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Mr. William G. Gansett

PO Box 233

Oldport, NY 11900

March 24, 2008

Re: 2002 Legacy 28 Express

Dear Mr. Gansett,

This letter reports the results of a survey of the above vessel which was inspected on the 14th of January, 2008, while hauled, winterized, and shrink wrapped, at the Hunt Yard in Portsmouth, Rhode Island and again on March 20th during a short sea trial. You requested the inspection to establish it's condition and value.

The survey guidelines are provided, for the most part, by the "N.F.P.A., and A.B.Y.C., Coast Guard Standards, and the "Code of Federal Regulations", as published for pleasure yachts, and the values guideline is the current edition of the "BUC" book along with current market conditions.

The survey of this vessel is based solely on a careful visual inspection of all accessible portions of it's hull and equipment. Certain parts of the hull and structure can be inspected only by removing decking, liners, bulkheads and sheathing. These areas were not inspected. It is my normal practice to conduct a survey which includes a sea trial. The sea trial enables me to make a determination concerning the engines and reduction gears. In order to make a proper inspection of these important components, they must be brought up to operating temperature and run under a load at RPM for a period of time. A short sea trial was conducted with favorable results.



General

The vessel was built by Freedom Yacht Corp (Tillotson/Pearson) of Middletown, Rhode Island, in 2002. The hull ID number is FYCLC062D202. Pertinent dimensions of the vessel are: the LOA is 28', the beam is 9' 6", the draft is approximately 2'. The displacement, according to the book is, 8,500 pounds.



Hull and Structures

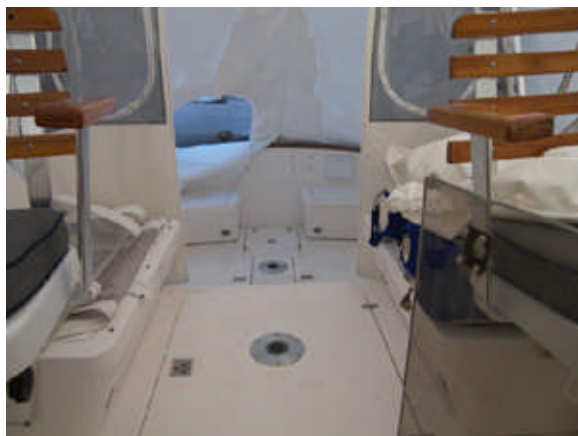
The hull is a typical polyester laminate reinforced with fiberglass matt and woven roving in a deep Vee configuration. The freeboard finish is the original gelcoat with teak and stainless trim, not completely inspected. The hull - deck attachment is secure and reinforced by the rub rail. I was unable to locate any delamination or separating of glass, including the engine bearers and stringers.

The bottom (sections below the water line) was found to be in excellent condition with a proper coat of ablative anti fouling paint. The propeller shaft is in good condition as is the



shaft logs, cutlass bearings and strut. The exhaust port exits are secure and no leaks were noted in this area. The bronze four blade propeller is in good condition. The rudder post is secure, fitted with an appropriate rudder tower, and properly packed.

The topsides are white gel coat and in excellent condition. All through hulls above the water line were checked and are in good shape. The through fittings below the water line are bronze and have been well maintained. All through hull valves are working properly. The vessel is equipped with a teak swim platform with attached stainless steel swim ladder. The platform is supported by brackets and attached to the transom. The platform is well attached and secure. There is a stainless bow pulpit which is in good condition, backed, and secure. The entire deck was checked for excess laminate moisture and none was noted. All deck hardware is properly backed.





Cockpit, and Operating Station

The station unit is properly attached to the main structure. The weather enclosure and related supports are in good, secure condition. All hatches and ports are in good condition and tight to the weather.

The operating station is well designed and the controls are easy to operate. The upholstery is in very good condition overall. The compass is accurate on its present heading. The shifts and steering are



also smooth operating and in good condition. Steering is hydraulic and the related lines are in good condition. The splash shield is in good, secure condition. All gelcoat surfaces at the operating station appear very lightly used. Overall, the station, including the upholstery is in good condition.

The cockpit is equipped with a variety of wells and storage locations, all of which are in good shape and functional. The aft deck is provided with scuppers, port and starboard, that



drain overboard at the stern. All cockpit drains and ports are in good condition. The cockpit coaming is teak trimmed. The teak trim is in good condition. Overall, the Cockpit, including the engine covers, deck, and trim is in good condition.

Foredeck and all walkways are secure and in very good condition. The foredeck area is in good, clean condition and free from any damage. The deck, rails and structures appear lightly used and are in very good condition.



Main Cabin, Galley, and Berth Area

The main cabin is shared by the berth area, the head and galley. This area is spacious, nicely finished and in excellent condition.

The AC/DC refrigerator, AC/Heat system were not checked out while operating, but the components appear in very good condition. (No AC power was available) The combination cooking stove was not checked out. The countertop in the galley is in good shape. There is a stainless steel sink located near the stove and refrigerator in the galley area. The sink and its related faucets and overboard drain are in good condition and clean. The cabinets and all jointer work is in excellent condition. The sole is Teak and Holly, and is in very good condition and feels solid. The vinyl headliner and hull liner appear in good clean condition, free from the usual fresh water stains. The overhead hatch is secure and tight to the weather. The AM-FM Stereo radio with tape deck and appropriate speakers is installed in this area. The upholstered sections in this area are in good shape. Lighting is good throughout the vessel.

The Berth area is located beneath the forward deck. This area will sleep two. The berth area is clean, and nicely upholstered. There is adequate lighting and ventilation in this area. Also, housed in the berth area are several lockers and rode storage.



Engines and mechanical spaces



good condition.

Propulsion is by a Yanmar, fresh water cooled, Turbo charged diesel engine with reduction gear. The engine is rated at approximately three hundred horsepower. Visual inspection of the engine, oil, filters, and related connections show no signs of abuse. The fuel lines are in good shape. The stringers that support the engine mounts are heavily built and fiberglass covered and tabbed to the hull. The stringers also provide rigidity to the hull. The stringers are in good condition. The raw water intakes are equipped with a proper sea water strainer, and secure. The engines exhaust through an approved rubber composite hose through the transom. The exhaust system, as can be inspected, is in

The electronics, GPS, Chartplotter, depth finder, and VHF transceiver worked well. The Radar was not working properly. The center wiper was not working as well as several control panel LEDs.

There are appropriate bilge pumps mounted. The fuel tank is in good shape and properly grounded.

The water cooled air conditioners are properly installed, that provide heat and air-conditioning to the main cabin. The unit was not checked out while operating, but looks good.

The bonding system installed is in good condition and free from terminal oxidation. There are no traces of oil in the bilge, and the bilge is clean overall. The batteries on board are properly secured.

Conclusion

This survey can not be construed to guarantee or warrant the condition or operational condition of the vessel.

This vessel appears in very good condition, and shows very light use. It is obvious that professional, routine maintenance, and service of all mechanical structures has been the rule during the life of this vessel. The value is between \$100,000 to \$110,000.

Recommendations:

Have the Automatic engine room fire extinguisher inspected, dated , and tagged. Add backup ground tackle. Ensure that a complete Coast Guard Safety and Signalling Package is aboard. Have the Radar serviced. Replace center wiper motor. Have control panel LEDs replaced.

Cordially,

James Cross, Certified Marine Surveyor

JC/pam