

REPORT OF THE MARINE SURVEY

Survey completed: January 17, 2017

Report: January 18, 2017

Final Report: January 18, 2017

"Carol Cee 3"



2004 Grady White Marlin 30

PREPARED EXCLUSIVELY FOR:

Wayne Gineo

189 Krawski Drive South Windsor, CT 06074.

CONDUCTED BY:

Peter J. Spang, SAMS® AMS®



GLOSSARY

The terms and words used in this report have the following meanings...

ACRONYMS:

ABYC - American Boating and Yacht Council **AF** - Appraisal Foundation **CE** - European Certification
CFR - US Code of Federal Regulations **COLREGS** - International Regulations for Preventing Collisions at Sea
ISO - International Organization for Standardization **NFPA** - National Fire Protection Agency **UL** - Underwriters Laboratory **USPAP** - Uniform Standards of Professional Appraisal Practices

ADEQUATE: Sufficient for a specific requirement.

APPEARS: Indicates that a very close inspection of the particular system, component, or item was not possible due to constraints imposed upon the surveyor (e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests).

CONDITIONS (Descriptive- different from vessel value):

EXCELLENT or BRISTOL: New or like new.

GOOD: Nearly new, with only minor cosmetic or structural discrepancies noted.

FAIR: Denotes that a system, component, or item is functional as is with minor repairs. (MONITOR OFTEN)

POOR: Unusable as is. Requires repairs or replacement of system, component, or item to be considered functional.

INTENDED SERVICE: Use of vessel that is intended by Survey Purchaser (present or prospective owner).

MATERIALS: FRP: (Fiber Reinforced Plastic) Typical fiberglass laminate construction. **SS:** (Stainless Steel)

NA: Not applicable to this vessel.

POWERS UP: Power was applied only and system appeared to react properly. This does not refer to the operability of any system or component unless specifically indicated.

SERVICEABLE: Sufficient for a specific requirement.

TERMINOLOGY:

ABAFT: Towards aft **ATHWART:** Across the vessel **AWL:** Above waterline **BWL:** Below waterline

LOA: Length overall **LWL:** Length at waterline **Stbd:** Starboard **Port:** Port **Topsides:** Hull sides (not deck)

Terms used in USCG Documentation: GRT: Gross tonnage **NET:** Net tonnage **BREADTH:** Beam

DEPTH: This is *not* draft. Note: GRT and NET are calculated from hull volumes. *Do not confuse with displacement or weight of the vessel.*

PRIORITY I - SAFETY & REGULATORY RECOMMENDATIONS: (*MAY BE MANDATORY*) The deficiencies listed as Priority I are required by state laws or CFR -federal laws enforced by the U.S.C.G. or are considered by the attending surveyor to represent unsafe operating conditions. Response by the vessel caretaker should be before next use of vessel.

PRIORITY II - MAINTENANCE & STANDARDS RELATED: (*NOT NORMALLY MANDATORY*)

These are important maintenance items sighted which in this surveyor's opinion need to be rectified. They may also include recommendations to conform to current ABYC and NFPA-302 voluntary standards which may not have been in effect or may not have been adhered to by the builder when the vessel was constructed. Some of these, if not addressed, could lead to a Priority I safety issue and/or may result in a reduced vessel market value. Response by the vessel caretaker should be ASAP.

OTHER RECOMMENDATIONS: (*SUGGESTIONS IN THE WAYS OF A PRUDENT MARINER*)

These are other less significant maintenance items or observations that if not addressed, could lead to more important priority issues and/or could lead to a reduced vessel market value. The cost of addressing these recommendations is generally minimal. Might include suggestions in the context of FYI, ways of a prudent mariner, etc.



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Please note: This survey is prepared for the exclusive use of Wayne Gineo. This report by itself does not contain all the components necessary for a prepurchase decision. The intended users of this report and appraisal are the client and those lenders and underwriters who may finance or insure this vessel for Wayne Gineo only. This report is not transferable to any other person or entity, therefore, other potential buyers are specifically excluded as third party users of this report.

Vessel owner is responsible for research of warranties and/or defect recalls. As well as conscientiously having defects quickly repaired when recalled. TMS takes no responsibility for any problems stemming from these issues. © Copyright 2016, Turnstone Marine Survey, LLC. All rights reserved



GENERAL SURVEY INFORMATION

SURVEY STANDARDS

1.1 Standards followed: This survey was completed using as reference the federal regulations and amendments issued and enforced by the United States Coast Guard under the authority of Title 33 and Title 46 of the United States Code of Federal Regulations (CFR's). In addition the American Boat and Yacht Council (ABYC) and National Fire Protection Association (NFPA-302) voluntary standards were used as reference during the survey. These ABYC and NFPA voluntary standard practices are generally followed by most vessel manufacturers today. Marine Pollution Act, MARPOL, International ISO, and COLREGS also apply.

SURVEY INSPECTION COMMENTS

- 1.2 Comments:**
- All systems and components inspected and described herein are considered serviceable and/or functional except as indicated in the survey report and recommendations section. Electronic devices and instruments were checked for power up only - not for functionality unless a sea trial was performed. The vessel was surveyed without removal of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts, and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Buyer/owner is advised to open all such areas for further inspection. Furthermore, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates and is the unbiased opinion of the undersigned, but not to be considered an inventory or a warranty either specified or implied.
 - "Priority I Recommendations" are related to Safety & Regulatory findings and are listed in **RED** in the report.
 - "Priority II Recommendations" are related to Maintenance & Standards findings and are listed in **ORANGE** in the report.
 - "Other Recommendations" are suggestions "in the ways of a prudent mariner" or findings that are relatively minor in nature and are listed in **BLUE** in the report.
 - It is the nature of marine vessels that deterioration, wear and accidents do occur and as such, this report therefore represents the condition of the vessel only at the time the survey was conducted.

SCOPE OF SURVEY

- 1.3 Report file no:** 011717grady30gineo.
- 1.4 Inspection date:** January 17, 2017.
- 1.5 Report date:** January 18, 2017.
- 1.6 Final Report date:** January 18, 2017.
- 1.7 Type of survey:** As requested, a Pre-purchase Survey was conducted. The agreed scope of work is to thoroughly establish and report the overall condition, then appraise the fair market value of this vessel for pre-purchase decision making. The report may also be used for insurance underwriting and/or financial decision making.
- 1.8 Conducted by:** Peter J. Spang, SAMS® AMS®
- 1.9 Requested by:** This survey was performed at the request of the purchaser, Wayne Gineo, who was present at the time of the survey.
- 1.10 Survey conditions** Equipment used for electrical systems testing: True RMS Multimeter by Klein



Tools model CL2000, True RMS Ideal Sure Test Circuit Analyzer model 61-164, Fluke networks Pro3000 circuit tracer, SPX OTC Digital Battery Tester, HM Digital COM-100 salinity meter, CEM AT-6 Tachometer, Fluke VT04 visual IR thermometer. A calibrated Electrophysics moisture meter, model GRP 33 or model "Dolphin", was used to obtain laminate moisture readings used in this report. A self calibrating Delmhorst J-Lite probing moisture meter would be used for wood applications. The vessel was surveyed on the hard, then commissioned and launched to complete the inspection. Electrical systems checked: The vessel's (12-24) volt DC system was checked using the ship's batteries and the vessel's AC (shore power) system was powered up using available shore power connections and/or the vessel's installed AC generator. Weather conditions for the survey were cool temperatures and dry weather. A complete survey was possible. A sea trial was performed as part of this survey.

1.11 Intended use: Pleasure cruising. Sport fishing. Coastal sport fishing of the US not to exceed 20 miles from land. (This limit may be extended by providing means of long range weather and safety communications, (i.e. Marine SSB radio, SATellite COMmunications system, offshore satellite telephone, etc.).

SURVEY REQUESTED BY

1.12 Client's name: Wayne Gineo.
1.13 Client address: 189 Krawski Drive South Windsor, CT 06074.
1.14 Cellular phone: 860-463-5903.
1.15 Customer experience: Customer admits to 50 years of pleasure boating experience in this class of boat. Previous holder of USCG 6 pack.

VESSEL INFORMATION

1.16 Year /Make /Model: 2004 Grady White Marlin 30.
1.17 Vessel name: Carol Cee 3.
1.18 Description: Manufactured by: Grady- White Boats, INC. Greenville, NC 27835-152.
Description: This power vessel is of molded fiberglass (FRP) construction, with a planing modified-V single- monohull. The hull primary color is: White. As designed, the hull has a hard chine molded-in at the turn of the bilge, double lifting strakes or chines molded-in each side. Vessel has a stepped sheer at the cockpit, is of a family day cruiser/ sport fishing style with an open cockpit and walkaround cuddy. The vessel's **LOA: 30' 8", Beam: 10' 7", Draft: 1' 7", and Displacement: 7500 LBS.** (Dimensions as per BUC Research). **Hull Identification Number: NTLEA169A404.** A true digital photograph of the hull ID number of the referenced vessel is displayed. There is no state title. Florida is not a title state. The vessel is **Florida registered- number FL5405MT** displayed on the hull.

Note: Vessel is exceptionally clean, stored indoors in heated garage, and not used for the last 3 years. Low hours on engines. Value has been added. Vessel has a high end and complex electronics package- state of the art for 2004, but now outdated and probably not repairable if it fails.

1.19 NOTE: *Manuals for ship's systems, propulsion and electronics were not sighted on board.*

VESSEL CONDITION & VALUE

1.20 Cond. per BUC: ABOVE AVERAGE CONDITION This vessel appears to have had above average care and/or is equipped with extra options and electronic gear.
1.21 Book values: BUC ValuePro and ABOS values used: Boat value only: \$66,200 to \$73,500 Outboard(s) valued at \$9,176 Package includes a trailer BUC value \$5,000.



1.22 Market value:

1.23 Explanation:

\$90,000... value for total package. Refer to Section 1.1 "Value reconciled"

Valued at \$90,000 using BUC ValuPro, ABOS, NADA and Soldboats.com among others as guides. Value reconciliation and methodology: Yachtworld currently lists 7 comparable 2004 models, (in the US), asking \$74,500 to \$123,900 (loaded, engines upgraded). Soldboats.com currently lists 8 comparable 2003-2005 models that sold for \$45,000 to \$82,000 in the last year, (all sold this past season). Eliminating the unusually high and/or low values this calculates a mean market value as \$71K. Given the age and condition (+20%) of this vessel, equipment offered (trailer=\$5K) and systems repairs needed (if any) to be fully operational, I contend this valuation is fair and is **also based upon correction of Type I and II Recommendations cited in this report**. Comparables used for this valuation are on file and available by request. (The Business Method of Appraisal was not used in this instance as this vessel is used for recreational purposes only. The Cost Method was not used as there were sufficient recent sales of this model to determine a Current Market Value using the Market Method of Appraisal).

Note: It should be determined if the GPS segment of the navigation system can be repaired. If not, consideration should be made for replacement and installation of a new package.

1.24 Replace cost:

\$153,500 per BUCValuPro.com. (Does not include outboard(s) or trailer). (MSRP was \$170,260 with outboards per ABOS).

1.25 NOTE:

The "MARKET VALUE" is the most probable price, in terms of money

- Buyer and seller are typically motivated.
- Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- A reasonable time is allowed for exposure in the open market.
- Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

The overall vessel condition and value was established after a complete inspection of stated vessel, the results of which are included in this report of survey. The estimated fair market value and replacement cost includes all listed auxiliary equipment. See "Condition & Value Summary" section for additional details. Vessel was then compared to similar vessels for sale or sold, using all available resources including listed book values. Valuations are determined using 2008-2009 USPAP (Uniform Standards of Professional Appraisal Practice) standards for personal property in which the surveyor has been trained and tested by the ASA (American Society of Appraisers).

HULL INSPECTION

HULL Summary	
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2.1 Hull Construction

Construction methods and materials used: This vessel has a molded reinforced fiberglass (FRP) hull reinforced with an end grain balsa core AWL and a transom reinforced with a plywood core, a molded-in grid system, and with a bonded inner and outer hull monocoque system.

2.2 Integrity

This hull is a watertight compartment divided by non-watertight bulkheads. There



is a self draining anchor locker in the forepeak. **Hatches**, doors, windows and port lights opening to exterior decks are apparently watertight types, meeting ABYC H-3.5.2 standards, except for the only weathertight, companionway, and cockpit locker hatches. **Enclosed accommodation spaces** each have a means of escape at least 14 1/2" by 18 1/2" meeting standards of ABYC H-3.4. **The cockpit** has a high step up to the bridge deck, an opening through the transom to access the swim platform and/or to bring fish on board, and 2 apparently functional and appropriate clearing ports and/or drain.

2.3 Thru-hulls

Thru hull fittings: All sighted appear to be serviceable and properly installed at reinforced locations in the hull and include- threaded barrels with and bronze ball valves. All hose fittings below water line are double clamped as recommended by ways of a prudent mariner. *A bag of emergency bungs was not sighted on board and recommended in the ways of a prudent mariner.*

2.4 Condition summary

Components of the hull and deck structure are built and installed to ABYC standards and appear serviceable.

HULL EXTERIOR

2.5 Hull cosmetics:

Hull cosmetics are in good condition-just a few minor nicks and scratches and slight damage to graphics.

2.6 Bow:

Deep flared bow, Carolina style- appears solid on external inspection. Solid, no cracks visible on external inspection. Moisture readings are relatively dry. Bow eye is secure.

2.7 Rub rail:

Black PVC rubrail. In good condition- well secured.

2.8 Transom:

A Euro style integral swim platform with cutout outboard(s) mount and scuppered splashwell, then a false transom with a gated walkthrough. Transom is well secured, no cracks or defects sighted. Moisture readings were relatively dry. No soft or delaminated areas revealed when tapped.

2.9 Anchor platform:

FRP platform bolted to foredeck. Anchor roller installed. Well secured, solid, no major cracks.

2.10 Boarding ladder:

A SS telescoping ladder is permanently mounted to the swim platform.

2.11 Moist./Delam.:



Moisture meter readings on topsides near the water line and surrounding thru hull fittings are relatively dry. Cuprous fresh anti-fouling paint gave false high readings by the moisture meter but small areas of older paint show dry readings. Percussion testing with a phenolic hammer on a 6" grid pattern reveals: What appears to be solid laminate. *Higher up on the stbd side a small void*

was discovered by sounding. See photo. Watch area for stress cracking- repair is optional. At this point moisture level is not elevated. There is no easy access to this area inside the hull.

2.12 Condition summary:

Wetted surface is clean, fair, and has fresh paint except in the center.



2.13 Damage sighted: No damage sighted.

ABOVE WATER LINE THRU-HULLS

2.14 -->STEM: None.

2.15 -->HULL SIDES: Bronze mushroom head fittings. Used for; Bilge /sump drains, cockpit /deck drains, sink drains, vanity drain, A/C discharge drain(s), bait well drains, scuppered wet /dry lockers, and generator exhaust. Vents for: Fuel tank(s) and waste tank.

2.16 -->TRANSOM: Plastic (Marelon) mushroom head fittings. Used for: Outboard splashwell scupper(s)

HULL BOTTOM

2.17 Osmotic blistering: No evidence of blistering was visible on hull bottom at the time of inspection.

2.18 Void(s): None detected.

2.19 Grounding damage: None noted.

2.20 Thru Hulls Clear of debris.

2.21 Transducers Transducers for speed and depth are properly mounted, adequately sealed and bonded to the hull.

2.22 Drain Plugs: Transom mounted bronze drain plug fitting.

2.23 Grounding plate: Well secured and functional.

TRIM TABS, STABILIZERS AND THRUST SYSTEMS

2.24 Trim tabs: Bennett single ram hydraulic trim tabs. Hydraulic. System powers up & appears functional. Controls at the helm.

ANODES

2.25 General Good condition, very little wasting, zinc(s) remain serviceable.

2.26 Bonding: Bonding wires on the outboard lower unit are appropriate and well connected. Hull zincs are connected to vessel's bonding system.

2.27 Results No evidence of abnormal galvanic or stray current corrosion is evident on the underwater metals. Sacrificial anodes are wasting normally.

BELOW WATER LINE THRU-HULLS

2.28 AFT BILGE :



Bronze seacock ball valve(s) installed. Valves are functional and accessible via extensions.

Thru hull valves used for: Deck wash down inlet, baitwell pump inlet, generator raw water intake, and air conditioner raw water intake, **Sea valve(s) are piped with:** Marine rubber covered reinforced hose. Hose connections are double clamped. **Sea**

strainer(s) installed in the area for: Generator raw water cooling and air conditioner heat exchanger pump. Sea strainer(s) appear clear of debris.

Transducer installed and accessible for: Depth.

2.29 HEAD/FWD BILGE: Bronze seacock ball valve installed. Sea valve is accessible beneath mid-cabin berth and functional. **Thru hull valve used for:** Waste holding tank discharge.

Sea valve is piped with: Marine rubber covered reinforced hose. Hose



connections are double clamped.

HULL INTERIOR

- 2.30 Hull /Deck Joint:** Inside flange. Fasteners sighted were stainless steel screws spaced approximately 8" to 10". Appear secure. Elastomeric compound sighted in hull to deck joint.
- 2.31 Bilge(s):** Clean with some standing clear water.
- 2.32 Stringers:** Hull stiffness provided by FRP (unknown core or no core) longitudinal stringers that run the length of the vessel. Complete inspection not possible due to limited access. Stringers are sighted in the engine compartment and under cabin sole and are well glassed into hull where sighted. Stringers were sounded with hammer where accessible and appear very sound. No soft spots, separation, cracks rotting or splitting sighted. Limber holes appear to be adequately sealed where sighted. Stringers checked with moisture meter where accessible and all readings are relatively dry.
- 2.33 Stem:** Solid stem, no cracks, damage, or separation sighted inside or out.
- 2.34 Inside of transom:** Reinforced. Secure-no cracks or separation sighted where visible.
- 2.35 Condition summary:** Unless otherwise noted the hull system and related fittings meet ABYC standards and appear serviceable.
- 2.36 NOTE:** *All thru-valves need to be worked routinely to be kept serviceable. Simply open and close the valve several times.*

TOP DECK & SUPERSTRUCTURE

DECK Summary

- 3.1 Ground tackle** Ground tackle includes; A single Simpson Lawrence capstan electric windlass. A long chain leader to 3 strand nylon line, (unknown length) with spliced eyes. Anchor includes: One Simpson Lawrence galvanized plow style. *There is no secondary or backup anchor and rode as recommended in the ways of a prudent mariner. Check to see if the bitter end of the anchor rode is secured to the boat.* System is installed and maintained to ABYC standards. Appears to be serviceable.
- 3.2 Safety holds** Grab rails are well mounted to the weatherdeck structures in the cockpit, bridge deck and helm, t-top support structure, on the foredeck, on the swim platform, in the cabin, and for the companionway. Safety rails include: A bow rail, at a minimum height of 24", made from a single course of welded SS 1" tubing, and with side rails leading aft. System is sturdy and well secured.
- 3.3 Ladders and stairs** Below decks and companionway stairs are well mounted and sturdy with provided handholds and non-skid treads. A boarding ladder is provided. It is always available or deployable by a person in the water. ABYC H-41.9.1.
- 3.4 Miscellaneous** Canvas covers or convertible enclosures or tops include: A bridge enclosure with zip open isinglass panels, with a drop curtain, and as observed, the convertible and soft enclosures and covers are in good condition, do not obscure field of vision and the frames are well mounted and solid. The windshield or windscreen is of a typical marine style and quality utilizing safety glass or lexan of a sufficient thickness, gaskets are in good condition, the framework is solid and well mounted. The field of vision from the helm is unobstructed apparently meeting standards of ABYC H-1.5 to 1.8.
- 3.5 Condition summary** Components of the top deck and/or superstructure system are built and installed to ABYC standards appear serviceable but with exceptions noted.

MAIN DECK & FITTINGS

- 3.6 Const. material:** Molded FRP with a balsa core sandwich construction.



- 3.7 Deck Surface:** White gelcoat with molded non skid fiberglass surface. Walkarounds lead from cockpit to foredeck.
- 3.8 Moist /Delam:** Moisture meter readings were all acceptably dry over the deck and cockpit surfaces. When percussed with the phenolic hammer in a 6" grid pattern, all surfaces of the deck and cockpit sounded solid.
- 3.9 Windshield:** Two piece aluminum framed with tapered side panels. Opening side vents. Gaskets are in good condition. Windshield wiper(s) are installed. Both sides, pilot and passenger. Windshield is of marine quality and apparently meets range of visibility standards of ABYC H-1.5 to 1.8. and is glazed appropriately to standards of H-3. Glazing has manufacturers marks.
- 3.10 Window(s):** Opening windows include screens. Latches and hardware in place. Windows open easily and appear serviceable. No sign of water intrusion.
- 3.11 Deck Hatches:** Bowmar opening hatch-aluminum frame. Screen and shade available for each hatch. Hatch is well secured, seals in good condition, support arm(s) in place. Hatch over accommodation area is large enough for emergency egress. Meets ABYC standards.
- 3.12 Ventilation:** Opening deck hatches.
- 3.13 Fabric structure:** Full vinyl and isinglass enclosure over cockpit. **Enclosure is in good condition except the centerline zipper on the back drop curtain. Replace/repair as needed.**
- 3.14 Chocks and cleats:** Horn cleats, deck mounted at bow, amidships, and stern quarters. **Cleats are loose. Any loose deck hardware needs to be removed, rebudded with an elastomeric compound, and remounted with backing plates. RECOMMEND: Re-secure cleats in the following locations: All.**
- 3.15 Scuppers /drains:** Scupper drains in deck or cockpit sole are clear, hoses secure and drains overboard. Clearing ports or scuppers in each aft corner of the cockpit, with flappers to avoid backwash.
- 3.16 Transom shower:** Pullout handle with cold water only. Not tested-no water in fresh water system.
- 3.17 Other deck fittings:** Sunpad forward of windshield. In good condition.
- 3.18 Condition summary:** Unless otherwise noted, deck system and related fittings meet ABYC standards and appear serviceable.

GROUND TACKLE

- 3.19 Anchor locker:** In the forepeak, with deck and V-berth access. Clean and dry.
- 3.20 Windlass:** Simpson Lawrence, with chain /rope gypsy. Helm controlled switch is functional. All controls power up. Breaker at the helm.
- 3.21 Primary anchor:** **Safety cable/chains are NOT in place to prevent accidental deployment and should be installed.**
- 3.22 Recommend:** *Ground tackle appears adequate and serviceable. Recommend laying out for closer inspection and installation of fathom markers to identify length.*

BRIDGE DECK / COCKPIT



3.23 Cockpit /Helm:



Helm is in the bridge. Adjustable pedestal seats for pilot and passenger.

3.24 Top /superstructure:

Tournament FRP hard top with what appears to be brushed aluminum support that is well secured. With a full soft enclosure. Appears well mounted and serviceable- no cracks sighted in the welded joints.

3.25 Sole:

FRP with molded non skid surface.

3.26 Cockpit Equipment:



Cockpit has courtesy lights that power up. Cockpit flood lights installed, **do not power up, repair or replace switch as necessary.** Sink/Wet bar, handheld shower installed, with cold water only. Not tested. (No water in system). Vinyl coaming pads are in good condition. Coaming compartments for rod storage.

3.27 Door(s):

Plastic hinged door for walkthrough. Hold-open latch needs to be remounted. Plastic hatch and door for cuddy with locking device.

3.28 Storage:

Under seat(s). Two side cockpit storage lockers.

3.29 Seating:

Pilot and passenger seats. Drop down transom and aft facing seating in the cockpit. Vinyl cockpit cushions in excellent condition.

FISHING EQUIPMENT

FISHING GEAR

4.1 Live bait wells:

There is a livewell with circulator and aerator pumps. The livewell drains overboard via scupper. The livewell system pump powers up. Pumps, valves, hoses, standpipe, and fittings are appropriate. Drain is clear. Appears serviceable.

4.2 Fish box(s)

In the transom with scupper drains overboard.

4.3 Rod holders:

There are rocket launcher style rod holders mounted on the T-top. There are thru-deck holders mounted on side decks /transom.

4.4 Lure storage:

There are tackle stations with several drawers provided. Some drawers missing.



4.5 Washdown system:

There is a raw water washdown system provided. The washdown system is operational.

4.6 Cleaning station:

There is a cutting board and sink with pressure water. Drains overboard.

CABIN INTERIOR APPOINTMENTS

CABIN Summary

5.1 Heat and AC

Vessel has one 120 VAC central air conditioning units with an adequately wired power supply. System includes a raw water thru-hull fitting with operating valve and a 120 VAC raw water pump.

5.2 Galley

Small galley with a built-in sink, countertop, and storage. Galley appliances include: An all electric powered Kenyon galley stove, (never used), with a single ceramic cooking surface and with power on and hot surface warning indicator light. A Samsung carousel microwave oven. Refrigeration is an Isotherm Model 1104902 DC (only) powered, undercounter, refrigeration /freezer unit with an air cooled heat exchanger. Corian countertop area and storage space is adequate. Galley basin has hot and cold pressurized water. All systems powered up and appear serviceable.

5.3 Accommodations

There are sleeping facilities for (#) persons located in the V-berth and a midships cabin. The enclosed head has: A basin, with hot and cold pressurized fresh water, a flushing marine toilet, and a convertible shower with hot and cold fresh water.

5.4 Entertainment



Entertainment includes: An AM/FM/CD stereo by Kenwood, Model KDC-202MR. Appears serviceable- CD player not tested. Serviceable remote pad at the helm. A flatscreen TV by Sharp, and DVD player also by Sharp. Both power up but not tested. Vessel is wired for dockside cable and has an A/B switch ready for an antenna installation.

5.5 Condition summary

Components of the cabin system are built and installed to ABYC standards and appear serviceable.

MAIN SALOON

5.6 Style:

Cuddy style, with V-berth, mid-cabin berth, and head.

5.7 Headliner:

Molded plastic. Clean and well attached.

5.8 Doors:

Open and close easily and latch properly.

5.9 Water intrusion:

No evidence of water intrusion sighted.

5.10 Fabric & cushions:

Cushions and coverings are in excellent condition.

5.11 Curtains:

Portlights have curtains.

5.12 Sole:

Teak and holly laminate sole. Finish on the sole is in good condition.

5.13 Light fixtures:

12 volt cabin lights throughout the vessel. Lamps power up and appear serviceable.



- 5.14 Storage: Under V-berth. Shelves over each V-berth.
- 5.15 Cabin fans: No cabin fans installed.
- 5.16 Condition: Interior is in well kept condition. Clean and odor free. Maintenance is obvious.

DINETTE

- 5.17 Table type: Convertible V-berth with drop down center section table.
- 5.18 Seating: V-berth seating.
- 5.19 Damage sighted: None.

HEAD(S)

- 5.20 Number /Location: One enclosed head. Located on the starboard side.
- 5.21 Toilet(s): VacuFlush system by Dometic SeaLand. Flush system powers up and appears serviceable but without water, cannot be tested. **Vacuum pump routinely cycled indicating a vacuum leak. Toilet flush valve should be cleaned and seal lubricated or replace.**
- 5.22 Toilet raw water: Raw water flush supply is from the onboard fresh water tank.
- 5.23 Sink: Water source is from pressurized system. Appears serviceable. Supplied with hot and cold water.
- 5.24 Shower(s): Sliding shower head on stainless steel grab rail. Separate valve controls.
- 5.25 Shower pump: Located in sump tank with auto float. Powers up, float operational, appears serviceable, drains through topside thru-hull AWL.
- 5.26 NOTE: The head is clean and odor free. As new condition.

AC System(s)

- 5.27 Manufacturer: *Unit only accessible after removing refrigerator. Information unavailable. Unit powers on, sea water pump OK.* When set to heat, it did not produce warm air. Check if this is a reverse cycle system or not.
- 5.28 Temp Controls: Digital temperature controls.
- 5.29 Filter(s) Condition: Filters appeared clean. *A/C filter(s) should be checked and cleaned frequently to allow the A/C unit to operate at maximum efficiency.*
- 5.30 Raw water strainer: Strainer located inline or at A/C raw water pump inlet seacock. Strainer is clear.
- 5.31 Hoses /connections: Adequate size and serviceable for application.
- 5.32 Raw water pump: 110 VAC pump functioned well when testing A/C units.

STEERING SYSTEM

STEERING Summary

- 6.1 System: The vessel has a hydraulic steering system without power assist and wheel controlled. Steering is accomplished, by steering the outboard(s).
- 6.2 Condition summary: Components of the steering system are built and installed to ABYC standards and appear serviceable.

STEERING SYSTEM

- 6.3 Steering location(s): There is one helm and it is at the bridge.
- 6.4 Manufacturer: System is by SeaStar-Teleflex.



6.5 Lines and fittings:



Flexible hydraulic lines from steering head to ram(s). **Leaks sighted at: Stbd engine ram. RECOMMEND: Repair hydraulic fluid leaks in steering system.**

6.6 Reservoir tank:

Steering fluid reservoir is low. RECOMMENDATION: Refill steering fluid reservoir and monitor system frequently for leaks.

6.7 Mounting(s):



Cylinder & ram actuator well secured-no leaks sighted. **Rudder position indicator on stbd engine ram for the auto pilot is loose- tighten clamp securely.**

6.8 Condition summary:

Steering system meets ABYC standards, turns smoothly and easily, appears serviceable.

PROPULSION SYSTEM

PROPULSION Summary

7.1 Propulsion:



Port and Stbd

The vessel is propelled by dual engines, gasoline fueled, 4 stroke, V6 cylinders



configuration, multi port fuel injected, and naturally aspirated. Outboard(s) system installation manufactured by: **Yamaha, Engine year: 2003 and Model: F225TXRC. Producing: 225 HP and rated @5500 RPM (Range 5000-6000 rpm). Serial #(s)- Port engine: 1003897 Starboard engine: 1012189. Hours: Port engine: 295 and Starboard engine: 296.** (Hours read from onboard instruments). Both engines have favorable results from compression testing and ECM downloads. Information given to Mr. Gineo.

- 7.2 Controls:** Manual type, -outboard controls with tilt and trim switch on the handle. Flame arrestor(s) are installed and appropriate for the gasoline engine(s). Remote tilt switch on the engine cowling is serviceable.
- 7.3 Exhaust:** Exhaust piping has been checked for Yamaha failure problem. Atlantic Boat Repair, Inc of Plymouth, MA states there has no sign of the issue that some Yamaha 225/250 have had in either engine.
- 7.4 Alarms** There are alarms for: Low oil pressure and high coolant temperature. The alarms are: Audible, visual, and appear to be operating satisfactorily when the engine(s) started. Backed up with gauges for tachometer, oil pressure, coolant temperature, and DC voltage.
- 7.5 Shutdown** The emergency shutdown key and lanyard is available and, tested. Appears operational.
- 7.6 Start-in-gear** Start-in-gear protection is appropriate for this boat and operational.
- 7.7 Condition summary** Components of the propulsion system are built and installed to ABYC standards and appear serviceable. The shroud covers are in excellent condition and have protective soft covers.
- 7.8 NOTE:** *• It is good practice when buying a used vessel with an outboard motor, (and maintenance records are not available), that all filters, fluids (Lower unit gear case) be changed, and the raw water cooling impeller(s) also be changed. As stated in the Terms and Conditions agreement, It is understood that the attending surveyor is not an engine/transmission surveyor. As such, I recommend if any doubt, that all outboards engines be inspected by a qualified engine surveyor/mechanic to determine the internal condition of the engine(s), lower unit gears, etc.*

MAIN ENGINE(S)

- 7.9 Cooling system(s):** Raw water intake through lower gearcase, circulated through engine, combined with engine exhaust and routed through the outboard prop. raw water intakes are clear of debris and marine growth.
- 7.10 Oil level:** Clean & full on dipstick. (For both engines). *(Note: Slightly overfull on stbd engine- check again after use).*
- 7.11 Fuel pump(s):** Engine mounted mechanical or vacuum operated.
- 7.12 Fuel supply lines:** Outboard style with squeeze bulb primers. Fuel lines and hoses appear appropriate and serviceable.
- 7.13 Fuel shutoff:** Located at the fuel manifold.
- 7.14 Oil filter(s):** Spin-on cartridge style. Located on engine block but accessible.
- 7.15 Fuel filter(s):** Engine mounted filter/separator and remote mounted separator/filter.
- 7.16 Engine mounts:** Outboard bolted to transom with backing plates. Appears secure. Tilt and steering bushings feel tight and well lubricated.
- 7.17 Engine ground:** Part of outboard harness. Not visible.
- 7.18 Engine(s) operated:** Engines observed on sea trial. Go to "Sea Trial" section for details.
- 7.19 Fresh water flush:** Available for both engines. Not tested.



7.20 ECM download:

A computer download from the engine(s) was performed. Engines were operated mostly in the 0-2000 rpm range. No over-revving of either engine reported. Reports are on file.

7.21 Condition summary:

Appearance leads one to believe these engines have been well maintained.

7.22 Damage sighted:

Skeg has minimal paint scuffing from contact with bottom sand.

7.23 NOTE:

Both trim zincs noticeably loose after the sea trial. Stbd had fallen off.

DRIVETRAIN

7.24 Prop(s):

Three blades fixed, stainless steel- OEM. Props are in good condition with no cracks, corrosion or bent, nicked or chipped blades.

7.25 Condition summary:

Shifts smoothly and easily at rest. *No problems noted, but statement of serviceability cannot be made without a sea trial.*

7.26 Damage sighted:

None. Minor skeg damage more on the port engine.

DRIVE(S)

7.27 Tilt /trim /trailer:



Powers up & appears functional. No leaks seen. **Trim indicators at the helm are not operational. Sending units are moving stiffly- repair or replace.** Braided bonding wires are attached, appropriate and apparently serviceable. **Stbd hydraulic motor is corroded but serviceable. Descal rust and repaint.**

7.28 Hydraulic lines:

Hydraulic lines are secured and show no signs of leakage.

7.29 Gear Noise:

Out of water, prop(s) spin free in neutral with no binding, rubbing or gear noises heard.

7.30 Anti-cavitation plate(s):

Sound, no cracks or separation.

7.31 Lube oil condition:

Lower unit vent plug was removed to check level. Fluid did not flow or could not be sighted at vent level indicating less than full. Have level checked and fill as necessary with fresh oil. Monitor frequently. Lower unit drain plug was removed to check appearance of transmission oil. Appears to be in good condition. No water or metal sighted on magnetic drain plug or in fluid drip.

7.32 NOTE:

Recommend complete service of outboard lower unit(s) be performed including water pump impeller (if not already done).

ENGINE INSTRUMENTS AND CONTROLS

7.33 Gauge cluster:

LED monitor(s) each engine as installed is/are part of a; Yamaha gauge package.

7.34 Tachometer:

Yes.

7.35 Temperature:

"Idiot light" only.

7.36 Oil pressure:

"Idiot light" only.

7.37 Voltmeter:

Yes.

7.38 Hour meter(s):

Yes.

7.39 MPH:

Yes- but inaccurate.



- 7.40 Rudder position: Yes.
- 7.41 Synchronizer: Yes.
- 7.42 Fuel gauge: Yes- switchable to each tank.
- 7.43 Fuel use monitoring: Yes.
- 7.44 Power trim: Trim indicator(s) for the outboard(s) only.
- 7.45 Condition summary: Installed to ABYC and USCG standards. Appears serviceable.

Compression test:

- 7.46 MAIN ENGINE(S) From Atlantic Boat Repair report. All 190-200 psi and within 10% of each other.

NAVIGATION ELECTRONICS

NAVIGATION EQUIPMENT Full and Summary

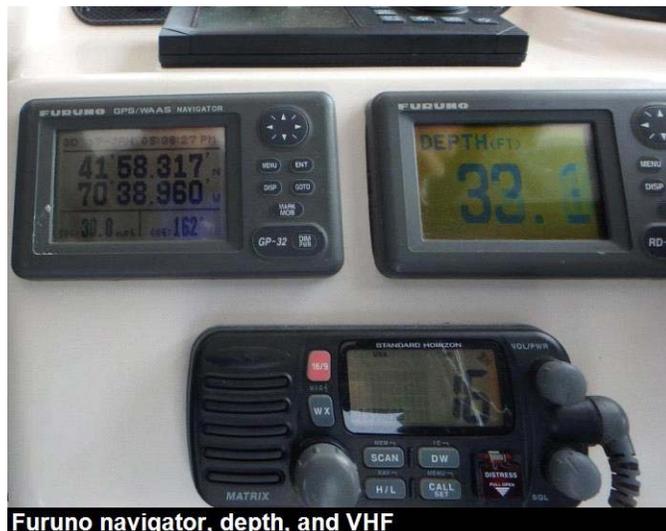
8.1 Navigation station: All navigational instruments are at the helm.

8.2 Compass(es):



Ritchie. Powerdamp. and with a 5" card. Lighted and shaded. Located on the helm dash. The compass appears functional.

8.3 VHF radio(s):



Furuno navigator, depth, and VHF

Standard Horizon, Matrix GX3000S, *This VHF radio has a NMMEA interface and is DSC capable- register the vessel and owner with the USCG. Go to <http://www.boatus.com/MSI/> to obtain a MMSI number- it's free.* At sea trial radio powers up and transmits/receives- appears serviceable.

8.4 Autopilot(s):

SIMRAD AP25. Unit powers up. *Appears to be serviceable, but did not hold course (loose rudder position indicator previously mentioned).*



8.5 Fish finder(s):



Furuno- FCV 582L color display. The Fish Finder powers up.

8.6 Speed /log:

Furuno GPS/WAAS Navigator GP-32.

8.7 Chart plotter(s):

See multi-function system.

8.8 Multi-function:



Nauticomp system with navigation computer. Instrument powers up. **Could not get GPS fix.** Radar OK. (GPS antenna appears to have been repaired at some point).

8.9 Radar:

Nauticomp. Close array. The radar powers up.

8.10 Antenna(s):

There are antennae for: VHF, Radar, (closed array), and GPS.

8.11 Nav computer(s):

The Nauticomp computer powers up. Running Windows XP and powered by a small inverter. Bluetooth keyboard included and functional. *No user manual sighted.*

8.12 Condition summary:

Vessel is well equipped for its' intended service. *Equipment appears serviceable but original and dated. Consider upgrading to multi-functional combined systems for ease of use, color graphics and contemporary charting abilities.*

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEMS Summary

9.1 House Batteries:

There is/are.

9.2 Starting batteries:

There is/are: four West Marine 12 volt, wet cell lead acid, Group 24 size, cranking battery(s). Batteries installed sharing house loads and engine starting functions. Passed Cold Crank Amp test and rated capacity of 800 Cold Cranking Amps.

9.3 Genset /Windlass:

There is: one, 12 volt, wet cell lead acid, Group 24 size, cranking battery dedicated for genset. It failed its' cold cranking amp capacity test, but is in a state of



9.4 Battery installation:

discharge. Test again after charging. It did start the genset. Batteries are secured: In trays and with straps. Problems are noted with the battery installation to comply with ABYC E-10 and 33CFR Sec. 183.420. Refer below.

9.5 DC system:

There are two 4 position rotary switches. They are appropriate, accessible and functional. Panels and meters are marine appropriate and appear functional. Overcurrent current protection is installed at the house battery bank per ABYC E-11. Overcurrent protection is installed on each branch of the DC system. The DC electrical system utilizes appropriate marine grade UL approved wire, properly bundled and supported wherever sighted. Battery charging via engines' alternators, and a working shore power converter.

9.6 AC system:

The shore power inlet: is rated for 120 VAC at 30 amps, and is marine grade and in good condition. Shore power cable is appropriate and apparently in serviceable condition. The main breaker is within 10' of the inlet and appears to be dual pole. AC system utilizes marine grade UL approved wire, properly bundled, protected and supported wherever sighted. Wiring sighted is in good condition. The AC panel is appropriate, well labeled with branch breaker switches and has reverse polarity indication. GFCI is installed in all appropriate locations, and trips when the outlet's test button is pushed.

9.7 Generator:



Fischer Panda, powered by a: single cylinder, diesel engine. Generator is cooled by: raw water only, via a sea water strainer and discharged through the wet muffler and exhaust. Wet type marine grade reinforced hose, double clamped at all connection. Wet muffler exhausts to topsides thruhull outlet. System installed to ABYC recommendations.

Started easily and performed adequately. Operator manual not on board and information label on the generator could not be seen. Generator operated at the sea trial and performed satisfactorily although quite noisy. Operator's manual should be available online.

9.8 Bonding /galvanics

The vessel is partially, but satisfactorily bonded. Sacrificial anodes have been placed on the vessel's underwater machinery.

9.9 Condition summary

Components of the ship's electrical system are built and installed to ABYC standards and appear serviceable but with exceptions noted below.

SHIP'S BATTERIES



9.10 Storage:



Genset battery terminals are not protected as required. Code of Federal Regulations - CFR33.183.420 mandates that ALL non-grounded battery (+) and DC circuit terminals be protected against accidental shorting by the use of insulation barriers or sleeves or compliant battery boxes with covers.

Recommend compliance with CFR and insulate all non-grounded battery and DC terminals. Wing nuts are not appropriate for heavy cable (6 AWG or larger) connections to the battery per ABYC10.8.3. Replace with SS nuts.

D.C. ELECTRICAL SYSTEMS

- 9.11 Battery monitor: Voltmeter/ammeter part of the OEM propulsion gauge cluster.
- 9.12 Breaker /fuse: All D.C. circuits are adequately protected by switched breakers.
- 9.13 Wiring secured: All wiring runs are properly bundled and secured every 18" per ABYC E-11 recommendations as sighted.
- 9.14 DC grounding: DC electrical system is properly tied into vessels electrical ground system using the engine or battery negative terminal as a common ground.
- 9.15 Condition summary: Aside from deficiencies noted, the DC system on this vessel is built to ABYC standards and appears serviceable.

A.C. ELECTRICAL SYSTEMS

- 9.16 AC selector switch: Shore power or Generator or Inverter manual break before make switch located on the main AC panel.
- 9.17 AC panel(s): Each branch switch is clearly labeled as to purpose.
- 9.18 Reverse polarity: Appears functional and outlets tested OK for proper polarity.
- 9.19 A.C. meter(s): Digital type voltmeter gauge is installed.
- 9.20 A.C. grounding: *Whether AC system is connected to vessel's ground is unknown. Unable to sight all wiring. If in doubt, have an electrician check wiring.*
- 9.21 Wire type: Stranded and tinned copper boat cable- size and rating, where sighted, appears correct and serviceable for intended use.
- 9.22 Galvanic Isolator: *None installed. If this vessel commonly uses marina supplied shore power, a galvanic isolator is strongly recommended to protect this vessel's underwater machinery. Isolators protect your vessel from electrical problems aboard other boats or the marina itself from coming aboard through the shore power cable. An isolation transformer is recommended over a galvanic isolator.*
- 9.23 Other A.C.: Fischer Panda "Icemaster" generator voltage controller.
- 9.24 Condition summary: AC system and equipment is installed to ABYC E-11 standards. Appears serviceable. The AC panel is screwed down and not opened for close inspection.

GENERATOR

- 9.25 Hour meter: Not sighted.



- 9.26 Location(s): Aft bilge behind drop down transom seat.
- 9.27 Fuel supply lines: Fuel lines appear appropriate and serviceable.
- 9.28 Fuel filter(s): Remote mounted fuel filter /water separator.
- 9.29 Genset mounts: Genset mounts appear to be well secured to the vessel in a structurally reinforced location.
- 9.30 Installation: In an enclosed and insulated cabinet.
- 9.31 Accessibility: *Genset is difficult to access making maintenance and repairs difficult.*
- 9.32 Generator tested: Genset started OK and maintained appropriate voltage when loaded with AC unit(s) running as well as other AC components.
- 9.33 Condition summary: Genset, wiring, cooling, exhaust and wiring appear serviceable and installed to ABYC A-27 standards.

INVERTER/CONVERTER

- 9.34 Type: It is a stand alone 300 watt provider of AC electricity for the navigation computer to be plugged into its' installed outlets only. It is switched on at the battery switch panel.

TANKAGE

TANKAGE Summary

- 10.1 Marine Sanitation A vacuum flush toilet is connected to: A Type IIIB MSD system, that apparently meets 33CFR159 requirements as long as the seacock or Y-valve is locked closed while in protected waters. Poly plastic holding tank with a capacity known to be ? gallons. Dockside pumpout or overboard discharge via macerator pump and thru-hull fitting. System is winterized and unable to test, but the toilet appears serviceable and the macerator powered on when power was applied momentarily.
- 10.2 Water Heater Installed but not accessible without removing panels etc. Probably a 6 gallon unit powered by 120 VAC. No water in the system to be able to test.

10.3 Fuel Tanks



Diesel fuel tank with manual gauge.

There are 2 fuel tank(s) made from, 5052 aluminum with a combined capacity of 306 gallons. Tank meets accessibility requirements. Deck fill plate, hoses, vent, supply and return lines and fittings inspected and tank has: A fuel gauge sending unit. Fuel piping is: USCG Type A-2 fuel hose for fill hose and vent applications. Metallic fuel fill deck plate is

attached to grounding/bonding as recommended. Hoses are double clamped at all connections. Tank is manufactured and properly labeled by: Florida Marine Tank of Hialeah, FL. System is built and installed to ABYC standards and CFR requirements. There is a separate small tank (10 gallons?) for the diesel genset. Located in the aft bilge area. Manufacturers label not sighted. Appears to be aluminum. *Cockpit sole access hatches for the fuel tank reveal obvious leaking*



from the deck onto the top of the fuel tank. This significantly shortens the life of the tank because of corrosion. All care should be taken to keep these hatches watertight. Replace if necessary. (Jack's o-ring conditioner works well- available at pool supplies stores).

10.4 LPG/CNG System

There is no LP or CN gas system on this vessel.

10.5 Water Tanks

Fresh non-potable water storage tank is made of, poly-plastic material, and has a total capacity unknown or unavailable. Piping throughout the vessel is simple plastic tubing. Water is pumped by a system's pressure regulated 12 VDC pump. System is installed and maintained to ABYC H-23 standards. Appears to be serviceable. Briefly powered up but not tested as it is winterized.

10.6 Condition summary

Components of the ship's tankage and related components systems are built and installed to ABYC standards and appear serviceable.

FUEL TANK(S)

10.7 Tank(s) location(s):

Installed beneath the cockpit sole.

10.8 Manuf. label(s):

The USCG required manufacturer's label is sighted on fuel tank(s).

10.9 Tank(s) grounded:

Tanks are grounded properly.

10.10 Tank(s) secured:

Tank(s) built into vessel and secured as such.

10.11 Access:

Access to tank(s) and fuel system meets standards of ABYC H-24 and 33CFR Sec. 183.554. Provision has been made by the manufacturer to remove portion of the deck to access the tank.

10.12 Tank(s) condition:

Visually good, (where accessible), No gasoline odor detected.

10.13 Shut off valve(s):



Fuel tank manifold and feed lines are at all points higher than the fuel tank(s) outlets and the ball valves are operational.

10.14 Vent line/location:

Fuel tank vent is located in the fuel fill deck plate.



10.15 Fuel fills located:



On the side deck, starboardside. The deck plate is clearly labeled, appears weather-tight and serviceable. O-ring on cap is in good condition. **No tether or broken tether on the forward fuel fill cap. ABYC H-24.13.5 recommends the fill cap be permanently tethered or somehow attached to the deck plate. Repair or replace.**

10.16 Fill pipe:

USCG Type A2 flex hose. Fill hose is properly double clamped at both ends of fill hose.

GREY WATER TANK(S)

10.17 # /loc. of tanks:

No grey water tank but shower has a sump collection basin with a Rule automatic bilge pump. Pump powers on with float switch.

10.18 Capacity:

Approx 2 quarts.

10.19 Discharge located:

Through the side hull above waterline.

10.20 Access:

Good. The tank is accessible and access plate has been provided for cleaning.

AUXILIARY EQUIPMENT

AUXILLIARY Summary

11.1 Miscellaneous

Equipment sighted that is necessary for the normal operation and maintenance of this vessel includes: a boarding ladder, adequate supply of serviceable dock lines, **Not sighted** was the following that would be considered necessary on-board equipment, a combined fending pole and boat hook, docking fenders, a working spotlight or marine quality flashlight.

11.2 Trailer

There is a trailer supporting this vessel. As many details about the trailer as possible are included in this portion of the survey report, but NO SURVEY OR INSPECTION OF THIS TRAILER has been conducted by this surveyor beyond an appraisal of its approximate value based on the overall appearance of the trailer. All trailers should be inspected and serviced by a qualified trailer technician, then the electrical system and brakes tested when connected to the towing vehicle.

MISCELLANEOUS EQUIPMENT & ACCESSORIES

11.3 Deck brush:

None sighted.

11.4 Canvas/Covers:

Bridge enclosure.

11.5 Cockpit cushions:

Yes available- Appear to be in good condition.

11.6 Cup Holder:

Yes, drink holders sighted.

11.7 Cable TV:

Cable TV inlet shore connection. Outlets in vessel cabin area.

11.8 Deck light:

Cockpit flood lights mounted on superstructure. Cockpit courtesy lights installed.

11.9 Docking lines:

Yes, assorted size and length both braided and twisted nylon.

11.10 Hatch screens:

Hatch screens available for all hatches.

11.11 Ship's clock:

Time provided by chart plotter.



- 11.12 Spotlight: None installed nor sighted.
- 11.13 US Flag: *Not sighted- please display colors.*
- 11.14 Other: Handheld anemometer.

TRAILER

- 11.15 Manufactured by: Loadmaster.
- 11.16 Trailer serial #: VIN #1L9CB36378C237177 (provided by broker). Label is difficult to read.
- 11.17 Frame material: Galvanized steel construction.
- 11.18 Hitch ball size: Unknown- Not marked.
- 11.19 GVWR: 16,002 Lbs.
- 11.20 Brakes: Electric actuated apparently in working condition.
- 11.21 Safety chains: Yes, safety cables are mounted to trailer.
- 11.22 Electrical connections: 7 pin wiring plug.
- 11.23 Trailer jack: Jack Pad.
- 11.24 Winch: No winch on trailer. Trailer is a drive-on style.
- 11.25 Axle(s): Triple.
- 11.26 Fenders: Full fenders with step pads. Fenders appear serviceable and well mounted.
- 11.27 Tires: Condition: Appear to be in good condition with no UV cracks.
- 11.28 Hold down straps: **No load securing system sighted. Do not trailer vessel without securing.**
- 11.29 Bunks /Rollers: Two bunks, well secured. Bunks are carpeted.
- 11.30 Lights: Brake lights and lenses in place. Appear functional.
- 11.31 Condition summary: **Recommend a thorough inspection of trailer including frame, wheels, tires, axles, brakes, and bearings before use.**

SEA TRIAL

SEA TRIAL DETAILS

12.1 Date & Time:



January 17, 2017
noontime.

- 12.2 Operated from /to: Plymouth town ramp to outer Plymouth Harbor, where the maneuvers were performed.
- 12.3 Attendees: Sea trial attended by- the buyer, the vessel's mechanic, and myself.
- 12.4 Vessel operated by: The mechanic.
- 12.5 Sea conditions: Calm.
- 12.6 Weather/temp: Weather cloudy with temps in the 40s.



SEA TRIAL OBSERVATIONS

- 12.7 Start test:** Start in gear protection is appropriate and operational. Tested with engine start.
- 12.8 Cranking:** The engine(s) started without excessive cranking.
- 12.9 Exhaust smoke:** The engine exhaust smoke was nonexistent throughout the sea trial.
- 12.10 Cooling water:** The outboard(s) cooling water monitor stream appeared adequate and normal.
- 12.11 Instruments:** The engine instruments all operated within normal operating limits at idle, cruising speed, and maximum throttle.
- 12.12 Max throttle:**



Manufacturer's recommended max RPM is 5000-6000 Engines reached 5900-6000 RPM at full throttle.

- 12.13 Steering:** The steering system operated normally/ smoothly from stop to stop. Vessel made sharp turns at high speed without cavitating or skidding.
- 12.14 Throttle levers:** The throttles operated normally/smoothly.
- 12.15 Transmission(s):** The transmissions operated normally/smoothly.
- 12.16 Backdown test:** The backdown test was satisfactory. Engine mounts secure & No unusual movement of the engine(s) was sighted. Seawater did not enter the cockpit. Splash well submerged then emptied when vessel proceeded forward.
- 12.17 Vibrations:** There were no excessive vibrations noted at any time during the sea trial run.
- 12.18 Leaks:** There were no oil, coolant or other leaks observed during or after the sea trial.
- 12.19 Generator:** Generator Output was recorded at 120 Volts-OK
- 12.20 Observations:** Mr. Gineo was able to take the helm for part of the trial.

RELATIVE TEMPERATURE READINGS

- 12.21 Comments:** No indication of overheating from either outboard.

SEA TRIAL ENGINE INSTRUMENT READINGS

- 12.22 RPM /Speed:** IDLE: 600 rpm. SLOW: 1200 rpm/ 5 kts. CRUISE: 4000-5000 rpm/ 23-28 kts. WOT: 5900 rpm/ 36 kts. Speed readings by GPS. SOG (Speed over ground).
- 12.23 Fuel usage:** SLOW: 2.5 gph CRUISE: 30 gph. WOT: 40 gph. At 4000 rpm peak efficiency= 1 mpg.
- 12.24 Volts DC:** 13.8 VDC at all throttles.
- 12.25 Water temp:** Within normal limits for both engines at all throttles.
- 12.26 Oil pressure:** Within normal limits for both engines at all throttles.

SAFETY EQUIPMENT

DEWATERING PUMPS

- 13.1 Forward bilge:** There is one pump, by Atwood, and powered by 12 VDC, It is a centrifugal style



13.2 Aft bilge:

pump rated at 1200 GPH and with a separate float switch. Pump powers up and float switch is operational. Manual override at the helm operational.

There is one pump, by Atwood, and powered by 12 VDC, It is a centrifugal style pump rated at 1200 GPH and with a separate float switch. Pump powers up and float switch is operational. Manual override at the helm operational. **High water alarm is not installed or not functional. RECOMMENDATION: ABYC H-22.7.3- For vessels with enclosed accommodation spaces, install at least one high bilge water alarm float switch above the normal accumulation of bilge water and test periodically to ensure it is functioning properly.**

U.S.C.G. REQUIRED

13.3 Required equipment:

***Be aware that State and Local regulations concerning mandatory safety equipment might differ from the Federal regulations enforced by the Coast Guard. They are usually more specific and comprehensive than the Federal regulations. For instance in Massachusetts; ALL power boats must carry an anchor and line, boats longer than 26' must have a bell in addition to the horn or whistle, toilet waste cannot be discharged in any inshore State waters except a small area in Nantucket Sound and the ferry channel between Woods Hole and Martha's Vineyard, etc. These are examples and not conclusive. As you know, "Ignorance of the law is not excuse". When you register your boat, you will be given a copy of the State Regulations. Take a few minute to read the booklet and make sure when you are boarded by Local, State, or Federal Authorities your boat will be compliant. That said, the following is to meet USCG CFR 33 and 46 regulations only.* **Safety notice:** Please read this important notice of a recall for some fire extinguishers with plastic valves made by Kidde. Go to: <http://marinesurvey.us8.list-manage2.com/track/click?u=be99d3cfe0e55e99f3413d7e8&id=0b03df0333&e=dc9600d0ec>. **Visual and pyrotechnic signals:** There is a distress kit containing at least 3- 12 Ga pistol fired **aerial flares** and at least 3 red **hand held flares** on board. The pyrotechnic visual devices are within their expiration date. **Navigation lights:** The vessel's navigational lighting is appropriate and fully operational. **Sound devices:** This vessel has an **electric horn, - electric horn device is not functional. RECOMMENDATION: repair or replace to comply with USCG regulations for sound devices,** but a hand held **compressed gas horn** is available, and - appears functional. **USCG Placards:** Both USCG 33CFR 151 mandated placards (Oil & Garbage) are properly posted. **PFDs and Life Jackets:** Vessel has sufficient and appropriate PFDs on board. **Coast Guard approved Type IV (Throwable):** There is/are: one, USCG type IV throwable cushions- but without any retrieving line attached. *At least 50' of line should be attached to the throwable device for retrieval.* **Fire Fighting Equipment:** Vessel meets requirements and extinguishers sighted appear serviceable. Appropriate **B-I dry powder** style sighted: Two USCG Approved, located:, on the bridge deck, and in the galley. Extinguisher(s) adequately pressurized per gauge. *NOTE: Periodically shake dry chemical extinguishers to ensure the dry chemical powder is loose and is not compacted. If in doubt, replace the extinguisher.*

AUXILIARY SAFETY EQUIPMENT

13.4 Recommended

The following safety equipment is strongly recommended in the ways of a prudent mariner: **First aid kit:** *No first aid kit sighted. Highly recommended.* **Smoke detector:** *None sighted. RECOMMENDATION: NFPA 12.3 Smoke Detection - All vessels 26 ft (8m) or more in length with accommodation spaces intended for*



sleeping shall be equipped with a single station smoke alarm that is listed to UL 217, Standard for Single and Multiple Station Smoke Alarms, for recreational vehicles and is installed and maintained according to the manufacturer's instructions. **Recommend compliance with NFPA 302 and install a smoke detector in EACH enclosed sleeping space.** **CO detector:** Yes, an appropriate Carbon Monoxide detector is installed. *Note: CO detector appears serviceable but probably out of date (useful life 5 years)- recommend replacing with a combination CO/ Smoke detector available from any hardware source.* **Emergency shutdown:** Emergency shutdown with lanyard available at helm position. **Deck lighting available:** Cockpit courtesy lights installed- and aftdeck or cockpit floodlight(s) installed. **Search light:** *No searchlight, highly recommended.* **Man overboard:** Man overboard equipment sighted includes: A GPS or chart plotter has a MOB (Man Over Board) button and throwable life ring etc. with secured line attached. *Understand how this equipment is used. Practice with all hands for proficiency in an emergency.* Deficiencies: **USCG required safety equipment deficiencies on this vessel must be amended before putting to sea. Refer to Safety Equipment section for specific deficiencies, then refer to the USCG Safety Equipment Chart following this section to properly equip this vessel.**



RECOMMENDATIONS:

PRIORITY I - SAFETY & REGULATORY RECOMMENDATIONS: (MAY BE MANDATORY)

ELECTRICAL SYSTEMS

SHIP'S BATTERIES

9.10 Storage:

1. Genset battery terminals are not protected as required. Code of Federal Regulations - CFR33.183.420 mandates that ALL non-grounded battery (+) and DC circuit terminals be protected against accidental shorting by the use of insulation barriers or sleeves or compliant battery boxes with covers. Recommend compliance with CFR and insulate all non-grounded battery and DC terminals.

AUXILIARY EQUIPMENT

TRAILER

11.28 Hold down straps:

2. No load securing system sighted. Do not trailer vessel without securing.

SAFETY EQUIPMENT

DEWATERING PUMPS

13.2 Aft bilge:

3. High water alarm is not installed or not functional. RECOMMENDATION: ABYC H-22.7.3- For vessels with enclosed accommodation spaces, install at least one high bilge water alarm float switch above the normal accumulation of bilge water and test periodically to ensure it is functioning properly.

AUXILIARY SAFETY EQUIPMENT

13.4 Recommended

4. Recommend compliance with NFPA 302 and install a smoke detector in EACH enclosed sleeping space. USCG required safety equipment deficiencies on this vessel must be amended before putting to sea. Refer to Safety Equipment section for specific deficiencies, then refer to the USCG Safety Equipment Chart following this section to properly equip this vessel.

PRIORITY II - MAINTENANCE & STANDARDS RELATED: (NOT NORMALLY MANDATORY)

TOP DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

3.13 Fabric structure:

1. Enclosure is in good condition except the centerline zipper on the back drop curtain. Replace/repair as needed.

GROUND TACKLE

3.21 Primary anchor:

2. Safety cable/chains are NOT in place to prevent accidental deployment and should be installed.

BRIDGE DECK / COCKPIT

3.27 Door(s):

3. Plastic hinged door for walkthrough. Hold-open latch needs to be remounted.

CABIN INTERIOR APPOINTMENTS

HEAD(S)

5.21 Toilet(s):

4. Vacuum pump routinely cycled indicating a vacuum leak. Toilet flush valve should be cleaned and seal lubricated or replace.

STEERING SYSTEM

STEERING SYSTEM

6.5 Lines and fittings:

5. Leaks sighted at: Stbd engine ram. RECOMMEND: Repair hydraulic fluid leaks in steering system.



6.6 Reservoir tank:

6. Steering fluid reservoir is low. RECOMMENDATION: Refill steering fluid reservoir and monitor system frequently for leaks.

6.7 Mounting(s):

7. Rudder position indicator on stbd engine ram for the auto pilot is loose- tighten clamp securely.

PROPULSION SYSTEM

MAIN ENGINE(S)

7.23 NOTE:

8. Both trim zincs noticeably loose after the sea trial. Stbd had fallen off.

DRIVE(S)

7.27 Tilt /trim /trailer:

9. Stbd hydraulic motor is corroded but serviceable. Descale rust and repaint.

NAVIGATION ELECTRONICS

NAVIGATION EQUIPMENT Full and Summary

8.8 Multi-function:

10. Could not get GPS fix.

ELECTRICAL SYSTEMS

SHIP'S BATTERIES

9.10 Storage:

11. Wing nuts are not appropriate for heavy cable (6 AWG or larger) connections to the battery per ABYC10.8.3. Replace with SS nuts.

TANKAGE

FUEL TANK(S)

10.15 Fuel fills located:

12. No tether or broken tether on the forward fuel fill cap. ABYC H-24.13.5 recommends the fill cap be permanently tethered or somehow attached to the deck plate. Repair or replace.

AUXILIARY EQUIPMENT

TRAILER

11.31 Condition summary:

13. Recommend a thorough inspection of trailer including frame, wheels, tires, axles, brakes, and bearings before use.

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

13.3 Required equipment:

14. electric horn device is not functional. RECOMMENDATION: repair or replace to comply with USCG regulations for sound devices.

OTHER RECOMMENDATIONS: (SUGGESTIONS IN THE WAYS OF A PRUDENT MARINER)

GENERAL SURVEY INFORMATION

VESSEL INFORMATION

1.19 NOTE:

1. Manuals for ship's systems, propulsion and electronics were not sighted on board.

VESSEL CONDITION & VALUE

1.23 Explanation:

2. Note: It should be determined if the GPS segment of the navigation system can be repaired. If not, consideration should be made for replacement and installation of a new package.



HULL INSPECTION

HULL EXTERIOR

2.11 *Moist./Delam.:*

3. Higher up on the stbd side a small void was discovered by sounding. See photo. Watch area for stress cracking- repair is optional.

HULL INTERIOR

2.36 *NOTE:*

4. All thru-valves need to be worked routinely to be kept serviceable. Simply open and close the valve several times.

TOP DECK & SUPERSTRUCTURE

DECK Summary

3.1 *Ground tackle*

5. There is no secondary or backup anchor and rode as recommended in the ways of a prudent mariner. Check to see if the bitter end of the anchor rode is secured to the boat.

CABIN INTERIOR APPOINTMENTS

AC System(s)

5.27 *Manufacturer:*

6. Unit only accessible after removing refrigerator. Information unavailable. Unit powers on, sea water pump OK.

PROPULSION SYSTEM

MAIN ENGINE(S)

7.10 *Oil level:*

7. (Note: Slightly overfull on stbd engine- check again after use).

DRIVE(S)

7.32 *NOTE:*

8. Recommend complete service of outboard lower unit(s)

ENGINE INSTRUMENTS AND CONTROLS

7.39 *MPH:*

9. Yes- but inaccurate.

NAVIGATION ELECTRONICS

NAVIGATION EQUIPMENT Full and Summary

8.4 *Autopilot(s):*

10. Appears to be serviceable, but did not hold course (loose rudder position indicator previously mentioned).

8.11 *Nav computer(s):*

11. No user manual sighted.

8.12 *Condition summary:*

12. Equipment appears serviceable but original and dated. Consider upgrading to multi-functional combined systems for ease of use, color graphics and contemporary charting abilities.

ELECTRICAL SYSTEMS

A.C. ELECTRICAL SYSTEMS

9.22 *Galvanic Isolator:*

13. None installed. If this vessel commonly uses marina supplied shore power, a galvanic isolator is strongly recommended to protect this vessel's underwater machinery. Isolators protect your vessel from electrical problems aboard other boats or the marina itself from coming aboard through the shore power cable. An isolation transformer is recommended over a galvanic isolator.



TANKAGE

TANKAGE Summary

10.3 Fuel Tanks

14. Cockpit sole access hatches for the fuel tank reveal obvious leaking from the deck onto the top of the fuel tank. This significantly shortens the life of the tank because of corrosion. All care should be taken to keep these hatches watertight. Replace if necessary.

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

13.3 Required equipment:

15. At least 50' of line should be attached to the throwable device for retrieval.

AUXILIARY SAFETY EQUIPMENT

13.4 Recommended

16. No first aid kit sighted. Highly recommended. Note: CO detector appears serviceable but probably out of date (useful life 5 years)- recommend replacing with a combination CO/ Smoke detector available from any hardware source. No searchlight, highly recommended.



**US COAST GUARD
Enforced minimum safety equipment requirements**

U. S. COAST GUARD MINIMUM REQUIREMENTS FOR RECREATIONAL VESSELS				
EQUIPMENT	CLASS A Less than 16ft/4.9m	CLASS 1 16 to less than 26 ft/7.9m	CLASS 2 26 to less than 40 ft/12.2m	CLASS 3 40 to not more than 65 ft/19.8m
 Personal Flotation Devices (PFDs)	One approved Type I, II, III or V (must be worn) PFD for each person on board or being towed on water skis, tubes, etc.	One approved Type I, II or III PFD for each person on board or being towed on water skis, etc.; and one throwable Type IV device. (A type V PFD may be used in lieu of any wearable PFD, if approved for the activity in which it is being used. A TYPE V HYBRID MUST be worn to be legal.)		
Check state laws for PFD requirements for children and certain water craft & sports.				
Bell,  Whistle	Every vessel less than 39.4 ft (12 meters) in length must carry an efficient sound producing device.		Every vessel 39.4 ft (12 meters) or larger in length must carry a whistle and a bell. The whistle must be audible for 1/2 nautical mile. The mouth of the bell must be at least 7.87 inches (200mm) in diameter.	
Visual Distress Signals (Coastal Waters, the Great Lakes & US owned boats on the high seas)	Required to carry approved visual distress signals for night-time use.	Must carry approved visual distress signals for both daytime and night-time use.		
 Fire Extinguisher (Must be Coast Guard approved)	One B-I type approved hand portable fire extinguisher. (Not required on outboard motorboats less than 26 ft in length if the construction of the motorboat is such that it does not permit the entrapment of explosive or flammable gases or vapors and if fuel tanks are not permanently installed.)	Two B-I type OR one B-II type approved portable fire extinguishers.	Three B-I type OR one B-I type PLUS one B-II type approved portable fire extinguishers.	
When a fixed fire extinguishing system is installed in machinery spaces it will replace one B-I portable fire extinguisher.				
Ventilation (Boats built on or after 8/1/80)	At least two ventilation ducts capable of efficiently ventilating every closed compartment that contains a gasoline engine and/or tank, except those having permanently installed tanks which vent outside of the boat and which contain no unprotected electrical devices. Engine compartments containing a gasoline engine with a cranking motor are additionally required to contain power operated exhaust blowers which can be controlled from the instrument panel.			
Ventilation (Boats built before 8/1/80)	At least two ventilation ducts fitted with cowls (or their equivalent) for the purpose of efficiently and properly ventilating the bilges of every closed engine and fuel tank compartment using gasoline as fuel or other fuels having a flashpoint of 110 degrees or less. Applies to boats constructed or decked over after April 25, 1940.			
Back-fire Flame Arrestor	One approved device on each carburetor of all gasoline engines installed after April 25, 1940, except outboard motors.			
Note: Some states have requirements in addition to the federal requirements. Check your state's boating laws.				



DECLARATION:

Rating of vessel condition was determined upon completion and review of all reported survey information including recommendations and comparing vessel to the same or similar age models. BUC condition ratings are defined as:

- **EXCELLENT /BRISTOL** - Essentially as new in appearance- loaded with extras. A rarity.
- **ABOVE AVERAGE** - Above average care- no obvious defects or limitations. Optional electronics or systems.
- **AVERAGE** - Ready for sale needing no repairs, updates or cleaning.
- **FAIR** - Needs the usual maintenance, TLC, repair or service to prepare for sale
- **POOR** - Requires substantial yard work and is devoid of extras.
- **RESTORABLE** - Enough of the hull and engine exists to restore the boat to usable condition.

RESULTS:

- **THIS VESSEL'S CONDITION.....ABOVE AVERAGE CONDITION** This vessel appears to have had above average care and/or is equipped with extra options and electronic gear.
- **ESTIMATED MARKET VALUE.....\$90,000...** value for total package. Refer to Section 1.1 "Value reconciled"
- **APPROXIMATE REPLACEMENT COST.....\$153,500 per BUCValuPro.com.** (Does not include outboard(s) or trailer). (MSRP was \$170,260 with outboards per ABOS)
- **INTENDED USE OF VESSEL**Pleasure cruising. Sport fishing. Coastal sport fishing of the US not to exceed 20 miles from land. (This limit may be extended by providing means of long range weather and safety communications, (i.e. Marine SSB radio, SATellite COMMunications system, offshore satellite telephone, etc.)
- **SUITABILITY FOR INTENDED SERVICE:** Vessel IS considered fit for it's intended service upon correction of all listed Priority I and specific Priority II recommendations.

NOTE1: All "Priority II" and "Other Recommendations" should be thoroughly reviewed to bring vessel up to current standards and or improve the value of the vessel.

NOTE2: The vessel owner is solely responsible for researching and knowledge of manufacturers' warranties and recalls for any and all components of this vessel and responsibly responding to same.

NOTE3: **Estimated replacement cost** was determined using information obtained from BUC ValuPro.com and dealer prices using the same or similar make and model with similar equipment options.

CLOSING STATEMENT & SIGNATURE:

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

- *the statements of fact contained in this report are true and correct.*
- *the reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased professional analyses, opinions and conclusions.*
- *I have no, (or the specified), present or prospective interest in the property that is the subject of this report, and I have no, (or the specified), personal interest with respect to the parties involved.*
- *I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.*
- *my engagement in this assignment was not contingent upon developing or reporting predetermined results.*
- *my compensation for completing this assignment 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 opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.*
- *my analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice, (USPAP).*
- *no one provided significant business and /or intangible asset appraisal assistance to the person signing this certification. (If there are exceptions, the name of each individual providing significant business and/or intangible asset appraisal assistance must be stated).*

This report is submitted in confidence for the exclusive use of without prejudice to the rights and/or interests of other concerned parties and may not be used for any other purpose or relied upon by any other person.

Peter J. Spang, SAMS® AMS® (Society of Accredited Marine Surveyors #987)