



Report of Marine Survey

Vessel: 2013 Cobalt 24 SD

Purpose: Pre-purchase and Evaluation



Customer: Doe, Jon

Date of Survey: September, 9th 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 on 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

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:

2013 Cobalt 24 SD (Sport Deck)



Vessel Name:

N/A

Hailing Port:

N/A

Hull ID number verification:

State Registration #:**State Validation sticker:****Registration valid and sighted on vessel hull as per regulations:****Vessel Type:****Manufacturer:****Year of Vessel:****Length of Vessel:****Draft:****Beam:****Displacement:**

Top Exterior Deck & Hull

Hull Construction Material:

Fiberglass with white gelcoat surface, blue vinyl graphics along hull side(s).
Bottom hull is black gelcoat. **NOTE: Damage sighted in the following areas: (1) Port-Aft-1"x1/4" tear in graphic vinyl. (2) Port-Midships-2"x2" rub mark. Repair/Clean as needed for cosmetic purposes.**



Swim Platform:

Yes. Fiberglass, molded into hull. No stress cracks, delamination or damage sighted.

Rub Rail:

Stainless steel on white rubber backing. No damage sighted. Good condition.

Transom:

Conventional transom with molded swim platform. No damage sighted.

Boarding Ladder:

Stainless steel, located on bow. Good condition, no damage sighted.

Main Deck – Hardware & Fittings

Main Deck Construction Material:

Molded Fiberglass over unknown core.

Deck Surface:

White with molded in non-skid surface. NOTE: Bow-Starboard storage locker has a 1/4" x 1/4" gel-coat void. Repair 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

Anchor/Chain Locker:

Located on top deck bow with hatch lock. No damage sighted. Clean and dry.

Windlass:

None sighted.

Deck Hatches:

None sighted.

Transom Shower:

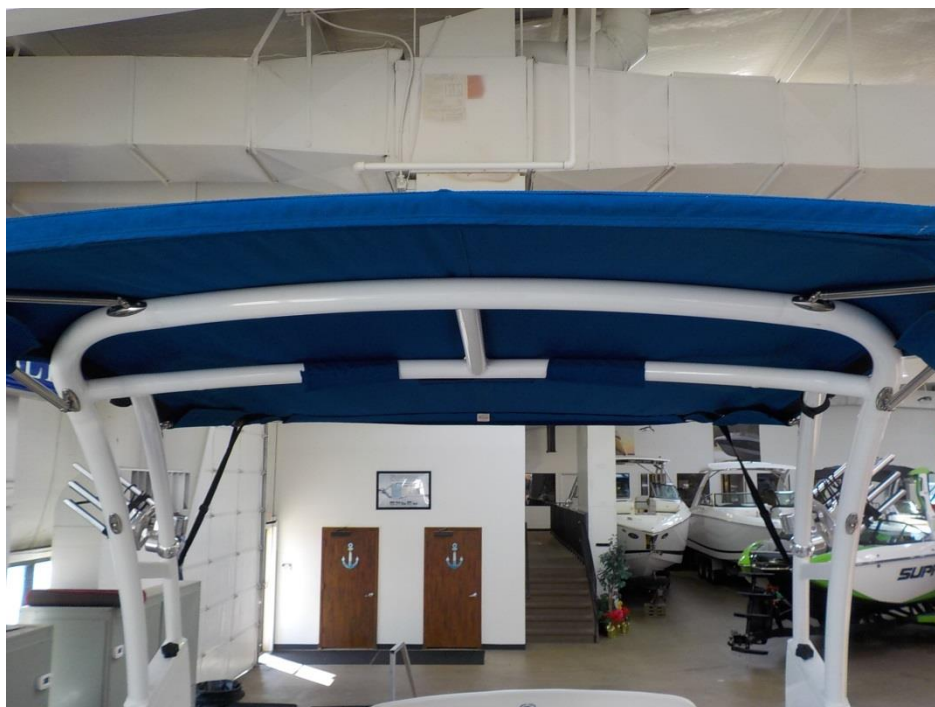
None sighted.

Wake-board Tower:

Yes. Vessel is equipped with a stainless steel, white powder-coated wakeboard tower with wakeboard/ski racks on both sides. No damage sighted. Secure and operational.

Bimini Top:

Yes. Blue canvas bimini sighted on vessel above wake-board tower. Canvas is clean and in good condition. No damage, rips or tears sighted.



Cockpit & Helm

Helm/Steering Station:

Helm equipped with single captains chair with bolster. Vinyl is in very good condition and is white in color with grey highlights.

Seating:

Single fold-down white vinyl covered seat on port side of cockpit. "L" shaped vinyl covered seating behind, with additional vinyl seat aft of cockpit on starboard side. Forward of the cockpit there is an open bow area with C-shaped wrap around seating. White in color with blue piping and silver highlights. Vinyl is in very good condition. Clean, with no rips or tears sighted.



Sole/Deck:

FRP with non-skid. Grey snap-in carpet throughout. Clean and in good condition.

Enclosure/Isenglass/Boat Cover:

Blue canvas, custom fit, snap-on boat cover sighted in head compartment.

Cockpit Accessories:

Port-side cockpit seat, and aft starboard seat behind cockpit have drink cooler's underneath seat cushion(s). Clean and dry. No smells or mildew.

Cabin Door(s):

FRP hinged door at head compartment. No damage sighted, operational. Bi-fold plastic partition door for cockpit center opening.

Engine Hatch:

Electric lift engine compartment cover. Operational.

Windshield & Wipers:

Windshield is a five piece aluminum design with opening center. Good condition, no cracks or deformation sighted. .

Lighting:

Cockpit lights are LED and all functional.

Miscellaneous:

Navigation & Helm Electronics

Electronic Chart/ECDIS/GPS/Radar/Depthsonder:

Flush mounted Garmin GPSmap 640 on cockpit dash. Operational.

Compass:

None Sighted.

Navigation Lights:

Red/Green/Anchor and stern light, LED, all operational.

Docking Lights:

LED docking lights spotted on either side of vessel bow. Operational.

Spotlight:

None sighted.

VHF Radio:

None Sighted.

Engine Instruments & Controls

Throttle/Shift Controls:

Volvo-penta brand. Single control box(s) for throttle and shift controls. Controls work and are operational.

Blower Controls:

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

Engine Status/Multifunction:

All Engine instrument controls are operational, digital and OEM.

Engine Tachometers:

Engine tachometer is digital, OEM and operational.

Entertainment Electronics

Stereo(s):

Sony (12v) head-unit sighted on port side of cockpit inside dry storage box. Operational. Two Sony remote(s) sighted: One on cockpit dash, one on starboard side of transom. All are operational.

Speaker(s):

Eight Kicker 5x8 speakers. All are operational.

Subwoofer(s):

One Kicker 10” subwoofer. Operational.

Amplifier(s):

Alpine 4 channel MRXV70. Located under forward starboard seat. Operational.

Television(s):

None Sighted.



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

Porta-pottie located in head compartment on port side of cockpit. NOTE: Not tested for functionality.

Sink:

None sighted.

Accessories:

Electric fan and light located in head. Operational.

Miscellaneous:

NOTE: Vinyl on aft bulkhead of head compartment slightly dirty. Clean as needed for cosmetic purposes.

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

No Air conditioning system on vessel.

D.C Electrical System**Voltage System:**

12v

Batteries:

Two total batteries onboard vessel. (2) Interstate 24 size batteries sighted in engine compartment on aft port and starboard side. Secured in trays as per ABYC standards.

Battery Selector Switch:

One guest rotary switch located in the aft starboard cockpit storage locker.
Functional.

Charging System:

Alternators on engine. Secured and operational with no rust sighted. Additionally, there is a Go-Charge 12 amp battery charger located in the engine compartment and is operational. Charger is ignition protected and grounded per ABYC recommendations.

Connectors:

Ring spade or crimp on connectors sighted for wiring connections.



Propulsion System

Propulsion Type:

Inboard Outboard.

NO#/Type/Cylinders:

One gasoline V8 engine.

Make/Model/Serial:

Volvo Penta 320 V8
Serial: 40869425-A226211-VPGASO36267



Engine Hours:

28.6 as per hour meter on cockpit dash.

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 starboard engine. No evidence of water or cuttings in lube oil.

Flame Arrestor(s):

USCG approved.

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:

Flex hose. Securely double clamped as required. No cracks sighted. Hoses in average condition.

Exhaust Manifold/Risers:

Average condition. No cracks or leakage sighted.

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

One. Volvo-Penta Duo-Prop. 1.95 DPS-B

Outdrive Serial#:

Serial: A223499

Transom/Gimbal Housing(s):

Sound, operational.

Upper Housing(s):

Sound, operational.

Lower Housing(s):

Sound, operational.

Tilt/Trim/Trailer Function:

Operational.

Upper Bellows:

No cracks or wear areas sighted on upper bellows. Good 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.

Prop(s)

See Out of Water/Underwater Hull section for details.



Fuel Tankage

NO# Fuel Tanks/Location:

One tank. Located Aft - Midships.

Tank Type and Capacity:

NOTE: Due to no access survey could not determine.

Fuel Supply Line(s):

USCG A15 flex hose. No crack, soft spots or splitting sighted.

Shut off Valve(s):

None sighted.

Vent Line/Location:

Type A15 hose. Vents to hull side.

Fill line(s) Located:

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

Fuel Fill Grounded:

NOTE: Due to no access survey could not determine.

Fill pipe & Condition:

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

Fresh Water Tankage

Number and Location of tank(s):

None sighted.

Black Water/Holding Tank(s)

Number and Location of tank(s):

None Sighted.

Steering System

Manufacturer:

Seastar.

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.

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.

Bilge(s):

Clean and dry.

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.

Below Waterline Thru-Hull Fittings

Number/Type/Location:

<i>Number</i>	<i>Type</i>	<i>Location</i>	<i>Used For</i>	<i>Condition</i>

Condition:

N/A

Hoses:

N/A

Above Waterline Thru-Hull Fittings

Hull Sides:

Stainless steel thru-hull. Used for: Bilge drain. Secured and operational and as far as could be observed free of damage.

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):

None Sighted.

Bilge Pump(s):

<i>Number</i>	<i>Brand/Model</i>	<i>Location</i>	<i>Secure?</i>	<i>Float Switch</i>	<i>Operable?</i>
1	Rule	Aft Bilge	Yes	Yes	Yes

Bilge Pump Comments:

Bilge pump is secured to engine room sole. Hoses found to be secured with clamp and serviceable.

Fire Extinguishers:

Extinguishers were sighted in the following areas: (1) Kidde dry chemical extinguisher located port-stern under seat cushion. Securely mounted and full on gauge.

Fixed Halon/Clean Agent:

None sighted.

Carbon Monoxide Detectors:

<i>Number</i>	<i>Type/Model</i>	<i>Location</i>	<i>Operational</i>	<i>Tested</i>
0				

Fire Detectors:

<i>Number</i>	<i>Type/Model</i>	<i>Location</i>	<i>Operational</i>	<i>Tested</i>
0				

Notes:

No fire/smoke detectors located on vessel.

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. Electric horn. Operational.

Notes:

NOTE: No lifejackets or throw-able type V cushion sighted on vessel. Equip vessel with an appropriate number of lifejackets (1 per person) and throw-able type V cushion to comply with law.

Ground Tackle

Anchor(s):

None Sighted. **NOTE:** No anchor sighted on vessel. Acquire appropriate size anchor and length of line for vessel for safety/emergency purposes.

Chain/Line/Length:

None Sighted.



Out of Water Inspection & Hull Bottom

Hull Bottom:

Fiberglass with black gelcoat. NOTE: Several minor scuffs/scratches were visible on hull bottom. Buff/Repair as needed for cosmetic purposes.



Bottom Paint:

No bottom paint.

Blistering:

No blistering sighted.

Thru-Hulls:

No thru-hull sighted on vessel.

Transducers:

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

Strainers/Scoops/Screens:

None sighted.

Propeller(s)/Screws

Number/Type of blades/Size:

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

Prop Condition:

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

Trim Tabs & Thrusters

Trim tabs:

None Sighted.

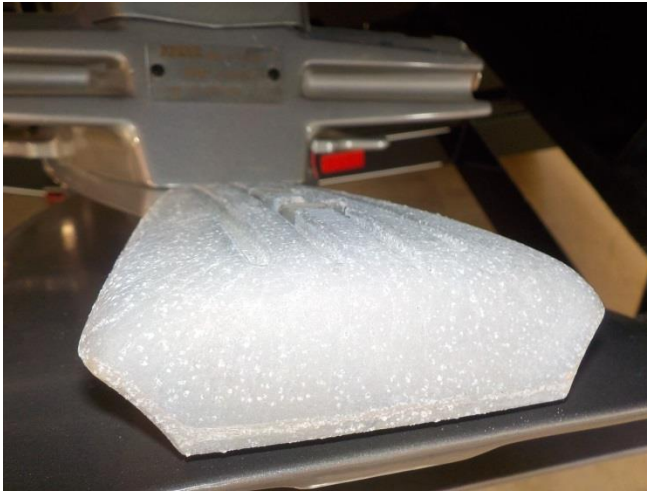
Thrusters:

None Sighted.

Anodes

Number/Location/Condition:

Two total anodes: (1) on outdrive lower unit, (1) on bottom of out-drive transom assembly. Both anodes are in good condition and serviceable.



Sea Trial

Date & Time:

September 9th, 2017

Summary of Events:

Drove vessel from dock to beyond marina and back to dock.

Vessel Operated By:

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.

Trim Tabs:

N/A

Steering:

Steering system operated normally and smoothly from start to stop.

Throttles:

The throttles operated smoothly and efficiently.

Instrument Readings:

Gauge

	2500	3500	4500
RPM	2500	3500	4500
VOLTS	14	14	14
Water Temp	160	160	162
Oil Pressure	23	60	64

Summary of Findings

Priority A Findings (findings in need of immediate attention)

1. NOTE: No lifejackets or throw-able type V cushion sighted on vessel. Equip vessel with an appropriate number of lifejackets (1 per person) and throw-able type V cushion to comply with law.

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

1. NOTE: No anchor sighted on vessel. Acquire appropriate size anchor and length of line for vessel for safety/emergency purposes.

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

1. NOTE: Damage sighted in the following areas: (1) Port-Aft-1"x1/4" tear in graphic vinyl. (2) Port-Midships-2"x2" rub mark. Repair/Clean as needed for cosmetic purposes.
2. NOTE: Vinyl on aft bulkhead of head compartment slightly dirty. Clean as needed for cosmetic purposes.
3. NOTE: Several minor scuffs/scratches were visible on hull bottom. Buff/Repair as needed for cosmetic purposes.

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	Above Average
Estimated Fair Market Value	\$54,825.00
Estimated Trailer Value	\$3,085.00
Total Estimate Value with Trailer	\$57,910.00
Estimated Replacement Cost	\$95,400.00

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: 9-10-2017

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

ACMS Surveyor# 0364

