



**Lothbrok Ship Survey**  
**Condition and Valuation Survey**  
**Conducted by Kari Kolden**

**SAMPLE ONLY**





## Marine Vessel Survey Report

Of

1997

Eliminator

230 Eagle

Conducted by:

Kari Kolden

Member ABYC

Adjuster State of Arizona

License #18405579

~~At the Behest of:~~

~~Armando Zamacona~~

July 14<sup>th</sup>, 2021



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## Introduction

Scope of Survey



Acting at the behest ~~Mr. Armando L. Zamacona~~, the attending surveyor did board and survey the vessel on July 14<sup>th</sup>, 2021, at 903 Port Dr., Lake Havasu City, AZ, 86404 starting at 2:00 pm until 4:00 pm. The survey was a dry survey, as the vessel was trailered. The hull ID was verified as ~~ELBM0149G~~ and is registered to ~~Armando L. Zamacona and Debra L. Zamacona~~. A sea trial was not performed. The hull's wetted surfaces were able to be inspected, with the limitation of the trailer. The electronic systems were checked, only for power up.

The purpose of the survey is to determine the condition and value of the vessel before issuance of an insurance policy. The entirety of the inspection is detailed within the report. No information should unintentionally be inferred from this report unless expressed by the attending surveyor. This survey was conducted without the removal of any parts, upholstery, fittings, anchors, or personal items. Locked or otherwise inaccessible places were not inspected. This survey is not a guarantee or warrantee neither expressed or implied.

Guidelines used for conducting this survey:

ABYC (American Boat and Yacht Council) Standards

USCG (United States Coast Guard)

CFR (Federal Code of Regulation)

NFPA (National Fire Protection Agency)



## General Information

PURPOSE OF SURVEY	CONDITION AND VALUATION
YEAR/ MAKE / MODEL	1997 / ELIMINATOR / EAGLE 230
HIN	ELBM0149G697
STATE REGISTRATION	AZ 9010 AX
HAILING PORT	LAKE HAVASU CITY, LAKE HAVASU, AZ
LOCATION OF SURVEY	LAKE HAVASU CITY, AZ
<hr/>	
DATE	7/14/2021
TIME	2:00 — 4:00 PM
HULL MATERIALS	REINFORCED FIBERGLASS
HULL TYPE	V BOTTOM
LOA	23'
BEAM	8'3"
WEIGHT	3100 LBS
PROPULSION	POWER
DRIVES	MERCURY
FUEL TYPE	GASOLINE
DC POWER	EQUIPPED
INTENDED USE	RECREATIONAL



## Systems

### Hull and Superstructure

- Material- Reinforced Molded Fiberglass – The hull is a shoe box style, molded fiberglass hull. It is a v-bottom type design. The floor is a wood finished with carpet in the interior.
- Exterior – Finished with Gel Coat, finished with purple, yellow and blue graphics. The original gel coat is in good condition for the age of the vessel. No major cosmetic blemishes, only light scratches.
- Keel- In like new condition, having an aftermarket fiberglass keel guard installed.
- Blisters- no blisters sighted
- Build up- no hard water or algae build up
- Bulkheads- Wood bulkheads fitted and reinforced with FRP
- Stringers- Molded FRP tunnel design
- Transom- Molded and reinforced FRP, two built in fiberglass swim steps
- Engine Bay- wood sub floor finished with carpet, tidy and well wired. Wood dividers in the engine bay were found to be loose.

SEE RECCOMANDATION- A.1

- Bilge- clean
- Through Hulls and Sea Cocks- all visible met with accepted standards
- Drain Plugs- one drain plug fitting in the center of the vessel
- Moisture Content- moisture content reading taken strategically around the outside of the hull, all readings were within acceptable levels.

### Deck

- Cockpit – Open cock pit, Helm is FRP and is located on the port side of the vessel
- Deck- Wood sub floor in open bow and cockpit area was covered by carpet, was firm where inspected.
- Hull to Deck Joining- Shoe box type, fastened by rivets through the aluminum with rubber insert, and fastened by tabs on the inside. Tabs where visible, in the engine bay, were in good condition.



- Seating- In the open bow, two captains chairs in the cockpit, bench seating in the rear of the cockpit
- Visors- none

#### Equipment and Accessories

- Helm Equipment- Eliminator, manufacturer brand equipment  
Port to Starboard Top Helm:  
VOLTS, FUEL, OIL, TEMP, TRIM, RPM & HOURS  
Port to Starboard Bottom Helm:  
MPH  
Port side:  
BLOWER, PUMP, NAV LIGHTS, INTERIOR LIGHTS, HATCH
- Steering- ELIMINATOR, manufacturer brand wheel, fully Hydraulic Dual ram steering
- Air Intake to Cabin- natural air flow
- Storage- there are storage compartments in the bow, under the seats in the open bow and cockpit, the ski locker in the walk way, and in the engine bay.
- Bimini- Equipped – ¾ inch poles, colors matching vessel

#### Interior Appointments

- Decking- Original Carpet, in used but serviceable condition
- Sound System- Sony marine drive deck- 8 speakers total, 2 amps (240w and 200w)
- Interior upholstery- white with blue, yellow and checkered accents to match the boat
- Sanitation- no sanitation facilities on vessel
- Galley- none

#### Propulsion

- Manufacturer- Mercury Marine
- Engine Size - 454 Mercury- 7.4 L
- Engine Serial- not sighted



- Drive Serial-  
0484611
- Transom Serial-  
OK133558
- Drive Type – Bravo One
- Prop Model- quick silver- 48 13704 A40 23P
- Engine- Mercury 454
- Engine HP- 454
- Engine Manufactured - 1997
- Engine Hours- 519.9
- Engine Compartment- fully insulated
- Throttle Controls- At helm/ quicksilver 300
- Steering – Hydraulic Dual Ram Steering
- Speedometer- pick up type.
- Ventilation- natural flow ventilation
- Exhaust- twin exhaust system through the transom, total of two
- Ignition Protection- Present
- Fluid levels- within acceptable limits
- Wiring and Lines- well routed and well supported where sighted in engine bay
- Pulleys and Belts- newer belts, no crack or wear and tear visible.
- Hoses and Clamps- secured where visible

### Fuel System

- Tanks – 1 tank mounted in the center toward the aft of the vessel
- Fuel fill hoses- double banded where sighted
- Fuel Tank Ground- ground sighted on the tank
- Fill pipes- located rear ships port side.
- Shut-off Valves- equipped





### Electrical System- DC System

- Batteries – Two Duralast Marine Deep Cycle Batteries, securely mounted in the engine bay, on the starboard side of the engine
- Main Power Switch- main power switch, located in the engine bay, on the back of the rear bench seat, starboard side
- Breakers Switch- mounted next to the batteries
- Charging- Engine mounted (alternator)
- Control Panel- DC switches mounted on the helm, 5 in total
- All visible wiring in good condition and well supported

### Other Equipment

- PFD (Personal Flotation Devices) USCG approved sighted aboard vessel.
- Throwable Type IV - sighted
- Handheld flares- sighted.
- Sounding Equipment- Portable sounding equipment sighted on vessel
- Navigation Lights- NAV were in working order
- Fire Extinguishers- manual, three on board
- VHF Radio- none sighted.

#### SEE RECOMMENDATIONS- C.1

- Bilge Pumps- 500GPH Fully Automatic present, can be activated from helm, powered on
- Exterior Below Waterline Equipment- prop, out drive box, skeg and thru-hulls all in average condition. The drive just above the skeg shows wear.
- Skeg- fitted with an aftermarket protection plate, Panther by Marine Tech

### Trailer

- Manufacturer- Competitive Trailers



- Date Manufactured- 09/23/96
  - Serial- 13AC23205TC770426
  - GVWR/ PNVB- 6000 lbs
  - Axles – two axle
  - Fenders- painted to match the trailer
  - Chassis- metal, no paint, no rust
  - Supports/ Rollers- Bunks, in usable condition
  - Tongue- fixed- not swing away,
  - Ladder- none
  - Lights- present, functioning
  - Brakes-
  - Winch/ Bow Eye Tie Downs- One present and in the bow good condition
  - Coupling / Safety Chains- Present and serviceable
  - Wheels & Tires- Tires and Wheels in serviceable condition
- SEE RECOMMENDATION- C.2

## Findings and Recommendations

A.- Indicates a safety deficiency that should be addressed before vessel is again underway.

B.- Indicates a deficiency that should be addressed in a timely manner in order to maintain the vessel's condition and value.

C.- Indicates surveyor's observations.

- A.1-  
Finding- The wood dividers in the engine bay are loose  
Recommendation- Secure the dividers

- C.1-  
Finding- No VHF Radio sighted on vessel.  
Recommendation- A VHF Radio be installed and be readily accessible by operator.



- C.2-  
Finding- No spare tire on trailer  
Recommendation- Mount a spare tire

## Summary and Valuation

### Rating

The attending surveyor uses the BUC grading system, an accepted marine industry standard, to determine the condition at the time of the survey. The surveyor must also consider the current market conditions and recently sold vessels of similar type and quality. The following is a description of the accepted rating system:

Excellent or Bristol Condition- Is a vessel in mint or better than factory new condition, usually loaded with aftermarket parts, equipment etc.

Above Average Condition- A vessel that has received above average care, normally having upgraded electronics, equipment or interior features.

Average Condition- A vessel that as is can sold as is, normally equipped and maintained.

Fair Condition- Requires usual maintenance in order to be sold.

Poor Condition- substantial repairs and or maintenance needed in order to be sold or operated.

Restorable Condition- A vessel that has enough left of the hull and engine to be considered salvageable or restorable.

After having investigated the vessel, and utilizing my years of experience in the marine industry and as a public adjuster, it is this surveyor's unbiased opinion that the:

Overall Vessel Rating: Average Condition

The vessel has been given the following rating based on the following:



The vessel has been well maintained throughout and is good condition for the age of the vessel. The exterior condition of gel coat is still in like new condition. Although the upholstery is original, it too has been well cared for and is in good condition. One would expect the vinyl to be brittle or have seam rips, but it does not, indicating that it has been stored indoors. It is an older vessel but appears to have been well cared for. There is little needed to be repaired or replaced on this vessel and is quite serviceable in its current state.

#### Fair Market Value

The condition of the vessel having been established we can determine the fair market value, being commonly defined as: a price at which buyers and sellers with a reasonable knowledge of pertinent facts and not acting under any compulsion are willing to do business.

Here are three vessels of the same make and model, in the vessel's local market, that the surveyor used for comparison and reference.



Vessel #1



\$59,900

Year - 2005

Make - Eliminator

Model - 230 EAGLE

Class - Bowrider

Length - 23'

Fuel Type - Gasoline

Location - Lake Havasu City, AZ

Hull Material- Fiberglass

DESCRIPTION - 2005 Eliminator 230 EAGLE

2005 ELIMINATOR BOATS 230 EAGLE

Surveyed by Kari Kolden

For Lothbrok Ship Survey  
Lake Havasu City, AZ

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## SUPER CLEAN ELIMINATOR!!!!

Fresh Rebuilt 6.2 Mag Efi, Rebuilt Longblock Was Replaced Do To Freeze In Colorado, We Sold This Boat New In 2005, Bravo 3 Drive, Stereo w/Subs, Transom Exhaust, Swing Down Swim Ladder, Depth Gauge, Dual Electric Hatch, Dual Batterys w/Switch, Bimini, Full Cover, Engine Dividers, Painted Rubrail, Removable Cooler, Tandem Axle Trailer.

<https://www.boattrader.com/boat/2005-eliminator-230-eagle--7926912/>



## Vessel #2



Eliminator Eagle 236

Price \$26,000

City Irvine

ZIP 92606

State California

Make Eagle

Model Eliminator 236 XP

Year 1996

Condition Used

Length 23'

<https://www.smartmarineguide.com/L51277454>

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## Vessel #3



2003 Eliminator 230 Eagle Open-bow Walk-thru - \$32,900

496 Mag 375HP and Bravo 1 drive, Bimini top, Dual batteries with Perko switch, Stereo, Glove box, Electric dual engine hatch ram lifts, Swim step ladder, Ski locker, Drive shower

<https://www.powerboatlistings.com/view/65325>





### Valuation

After reviewing the local market and taking into consideration the vessel's rating overall, and taking into account any upgrades and deficiencies, it is the opinion of the attending surveyor that Fair Market Value of the vessel and trailer is:

#### Estimated Value

\$ 31,000.00

*Thirty-one thousand dollars*

(vessel \$27,500, trailer \$3,500)

The Estimated Replacement Cost of the vessel, the retail cost of the same make and model from the manufacturer, similarly equipped would be approximately:

#### Estimated Replacement Cost

\$ 60,000.00

*Sixty thousand dollars*

### Summary

Overall, the vessel was well constructed and has been well maintained. The hull and upholstery are in good condition. This boat is fit for its intended use. The manufacturer, Eliminator, is well known and its vessels, even the older ones hold their value, and are desirable in the power boat community.

I, the attending surveyor, certify that I have no potential or prospective interest in the vessel, and have remained unbiased in the survey process. I certify that this report of the vessel portrays it



accurately to the best of my knowledge. I certify that my decision on the valuation and condition of the vessel is objective and is not contingent on payment for services rendered.

I, the undersigned attending surveyor, do here by submit the Valuation Survey.



Kari Kolden



## Photographs



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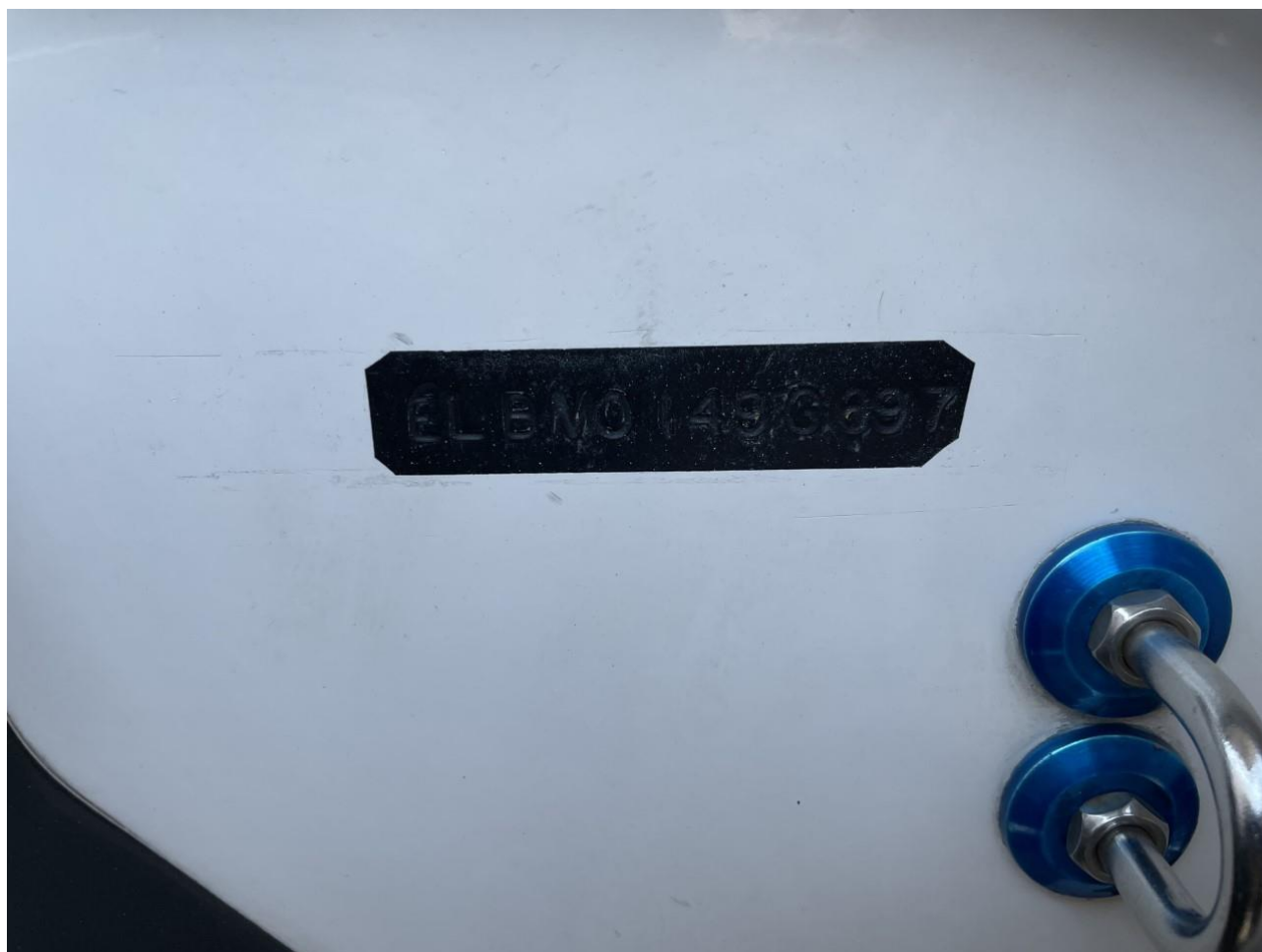




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