

page: 1 of 15
file: 150312
date: March 15, 2012

Member: • American Boat & Yacht Council
(ABYC)
• Nat'l Fire Protection Association
(NFPA)
• Society of Naval Architects and
Marine Engineers
(SNAME)



INTRODUCTION

this survey will be performed to determine the "Health of the Vessel" in question. The opinions and conclusions expressed may be instrumental in obtaining: - **THE FAIR MARKET VALUE AND REPLACEMENT COST OF THE VESSEL.**

SCOPE OF SURVEY:

Should it become necessary to require minor dismantling of the vessel to gain access to locked hatches or ports, screwed down sections, etc. to inspect suspect areas, it will become the responsibility of the owner or his agent to have these areas open and ready for inspections and afterwards replaced or repaired at his or her expense. It is recommended that a visual inspection of the vessel and a sea trial be performed by the prospective buyer prior to survey if he or she is unable to attend this survey. Upon completion of the survey, an opinion will be given as to the condition and safety of the vessel's systems and equipment to help arrive at a fair market value of the vessel. It is recommended that qualified engine and electronics surveyors be employed to evaluate the machinery and electronics. A description of the machinery may be offered herein but should not be considered as an engine or machinery survey. Conclusions of the condition of machinery may be included in this survey but cannot and should not be relied on for accuracy in assessing the condition of such machinery. Only a qualified engine surveyor can properly assess the condition of engines, transmissions, generator and engine room machinery. This survey will address and evaluate the general condition of these items but will not evaluate the life expectancy of the engines or any other machinery aboard, their performance or accuracy of the electronics or engine gauges. This survey will include recommendations to bring sub-standard conditions up to an acceptable standard. This survey will not address the designer's or builder's concept of the capabilities of the vessel. No destructive testing will be performed to determine laminate or condition of corings on hull or deck and therefore no warranty or guarantee can be offered as to deck or hull corings being dry or that no water intrusion has occurred. Without test borings into the hull or deck, no positive or accurate reporting can be made as to moisture intrusion into the layup. This survey can only report on the condition of the vessel at time of survey and the surveyor will not be responsible for damages that may occur after the survey, such as groundings, damages in shipping and / or loading, trailer damages, storm or lightning damages, or delivery damages. Buyers should inquire of owners or agents about any known prior defects or damages from accidents, repairs, sinkings, fires etc. that may have occurred to the vessel that they may be aware of and buyers would also be encouraged to contact the builder or machinery manufacturers as to any recalls or deficiency upgrades on those particular models. No determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This report addresses the condition of the vessel on the above date and is the unbiased opinion of the undersigned, but is not to be considered an inventory or warranty, either expressed or implied of equipment or machinery, etc., and the surveyors associated with this survey should not be held liable or accept any responsibility for any subsequent failures of said equipment after the survey, that might occur.

GUIDELINES OF SURVEY:

The mandatory standards promulgated by the United States Coast Guard (USCG) under the authority of Title 46 United States Code (USC): Title 33 and Title 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 guidelines in conducting this survey.

E-Mail: marinesurveyor1@yahoo.com

Robert H. Dolce
President

page: 2 of 15
file: 150312
date: March 15, 2012

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- American Boat & Yacht Council (ABYC)
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GENERAL INFORMATION

SURVEY PREPARED FOR.....Ernie Taylor
109 Pamlico Road
Fletcher, NC., 28732

NAME OF VESSELTREASURE HUNTER

TYPE OF SURVEY.....condition and valuation

YEAR- MAKE OF VESSEL.....2005 Sea Ray

TYPE VESSEL AND MODEL.....model 420 Sundancer , hard top express

BUILDER OR DESIGNER.....Sea Ray Boats

HULL MATERIAL.....fiberglass laminate

DECK MATERIAL.....fiberglass laminate

HULL IDENTIFICATION.....SERF0585D505

OFFICIAL DOCUMENTATION.....1176194

HULL SPECIFICATIONS-OVERALL.(LOA).....45' 0" BEAM- 14' 0" DRAFT- 3' 6" WT- 22,500 lbs ±

GROUND TACKLE.....Delta plow w/ chain and nylon rode

WINDLASS.....Lofrans electric w/ remote and deck switch operation

STEERING.....Sea Star hydraulic

NAVIGATION LIGHTS.....regulation

PLACE SURVEYED.....while afloat, Broad Creek Marina, Hilton Head, SC

INTENDED USE OF VESSEL.....recreational use

E-Mail: marinesurveyor1@yahoo.com

Robert H. Dolce
President

ELECTRONICS

COMPASS.....Ritchie
VHF RADIO.....Ray 240
DEPTHSOUNDER.....yes
RADAR.....Raymarine E 120
GPS.....Raymarine E 120
FISHFINDER.....Raymarine E 120
AUTOPILOT.....Raymarine 7001
FUEL FLOW METERS.....yes
ENGINE SYNCHRONIZER.....yes
OTHER.....Smart Craft systems computer

ENTERTAINMENT

TELEVISION.....(2) flat screen Zenith TVs, salon, fore
(1) flat screen Magnavox TV aft cabin
STEREO.....Clarion
CD PLAYER.....Clarion
OTHER.....DVDs

FIRE-SAFETY GEAR

LIFEVESTS TYPE.....(4) ± type II
TYPE IV PFDS.....(1) type IV
DISTRESS SIGNAL FLARES.....none in date
FIXED FIRE EXTINGUISHERS.....Halon in engine room
HANDHELD FIRE EXTINGUISHERS.....(2) dry chemical units interior
FIRE EXTINGUISHERS CERTIFIED.....no
SMOKE- CO2-FUME- DETECTORS.....(3) carbon monoxide detectors
HIGH WATER ALARMS.....(2)
SHIP'S HORN.....yes
SPOTLIGHT.....remote control ACR
EPIRB.....no
BOARDING LADDER.....yes

GALLEY EQUIPMENT

STOVE TYPE.....Kenyon two burner
 FUEL OR ELECTRIC.....electric
 REFRIGERATION TYPE.....(1) refrigerator in galley + (1) refrigerator aft cockpit
 (1) freezer in galley
 MICROWAVE OVEN.....Panasonic
 WATER HEATER.....10 gallons ± electric

HEAD- WASTE SYSTEM

TOILETS-TYPE(1) Vacu Flush marine toilet forward
 (1) Vacu Flush marine toilet aft
 WASTE TANK.....estimate 42 gallons ±
 GREY WATER TANK.....yes
 MACERATOR PUMPOUT.....yes
 DECK RECEPTACLE PUMPOUT.....yes
 SHOWER SUMP.....yes

SEACOCKS-VALVES

TYPE AND MATERIAL.....bronze ball type ¼ turn
 CONDITION.....good
 BONDED.....yes
 HOSES DOUBLE CLAMPED.....yes

PUMPS-BILGE

TYPE.....Rule submersibles, 2000 GPH each
 LOCATION.....(3) in engine room + (1) in salon
 QUANTITY.....(4) seen
 AUTOMATIC OR MANUAL OPERATION.....both modes
 CONDITION.....all working as tested

page: 6 of 15
file: 150312
date: March 15, 2012

FRESH WATER SYSTEM

PRESSURE PUMP TYPE.....Shur Flo w/ accumulator tank
DOCK WATERyes (not recommended when vessel is unattended)
CONDITION.....working
WATER TANKS.....estimate 100 gallons in poly tank
CONDITION.....good

FUEL TANKS

QUANTITY OF TANKS AND ESTIMATED CAPACITY.....(2) tanks, estimate 165 gallons each ±
LOCATION.....port and starboard aft
TYPE FUEL ON BOARD.....diesel
HOW SECURED.....bolted
VENTED.....yes
GROUNDED.....yes
DECK FILL PLATES LABELED.....yes
SHUT OFF VALVES PROVIDED.....yes

page: 7 of 15
file: 150312
date: March 15, 2012

ENGINES-MACHINERY

TYPE-MAKE-MODEL.....Cummins marine diesels, model 6CTA8.3-M
CYLINDERS AND HORSEPOWER.....six cylinders, rated 480 HP each @ 2600 RPMs
SERIAL NUMBERS.....(p) 46473534 (s) 46475812
HOURS RECORDED.....(p) 443½ (s) 436½
YEAR OF ENGINES.....2005
COOLING SYSTEM.....yes
ENGINE ALARMS.....yes
ENGINE ROOM VENTILATION.....blower fans and natural venting
FUEL FILTERS.....Racor 900 MA
SEA WATER STRAINERS.....Perko
EXHAUST SYSTEM.....rubber hose / FRP to below waterline discharge
STUFFING BOX-SHAFT LOG.....Dripless type boots
VOLTAGE GAUGES.....yes
OIL PRESSURE GAUGES.....yes
TEMPERATURE GAUGES.....yes
TRANSMISSIONS.....ZF gears V-Drives type 280 IV w/ ratio of 1.56
SERIAL NUMBERS.....(p) 20057479 (s) 2005 7658

GENERATOR

MAKE AND MODEL (s)Onan marine diesel, model 9MDKAV-2982B
OUTPUT RATING.(s).....9 KW
SERIAL NUMBER.(s).....CO50756472
HOURS RECORDED.....841½
FUEL FILTER.....Racor 500
SEA WATER STRAINER.....Perko
EXHAUST SYSTEM.....FRP baffled muffler
SOUND SHIELDED.....no

page: 8 of 15
file: 150312

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page: 8 of 15
file: 150312
date: March 15, 2012

OIL CHANGE SYSTEM

PUMP TYPE.....Reverso
TO ALL ENGINES.....yes

HEAT-AIR CONDITIONING

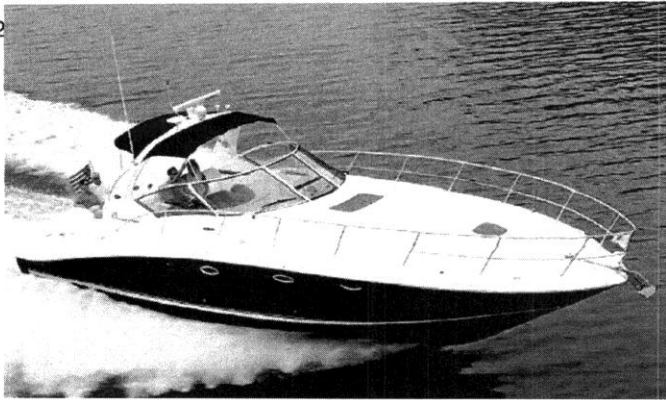
QUANTITY.....(3) units
TYPE AND MAKE.....Cruisaire, water cooled marine type
LOCATION.....aft, forward and cockpit
BTU CAPACITY.....estimate 35,000 ±
THERMOSTATS.....digital

ADDITIONAL

- ELECTRIC ENGINE HATCH OPENER
- ELECTRIC VENT WINDOW OPENER
- FRESH WATER WASH DOWN FORE AND AFT
- COCKPIT SHOWER
- TRANSOM DOOR TO SWIM PLATFORM
- AFT COCKPIT COLD WATER SINK
- FORE DECK SUN PAD
- VETUS BOW THRUSTER

page: 9 of 15
file: 150312
date: March 15, 2012

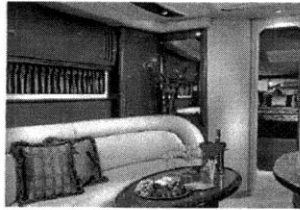
Sea Ray 420 Sundancer



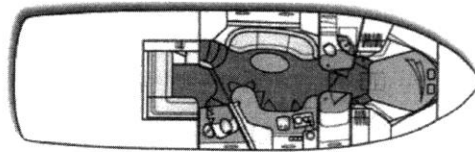
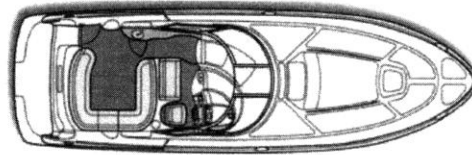
SPECIFICATIONS

Length Overall.....	45'0"	Fuel	335 gals.
Beam	14'0"	Water	100 gals.
Draft.....	3'6"	Waste.....	42 gals.
Weight.....	22,500	Hull Type.....	Deep-V
Clearance.....	11'3"	Deadrise Aft.....	19°
Headroom	6'6"	Production	2003–Current

The bold styling of the Sea Ray 420 Sundancer comes about as close as any U.S. builder has come to emulating the graceful lines of a purebred European sportcruiser. Available with an optional hardtop, the Sundancer rides on a deep-V hull with prop pockets and a wide 14-foot beam. As it is with any yacht of this type, the cockpit is the focal point of the 420 Sundancer. Here, a big U-lounge aft and a double companion seat forward can seat as many as eight adults. A flip-up bolster seat is standard at the helm, and the entire cockpit sole can be raised at the push of



a button for engine access. Below, the Sundancer's lavish mid-cabin interior is an impressive display of lacquered cherry woodwork, leather sofas, and deep-pile carpeting. Privacy doors (not curtains) separate the staterooms from the main salon, and the large galley area features generous storage and plenty of counter space. Topside, wide sidedecks provide secure access to the foredeck. A good performer with Cummins 450-hp V-drive diesels, the 420 Sundancer will cruise in the mid 20s and top out around 30 knots. Note the small fuel capacity.



Page: 10 of 15

file: 150312
date: March 15, 2012

Short History:

Due to insurance restrictions, the vessel was surveyed only while afloat in her berth at the Broad Creek Marina, Hilton Head, SC. No haulouts were performed to inspect the bottom surfaces and no sea trials were to be performed. The bottom had severe marine growth accumulated over a long period of time and a diver was being employed to clean the bottom and running gear and intakes. This survey was performed prior to that cleaning and so the engines and some of the equipment were not started or powered up due to lack of cooling water..

COMMENTARY

HULL TOPSIDES AND DECK SURVEY:

The hullsides were seen in poor condition, badly faded and oxidized from sun and weather and no cleaning maintenance. Numerous scratches and blemishes seen. The decks and house were also inspected and found in like condition, dirty, faded and oxidized but appeared structurally intact. Windows, ports and glass all appeared intact. Cockpit canvas enclosure seen in marginal condition with numerous snaps and zipper problems. Hull to deck joint where accessible, appeared intact.

HULL BOTTOM SURVEY:

no bottom inspection was performed.

GROUND TACKLE INSPECTION:

anchor and attached chain and nylon rode was inspected within the deck locker. Not removed for a total inspection or measuring but where observed, appeared adequate and serviceable in condition. The windlass was clean, secured well and when activated, working normally.

STEERING INSPECTION:

steering is hydraulic and where accessible, system was traced and seen well supported throughout with no detected leakage, tested and appeared working.

NAVIGATION AND SPOTLIGHT INSPECTION:

navigation light fixtures intact, all activated and only one of the navigation lights seen working, none of the anchor lights working. Spotlight tested and seen working normally.

page: 11 of 15
file: 150312
date: March 15, 2012

ELECTRICAL INSPECTION:

batteries were seen properly installed and holding adequate charge although the charger was on and keeping charge to proper levels, Actual condition of the batteries appears marginal. Wiring throughout seen neat and orderly using approved type wir and connectors, all circuits are protected by breaker switches, labeled and operational. The second charger also working, maintains power for the bow thruster. Shore power was hooked up and seen in normal condition, all outlets operational, clean connectors.

ELECTRONICS INSPECTION:

electronics were inspected, all appeared clean and visually OK, the compass shows leakage at the lens, needs to be replaced. The VHF radio clean and working as was the Smart Craft systems monitor. Radar was working, but the GPS chart plotter could not be made to operate. Autopilot was activated and appeared OK but would need to be checked while underway to best prove operation.

ENTERTAINMENT GEAR INSPECTION:

TVs and sound system appeared clean and working as powered up.

FIRE-SAFETY GEAR INSPECTION:

the PFDs aboard appeared adequate and serviceable. The fire extinguisher system in the engine room needs to have a new inspection tag. Handheld units appeared clean and in "green" Signal flares out of date. The carbon monoxide detectors appeared working as was the high water alarms. Ship's horn and wipers working as tested.

GALLEY EQUIPMENT INSPECTION:

Galley gear was seen clean and properly installed and when activated, the galley stove operated both burners, the galley refrigerator working properly, the galley freezer not working. Microwave operational as was the water heater. The cockpit refrigerator also getting cold. The central vacuum cleaner system attached and working.

HEAD-WASTE SYSTEM INSPECTION:

two Vacu Flush systems are installed, the aft one tested and working normally but the forward toilet's vacuum pump is not working, needs repairs or possibly new vacuum pump. Waste tank and lines appear OK.

SEACOCKS- VALVES INSPECTION:

seacocks are of good quality and appear clean with no adverse corrosion or deterioration, Hoses all clean and in serviceable condition, double clamped, seacocks are operational. Bonding system appears intact but bonding plate zinc, as seen from dock, appears near completion.

BILGE PUMPS INSPECTION:

there are four submersible Rule bilge pumps installed, three in the engine room and one in the salon. All seen in good condition, all activated and seen working both modes. High water alarms also in engine room and salon, both working.

page: 12 of 15
file: 150312
date: March 15, 2012

FRESH WATER SYSTEM INSPECTION:

The fresh water system, tank and pump appeared working at galley sink, and aft head. The forward shower head had no water pressure while the forward head sink did, so this must be a valve or blockage somewhere in the line.

FUEL TANKS AND SYSTEMS INSPECTION:

fuel tanks, where accessible, appeared in good condition, no evidence of leakage or deterioration, Fuel lines and filters appeared intact. Both fuel gauges indicated less than ¼ filled.

ENGINES INSPECTION:

both engines were visually inspected only, no engine or machinery survey was performed for this report. Visually, both engines appeared in clean condition, showing about normal hours for this vintage, mounts secured well, no excessive corrosion and no leakage detected. Hoses and belts appeared operational. Due to clogged intakes on each main engine at time of this inspection, they were not started.

EXHAUST SYSTEM INSPECTION:

both exhaust systems were traced and inspected and seen intact with no evidence of deterioration or leakage of hose connections to the underwater discharge tubes.

ENGINE ROOM VENTILATION INSPECTION:

blower system activated and working adequately.

SEAWATER STRAINERS INSPECTION:

strainers are of good quality, properly installed with no leakage detected, all strainers will need service to clean.

SHAFT LOGS-STUFFING BOX INSPECTIONS:

dripless type boots installed, both remain clean and properly installed, no leakage when observed. Should be re-checked when running however.

GENERATOR (s) INSPECTION:

the generator was visually inspected only, reported as not running or starting. Where observed visually, generator appeared in clean condition so starting issue should be addressed by a mechanic.

OIL CHANGE PUMP INSPECTION:

oil change pump and hoses attached appeared in good condition.

page: 13 of 15
file: 150312
date: March 15, 2012

HEAT-AIR CONDITIONING INSPECTION:

all of the systems aboard were clean and in good visual condition however due to water blockage of the intakes, system could not be tested for proper operation. Installations and cooling system appeared in good condition.

BULKHEADS AND STRUCTURAL INSPECTION:

obviously, a full survey and inspection of the hull structure could not be performed while vessel was afloat but where observed within the vessel, the deck and structural members within appeared normal with no indication of structural damages or trauma. The diver who cleaned the bottom reported no visual damages to hull bottom or running gear.

SUMMARY AND CONCLUSIONS:

It is not known by this surveyor just how long the vessel has been abandoned or without regular service and maintenance but the cosmetics of the exterior have suffered considerably from weather exposure and no cleaning or waxing. Canvas has deteriorated as well, decks in like condition. The interior is much better but also suffering from lack of maintenance and / or use. Without a full bottom inspection or sea trials, this surveyor cannot comment or prove operation on some of the systems aboard.

SYSTEMS APPEARING NEEDING SERVICE OR REPAIRS OR REPLACEMENTS:

- (*) navigation lights not working, could be bulb replacements or other wiring or socket issues.
- (*) the forward Vacu Flush toilet's vacuum pump not working, might need replacement of pump.
- (*) no fresh water pressure from forward shower head, trouble shoot and correct.
- (*) the galley freezer is not working, appears likely needs replacement.
- (*) the Halon fire extinguisher in engine room is out of inspection, needs new inspection tag.
- (*) distress signal flares are out of date, needs new signal flares aboard.
- (*) the generator reported as not starting, needs diesel mechanic to trouble shoot generator and repair and test
- (*) the chart plotter could not be made to function, electronics personnel needed to trouble shoot and repair.
- (*) the helm compass needs to be replaced, lens leaking, half way empty.
- (*) the helm power vent window is not working, trouble shoot and repair.
- (*) hullsides are badly oxidized and faded, will need total re-paint to bring back to acceptable level of appearance.
- (*) decks and house badly faded and oxidized, will need compounding and waxing or possibly repaint to restore.

NOTE: bottom surfaces and running gear should be reinspected once vessel is out of water to include all through hull fittings. It is doubtful that zinc anodes were replaced while vessel was abandoned so inspection should include the bonding system to check for possible electrolysis aboard.

page: 14 of 15
file: 150312
date: March 15, 2012

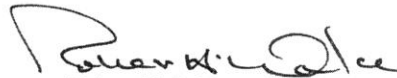
APPRAISAL:

Estimated NEW Replacement Value if Made Today : \$ 754,000.00 ±

CONDITIONS OF ACCEPTANCE AND / OR USE:

this survey is submitted in good faith and constitutes a fair and accurate description of the conditions found at the time of survey and inspections. It is to be understood and agreed that the surveyor assumes no responsibility for latent or hidden defects, errors in judgement, mis-statements or omissions. The survey was performed visually without the benefit of removals or without the benefit of internal inspections of the propulsion systems. All tankage was reported on at the levels filled at the time of survey and all specifications listed are those published by the builder or designer. This report should not be considered a warranty or guarantee of the vessel, its' hull, machinery or equipment but rather, an opinion of the surveyor based on his years of experience and knowledge and the acceptance and/or use of this report implies acceptance to the terms and conditions set forth herein at time of survey and no warranty is expressed or implied. Acting upon the request of the person (s) named on this report, and without prejudice, the undersigned marine surveyor did personally attend the vessel herein described for purposes of a condition and valuation marine survey.

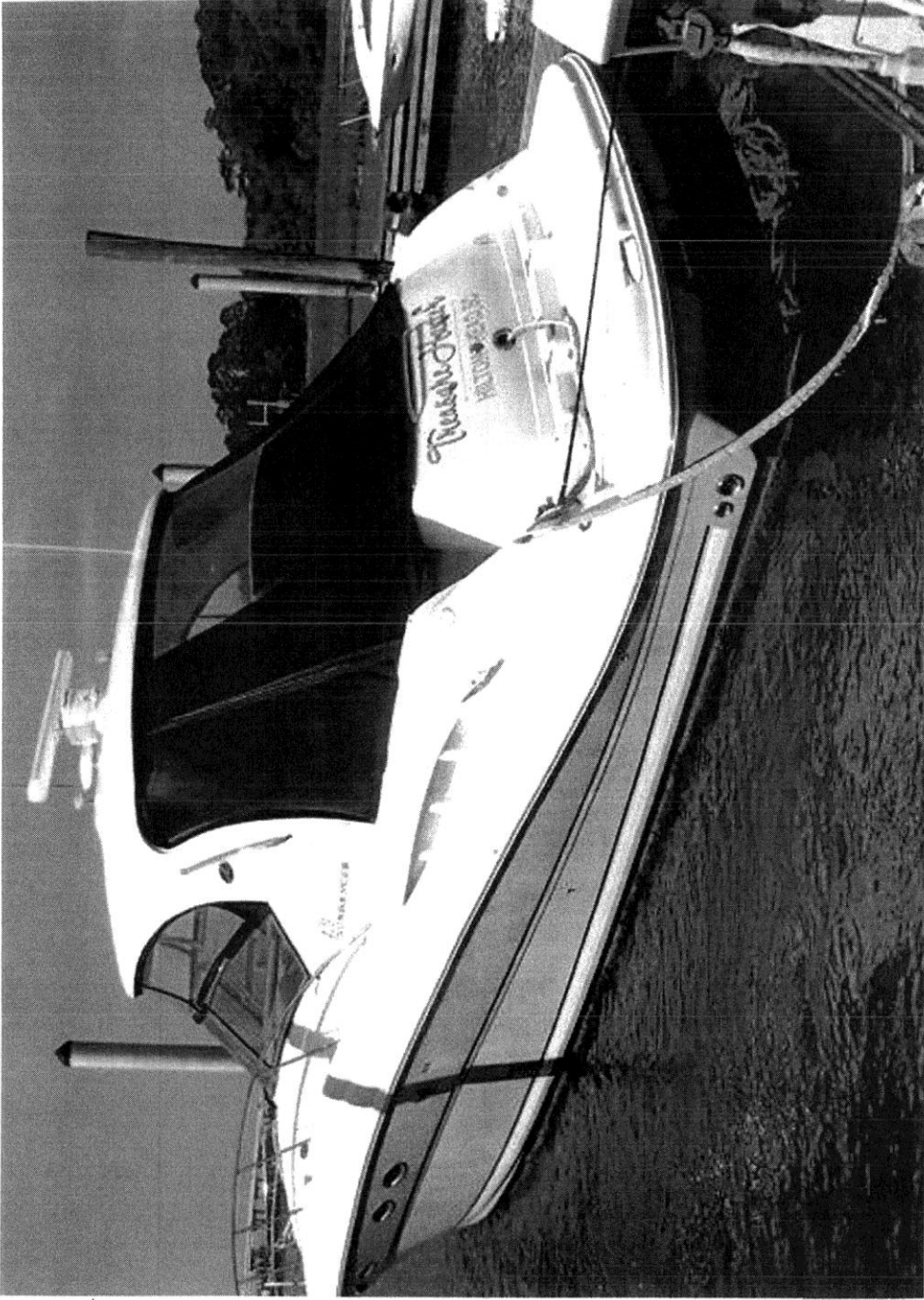
Respectfully,



Robert H. Dolce
Marine Surveyor and Consultant

GENERAL INFORMATION REGARDING MARINE

- this vessel was surveyed without benefit of removals of headliners or coverings that are usually inaccessible for immediate inspections. Inspection plates and normally accessible areas were viewed and inspected.
- independent qualified engine surveys, be they diesel or gasoline engines are always encouraged and recommended in conjunction with this survey to determine the condition of the engines, transmissions and cooling systems. Only a visual inspection of the machinery is conducted in this survey and is not to be considered an engine or machinery survey.
- standards of the United States Coast Guard (USCG), American Boat and Yacht Council (ABYC) and the National Fire Protection Association (NFPA) have been considered and applied to this survey where applicable.
- fuel, water and waste tanks were inspected at the levels filled at the time of survey. Tanks should be filled and checked for leakage from the tank top fittings or pressure tested to ascertain the true condition of the tanks while full. Tanks are visually inspected where accessible for viewing / some of which are not accessible for this.
- equipment, electronics, appliances are usually "powered up" to determine operation of either the DC or AC power to the unit. All electronics are activated during the sea trials unless otherwise stated. Washers and dryers, ice-makers and refrigeration units are usually just activated to test and not put through full cycles. Anchor windlasses are inspected for installation and powered up if electric, anchor rodes are inspected visually and not fully extended., bilge pumps that discharge below or near the waterlines should be re-directed above waterlines as check valves can fail and not be detected during inspections.
- while every attempt is made at survey to evaluate and test all systems aboard, no guarantees can be offered as to the longevity or useful life of these systems, machinery, pumps, electronics etc. Hopefully, systems and equipment will run normally for some time but used or even new systems and machinery can fail at any given time without any detected warning signs especially on older vessels that may not have been run in recent months, and fiberglass hulls that are fully cored below the waterline are percussion tested by hammer to check for possible voids, or delamination from water intrusion. No test borings were performed and moisture meters could not be used on wet hull surfaces and therefore no warranty or guarantee can be given as to possible water intrusion into the core of the hull. As leakage is possible into the hull core through hull fittings, struts etc. and may not be able to be detected without hull test borings or destructive testing, the surveyors associated with this vessel should not be held responsible or liable in any way as a result of any equipment failures that may occur or any moisture subsequently discovered in hull cores and these terms and warnings should be noted, understood and agreed to, prior to purchase or acceptance of the vessel.



SURVEY: 2005 SEA RAY 420 SUNDANCER

addendum
file: 150312
date: March 20, 2012


As per your request, I went back to the vessel today, a Sea Ray 420 located Broad Creek Marina, Hilton Head named Treasure Hunter, to update the recommendations I listed on page 13 of my report.

Everything stands as written then except for the following which may have been corrected since my original survey:

(*) all the air conditioners are now working since the diver cleaned the bottom which was heavy with growth, probably causing the intakes to be clogged and therefore affecting the air conditioning cooling system, All worked on this day.

(*) the generator is now running and putting out normal amperage- I ran the generator under load of the air conditioning systems. All appeared normal.

THE REMAINING ITEMS LISTED ON PAGE 13 OF MY SURVEY STILL STAND AS WRITTEN.


Robert H. Dolce

Coast Guard Vessel Documentation

Data found in current database.

Vessel Name:	TREASURE HUNTER	USCG Doc. No.:	1176194
Vessel Service:	RECREATIONAL	IMO Number:	*
Trade Indicator:	Recreational	Call Sign:	*
Hull Material:	FRP (FIBERGLASS)	Hull Number:	SERF0585D505
Ship Builder:	SEA RAY BOATS INC	Year Built:	2005
		Length (ft.):	44.8
Hailing Port:	HILTON HEAD ISLAND SC	Hull Depth (ft.):	7.3
Owner:	KEVIN D WEAR 5 VENTURA LN HILTON HEAD ISLAND, SC 29926	Hull Breadth (ft.):	13.8
		Gross Tonnage:	30
		Net Tonnage:	24
Documentation Issuance Date:	June 28, 2011	Documentation Expiration Date:	July 31, 2012
Previous Vessel Names:	THE FINALE	Previous Vessel Owners:	KEVIN D WEAR

