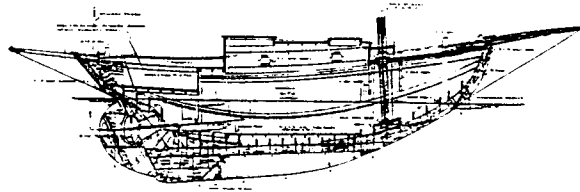


RANDALL BOIKO

MARINE SURVEYOR

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- Certified Diesel Mechanic



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(305) 661-1016

TO: Mr. Robert Doty	VESSELS NAME: "Prairie Dream"
5337 N. Macarthur #3122	DATE: August 17, 1998
Irving, Texas 75038	TYPE: Aux. Sloop
	FILE NO: 81798

GENERAL:

REG. NO: Ship's papers unsighted	HULL NO: XSA380960585
HAILING PORT: Unknown	REGISTERED PORT: Unknown
OWNER: Offered by Seafarer Brokerage, Inc.	ADDRESS: Fort Lauderdale, Florida
	SURVEYED AT: Summerfield's Boat Yard
L.O.A.: 37' 11" L.WL: 33'	BEAM: 12' 4" DRAFT: 6' DEPTH: --
GROSS TON: 26,500 Lbs. NET: --	BALLAST: 9,800 Lbs.
DESIGNER: Hans Christian	BUILDER: Hans Christian
COMMISSIONED: 1985 REBUILT: --	NAVIGATIONAL LIMITS: As per underwriters requirements
MARKET VALUE: Approx. \$ 145,000	REPLACEMENT VALUE: Approx. \$ 350,000
VESSEL'S USE: Pleasure	VESSEL'S BERTH: Fort Lauderdale, Florida
CAPTAIN: Owner operated	LICENSE: Na

HULL:

TOPSIDES: Moulded fiberglass	CONDITION: Appears good
BOTTOM: Moulded fiberglass	CONDITION: Appears good
FRAMES: Partition & bulkheads	CONDITION: Appears good
DECKS: Teak over fiberglass	CONDITION: Appears good
FLOOR TIMBERS: wood	FASTENINGS: Fiberglass tabbing
DECK BEAMS: Partition & bulkheads	STEM: Curved
STERN: Double ender	RUDDER: Skeg hung
KEEL: Full with cutaway aft	CENTERBOARD: None
WORM SHOE: None	SKEG: Yes
SUPERSTRUCTURE: Moulded fiberglass	
INTERIOR: Teak and holly sole with teak bulkhead and trim and formica cabinetry	

BULKHEADS: 5 partial	BILGE: Clean	VENTILATION: Good
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SPARS AND RIGGING:

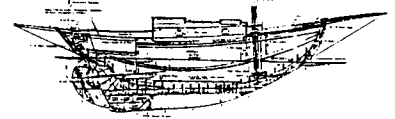
MASTS: Aluminum	CONDITION: Appears good
BOOMS: Aluminum	CONDITION: Appears good
STANDING RIGGING: 1x19 Stainless steel	CONDITION: Appears good
RUNNING RIGGING: Dacron	CONDITION: Appears good
SAILS: Mainsail, jib, staysail	CONDITION: Appears good
CANVAS AWNINGS: Dodger and bimini	CONDITION: Appears good
CANVAS COVERS: Mainsail, staysail and hatch covers	CONDITION: Appears good

SURVEY REPORT

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FITTINGS AND EQUIPMENT:

STEERING SYSTEM: Wheel with cable to quadrant
SMALL BOATS: None
ANCHORS: 45# plough and 20 Kg. Bruce
ANCHOR TACKLE: Approx. 200' of 3/8" chain and 180' of 3/4" nylon with 15' of chain
ANCHOR WINDLASS: Lofrans
RADIO PHONE: Apelco
SSB: None
AUTO PILOT: None sighted
RADAR: Apelco LDR 990
OTHER ELECTRONICS: Apelco hailer, Freedom 10 inverter, MOB light
COMPASS: Ritchie
CLOCK: Boston
HORN: Manual
LIFE JACKETS: 5
LIFE RAFT: Yes
FLARES: Yes

DECK FITTINGS: Stainless steel & aluminum
DECK WINCHES: Barent
RDF: None
SPEED-LOG: Signet
DEPTHFINDER: Signet
GPS: Magellan 5000 DX HH
SEARCHLIGHT: Yes
BAROMETER: Boston
BELL: Yes
LIFE RING: None
TV: None
AIR CONDITIONING: None

Cruising equip amp meter, Fourwinds wind generator, Signet wind ind.

GALLEY:

LOCATION: Port aft of main saloon
TANK LOCATION: Foredeck locker
LINES: Flexible hose and copper
INSULATION: Good
VENTILATION: Good
REFRIGERATION: Isotherm with holding plates

STOVE TYPE: 3 burner oven and stove, propane
SPARE TANK: Yes
SHUT OFF: Solenoid, tank and breaker
MICROWAVE: None
HOT WATER: Stainless steel 110 volt and engine exchanger
OTHER: Propane sniffer

MACHINERY:

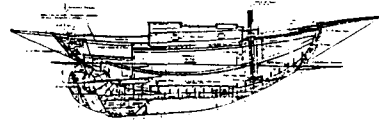
ENGINE LOCATION: Under galley sink
MAKE: Yanmar
SERIAL #: Unsighted
NO. CYL.: 3
APPROX. SPEED: 7.5 Knots
YEAR AS REPORTED: Reported original
ENGINE BED: Fiberglass
COOLING SYSTEM: Fresh water
FLAME ARRESTOR: Not Applicable
FUEL PUMP: Mechanical
BOWLS: Plastic
EXHAUST LINE: Flexible hose
ALTERNATOR: Single
SHAFT LOG: Fiberglass
PROPELLER: 3 blade bronze 19", 18 x 13 spare
PROPELLER SHAFT: 1 1/2" stainless steel
STRUTS: None
PROPELLER PROTECTION: Keel
HEADS: Raritan PHII

NO. & TYPE: 1, Diesel
MODEL: 3QM30H
HORSEPOWER: 33
R.P.M. 2800
REDUCTION GEAR: Kanzaki Hurth 3.0:1
CONDITION: Appears good
PAN UNDER ENGINE: Yes
VENTILATION: Good
DRIP PAN: None
FILTERS: Primary & secondary
SILENCER: Stainless steel waterlift
COOLED: Raw water
CONTROLS: Morse type
STUFFING BOX: Flexible
BLOWER: None
STUB SHAFT: None
BEARINGS: Cutlass type
BILGE PUMPS: (2) automatic and (1) manual
SANITATION SYSTEM: Holding tank

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SURVEY REPORT

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ELECTRICAL SYSTEM:

AUXILIARY GENERATOR: <u>None aboard</u>	MAKE: <u>NA</u>
LOCATION: <u>NA</u>	MODEL: <u>NA</u>
SERIAL NO: <u>NA</u>	VOLTAGE: <u>NA</u>
NO. CYL: <u>NA</u>	R.P.M.: <u>NA</u>
KILOWATTS: <u>NA</u>	ENGINE COOLED: <u>NA</u>
EXHAUST LINE: <u>NA</u>	SILENCER: <u>NA</u>
FLAME ARRESTOR: <u>NA</u>	FUEL PUMP: <u>NA</u>
FILTERS: <u>NA</u>	CO DETECTOR: <u>NA</u>
GENERATOR BATTERIES: <u>NA</u>	HOUSE BATTERIES: <u>(3) house and (1) windlass</u>
MAIN ENGINE BATTERIES: <u>1</u>	INSTALLATION: <u>See remarks</u>
BATTERY CHARGER: <u>ProMariner 20</u>	SWITCHBOARD: <u>AC,DC</u>
WIRING: <u>Approved thermoplastic</u>	CONDITION: <u>Appears good</u>
FUSED: <u>Individual</u>	CIRCUIT BREAKERS: <u>AC,DC</u>
ANCHOR LIGHTS: <u>Yes</u>	RUNNING LIGHTS: <u>Yes</u>
FLARES: <u>Yes</u>	GROUND: <u>Negative</u>
BONDED: <u>Yes</u>	OTHER ELECTRONICS: <u>None</u>

FIRE FIGHTING EQUIPMENT:

PORTABLE EXTINGUISHERS: <u>(2) dry chemical</u>	DATE OF INSPECTION: <u>Out of date</u>
BUILT-IN SYSTEM: <u>None aboard</u>	DATE OF INSPECTION: <u>NA</u>
LOCATION: <u>NA</u>	

TANKS:

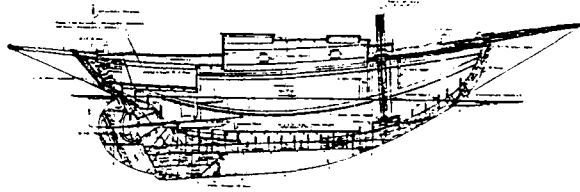
FUEL TYPE: <u>Diesel</u>	TANKS: <u>2</u>	CAPACITY: <u>80 gallons (reported)</u>
LOCATION: <u>Under port and starboard berths</u>	SHAPE: <u>Rectangular</u>	
MATERIAL: <u>Painted steel</u>	CONDITION: <u>Appears good</u>	
SECURED: <u>Yes</u>	FILLS & VENTS: <u>Approved hose</u>	
BONDED: <u>No</u>	OVERFLOW: <u>Outboard</u>	
VALVES: <u>Yes</u>	LOCATION: <u>Under galley sole</u>	
ACCESSIBILITY: <u>Good</u>	LINES & CONNECTION: <u>Approved hose</u>	
ADDITIONAL INFLAMMABLES: <u>None aboard</u>		
WATER TANKS NO: <u>2</u>	CAPACITY: <u>80 gallons (reported)</u>	
LOCATION: <u>Centerline under saloon sole</u>	MATERIAL: <u>Stainless steel</u>	
SHAPE: <u>Shaped to hull</u>	CONDITION: <u>Appears good</u>	

THE ABOVE VESSEL WILL BE DEEMED A GOOD FIRE AND MARINE RISK WHEN ALL RECOMMENDATIONS MARKED WITH AN ASTERISK (*), IN THE WRITTEN SECTION OF THIS REPORT HAVE BEEN COMPLIED WITH.

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August 17, 1998
"Prairie Dream"

On August 14, 1998 at the request of Mr. Robert Doty of 5337 N. Macarthur # 3122, Irving, Texas 75038; a pre-purchase survey was conducted on the above referenced vessel. "Prairie Dream" was inspected while hauled at Summerfields Boat Yard and under sea trial in the seas off Port Everglades, Fort Lauderdale. This survey includes the inspection of deck structure and underbody, running gear, installation of hardware equipment, plumbing and electrical systems, and the inspection of safety related equipment. This survey was conducted under U.S.C.G., N.F.P.A. & A.B.Y.C. Standards.

GENERAL CONDITION

"Prairie Dream" is a high quality blue water sailing vessel with many sisterships in ports throughout the world. This Hans Christian 38 Traditional, was found to be in above average condition for a vessel both cosmetically and structurally. This model is the Telstar design which incorporates a cutaway keel aft which also shallows out forward to improve maneuverability and windward performance. The engine was reported overhauled in 1992 and the upholstery was re-done in 1994. Her interior is comprised of plywood partial bulkheads and accommodation partitions fastened to the hull interior with fiberglass tabbing, where observed, all tabbing was secured. All systems appeared well designed and installed and all electrical branches where visible were properly protected from overload at fuses or breakers. This vessel is a well-appointed and heavily built offshore cruiser which when the recommendations noted below are complied with will be ready for service as a yacht.

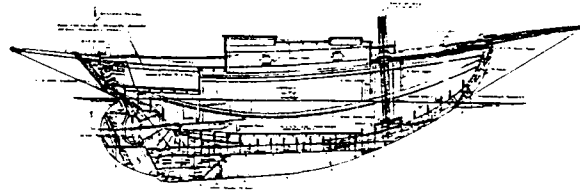
REMARKS & RECOMMENDATIONS

1. No antisiphon valve was installed in the exhaust line.
2. * The engine raw water loop hose is chafed in one area and should be replaced.
3. The refrigeration was not operational at the time of survey.
4. There was a small area of wood rot in the ceiling on the port side of the main saloon. Find source of leak and repair wood.
5. * All hoses and electrical cables should be well secured away from all running gear (propeller shaft, etc.)
6. The bowsprit stainless hound (ring holding whisker stays, bobstay and headstay) has pulled slightly loose and should be re-secured.
7. The windlass was not operational at the time of survey.

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8. * The propane solenoid is rusty and the tank is not well secured. The solenoid should be replaced and the tank secured so it will not move in a seaway.
9. * The propane switch/sniffer did not appear to be operational and should be put back into service.
10. The rigging was checked from aloft and found to be in good condition with the exception of the spreader light and forward anchor light not being operational.
11. The stuffing box is leaking a too quick a drip rate. The stuffing box should be tightened and or re-packed so it drips approximately 3 drips a minute.
12. The water maker was reported to be pickled and could not be tested.
13. The Y valve for the head is broken and should be replaced.
14. The top of the man overboard pole was missing and should be replaced.
15. The throttle/shift levers were difficult to operate and should be serviced.
16. * The chainplates bolt appear to be pulling in slightly from the exterior of the hull and in the interior the vertical wood backing members have moved upward slightly (approximately 1/8th of an inch. The chainplate supports should all be reinforced.

Haul Out

17. There were many small blisters on the underbody. A few blisters were opened and the depths were found to be just beneath the gel coat. This is not of a structural nature at this time. This vessel will need a barrier coat installed in the future.
18. All running gear appeared in good condition.
19. A new shaft zinc was installed at this time.
20. There was a small area of the port side forward of the underbody that sounded slightly soft. There was no movement in this area and is not of a structural concern at this time. This area can be checked at the next haul out.

Sea Trial

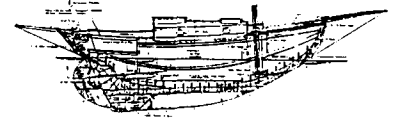
21. A sea trial was conducted in the seas off Fort Lauderdale. The wind was out of the South East at 5 to 10 knots with seas of 1 to 3 feet.
22. The vessel was properly rigged as a cutter sailed well on all points of sail was well balanced with a comfortable and stable motion and all sails appeared in good condition.
23. The engine was run at maximum full load and achieved 2900 Rpm's. The engine moved the vessel to hull speed and with just a slight amount of smoking. The engine was running within normal operating temperatures and the marine gear had no slippage as determined by a photo tach.
24. A backdown test was performed and the engine was firm on it's mounts.

SURVEY REPORT

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From general examination of this vessel while afloat and while hauled, 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 an asterisk (*) in the left hand margin have been complied with.

Submitted without prejudice,

A handwritten signature in black ink, appearing to read 'R Boiko'. The signature is stylized and cursive.

Randall Boiko
For Admiralty Services