



Report of Marine Survey

Vessel: 2001 Cobalt 360

Purpose: Pre-purchase and Evaluation



Customer: Jon Doe

Date of Survey: September, 5th 2017

Location: Eagle Point Marina, Lake Lewisville

Prepared and Conducted by: Capt. John Seckman

ACMS Surveyor# 0364

Survey Information

Name of party requesting survey:

Doe, Jon

How was vessel observed:

Both in the water and out of the water after being launched from trailer.

Sea-Trial:

Yes, a sea-trial was performed. See the sea-trial section for details.

Parties present at time of the survey:

Surveyor, Broker, Customer

Weather at time of survey:

Clear and Sunny.

Vessels intended use:

Inland cruising on recreational freshwater lakes.

Survey Standards

Standards Followed – Survey was completed using federal regulations and amendments issued and enforced by the United States Coast Guard under the authority of the United States code of federal regulations (CFR title 33 & 46). The American Boat and Yacht Council (ABYC) recommendations and voluntary standards, as well as the standards set forth by the National Fire Protection Association (NFPA-302) were used as reference to complete your survey. These standards are generally used and followed by all boating manufacturers.

Explanation of Inspection Comments

Unless noted, all components and systems checked on the vessel are serviceable. See the findings page for details on anything found to be un-serviceable or damaged. If a component on the vessel is not listed in this survey then it was not inspected. This survey represents the condition of the vessel as-is, on the day the survey was performed.

RED

Red recommendations are priority A. These need to be addressed immediately as they pertain to the safety and regulatory requirements and safe navigation of the vessel.

ORANGE	Orange recommendations are <u>priority B</u> . These relate to maintenance and standard findings that need to be addressed.
GREEN	Green recommendations are <u>priority C</u> . These do not pertain to the safe operation of the vessel and are minor in nature. Thus, they can be addressed at the owner or clients' discretion.

NOTE: Vessel is considered fit for its intended use ONLY after all **Priority A recommendations have been corrected. In addition ALL **Priority B** recommendations should be addressed in order to bring the vessel to current safety standards and ensure safe navigation and operation.**

Vessel Particulars

Vessel YR/Make/Model:

2001 Cobalt 360



Vessel Name:

N/A

Hailing Port:

N/A

Hull ID number verification:

#####

State Registration #:

NOTE: Registration number not displayed on vessel hull as required. Place registration numbers on hull side as required by law.

State Validation sticker:

NOTE: State Validation sticker not sighted on hull. Place state validation sticker on hull as required by law.

Registration valid and sighted on vessel hull as per regulations:

NO. See Above.

Vessel Type:

Fiberglass Cruiser

Manufacturer:

Cobalt

Year of Vessel:

2001

Length of Vessel:

36'

Draft:

2'3"

Beam:

10'6"

Displacement:

10,500 pounds

Top Exterior Deck & Hull**Hull Construction Material:**

Fiberglass with black/white gelcoat surface. Black stripe above waterline. No damages sighted.

Swim Platform:

Yes. Fiberglass, molded into hull. NOTE: Damage sighted in the following areas: (1) Starboard side of swim platform has two 1" x ½" gelcoat gouges above rub-rail. Repair as needed for cosmetic purposes. (2) Starboard side of swim platform, panel on bottom side is loose and not caulked to prevent water intrusion. Repair.

Rub Rail:

Stainless steel on white rubber backing. **NOTE: Several small dings/dents sighted on rub rail, both sides. Repair as needed for cosmetic purposes.**

Transom:

Conventional transom with molded swim platform, vinyl covered seating and two storage hatches. No damage sighted.

Docking Lights:

Yes. Sighted on forward hull, both sides. Operational.

Main Deck – Hardware & Fittings

Main Deck Construction Material:

Molded Fiberglass over unknown core. **NOTE: Damage sighted in the following areas: (1) Bow – 6"x6" area of gelcoat stress cracks sighted. (2) Starboard Bow – 12" long gelcoat stress crack sighted. (3) Starboard Bow – Several 4" vertical gelcoat stress cracks sighted above rub rail. Repair as needed for cosmetic purposes.**

Deck Surface:

White with molded in non-skid surface. **NOTE: Top deck needs buffing/cleaning. Buff and wax as needed for cosmetic purposes.**

Stanchions/Grab Rails:

None Sighted.

Cleats:

Horn style cleats. Well secured to deck and operational.

Scuppers/Deck Drains:

Scuppers are well secured with no damage sighted. Hoses are secure and properly routed overboard.

Deck Fill/Pump-out Fittings:

All deck fittings are properly marked as per ABYC recommendations. Located in the following areas: (1) Fuel Fill – Starboard Stern (2) Water Fill – Port Stern (3) Waste Pump-out – Port Stern.

Anchor/Chain Locker:

Located on top deck bow with hatch lock. **NOTE: Anchor locker is moist with faint smell of mildew. Dry and air out compartment to prevent future problems.**

Windlass:

Maxwell. Helm controlled switch is functional and anchor properly raises and lowers. Foot controls on bow are operational.

Deck Hatches:

Three hatches. All in good condition and operational, no leaks sighted.

Transom Shower:

None sighted.

Arch:

Yes. Vessel is equipped with a reverse, FRP radar arch. Well secured with no damage sighted.

Sun Pads:

One Sunpad, white vinyl. Located in aft berth.

Cabin Windows:

All cabin windows are in good condition with no signs of water intrusion.

Cockpit & Helm

Helm/Steering Station:

Helm equipped with bench seating. Vinyl is in fair condition and white in color with black piping. **NOTE: Several rips/tears were sighted on vinyl seating including in the aft seating area. Repair as needed for cosmetic purposes.**

Seating:

“C” shaped vinyl covered seating behind helm station. White in color with black piping. Vinyl is in fair condition, several tears/rips sighted as per above finding. **NOTE: Vinyl could use thorough cleaning/polishing. Repair as needed for cosmetic purposes.**

Sole/Deck:

FRP with non-skid. Tan snap-in carpet throughout.

Top/Superstructure:

FRP radar arch with black bimini top. Well secured. Canvas is in good condition.

Enclosure/Isenglass:

Yes. Located in aft cabin. **NOTE: Isenglass was found folded and crammed into storage space in cabin. Roll up isinglass and properly store to prevent damage.**

Cockpit Accessories:

Sink/Wet bar located on port side of cockpit. Operational. U-line ice maker on port side. NOTE: Uline ice-maker does not make ice. It does operate as freezer but not as ice maker, as originally intended. Repair as needed.

Cabin Door:

Sliding lexan and screen door. NOTE: Damage sighted in following areas: (1) Lexan door is sticky/difficult to slide. (2) Sliding screen door is broken at top and difficult to close. (3) Black window tint on lexan door is peeling off in areas. Repair as needed.

Engine Hatch:

Electric powered lift engine compartment cover. Operational.

Windshield & Wipers:

Windshield is a five piece stainless steel design with opening center. Good condition. One wiper sighted on the windshield. Operational. NOTE: Blade on wiper is damaged. Replace with new blade.

Miscellaneous:**Navigation & Helm Electronics****Electronic Chart/ECDIS/GPS/Radar/Depthsonder:**

Faria depthsonder. Operational.

Compass:

Yes. 6" Ritchie on cockpit dash. Operational.

Spotlight:

None sighted.

VHF Radio:

None sighted.

Engine Instruments & Controls**Throttle/Shift Controls:**

Single control box(s) for throttle and shift controls. Controls work and are operational. NOTE: Throttle/shift controls are slightly stiff/difficult to engage in and out of gear.

Blower Controls:

Blower control at cockpit dash operated as intended, turning on the blowers located in the engine compartment.

Engine Status/Multifunction:

All Engine instrument controls are operational and OEM.

Engine Tachometers:

Engine tachometers are OEM and operational.

Entertainment Electronics**Stereo(s):**

Sony (12v) head-unit sighted on stbd side of interior cabin, inside cabinet. Operational. Model # CDX-GT705DX. Two Sony remote(s) sighted: One on cockpit dash, one on starboard side of transom. All are operational.

Speaker(s):

Eight total speakers and one subwoofer sighted on boat. (2) Unknown brand inside cabin. (4) Infinity 5x8 sighted in cockpit/aft seating area. (2) Infinity tower style speakers located on either side of aft seating area, outboard of vessel. (1) 10" Diamond subwoofer located under helm seat on starboard bulkhead. **NOTE: (1) Port interior speaker is not operational. (2) Port cockpit speaker has broken tweeter and screen is damaged. Repair as needed.**

Television(s):

One Insignia 18" TV located inside cabin. Operational.

DVD Player:

One Blaupunkt DVD player sighted on starboard side of cabin, inside cabinet. Model# DVD-ME2. Operational.

Cabin & Interior**Summary of Interior Cabin Appointments:**

FRP sole with wood overlay. Wood finish throughout with black marble counter-tops. V-berth style leather covered seating and formica wood grain dinette table that converts into bed. Some scratches noted but overall good condition.

Headliner:

Cream colored vinyl. Good condition.

Fabric and Cushions:

Cream colored white leather, V-style seating. Good overall condition. **NOTE:** Leather could use cleaning. Yellowish stains sighted near bottom of seating. Clean as needed for cosmetic purposes.

Lights & Fixtures:

(12v) Lighting throughout cabin. Operational. **NOTE:** Aft cabin lighting not operational. Repair as needed.

Miscellaneous:**Galley****Counter-tops:**

Black marble counter-tops. Good condition.

Stove:

Euro/Kera one burner electric stove. Operational. Black in color.

Refrigeration:

Norcold 12-volt, black in color. **NOTE:** Refrigerator is not operational. Repair.

Water System:

Pressurized hot and cold and found to be operational.

Sink(s):

Single stainless steel deep well. Operational hot and cold.

Microwave:

None sighted.

Toaster Oven:

Located on port-side of galley inside cabinet. **NOTE:** Not Operational. Repair or replace with microwave.

Berths/Staterooms**Berths:**

Two berths. (1) Aft half-berth with full sized bed (2) Forward V-berth queen sized bed.

Head(s)**Toilet(s):**

VacuFlush system. Operational.

Sink:

Stainless Steel. Tested hot and cold. Operational.

Shower(s):

Handheld fixture, stand up shower stall. Operational.

Tank Level Monitor:

Yes, located in head on aft bulkhead. **NOTE: Tank level monitor system is not operational. Repair.**

Shower & Sump Box/Pump:

One shower sump box located under salon sole. **NOTE: Due to limited access surveyor could not verify operation.**

Air Conditioning**Number, Type & Location:**

One. Marine Air Systems. Cold with reverse heat cycle. Located forward of v-berth. Operational.

Pump:

Dometic. Located in engine space next to forward bulkhead. Operational.

Temperature Controls:

Digital temperature controls. Functional.

Drip Trays:

Yes. Clean with minimal rust.

Condensate Drain:

Drains via hose to sump box.

Thru-Hull & Strainer:

Strainer located at A/C raw water pump inlet seacock. Hoses in good condition and properly double clamped and secure.

D.C Electrical System

Voltage System:	12v
Batteries:	Three total batteries onboard vessel. (2) Interstate 24 size batteries sighted in engine compartment on port aft side. (1) Interstate 24 size battery sighted in engine compartment on starboard aft side. All are secured in trays as per ABYC recommendations.
Battery Selector Switch:	Two guest rotary switch(s) located in port side cockpit under aft seating. Functional.
Charging System:	Alternators on engines. Secured and operational with no rust sighted. Additionally, there is a C-Charger 30-amp battery charger located in the engine compartment and is operational. Charger is ignition protected and grounded per ABYC recommendations. NOTE: Battery charger LED indicating light next to switch on distribution panel inside cabin is not operational, Repair indicating light on panel.
Distribution Panel:	Located in cabin on port bulkhead combined with A.C. panel.
Connectors:	Ring spade or crimp on connectors sighted for wiring connections. All have boots as per ABYC recommendations.

A.C. Electrical System

A.C. System:	Two 30 Amp connections sighted on port-side of transom. NOTE: The starboard-side connection, cord inlet connector has burn marks around the prong inlets, indicating improper use of shore-power locking rings or other source of excess heat. Replace with new inlet connector and monitor for future signs of wear.
Voltage System:	30 Amp – 120 volt
A.C. Usage Meter:	Analog type, Amps. Operational.
Wire terminations:	A.C. wiring is properly terminated. No wire nuts or loose connections sighted.

Shore Power Cord(s):

None sighted.

Shore Power Breaker:

Yes the main breaker is located at the transom, port side, near the shore power inlet, in compliance with ABYC recommendations. Good condition, no damages

A.C. Power Selector Switch:

AC/Generator rotary switch located next to main AC panel.

Distribution Panel:

Yes combined with DC power panel in main cabin.

Generator**Manufacturer/Model:**

Kohler. Model: 5EKD

Serial number:

SGM32GCJT

Kilowatt Rating:

5 KW

Hour Meter:

Hour meter sighted next to helm on starboard bulkhead showed 1 hours.

Hoses and clamps:

Properly double clamped. Good condition. No cracks sighted.

Belts and Pulleys:

Belt condition is serviceable. No cracks or splits sighted. Pulley/belts appear to be in line.

Cooling System(s):

Closed and raw-water cooled with raw water strainer installed. Coolant level was full. Strainer is clean.

Oil level and condition:

Clean and full on dipstick.

Fuel Supply Lines:

USCG A1 flex, no cracks or soft spots sighted.

Engine Mounts and Beds:

Engine mounts appear to be well secured to the support mounting. Generator is mounted inside enclosed box.

Exhaust Piping:

Side hull exhaust exits on starboard aft side of vessel. Flex rubber hose double clamped as per ABYC recommendations with no cracks sighted. FRP exhaust canister is in good condition with no cracks sighted.

Generator Tested:

Yes. Generator ran for five minutes and held load. Operational.

Propulsion System**Propulsion Type:**

Inboard Outboard.

NO#/Type/Cylinders:

Two gasoline V8 engines.

Make/Model/Serial:

Volvo Penta 8.1 GSI-A 420hp

Port Serial: 4012031207 Starboard Serial: 4012033073

Engine Hours:

Port – 364 Starboard – 369 as per hour meter(s) inside engine space.

Hoses and Clamps:

Good condition, no cracks sighted. Hoses are double clamp where required.

Belts and Pulleys:

Belts are serviceable. No cracks or splits sighted. Pulleys/belts appear to be in line.

Cooling System(s):

Raw water intake through lower out drive unit(s), circulated through engine and combined with engine exhaust and routed through out drive props. Raw water intakes are clear of debris.

Oil Level and Condition:

Clean and full on dipstick on port engine. No evidence of water or cuttings in lube oil. **NOTE: Oil on starboard engine has milky color to it, indicating there is water ingested in the engine. Have mechanic diagnose and repair.**

Flame Arrestor(s):

USCG approved. Clean on both engines.

Engine Ventilation:

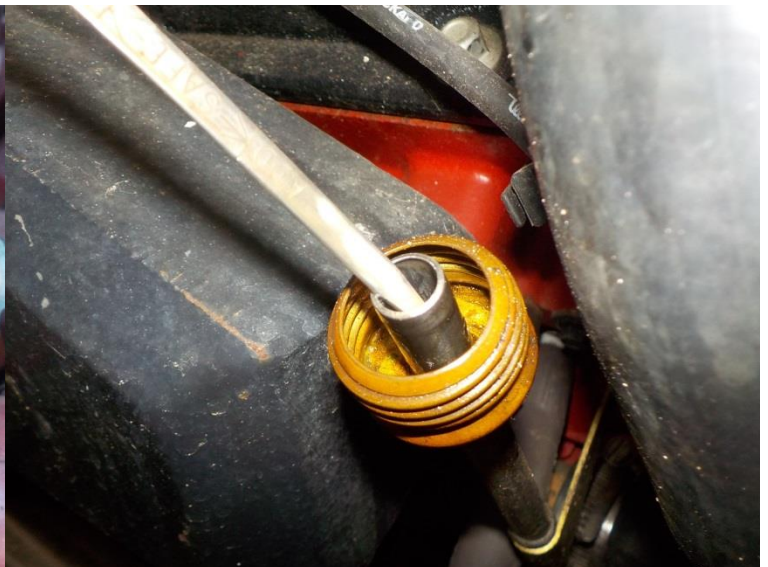
Blowers and natural ventilation. See safety section of survey for details.

Fuel Filter(s):

Engine mounted. Secure with no leaks sighted.

Engine mounts and beds:

Engine mounts appear to be well secured to the support stringers. Percussion tested where accessible, no delamination sighted.



Exhaust System**Discharge Location(s):**

Through out-drive prop hubs.

Piping/Clamps:

Metal and flex hose. Securely double clamped as required. No cracks sighted.
Hoses in average condition.

Exhaust Manifold/Risers:

Average condition. No cracks or leakage sighted. Minor rust was sighted with no formation.

Out-Drives**Number/Make/Model:**

Two. Volvo Penta. Duo Prop.

Outdrive Serial#:

Port: 4202029106 Starboard: 4202029105

Transom/Gimbal Housing(s):

Sound, operational. Minimal galvanic corrosion spotted.

Upper Housing(s):

Sound, operational. Minimal galvanic corrosion spotted.

Lower Housing(s):

Sound, operational. Minimal galvanic corrosion spotted. Slight damage/scrapes sighted on forward portion of both out-drive lower housings.

Tilt/Trim/Trailer Function:

Controls at helm throttle box properly raise and lower the outdrives as intended.
Operational

Upper Bellows:

No cracks or wear areas sighted on upper bellows. Average condition.

Lower Bellows:

No cracks or wear areas sighted on lower bellows. Good condition.

Shift Control Bellow:

No cracks or wear areas sighted on small shift control bellows. Good condition.

Hydraulic Lines:

Hydraulic lines are secured and show no signs of leakage.

Gimbal Bearing:

Operational. No issues observed.

Gear Noise:

Prop spins free with no gear noises heard.

Lube oil Condition:

NOTE: Plug was not pulled to check gear oil. Have outdrive oil condition checked for excess gear wear and replace gear oil. Monitor condition frequently.

Skeg(s):

Both skegs showed minor damage resulting from normal use with several small chips missing. Operational.

Prop(s):

See Out of Water/Underwater Hull section for details.

Miscellaneous:



Fuel Tankage**NO# Fuel Tanks/Location:**

Two tanks. Located Aft – Midships, on either side of vessel.

Tank Type and Capacity:

Aluminum. 87 gallons each.

Fuel Supply Line(s):

USCG A1 flex hose from tank to fuel pump. No crack, soft spots or splitting sighted except where noted.

Shut off Valve(s):

None sighted.

Vent Line/Location:

Type A1 hose. Vents to hull side.

Fill line(s) Located:

Starboard side. Aft. Clearly marked for gasoline as per ABYC recommendations.

Fuel Fill Grounded:

Fuel fill is properly grounded to fuel tank.

Fill pipe & Condition:

USCG Type A2 flex hose. No cracks, kinks or soft spots sighted.

Fresh Water Tankage**Number and Location of tank(s):**

One tank. Located under Midships cabin sole.

Tank Type and Capacity:

Aluminum. 35 gallons.

Tank(s) Secured:

Yes, tank is secured as per ABYC recommendations.

Tank(s) Condition:

Visually good (where accessible). NOTE: Due to limited access surveyor could not see much of the tank for inspection.

Water Pump(s):

12 volt, FloJet. Operational. Located on starboard side of vessel forward of black-water tank. Well secured.

Supply Lines:

Flexible plastic piping for all water connections. No leaks sighted.

Filling Line(s) Located:

Port-Stern. Clearly marked as per ABYC recommendations.

Vent(s) Location(s):

Side hull.

Black Water/Holding Tank(s)

Number and Location of tank(s):

One tank. Located on starboard side of vessel under helm/cockpit area.

Tank Type and Capacity:

Plastic. 65 gallons.

Tank(s) Secured:

Yes, tank is secured as per ABYC recommendations.

Tank(s) Condition:

Visually good (where accessible).

Monitor System:

Located in head. Not operational as per above finding in "Head" section of survey.

Lines:

Ribbed sanitation hose. Good condition with no cracks, leaks or soft spots sighted. Well secured.

Discharge line(s) Located:

Deck pump out located port, Aft. Clearly marked as per ABYC recommendations.

Overboard Capable:

No.

Notes:

NOTE: Minor amount of water spotted underneath black water tank. Surveyor believes this is due to recent washing of vessel. Clean and dry. Monitor frequently for signs of additional water.

Water Heater(s)**Number and Tank Location(s):**

One tank. Located on starboard side of vessel just forward of black water tank under helm

Tank Type, Manufacture and Capacity:

Marine hot water heater. Six gallons.

Tested:

Yes, tank was turned on and found to be properly making hot water.

Supply Lines:

Re-enforced plastic. Good serviceable condition. No cracks spotted.

Tank(s) Secured:

Yes the tank is secured with bolts to the sole.

Steering System**Manufacturer:**

Teleflex

Type:

Inboard/Outboard hydraulic cockpit wheel steering with cable and hydraulic assist ram.

Lines and Fittings:

Flex hydraulic lines and steering cable. No leaks sighted.

Mounting(s):

Cylinder and ram actuator are well secured. Hull mounted bracing appears adequate.

Steering Tie Bar:

Well mounted.

Interior Hull & Structural Components**Hull to Deck joint:**

Overlap (shoe box type). Elastomeric compound sighted in hull to deck joint. No leaks sighted through any part of hull to deck joint area.

Stringer(s):

Hull stiffness provided by FRP covered wooden longitudinal stringers that run the length of the vessel. Complete inspection not possible due to limited access. Stringers were sighted in the engine compartment and mid-ships cabin bilge, are well glassed into hull where sighted. Stringers sounded with hammer were accessible and appeared very sound. No soft spots, separation, cracks, rotting, or splitting sighted. Limber holes appear to be adequately sealed where sighted.

Bulkheads:

Athwartships reinforcement enhanced by structural bulkheads bonded to the hull with Fiber Reinforced Plastic (FRP). All tabbing appears serviceable and sound with no cracks or separation of tabbing sighted in any compartments. No visual evidence of movement sighted in any bulkhead.

Inside of Transom:

Reinforced. Secure with no cracks or separation sighted.

Bilge(s):

NOTE: A minor amount of water sighted in bilge below engines. Clean and dry.

Below Waterline Thru-Hull Fittings

Number/Type/Location:

<i>Number</i>	<i>Type</i>	<i>Location</i>	<i>Used For</i>	<i>Condition</i>
1	Bronze Seacock	Engine Room	Generator	Serviceable
2	Bronze Seacock	Engine Room	Air Conditioner	Serviceable

Condition:

Seacock valves for A/C and generator are operational and securely bedded/mounted through the vessel hull.

Hoses:

Marine rubber covered reinforced hose. Double clamped and secure as per ABYC recommendations.

Above Waterline Thru-Hull Fittings

Hull Sides:

Stainless steel thru-hulls. Used for: Generator exhaust, A/C Discharge drain(s), Cockpit/deck drains and Bilge/Sump drains. All observed were secured, operational and as far as could be observed free of damage except where noted.

Critical Safety Components

Bilge Blower(s):

Yes, two inline blowers were sighted, secure and operational. Vent hose secured on port blower and properly routed to the lower one third of the engine compartment per ABYC recommendations.

Bilge Heater(s):

One, Located in engine compartment bilge on port side. **NOTE: Bilge heater was not tested during survey.**

Bilge Pump(s):

<i>Number</i>	<i>Brand/Model</i>	<i>Location</i>	<i>Secure?</i>	<i>Float Switch</i>	<i>Operable?</i>
1	Johnson	Aft Bilge	Yes	Yes	Yes
2	Mayfair	Fwd Bilge	Yes	Yes	Yes

Bilge Pump Comments:

Bilge pump hoses found to be secured with clamp and serviceable.

Fire Extinguishers:

Extinguishers were sighted in the following areas: (1) Kidde dry chemical extinguisher in cockpit. Securely mounted and full on gauge.

Fixed Halon/Clean Agent:

Fireboy clean agent bottle sighted on forward bulkhead in generator space. **NOTE: Fixed fire extinguisher in generator space has broken mount and is not plugged in. Repair. Also, No fixed fire extinguisher was spotted in engine space. According to manufacturer's manual and common safety practice there should be one mounted on the forward bulkhead in engine space. Replace.**

Carbon Monoxide Detectors:

<i>Number</i>	<i>Type/Model</i>	<i>Location</i>	<i>Operational</i>	<i>Tested</i>
1	Fireboy Xintex	Aft Cabin	Yes	Yes
2	Fireboy Xintex	V Berth	Yes	Yes

Fire Detectors:

<i>Number</i>	<i>Type/Model</i>	<i>Location</i>	<i>Operational</i>	<i>Tested</i>

Notes:

Both CO2 Detectors were found to be un-plugged.

Safety Related Equipment & Accessories

Life Jacket's (PFD):

<i>Type</i>	<i>Number</i>	<i>Location</i>	<i>Condition</i>	<i>Legal</i>
USCG Type I PFD	0			
USCG Type II PFD	0			
USCG Type V PFD (throw)	0			

Horn/sound signaling apparatus:

Yes. Operational.

Notes:

NOTE: No lifejackets or throwable type V cushion were spotted on vessel. Replace with appropriate amount of USCG approved lifejackets and type V throwable cushion to comply with law.

Ground Tackle

Anchor(s):

(1) Claw style anchor. 25lb.

Chain/Line/Length:

Approximately 100' feet of line and 10' of chain sighted in forward anchor locker.

Out of Water Inspection & Hull Bottom

Hull Bottom:

Fiberglass. No damage sighted.

Bottom Paint:

None sighted.

Blistering:

No blistering sighted.

Thru-Hulls:

Two thru hulls sighted. All are bedded properly as sighted from exterior. Percussion tested. Serviceable.

Transducers:

Transducer for depth is adequately sealed and bonded to the hull as sighted from exterior.

Strainers/Scoops/Screens:

(1) Scoop (1) Screen. Both are bedded properly as sighted from exterior. Percussion tested. Serviceable.

Propeller(s)/Screws

Number/Type of blades/Size:

Four props total. Props have three blades, are stainless steel, and are Volvo-Penta brand. Props are counter rotating type on out drive(s).

Prop Condition:

The prop(s) are in good condition with no cracks, corrosion or bent, nicked or chipped blades.

Trim Tabs & Thrusters

Trim tabs:

Single ram hydraulic trim tabs. Operational.

Thrusters:

None sighted.

Anodes

Number/Location/Condition:

Eight total anodes. (2) plate anodes (one on each lower housing out-drive). (4) anodes on bottom of transom housing's (two on each). (4) trim tab anodes, (two on each). All are in good condition and serviceable.

Sea Trial**Date & Time:**

September 5th, 2017

Summary of Events:

Drove vessel from dock to outside marina and back.

Vessel Operated By:

Surveyor and Broker

Engine Starting:

Engine started without excessive cranking.

Exhaust Smoke:

Engine exhaust smoke was minimal and appeared normal throughout the sea trial.

Helm Instruments & Gauges:

The engine instruments all operated within normal operating ranges at idle, slow and cruising bells.

Steering:

Steering system operated normally and smoothly from start to stop.

Throttles:The throttles operated efficiently. **NOTE: Throttles are slightly stiff. Adjust as needed.****Notes:****Instrument Readings:**

<i>Gauge</i>	<i>(1500rpms)</i>	<i>(2500rpms)</i>	<i>(4500rpms)</i>
VOLTS	Port-14 Stbd-14	Port-14 Stbd-14	Port-14 Stbd-14
Water Temp	Port-170 Stbd-175	Port-170 Stbd-175	Port-170 Stbd-175
Oil Pressure	Port-40 Stbd-40	Port-40 Stbd-40	Port-40 Stbd-40

Summary of Findings

Priority A Findings (findings in need of immediate attention)

1. NOTE: Registration number not displayed on vessel hull as required. Place registration numbers on hull side as required by law.
2. NOTE: State Validation sticker not sighted on hull. Place state validation sticker on hull as required by law.
3. NOTE: No lifejackets or throwable type V cushion were spotted on vessel. Replace with appropriate amount of USCG approved lifejackets and type V throwable cushion to comply with law.

Priority B Findings (findings in need of attention but not immediate)

1. NOTE: The starboard-side connection, cord inlet connector has burn marks around the prong inlets, indicating improper use of shore-power locking rings or other source of excess heat. Replace with new inlet connector and monitor for future signs of wear.
2. NOTE: Oil on starboard engine has milky color to it, indicating there is water ingested in the engine. Have mechanic diagnose and repair.
3. NOTE: Fixed fire extinguisher in generator space has broken mount and is not plugged in. Repair. Also, No fixed fire extinguisher was spotted in engine space. According to manufacturer's manual and common safety practice there should be one mounted on the forward bulkhead in engine space. Replace.

Priority C Findings (findings in need of attention but less significant)

1. NOTE: Damage sighted in the following areas: (1) Starboard side of swim platform has two 1" x ½" gelcoat gouges above rub-rail. Repair as needed for cosmetic purposes. (2) Starboard side of swim platform, panel on bottom side is loose and not caulked to prevent water intrusion. Repair.
2. NOTE: Several small dings/dents sighted on rub rail, both sides. Repair as needed for cosmetic purposes.
3. NOTE: Damage sighted in the following areas: (1) Bow – 6"x6" area of gelcoat stress cracks sighted. (2) Starboard Bow – 12" long gelcoat stress crack sighted. (3) Starboard Bow – Several 4" vertical gelcoat stress cracks sighted above rub rail. Repair as needed for cosmetic purposes.
4. NOTE: Top deck needs buffing/cleaning. Buff and wax as needed for cosmetic purposes.
5. NOTE: Anchor locker is moist with faint smell of mildew. Dry and air out compartment to prevent future problems.
6. NOTE: Several rips/tears were sighted on vinyl seating including in the aft seating area. Repair as needed for cosmetic purposes.
7. NOTE: Vinyl could use thorough cleaning/polishing. Repair as needed for cosmetic purposes.
8. NOTE: Isenglass was found folded and crammed into storage space in cabin. Roll up isinglass and properly store to prevent damage.
9. NOTE: Uline ice-maker does not make ice. It does operate as freezer but not as ice maker, as originally intended. Repair as needed.
10. NOTE: Damage sighted in following areas: (1) Lexan door is sticky/difficult to slide. (2) Sliding screen door is broken at top and difficult to close. (3) Black window tint on lexan door is peeling off in areas. Repair as needed.
11. NOTE: Blade on wiper is damaged. Replace with new blade.
12. NOTE: Throttle/shift controls are slightly stiff/difficult to engage in and out of gear.

13. NOTE: (1) Port interior speaker is not operational. (2) Port cockpit speaker has broken tweeter and screen is damaged. Repair as needed.
14. NOTE: Leather could use cleaning. Yellowish stains sighted near bottom of seating. Clean as needed for cosmetic purposes.
15. NOTE: Aft cabin lighting not operational. Repair as needed.
16. NOTE: Refrigerator is not operational. Repair.
17. NOTE: Toaster Oven not Operational. Repair or replace with microwave.
18. NOTE: Tank level monitor system is not operational. Repair.
19. NOTE: Battery charger LED indicating light next to switch on distribution panel inside cabin is not operational, Repair indicating light on panel.
20. NOTE: A minor amount of water sighted in bilge below engines. Clean and dry.
21. NOTE: Minor amount of water spotted underneath black water tank. Surveyor believes this is due to recent washing of vessel. Clean and dry. Monitor frequently for signs of additional water.

Vessel Condition & Value

Rating of vessel condition was determined upon completion of the survey, and review of all survey information. Vessel was compared to other vessels of the same age and model.

Condition Ratings are as follows:

Excellent	New or in Like-New Condition
Above Average	Has been well cared for with no obvious defects or limitations
Average	Ready for sale but needs maintenance, repairs, cleaning or updates.
Below Average	Needs significant maintenance, repairs or service.
Bad Condition	Un-Seaworthy, Dangerous.

Values are dependent on the limiting conditions and assumptions noted in this report. These values are statements of opinion. No guarantee can be given that these opinions of value will be sustained or that they will be realized in an actual transaction.

Fair Market Valuation was determined by comparing cost and market data analyzed from BUC, ABOS, NADA and various boat sale's websites. Data was reviewed and actual reported sales figures were taken into consideration upon deciding upon value. Price Guide "book" values were also taken into consideration.

Estimated Replacement cost was determined using information obtained from ABOS and local dealer prices using same or similar make and model with similar equipment options.

Vessel Condition	Average Condition
Estimated Fair Market Value	\$61,125.00
Estimated Replacement Cost	\$318,500.00

NOTE: Vessel is considered fit for its intended use ONLY after all **Priority A recommendations have been corrected.**

Surveyors Certification

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, unbiased professional analyses, opinions and conclusions. I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved. My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of stipulate result, or the occurrence of subsequent event. I have made a personal inspection of the vessel that is the subject of this report.

This report should be considered as an entire document. No single section is meant to be used except as part of the whole.

This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied nor does it warrant the future condition of the vessel. **IT IS A STATEMENT OF THE CONDITION OF THE VESSEL AT THE TIME OF THE SURVEY ONLY.**



ATTENDING SURVEYOR: _____ (John Seckman)

DATE: 9-06-2017

US Coast Guard Licensed 1600 Ton Master/2nd Mate Unlimited - License# 2677286

ACMS Surveyor# 0364

