,
Cargo Inspectors

GENERAL

On Monday April 2, 2007, the undersigned appointed Certified Marine Surveyor, and registered ASA Marine Appraiser did conduct an out of the water inspection to the vessel known as Miss Blue Eyes, a 2000 CORSAIR F-28 Trimaran.

This survey inspection took place while the boat was fitted on its trailer and located at its owner's residence in Aptos, California.

In attendance during the inspection was the vessel's owner and operator, Mr. Bert Lemke.

The purpose of the survey was to note the vessels type, list major inventory, comment on vessel's overall general condition, and deduce a realistic assessment of current condition and provide estimated present day (FMV) Fair Market Values.

This information is designed and intended for insurance reapplication purposes and general owner operator's consideration and review.



Comments: *The vessel hereon described was visually inspected sounded and photographed at close quarters while out of the water. The boat was inspected were possible without doing destructive testing or major disassembly. The survey took place while the boat was located on its trailer at its owner's residence. When the vessel is in the water it is kept in an assigned wet slip on O Dock, yacht harbor Santa Cruz, Calif. a locked gate and all weather protected marina facility. The vessel is owner operated only and is utilized for recreational purposes.*

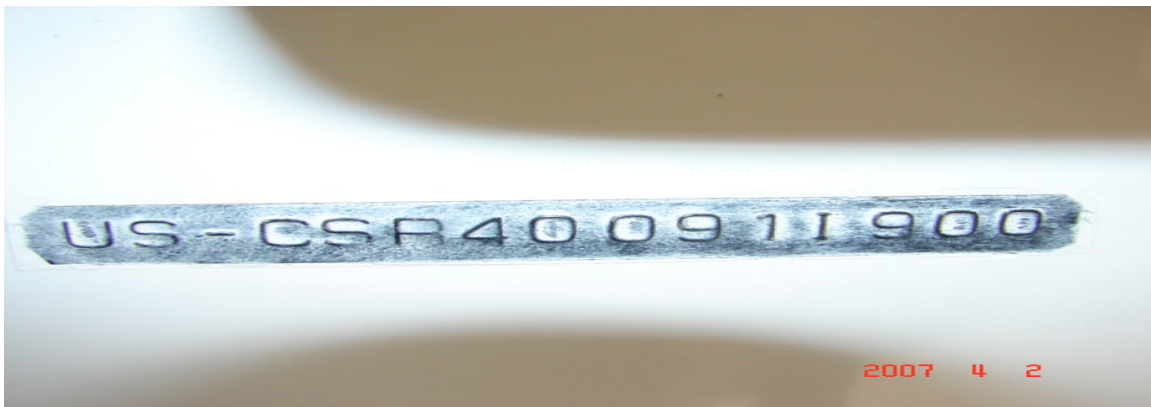
REGISTRATION

The vessel has been issued Certificate of Number from the State of California, Department of Motor Vehicles

- Registration number: CF 8546 - TG 2007 tag # R 313766
- Registered owner: Bert Emerson Lemke, 258 Farallon Court, Aptos, Ca. 95003
- Lien holder: Bert Lemke
- Builder: Corsair Marine Inc.
- Model: Corsair F-28
- Year Built: 2000
- Material: Fiberglass
- Machinery: Gas
- Identification Number: US-CSR 40091 L 1900
- Use: Recreational



CALIFORNIA REGISTRATION CF NUMBERS



HULL IDENTIFICATION NUMBER

Comments: *The certificate of registration was found on board and is current and in order.*

VESSEL'S PARTICULARS, BACKGROUND AND HISTORY

- Model: Corsair F-28 CC
- Builder: Corsair Marine Inc. 150 Reed Court, Chula Vista, Calif. 92011 (619) 585-3005
- Designer: Ian Farrier, Farrier Marine, Inc. Bellevue, Washington
- Type: Trimaran
- Construction: Hull and decks: glass fiber/polyvinyl foam sandwich
- Beams: glass fiber/foam sandwich reinforced with carbon fiber
- Construct. Techniques: Hand lamination and vacuum bagging
- Year built: 2000
- Hull #: US-CSR 40091 L 900
- Length: 28'5"LOA x 26'3" LWL x 19'9" Beam 8' 2.5" Beam (wings folded)
1'2" Draft (Hull only) 4'11" Dagger board down
- Displacement: 2,690 lbs. (empty)
- Certification: CE Certified Ocean category B



LOAD CAPACITY:

- Persons: 930lbs.
- Additional load capacity: 363 lbs. gear
- Maximum load capacity: 1353 lbs.
- Approximate towing weight: 5,400 lbs.
- Approximate capsizing force: 30 knots of wind with full sail.

Comments: *The Miss Blue Eyes is a stock F28 aft cabin version Trimaran showing no modifications from its original design, layout and or building. The vessel is in as new condition.*

CONSTRUCTION

The vessel has been constructed entirely out of fiberglass reinforced plastics.

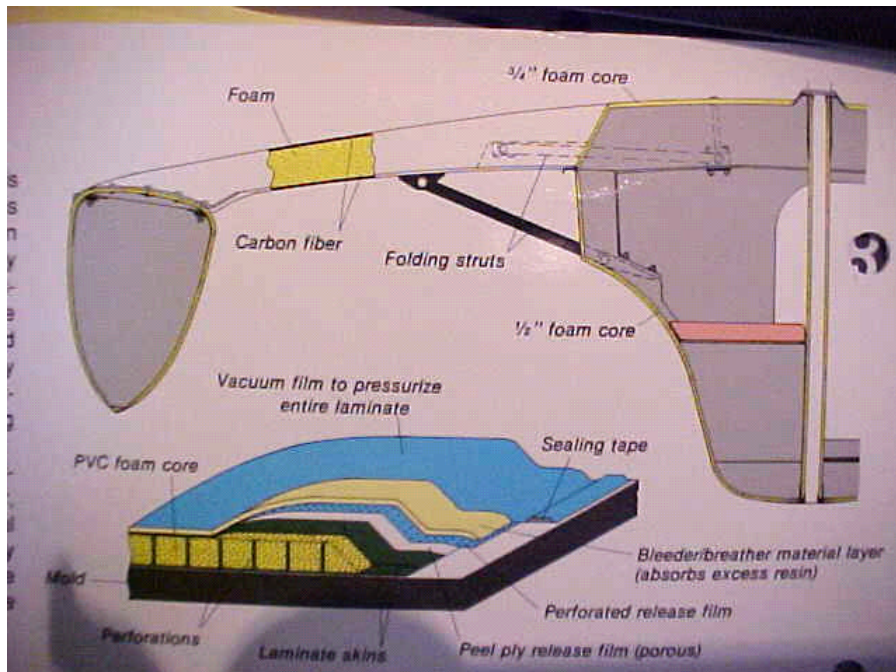
PVC foam core construction has been used throughout.

Alternating layers of fiberglass mat and cloth have been hand laid within mold sections.

Double bias glass fabrics, Kevlar, S glass and carbon fiber are selectively used in highly stressed areas. Vacuum pressure techniques then pressurize the lamination on both sides of a perforated foam core simultaneously. An overlay of fabric extracts all air and excess resin creating a light and strong quality laminate.

The connecting float beams utilize a multiple layers of carbon fiber, vacuum pressured to optimize structural properties. The exterior has a white gel coat finish. Cross arm connecting folding system has been engineered by FARRIER DESIGN and incorporates aluminum folding struts with insulated stainless steel (s/s) connections bolted to reinforced bulkhead.

Comments: *The vessel has been engineered for light construction. Structure found in sound condition with no evidence of fiberglass deterioration. All laminations found in sound condition. Exterior gel coat shows luster. Interior appointments were found clean and orderly. Vessel structure is in sound condition.*



BOAT DESCRIPTION

1997 Corsair Marine began production of a new model in its line of folding trimarans and introduced the F-28. This model is now the mainstay of Corsair Marine and supersedes their F-27 which enjoyed an 11 year production run.



The ultra light displacement multi-hull main hull has a plum bow stem with inline asymmetrical spinnaker pole housing. Topside freeboard is of low height measuring some 35" forward / 32" amidships and 26" aft. The sheer line is straight. The stern is pinched and fitted with a stepped transom. The port and starboard (p/s) almas (floats) are set up with aluminum cross arms with fiberglass constructed connecting float beams. One of the features of this vessel is its folding system in the absence of hinges of any kind in the support beams. The folding system has been engineered to actually strengthen the boat. Designed originally in 1973 the system has proven successful. Each cross beam is bolted to the center hull reinforced internal bulkhead. Aluminum folding struts permit the floats to be brought in for trailing.

The floats have spoon entrances, low topside freeboard and pinched sterns.

Blue nylon webbing is fitted between the floats and hull. The floats have been divided into watertight compartments each equipped with a 6" dia inspection plate and (1) BOWMAR 13" x 18" access hatch.

The bottom of the boat has been painted with INTERLUX 17 Micron anti-fouling paint. The topside shows a brilliant white gel coat finish.

The main hull has been completely decked over with a gray textured molded nonskid decking.

The stem is fitted with an s/s head plate. The foredeck is surrounded by a 22" high 1" dia s/s pipe bow pulpit. The foredeck is equipped with a self-baling anchor locker followed by a BOWMAR 13" x 18" ventilation and escape hatch.

The vessel is rigged as a fractional sloop with an articulating mast. The aluminum spar is mounted directly in line behind the escape hatch and is followed by a dagger board trunk. Aluminum toe railing surrounds the decks perimeter and joins the nylon webbing trampoline. The main companionway is equipped with a pop up hatch and Plexiglas drop boards. A self-baling cockpit is located to stern. Cockpit is setup with storage alcoves and seats p/s. It is here that the vessel is controlled by a wood and aluminum tiller connected to a kick up rudder assembly.

A stern castle cabin is located aft.

The vessel's auxiliary power is provided by an outboard motor hanging on the stern.



Accommodations are simply laid out in a comfortable fashion as follows. The forepeak is fitted with a V-berth that extends into the central salon where p/s settees are fitted with alcove storage compartments behind. Electrical distribution panel is fitted on the starboard main bulkhead. A raised galley counter with sink and stove and pantry is fitted to port mid aft. An enclosed toilet locker is to starboard mid aft. A teak step gives access out the central companionway. Interior is trimmed out with a molded pan, gray indoor outdoor carpet liner and Teak and Holley cabin sole.



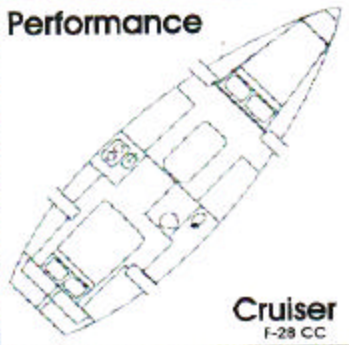
Comments: *The boat shows no modifications from its original design and was presented as new.*

The Fast F-

Corsair Marine kicked off 1997 by beginning production with a brand new model in its line of folding trailerable trimarans: the F-28 and F-28R are now the mid-range mainstay of Corsair. The F-28 models have superceded the famous F-27, which enjoyed an 11-year production run at Corsair. The F-28 has been jointly developed by Corsair Marine of Chula Vista, California and the design office of Farrier Marine, Inc. of Bellevue, Washington.

The F-28, like all of its predecessors and current sisters, is an easy-

Performance



Cruiser
F-28 CC

ly trailerable sport boat because of its light weight and low profile on the trailer. As with other Corsair trimarans, the transition from trailering to sailing takes about 30 minutes.



The F-28 and F-28R have roomy, functional interiors with all the necessary amenities for comfortable overnight cruising. There are sleeping accommodations for four, galley area with two-burner stove, stainless-steel sink, fresh water tank and pump, and a marine head with privacy curtain and a holding tank. Seat/bunk cushions are standard and are available in over 40 colors and patterns, or may be covered with customer-supplied fabrics as desired.

The standard F-28 has a rakish aluminum rotating rig. The "R" model sports a taller but lighter-weight

the F-28s



28 & F-28R

rotating carbon fiber mast of airfoil section. The mast is raised or lowered using the installed winch on the trailer. This is a straight forward operation that can be accomplished easily in a few minutes, even with only one person. Everything about the F-28 is designed to get you on the water quickly.

The carbon fiber mast of the F-28R has the double advantage of being more efficient and powerful on the water and of less weight for easy handling on the trailer. The rudder, which pivots up 180-degrees for trailering and

General Specifications

LOA 28' 5" (8.66 m)
LWL 26' 3" (8.0 m)
Beam (overall) 19' 9" (6.1 m)
Beam (folded) 8' 2-1/2" (2.5 m)
Draft (hull only) 1' 2" (0.36 m)
Draft (daggerboard down) 4' 11" (1.5 m)
Mast height F-28 36' 10" (11.22 m)
Mast height F-28R 38' 4" (11.68 m)
Weight (empty) 2,690 lbs. (1,224 kg.)
Hulls Fiberglass w/PVC foam core
Aux. 8hp o/b (2-stroke or 4-stroke)
Sail area:
Mainsail F-28 300 sq.ft. (27.88 sq.m)
Mainsail F-28R 321 sq.ft. (29.83 sq.m)
Jib 175 sq.ft. (16.26 sq.m)
Screacher 358 sq.ft. (33.26 sq.m)
Asym. spinnaker 780 sq.ft. (72.46 sq.m)
Designer: Farrier Marine, Inc.
Builder: Corsair Marine, Inc.

Performance



Racer/Cruiser
F-28 AC

the fully retractable daggerboard also enable you to pull in close to shore and anchor in knee-deep water, or even put the F-28 onto a sandy beach. The rugged dual axle, galvanized steel trailer will provide many

miles and years of trouble-free trailering. Surge brakes, lights and spare wheel are provided. Full-up gross towing weight, including boat, trailer and essential sailing gear, is only 4,400 pounds.

4. Trailerability—30 minutes from trailer to sailing!



Alan Toll photo

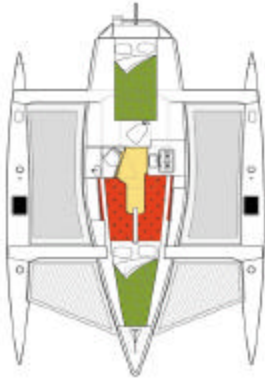
1997 Corsair began production on the Corsair 28 and Corsair 28R, followed by the Corsair 28CC, now the mid-range mainstay of Corsair. The Corsair 28, like all of its predecessors and current sisters, is an easily trailerable sport boat because of its light weight and low profile on the trailer. As with other Corsair trimarans, the transition from trailering to sailing takes about 30 minutes. The mast is raised or lowered using the installed winch on the trailer as with all Corsairs. Everything about the Corsair 28 is designed to get you on the water and across the water quickly, comfortably and affordably. The Corsair 28CC, Corsair 28AC and Corsair 28R have roomy, functional interiors with all the necessary amenities for comfortable overnight cruising. There are sleeping accommodations for four, galley with two-burner stove, stainless-steel sink, fresh water tank and pump, and a marine head with privacy curtain and a holding tank. Seat/bunk cushions are standard and are available in over 40 colors and patterns, or may be covered with customer-supplied fabrics as desired. The rudder, which pivots up 180-degrees for trailering and the fully retractable dagger board also enable you to pull in close to shore and anchor in knee-deep water, or even put the Corsair 28 onto a sandy beach.



The Corsair 28CC (Center Cockpit) -

In 2000 Corsair Marine introduced the 28-foot Center Cockpit sport cruiser, the newest mid-size entry in Corsair's popular trailerable trimaran line. Offered for both cruising sailors and performance enthusiasts alike, the Corsair 28 Center Cockpit provides a range of waterborne recreation and adventure possibilities unequalled by other sailboat brands. Benefiting from over a decade of practical experience and modern innovations, the Corsair 28CC represents

A unique and unbeatable combination of comfort, performance and ease of handling. The Corsair 28 Center Cockpit is definitely in a class of its own. This new versatile mid-range model joins an elite group spanning over 17 years, and including well over 1000 boats. Whether it's class racing or cruising to new exciting destinations the Corsair 28 Center Cockpit can take you there in style and comfort.



Specifications: LOA 28' 5" (8.66 m) — LWL 26' 3" (8.0 m) - Beam (overall) 19' 9" (6.1 m) — Beam (folded) 8' 2-1/2" (2.5 m) - Draft (hull only) 1' 2" (0.36 m) — Draft (daggerboard down) 4' 1" (1.5 m) — Mast length 36' 6" (11.12 m) — Weight (empty) 2,790 lbs (1,265.5 kg) — Hulls Fiberglass with PVC foam core - Auxiliary 8hp o/b (2-stroke or 4-stroke) — Sail area: Mainsail 300 sq ft (29.8 sq m), Jib 175 sq ft (16.3 sq m), Screacher 358 sq ft (33.3 sq m), Asymmetrical spinnaker 780 sq ft (72.5 sq m)



david schuler phot

The Corsair 28AC (Aft Cockpit) - [click here for photo gallery](#)

With a well planned main cabin, the Corsair 28AC allows for family cruising even without the aft cabin; the V-berth is ideal for one or two children and can certainly accommodate two adults, and the aft area converts to two singles, or an expansion of the V-berth.

Moreover, the reduction in weight and expansion of cockpit that results from eliminating the aft cabin makes this Corsair a bit faster and great for warm climates where less cabin space is required. It is the chosen model for "R" conversion.

STEERING

The boat is controlled by a wood tiller connected to aluminum mounting supporting a kick up foam cored fiberglass reinforced rudder assembly which is mounted on the transom with s/s gudgeons equipped with nylon bushings. A joystick tiller extension is provided



Comments: *The steering system was found smooth and operational. The rudder is hinged. A fully retractable dagger board is also fitted enabling the vessel to be beach landed.*



MACHINERY

The vessel is powered by an outboard motor.

- Engine manufacturer: YAMAHA Motor Co. LTD
- Year: 1999
- Model: YAMAHA T9. - 9 EXRY
- Serial number: 6G8-X763601
- Year: 2000
- Type: 4-stroke / long shaft outboard motor with remote steering control.
- Cubic inch displacement: 14.6 cc
- Bore and stroke: 2.32 " x 1.07 "
- Number of cylinders: 2
- HP rating: 9.9 H.P. at 4500 RPM
- Engine weight: 97 lbs.
-

The outboard motor is mounted on the transom with an aluminum brace bolted to the stern.

Engine is locked into place.

Unit is remotely activated and equipped with a YAMAHA 703 remote control station equipped with 12VDC electric ignition and MORSE CONTROL mechanical cable gear and throttle engages.



Comments: *The four stroke gasoline powered outboard motor is of recent vintage, well mounted and fully operational*

FUEL SYSTEM

- Fuel Type: Gasoline
- Number of Tanks: (2) portable fuel tanks
- Manufacturer: YAMAHA
- Material: Injected molded plastic
- Capacity: 3 gal. each



Comments: *The two portable fuel tanks are fitted port and starboard within the cockpit alcove and are readily accessible and secured from movement. Fuel line is of rated reinforced neoprene hose line with quick release connections. Fuel system found set up and operational meeting NFPA general guidelines for installation.*

BILGE PUMP

(1) WEST MARINE portable plastic pump

Comments: *The portable pump was found operational and suited for vessel's size and type.*

WATER SYSTEM

- Number of Tanks: (1)
- Tank location: forepeak
- Material: fiberglass
- Capacity: 16 gal.

The fiberglass box water tank is securely mounted under the V-berth forward. This tank fills from a labeled foredeck plate and vents to topside atmosphere. Water is routed by reinforced non-toxic vinyl hose lines to a single galley sink with a hand pump faucet. Gray water discharges directly overboard.

Comments: *The basic water system was found set up and operational.*

UNDERWATER THROUGH HULL CONNECTIONS

The following underwater through hull connections were located.

PORT	MAIN HULL	STATBOARD
1) Galley sink drain	Dagger board	2) Toilet intake
		3) Toilet discharge
		4) Transducer
		5) Speed sensor

Comments: *Limited underwater through all connections. Valves found set up and operational and all plumbing lines properly connected meeting A B Y C general guidelines.*

THE GALLEY

A galley counter is located port side mid aft off the main salon.

The raised galley counter is equipped with an s/s box sink with FYN SPRAY and faucet.

1. ORINGO 4100 two burner alcohol stove with overhead heat shield.
2. Small pantry shelf
3. Overhead cabin lights



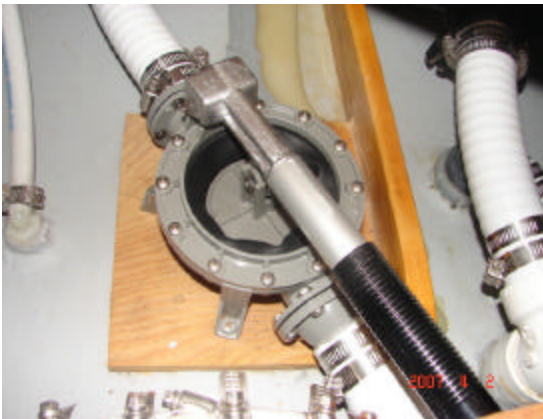
Comments: *The galley was found set up clean and in serviceable condition. Self-contained alcohol marine stove.*

MARINE SANITATION DEVICE

An enclosed locker is located starboard mid aft off the main salon.

The locker has a molded counter with sink and hand pump faucet.

GROCO Model HF manually activated marine toilet discharges sewage directly into an onboard fiberglass holding tank located in the forepeak. Holding tank is rated at 16 gal. and is designed to be discharged by a fore deck pump out plate labeled WASTE or directly overboard by a WHALE type manual hand pump and through hull connection.



Comments: *The locker was found clean, set up and operational meeting current state and federal guidelines for use on protected waters as long as the holding tank is employed.*

SOUNDING DEVICES

Compressed canister air horn

Comments: *The vessel meets U.S. C G requirements for sounding devices for vessel size and type. Check canister on air horn and replace as needed*

SAFETY EQUIPMENT

FIRE EXTINGUISHERS

(2) KIDDE MARINER ABC #10 chemical fire extinguisher mounted

PERSONAL FLOTATION DEVICES

(2) PFD Type III OMEGA adult vests

ADDITIONAL SAFETY EQUIPMENT

Life sling man over board recovery ring

Emergency signal flares

WEST MARINE basic first aid kit

Radar Reflector

Comments: *Vessel meets basic U.S. C G requirements for safety items. See notes following*

NAVIGATION LIGHTS

1. Port and starboard bow pulpit mounted side lights
2. Aft pulpit mounted stern light
3. Mid mast steaming light / with fore deck directional light
4. Masthead anchor light

Comments: *AQUA SIGNAL 12VDC electric lights are mounted and operational meeting international guidelines for navigation for vessel's size and type.*

ANCHOR GEAR

(1) FORTRESS 11 FX with 5/16" dia chain and ½" dia nylon rode

MOORING CLEATS

(1) 10" Foredeck horn cleat

(2) Standard stern cleats

Comments: *Aluminum anchor is kept within a self baling anchor locker fitted in the foredeck. Anchor is suited for general light service for vessel size and type.*

MISCELLANEOUS EQUIPMENT

(4) Bunk cushions with designer fabric covers and backrests (2) Pillows

WESTMARINE portable bilge pump

WEST MARINE soft seat boatswain's chair

ZODIAC inflatable dinghy and oars

IGOO 1600 ice chest

Flashlight

Joystick tiller extension

Boat brush and bucket

Compact portable disk player with two powered stereo speakers

Tiller cover / Winch covers / Main sail cover

Trampolines P/S new 2007

Manuals for electronics and the outboard motor

Miscellaneous boat parts

MISCELLANEOUS EQUIPMENT Continued

Toolbox with miscellaneous hand tools

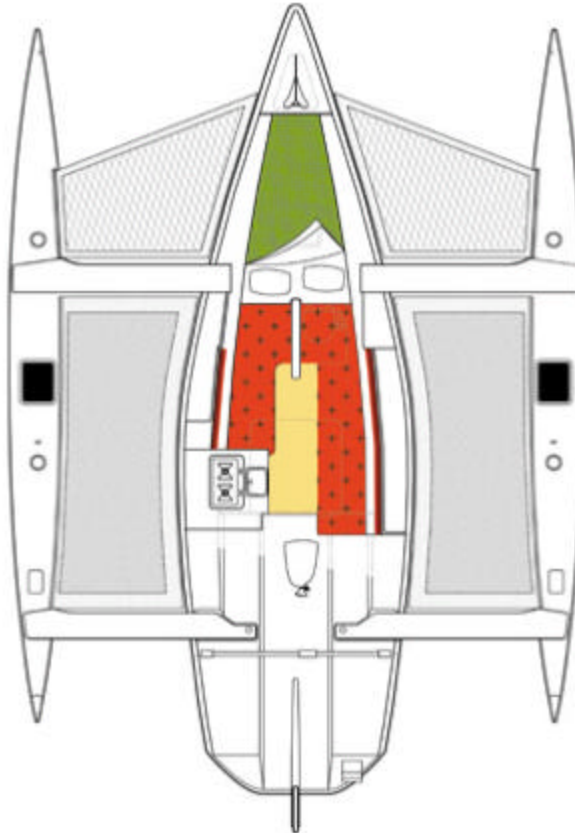
Boat ladder
Aluminum boat pole
3 fenders and dock lines
Mast raising kit and brace
MARINCO shore power electrical cord
Spare propeller

Comments: *Items listed found onboard at time of survey*

NAVIGATION DEVICES / ELECTRONIC

- PLASTIMO hand bearing compass
PLASTIMO bulkhead mounted steering compass
NOAA coastal chart
- STANDARD HORIZON intrepid G X 1260 S VHF radio
 - STANDARD HORIZON W S 100 wind speed point index
 - STANDARD HORIZON MD 100 depth/speed log

Comments: *Electronic navigation devices mounted and operational.*



ELECTRICAL SYSTEMS

The boat is wired with both 120 VAC shore power connection and 12V DC D shipboard service.

The 120 V AC shore power electrical system is comprised of a MARINCO 30 amp / 120V shore power plug-in connection fitted in starboard cabin side. Wiring is routed directly to a double AC master circuit breaker which controls select electrical outlets.



The 12V DC **shipboard electrical system is comprised of:**

(2) Group 24 maintenance free batteries fitted P/S wings in secured box housing.

Battery bank is controlled by a PERKO master combining and disconnect switch.

Batteries are charged by SIEMEN PROCHARGER JF solar module.

Wiring is routed to a CORSAIR BASS PRODUCTS distribution panel equipped with a DC volt meter for battery testing and a 12 VOLT plug outlet for accessory input.

(8) Labeled independent circuit breakers control:

1. Cabin Lights Navigation
2. Lights
3. Stereo
4. Deck Lights
5. Instruments
6. Accessories
7. Spare
8. Spare

Comments: *The 12 VDC simplified electrical system was found set up and operational meeting general A B Y C guidelines for installation and equipped with adequate circuit breaker protection.*

THE RIG

The vessel is rigged as a moderate aspect ratio fractional sloop with a roller furling headsail and working sail area of 496 square feet main and jib.

Spars are constructed out of silver anodize aluminum extrusion by BALLENGER SPAR SYSTEMS. The mast mounts on the cabin top bridge deck within an aluminum plate and is designed to be articulating. The masthead is equipped with anchor light, VHF radio antenna, and wind index and wind transducer.

A mid mast steaming and foredeck directional light is fitted. A single set of swept back spreaders are mounted. The mast is designed to be readily raised and lowered for ease of sailing and trailing. A working boom connects to the mast by a s/s gooseneck connection. The boom is equipped with out haul and provision for slab reefing.

A 4" dia carbon fiber self-launching asymmetrical spinnaker pole is fitted within the stem.

RIG DIMENSIONS

Mast Length: 36'.10"

Mast height above water line: 41'.4"

Comments: *The spars were laid down at time of survey and were found to be in like new condition.*



STANDING RIGGING

All standing rigging is of 9/32" dia 1x19 s/s wire equipped with swaged terminals, s/s toggles and s/s chain plates.

1. Head stay equipped with head foil for roller furling gear
2. Single main shrouds
3. Lower shrouds
4. Diamond shrouds
5. Backstays

Comments: *Standing rigging dated 2000. Standing rigging inspected while laid down and found without fault.*

RUNNING RIGGING

- All running rigging is of pre-stretched color coordinated braided Dacron line.
- Spinnaker halyard

- Jib halyard
- Main sail halyard
- Spin pole topping lift
- HARKEN MK II roller furling gear
- Mainsheet: 8:1 block purchase and adjustable HARKEN traveler
- Reefing system: roller furling jib / slab reefing main sail
- EZ Lazy Jacks
- Jib sheets
- Spinnaker sheets
- P/S aluminum tracks with one pair of roller track blocks.



Comments: *Running rigging set up and in serviceable condition.*

WINCHES

Winches by HARKEN - aluminum bodied

- (2) #40.2 ST Primary sheet winches
- (3) # 32,2 T halyard winches
- (1) # 30 Main sheet winch
- (2) TITAN plastic handles (2) Holsters

Comments: *Winches mounted and operational.*

SAIL WARDROBE

- NEIL PRYDE Main sail- 300 sq. ft. squared top / full battens / (2) reef points / class emblem
- NEIL PRYDE roller furling jib - 175 square feet
- NEIL PRYDE Screecher - 358 square feet
- NEIL PRYDE asymmetrical spinnaker- 780 sq. ft.

COVERS

- Main sail cover
- Winch covers royal blues Sumbrella canvas

Comments: *Sails and covers found in good condition. Dated 2000*

TRAILER

- Type: Tandem axle boat trailer

- Manufacturer: Pacific Boat Trailers, 7725 Enterprise Drive, Newark, Calif. 94560
- Year built: 2007
- VIN #: 40 R 182 J H 878026819
- Stamped #: 026819
- G V W R: 6,000 lbs.

TRAILER EQUIPMENT

1. FULTON tongue lift
2. FULTON line winch
3. Disk Brakes
4. Fenders
5. (4) CARLISE ST 205-S 5R 14 trailer service tires mounted on 14 in. galvanized rams
6. Spare Tire and Wheel With Lock
7. Bearing Buddies Grease Axles
8. Courtesy Lights w Electrical connector
9. Brake Lights
10. Safety chain



Comments: *The trailer was purchased new 2007 and found in as new condition.*

VALUATION

The following values hereon are estimated based upon a review of the vessel's condition, location, type and equipment using a comparison approach to valuation, the information reported and that found within the databanks of Rodgers & Associates Certified Marine Appraisers.

DEFINITION OF FAIR MARKET VALUE

Fair Market Value is defined as "the most probable price that the property should bring into a competitive and open market under conditions requisite for a fair sale, the buyer and seller each acting prudently and knowledgeably and assuming the price is not affected by undue stimulus". Implicit in this definition is the consumption of sale and the passing of title from seller to buyer under the conditions whereby:

- A. Buyer and seller are typically motivated
- B. Both parties are well informed or advised and each is acting in what he/she considers as best interest
- C. Reasonable time is allowed for exposure on the open market
- D. Payment is in terms in cash in U.S. dollars or financial arrangements comparable thereto
- E. The price represents the normal consideration for the property sold unaffected by special financing or concessions granted by anyone associated with the sale
- F. Is further defined as the amount paid for comparable property

- Current Asking price: Not listed for sale
- Current Insured Value: \$97,000
- Current Tax Assessed Value: County Unsecured Property

ESTIMATED FAIR MARKET VALUE: \$95,000- Boat and trailer package
Based on vessel's condition, location, equipment and time of year and comparison of recent sales of similar size and type vessels.

ESTIMATED REPLACEMENT VALUE: \$100,000- Boat and trailer package
Based on estimated amount to purchase a same vintage or similar or same model in in same order and comparably equipped as of this date.

ESTIMATED RECONSTRUCTION VALUE: \$120,000+ Boat and trailer package
Model is still in production. Amount given represents purchasing similar new 2007

ORDERLY LIQUIDATION VALUE: \$75,000- boat and trailer package
Based on estimated amount one might receive if vessel sold at auction on an as-is where-is basis to the highest bid in an auction type sale.

BLUE BOOK VALUE: \$80,000 Boat , \$5000 trailer
Recorded valuation statements from used boat price guides statistically compiled.

COMPARABLE SALE LISTINGS ASKING PRICE AS OF APRIL 2006

	28'	Corsair 28	2006	120,392	S N S G FG	World Wide, Australia
<input type="checkbox"/>	★	28'	Corsair 28CC #116	2001	79,900	S U S G CP Wareham, MA
<input type="checkbox"/>	★					
<input type="checkbox"/>	★					
<input type="checkbox"/>	★					
<input type="checkbox"/>	★	28'	Corsair C-28CC	2002	77,500	S U S G CP Oceanside, CA
<input type="checkbox"/>		28'	Corsair Center Cockpit	2006	98,000	S U S G FG Alameda, CA
<input type="checkbox"/>	★	28'				
<input type="checkbox"/>	x	28'				
<input type="checkbox"/>	★	28'				
<input type="checkbox"/>	★					
<input type="checkbox"/>	★					
<input type="checkbox"/>	★					
<input type="checkbox"/>						
<input type="checkbox"/>						
<input type="checkbox"/>						
<input type="checkbox"/>						

REPORTED LOSSES

No reports of loss no evidence of grounding, fire or other damage.



FORD EXPEDITION TOWING VECHIEL

SUMMARY OF INSPECTION

The vessel known as MISS BLUE EYES was visual inspected sounded and photographed at close quarters while out of the water and on its trailer. The boat was inspected were possible without doing major disassembly or destructive testing. Boat registration was presented and found current and in order showing no major liens or attachments. The boat trailer is new dated 2007 and registration is still in the process and license plate has not been procured.

The boat is dated 2000 and appeared in like new condition. The boat was found extremely neat and clean and orderly showing concern towards maintenance by its owner. All systems are mounted and functional. The boat meets basic U.S. C G general requirements for safety items, navigation lights and installation of systems.

The boat when traveling is towed by a 2004 Ford Expedition SUV with V-8 engine and trucked towing package with a capacity of 8,000 lbs. + more than adequate for the vessel size and type.

It is the attending surveyor's opinion based upon this inspection that this vessel as found is:

In **GOOD CONDITION** and as outfitted is suited for its designed and intended purpose as a **RECREATIONAL CRAFT**.

The vessel should be considered as a **REASONABLE MARINE RISK** as long as it is continued to be maintained and utilized in such a manner.

There are no major recommendations at this time.

NOTES AND FINDINGS

1. USCG requires all vessels to carry a PFD type IV throw device.
2. Place card prohibiting the discharge of oil and plastics over board are now required on all vessels. (MARPOL ANNEX)
3. Providing additional circuit breaker protection on any and all AC electrical appliances that may be mounted is recommended.

STANDARDS

American Boat and Yacht Counsel - 'Standards and Recommended Practices for Small Crafts'.
3069 Solomon's Island Road, Edge Water, Md. 21037. Tel (410) 956-1050

National Fire Protection Association - ' Fire Protection Standard for Pleasure and Commercial
Water Craft', One Battery March Park, Quincy, Mass. Tel 02269 (800) 344-3555

United States Coastguard Code of Federal Regulations, Title 33 and 46, Superintendent of
Documents, P.O. Box 371954, Pittsburgh, Pennsylvania

CERTIFICATION

I, Capt. Joseph W. Rodgers, certify that, to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct.

I have made a personal inspection of the vessel that is the subject of this report. The reported
analyses, opinions, and conclusions are limited only by the reported assumptions and limiting
conditions, and are my personal, impartial, unbiased professional analyses, opinions and
conclusions.

I have no present or prospective interest in the boat that is the subject of this report, and I have no
personal interest with respect to the parties involved.

I have no bias with respect to the vessel that is the subject of this report or to the parties involved
with this assignment.

My compensation is not contingent upon the development or reporting of 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 directly related to the
intended use of the appraisal or report.

My analyses, opinions and conclusions were developed, and this report has been prepared, in
conformity with the Uniform Standards of Professional Survey and Appraisal Practice.

Submitted without Prejudice



CAPT. JOSEPH W. RODGERS, C.M.S. / A.S.A



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