



Report of Marine Survey

Vessel: 2001 Cruisers 3470 Express

Purpose: Pre-purchase and Evaluation



Customer:

Date of Survey: July, 20th 2017

Location: Eagle Mountain Marina

Prepared and Conducted by: John Seckman

ACMS Marine Surveyor# 0364

Survey Information

Name of party requesting survey:

How was vessel observed:

In the Water.

Sea-Trial:

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

Parties present at time of the survey:

Surveyor and Buyer

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 Cruisers 3470 Express



Vessel Name:

N/A

Hailing Port:

N/A

Hull ID number verification:

State Registration #:**State Validation sticker:**May 2016- Expired **NOTE: State Validation sticker expired. Renew.****Registration valid and sighted on vessel hull as per regulations:****NO. NOTE: No Registration numbers sighted on vessel hull. Registration numbers must be permanently affixed to vessel hull via decal(s) as per USCG regulations.****Vessel Type:**

Fiberglass Express Cruiser

Manufacturer:

Cruisers

Year of Vessel:

2001

Length of Vessel:

35'

Draft:

3'

Beam:

11'8"

Displacement:

13,300 pounds

Top Exterior Deck & Hull

Hull Construction Material:

Fiberglass with white gelcoat surface. Black/Gold stripes at waterline and above rub rail. **NOTE: Hull needs buffing. Also, Damage sighted in the following areas:** (1) Boot stripes and decals are damaged/nicked in several areas on both sides of boat. (2) Starboard-Midships-36" horizontal area of scratches. (3) Port-Aft corner – 3"x3" area of scratches. (4) Port-Midships - 4' longitudinal area of gelcoat stress cracks below rail stanchion. (5) Starboard – Midships – 2' longitudinal area of stress cracks below rail stanchion. Repair as needed for cosmetic purposes.

Swim Platform:

Yes. Fiberglass, molded in. NOTE: 1"x1" gelcoat gouge sighted on starboard side of swim platform. Repair as needed for cosmetic purposes.

Rub Rail:

Stainless steel on white plastic backing. NOTE: Rub rail is scuffed/dented, in several areas on both sides of vessel. Repair as needed for cosmetic purposes.

Transom:

Conventional transom with attached swim platform and storage hatch.

Main Deck – Hardware & Fittings

Main Deck Construction Material:

Molded Fiberglass over unknown core.

Deck Surface:

White with molded in non-skid surface.

Stanchions/Grab Rails:

1" Stainless steel. Well secured with no bends, damage or deformation sighted. Approximately 24" high.

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 – Port & Starboard Stern 2) Water Fill – Starboard Midships 3) Waste Pump-out – Port Midships

Anchor/Chain Locker:

Located on top deck bow with hatch lock. NOTE: Hatch lid does not close/latch correctly. Repair.

Windlass:

Maxwell. Helm controlled switch is functional and anchor properly raises and lowers. Foot controls on bow are operational. NOTE: Cover on forward foot control is broken. Repair.

Deck Hatches:

Three hatches with weather screens. Aft two are in good condition with no leaks or damage sighted. **NOTE: Forward hatch has broken hinge. Repair.**

Transom Shower:

Yes. Hot and cold. Operational. Located on port side of transom.

Sun Pads:

One, located on bow. **NOTE: Sunpad is after-market. Also, stitching is severely torn. Repair.**

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 good condition and white in color.

Seating:

“U” shaped vinyl covered seating behind helm station. White in color. Vinyl is in good condition. **NOTE: 10” Tear at seam on port forward cushion. Repair.**

Sole/Deck:

FRP with non-skid. Grey snap-in carpet throughout. **NOTE: Snap in carpet is torn/damaged in several areas on deck. Also, needs cleaning. Repair and clean as needed for cosmetic purposes.**

Top/Superstructure:

FRP reverse radar arch with tan bimini top. Well secured. Canvas in average condition.

Cockpit Accessories:

Sink/Wet bar located on port side of cockpit. Operational. U-Line ice maker. **NOTE: Ice maker is not operational. Repair.**

Cabin Door:

Sliding lexan door. Operational.

Engine Hatch:

Manual lift engine compartment cover. Operational and free of defects.

Windshield & Wipers:

Windshield is a five piece aluminum design with opening center. Good condition. Two wipers sighted on the windshield. Operational.

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

Lowrance 6500C Electronic Chart/GPS. Operational. Lowrance 3500 Depth Gauge/Fathometer. Operational.

Compass:

Yes. 6" Plastimo on cockpit dash. **NOTE: Compass is not operational and appeared broken. Repair.**

Spotlight:

Jabsco spotlight. Operational.

VHF Radio:

Raytheon Ray210. Operational.

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

Mercruiser brand. Dual control box(s) for throttle and shift controls. Controls work smoothly and are operational.

Blower Controls:

Blower controls 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**Television(s):**

One Piva 20" TV located inside cabin. Operational.

Stereo(s):

Sony (12v) CDX-H910U1 head-unit sighted at cockpit dash. Operational. Alpha (12v) head-unit sighted in salon on starboard bulkhead. Operational. **NOTE: Sony unit powered up but due to amplifiers not being hooked up to batteries could not test for sound.**

Amplifier(s):

Three amplifiers. Two MTX 450 Watt. One MTX 500 watt. All are located on starboard side of salon inside bulkhead storage space. **NOTE: Could not test for functionality due to amplifiers not being hooked up to batteries.**

Speaker(s)/Subwoofer(s):

Six speakers and one subwoofer. (2) Unknown brand on forward bulkhead in v-berth. Not able to test for functionality. (2) Unknown brand on starboard bulkhead inside salon. Operational. (2) MTX 5x8 component speakers located behind cockpit on aft deck. (1) MTX 12" subwoofer located on starboard side of aft deck. **NOTE: Unable to test for outside MTX speaker(s)/subwoofer functionality due to amplifiers not being hooked up to batteries.**

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

FRP sole with tan carpet. Wood finish throughout with cream colored formica counter-tops in galley. Some scratches noted but overall good condition. **NOTE: Carpet is dirty with multiple stains noted. Clean as needed for cosmetic purposes.**

Headliner:

White colored vinyl. Good condition. Clean and well fastened to overhead.

Fabric and Cushions:

Tan leather covered U shaped couch on starboard side, good condition. Tan cloth covered aft berth. **NOTE: Aft berth cushions have multiple stains. Clean as needed for cosmetic purposes.**

Lights & Fixtures:

(12v) Lighting throughout cabin. Operational.

Galley**Summary:**

Located on port-side of cabin. Cream colored formica counter tops with wood finish. Multiple storage compartments/cabinets for kitchen utensils and accessories.

Stove:

Princeton black two burner stove. Electric. Operational.

Refrigeration:

Cruisair 12-volt/120-volt powered. Wood grain in color. Operational.

Water System:

Pressurized hot and cold and found to be operational.

Sink(s):

Single stainless with formica marble trimmed deep well. **NOTE: Faucet leaks. Repair.**

Microwave:

GE, Black in color. Operational and secure.

Berths/Staterooms**Berths:**

Two berths. (1) Aft half-berth with full sized bed, removable cushion for dinette table. (2) Forward V-berth queen sized bed.

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

VacuFlush system. **NOTE: Toilet is not operational. Also, toilet seat is broken. Repair.**

Sink:

Formica. Tested hot and cold. Operational.

Shower(s):

Handheld fixture, stand up shower stall with curtain. Operational.

Miscellaneous:

NOTE: Head door handle is broken. Repair.

Shower & Sump Box/Pump:

One shower sump box located under salon sole. Not Operational. **NOTE: Sump box pump is not operational. Repair.**



Air Conditioning

Number, Type & Location:

One. Cruisair. Cold with reverse heat cycle. Located on starboard side of cabin between bulkhead and aft cabin. **NOTE: Unit is not operational. Surveyor could not see unit due to no access.**

Temperature Controls:

Digital temperature controls. Functional.

Drip Trays:

NOTE: Surveyor could not access.

Condensate Drain:

Drains via hose to sump box.

Thru-Hull & Strainer:

Strainer located at A/C raw water pump inlet seacock. Hoses double clamped with no damage sighted. **NOTE: Raw-water strainer is dirty. Clean.**

A/C Pump(s):

Cruisair 115vac. Operational.

D.C Electrical System

Voltage System:

12v

Batteries:

Three total batteries onboard vessel. (2) Marine Master 24D batteries (1) Optimax 34D, sighted in engine compartment, in trays. **NOTE: Batteries are not secured. Batteries need to be secured to sole. Repair.**

Battery Selector Switch:

Two Guest brand rotary switch(s). Functional.

Charging System:

Alternators on engines. Secured and operational with no rust sighted. Additionally, there is an Intellipower 30 amp battery charger located in the engine compartment. Operational. Charger is ignition protected and grounded per ABYC recommendations.

Distribution Panel:

Located in main salon with rocker style switches. Analog battery monitor located on panel. Operational.

Connectors:

Ring spade or crimp on connectors sighted for wiring connections. **NOTE: Missing boots on battery connections. Replace boots. Also, wing nuts sighted on starboard aft battery. Replace with hex nuts.**

A.C. Electrical System**Voltage System:**

30 Amp – 120 volt

Shore Power Cord(s):

Two 30 amp yellow cords. Inlets located inside transom locker. Lock rings are present on both inlets as per ABYC recommendations. Good condition.

Shore Power Breaker:

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

A.C. Power Selector Switch:

AC/Generator manual break/make lever switch located in main AC panel.

Distribution Panel:

Yes combined with DC power panel in main cabin.

A.C. Usage Meter:

Analog type, Amps. Operational.

Wire terminations:

A.C. wiring is properly terminated. No wire nuts or loose connections sighted.

Generator**Manufacturer/Model:**

Kohler. Model: 5ES

Serial number:

0649524

Kilowatt Rating:

800 KW

Hour Meter:

Hour meter sighted at unit and showed 689 hours.

Hoses and clamps:

Properly double clamped. Good condition. No cracks sighted.

Belts and Pulleys:

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

Cooling System(s):

Raw water cooled with raw water strainer installed. **NOTE: Strainer is dirty. 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.

Exhaust Piping:

Side hull exhaust. Double clamped as per ABYC recommendations. Flex hose with FRP is in good condition with no cracks sighted.

Generator Tested:

Yes. Generator started and ran but would not run on load. **NOTE: Generator would not run on load during duration of test. Have mechanic diagnose and repair.**



Propulsion System**Propulsion Type:**

Inboard V-Drive

NO#/Type/Cylinders:

Two gasoline V8 engines.

Make/Model/Serial:

Mercruiser 7.4 L MPI

Port Serial: 0L395188

Starboard Serial: 0L395182

Engine Hours:

Port – 497 Starboard – 487 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 hull bottom thru-hull(s). Also combined with closed cooling system. Raw water intakes are clear of debris. **NOTE: Raw water strainers for each engine are dirty. Clean.****Oil Level and Condition:**Clean and full on port engine. **NOTE: Oil level is low on starboard engine. Fill to recommended level on dipstick.****Flame Arrestor(s):**

USCG approved.

Engine Ventilation:

Three 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):**

Aft corners.

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.

Transmissions**Number/Make/Model:**

Two. Velvet Drive. Ratio – 2-50.1

Serial#:

Port: 2851 Starboard: 3588

Packing Gland(s):

Dripless packings. No leaks sighted. Boots in average condition.

Transmission Fluid:

Clean and full on both dipsticks.

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

Two tanks. Located on port and starboard side, aft, inside engine room.

Tank Type and Capacity:

Aluminum. Due to limited access surveyor could not see fuel tank label to determine capacity.

Fuel Supply Line(s):

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

Shut off Valve(s):

None sighted.

Vent Line/Location:

Due to limited access surveyor could not see vent lines.

Fill line(s) Located:

Port and Starboard side. Aft. Clearly marked for gasoline as per ABYC

Fill line(s) Hose Type:

Type B1 hose. No cracks, soft spots or splitting sighted. Serviceable.

Tank Ground:

Due to limited access surveyor could not see ground connection.

Miscellaneous :

NOTE: Due to limited access to tank very little could be seen by surveyor.

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

One tank. Located aft-midships under cabin sole.

Tank Type and Capacity:

Plastic. 37 Gallons.

Tank(s) Secured:

Yes.

Tank(s) Condition:

Good condition. No defects sighted.

Water Pump(s):

12 volt, Shurflo. Operational.

Supply Lines:

Red/Blue plastic piping for all water connections. NOTE: Leak sighted under forward cabin sole. Shower drain hose leaking at fitting. Slight drip. Repair.

Filling Line(s) Located:

Starboard side, Midships. Clearly marked as per ABYC recommendations.

Vent(s) Location(s):

Side hull.

Accumulator Tank:

Yes. Jabsco brand. Operational. Located Port- Midships behind aft cabin port bulkhead.

Tank Level Monitor System:

Yes. Located in main panel inside cabin. Operational.

Black Water/Holding Tank(s)**Number and Location of tank(s):**

One tank. Located Forward, Midships.

Tank Type and Capacity:

Steel. Twenty Five Gallons.

Tank(s) Secured:

Yes, tank is secured as per ABYC recommendations.

Tank(s) Condition:

Visually good (where accessible). Due to limited access very little could be seen by surveyor.

Monitor System:

Yes. Appears functional. Located in main panel, in salon.

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, midships. Clearly marked as per ABYC recommendations.

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

One tank. Starboard, aft section of the engine compartment.

Tank Type, Manufacture and Capacity:

Seaward marine hot water heater. Six Gallons.

Tested:

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

Ignition Protected:

Yes.

Supply Lines:

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

Tank(s) Secured:

Yes the tank is secured with bolts to the engine room sole.

Steering System**Manufacturer:**

Seastar

Type:

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 with rudder steering arms connected by a steel lateral bar.

Rudder Stock:

Stainless Steel. Visually sound.

Packing Gland(s):

No leaks sighted. Visually sound.

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>
1	Bronze Seacock	Engine Room	Stbd Engine	Serviceable
2	Bronze Seacock	Engine Room	Port Engine	Serviceable
3	Bronze Seacock	Forward Bilge	Air Conditioner	Serviceable
4	Bronze Seacock	Engine Room	Generator	Serviceable

Condition:

Seacock valves for both engines, 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. No cracks sighted on hoses..

Above Waterline Thru-Hull Fittings

Hull Sides:

Plastic and FRP thru-hulls. Used for: Engine exhaust, 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.



Critical Safety Components

Bilge Blower(s):

Yes, thr 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 aft, Midships sole.

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 hoses found to be secured with clamp and serviceable.

Fire Extinguishers:

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

Fixed Halon/Clean Agent:

Fireboy Clean Agent system sighted in the engine compartment. Gauge on bottle shows full. Secured with an LED helm light, operational. **NOTE: Fixed fire extinguisher in engine space has outdated certification tag. ABYC A-4 and NFPA 302 recommends that fixed fire protection systems be inspected and reweighed at one year intervals and tagged accordingly. Comply. NOTE: Halon or other “clean agent” type fire extinguishers must be weighed to determine true contents. Monitor lights and gauges only show there is pressure available and do not reflect the quantity available. Annual inspection and a tag to show date is required.**



Carbon Monoxide Detectors:

<i>Number</i>	<i>Type/Model</i>	<i>Location</i>	<i>Operational</i>	<i>Tested</i>
1	Safe T Alert	Fwd Cabin	No	Yes
2	Safe T Alert	Aft Cabin	Yes	Yes

Fire Detectors:

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

Notes:

NOTE: FWD CO2 Detector not operational. Replace.

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				
USCG Type II PFD	13	Aft Cabin	Serviceable	Yes
USCG Type III PFD	6	Aft Cabin	Serviceable	Yes
USCG Type V PFD (throw)				

Horn/sound signaling apparatus:

Yes. Controlled via cockpit switch. Operational.

Ground Tackle**Anchor(s):**

(1) Claw style anchor. 25lb.

Chain/Line/Length:

Approximately 6' of chain and 75' of line sighted.

Out of Water Inspection & Hull Bottom**Hull Bottom:**

Out of water Inspection not performed at customer's discretion.

Bottom Paint:

Out of water Inspection not performed at customer's discretion.

Blistering:

Out of water Inspection not performed at customer's discretion.

Thru-Hulls:

Out of water Inspection not performed at customer's discretion.

Transducers:

Out of water Inspection not performed at customer's discretion.

Strainers/Scoops/Screens:

Out of water Inspection not performed at customer's discretion.

Propeller(s)/Screws**Number/Type of blades/Size:**

Out of water Inspection not performed at customer's discretion.

Prop Condition:

Out of water Inspection not performed at customer's discretion.

Trim Tabs & Thrusters**Trim tabs:**

Bennett single ram hydraulic trim tabs. Operational.

Thrusters:

None sighted.

Anodes**Number/Location/Condition:**

Out of water Inspection not performed at customer's discretion.

Sea Trial**Date & Time:**

July 20th, 2017

Summary of Events:

Drove vessel from dock to outside marina and back.

Vessel Operated By:

Surveyor and Buyer

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 smoothly and efficiently.

Instrument Readings:

<i>Gauge</i>	<i>Idle (800rpms)</i>	<i>Slow (2500rpms)</i>	<i>Cruise (3500rpms)</i>
VOLTS	Port-13 Stbd-12	Port-13 Stbd-13	Port-13 Stbd-12
Water Temp	Port-165 Stbd-160	Port-170 Stbd-170	Port-175 Stbd-170
Oil Pressure	Port-40 Stbd-25	Port-40 Stbd-35	Port-40 Stbd-35

Summary of Findings

Priority A Findings (findings in need of immediate attention)

1. NOTE: State Validation sticker expired. Renew.
2. NOTE: No Registration numbers sighted on vessel hull. Registration numbers must be permanently affixed to vessel hull via decal(s) as per USCG regulations.
3. NOTE: Oil level is low on starboard engine. Fill to recommended level on dipstick.
4. NOTE: FWD C02 Detector not operational. Replace.
5. NOTE: Generator would not run on load during duration of test. Have mechanic diagnose and repair.

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

1. NOTE: Toilet is not operational. Also, toilet seat is broken. Repair.
2. NOTE: Sump box pump is not operational. Repair.
3. NOTE: A/C Unit is not operational. Surveyor could not see unit due to no access. Repair.
4. NOTE: A/C Raw-water strainer is dirty. Clean.
5. NOTE: Raw water strainers for each engine are dirty. Clean.
6. NOTE: Leak sighted under forward cabin sole. Shower drain hose leaking at fitting. Slight drip. Repair.
7. NOTE: Ice maker is not operational. Repair.
8. NOTE: Batteries are not secured. Batteries need to be secured to sole. Repair.
9. NOTE: Fixed fire extinguisher in engine space has outdated certification tag. ABYC A-4 and NFPA 302 recommends that fixed fire protection systems be inspected and reweighed at one year intervals and tagged accordingly. Comply. NOTE: Halon or other “clean agent” type fire extinguishers must be weighed to determine true contents. Monitor lights and gauges only show there is pressure available and do not reflect the quantity available. Annual inspection and a tag to show date is required.

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

1. NOTE: Hull needs buffing. Also, Damage sighted in the following areas: (1) Boot stripes and decals are damaged/nicked in several areas on both sides of boat. (2) Starboard-Midships-36” horizontal area of scratches. (3) Port-Aft corner – 3”x3” area of scratches. (4) Port-Midships - 4’ longitudinal area of gelcoat stress cracks below rail stanchion. (5) Starboard – Midships – 2’ longitudinal area of stress cracks below rail stanchion. Repair as needed for cosmetic purposes.
2. NOTE: 1”x1” gelcoat gouge sighted on starboard side of swim platform. Repair as needed for cosmetic purposes.
3. NOTE: Rub rail is scuffed/dented, in several areas on both sides of vessel. Repair as needed for cosmetic purposes.
4. NOTE: Hatch lid does not close/latch correctly. Repair.
5. NOTE: Cover on forward foot control is broken. Repair.
6. NOTE: Forward hatch has broken hinge. Repair.
7. NOTE: Sunpad is after-market. Also, stitching is severely torn. Repair.
8. NOTE: 10” Tear at seam on port forward cushion. Repair.
9. NOTE: Snap in carpet is torn/damaged in several areas on deck. Also, needs cleaning. Repair and clean as needed for cosmetic purposes.

- 10. NOTE:** Compass is not operational and appeared broken. Repair.
- 11. NOTE:** Sony unit powered up but due to amplifiers not being hooked up to batteries could not test for sound.
- 12. NOTE:** Could not test for functionality due to amplifiers not being hooked up to batteries.
- 13. NOTE:** Carpet is dirty with multiple stains noted. Clean as needed for cosmetic purposes.
- 14. NOTE:** Aft berth cushions have multiple stains. Clean as needed for cosmetic purposes.
- 15. NOTE:** Galley Faucet leaks. Repair.
- 16. NOTE:** Head door handle is broken. Repair.
- 17. NOTE:** Missing boots on battery connections. Replace boots. Also, wing nuts sighted on starboard aft battery. Replace with hex nuts.
- 18. NOTE:** Generator Strainer is dirty. Clean.

Vessel Value

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.

Estimated Fair Market Value	\$53,150.00
Estimated Replacement Cost	\$297,500.00

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: _____

DATE: 7-20-2017

US Coast Guard Licensed Captain 1600 Master - License# 2677286

ACMS Surveyor# 0364

