



# **Report of Marine Survey**

**Vessel: 2008 Chris Craft Catalina 23**

**Purpose: Pre-purchase and Evaluation**



**Customer: Doe, John**

**Date of Survey: January, 25th 2018**

**Location: RLB Auto-Group Fort Worth TX**

**Prepared and Conducted by: Capt. John Seckman**

**ACMS Surveyor# 0364**

## Survey Information

<b>Name of party requesting survey:</b>	Doe, John
<b>How was vessel observed:</b>	Out of the water on trailer, and in the water.
<b>Sea-Trial:</b>	Yes, a sea-trial was performed. See the sea-trial section for details.
<b>Parties present at time of the survey:</b>	Surveyor, Broker
<b>Weather at time of survey:</b>	Clear and Sunny.
<b>Vessels intended use:</b>	Inland cruising on recreational freshwater lakes and coastal waters.

## 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.

<b>RED</b>	Red recommendations are <u>priority A</u> . These need to be addressed immediately as they pertain to the safety and regulatory requirements and safe navigation of the vessel.
<b>ORANGE</b>	Orange recommendations are <u>priority B</u> . These relate to maintenance and standard findings that need to be addressed.

**GREEN**

Green recommendations are priority C. 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:**

2008 Chris Craft Catalina 23



**Vessel Name:**

N/A

**Hailing Port:**

N/A

**Hull ID number verification:**

\*Omitted for customer protection\*



**State Registration #:** \*Omitted for customer protection\*

**State Validation sticker:** July 18

**Registration valid and sighted on vessel hull as per regulations:** Yes

**Vessel Type:** Center Console Modified Vee Hull

**Manufacturer:** Chris Craft

**Year of Vessel:** 2008

**Length of Vessel:** 23'6"

**Draft:** 1'4"

**Beam:** 8'4"

**Displacement:** 4,484 pounds

### Top Exterior Deck & Hull

**Hull Construction Material:**

Fiberglass with blue colored gelcoat surface, white stripe along hull side(s). **NOTE:** (1) Port-Bow-12"x12" area of gelcoat scrape marks. (2) Starboard-Aft-3"x3" area of gelcoat scrape marks. (3) Water line marks on both sides of vessel along hull sides. Repair/clean all as needed for cosmetic purposes.

**Swim Platform:**

None sighted. Attachable swim ladder sighted in forward deck storage locker, attaches to transom via stainless steel brackets.

**Rub Rail:**

Stainless Steel on white rubber backing. Well secured. No damages sighted.

**Transom:**

Conventional transom with attached outboard motor. No damages sighted. Motor bracket is well secured as sighted from exterior. **NOTE:** Slight cosmetic gelcoat repair marks, gouges and stress cracks were sighted on transom around aft seat brackets. Repair as needed for cosmetic purposes.





**Main Deck – Hardware & Fittings**

**Main Deck Construction Material:**

Molded Fiberglass over unknown core. Foam filled hull.

**Deck Surface:**

FRP with white gelcoat and non-skid throughout. Teak overlay at helm deck and along bulwark sides.



**Stanchions/Grab Rails:**

None Sighted.

**Cleats:**

Pop-up, 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.

**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 Transom

**Anchor/Chain Locker:**

Yes. Sighted on bow with hatch lid. **NOTE: Anchor deck lid latch is not operational and teak lid is damaged at the hinges. Repair.**



**Windlass:**

Yes. Maxwell brand. Operational via helm controlled switch.

**Deck Hatches/Storage lockers:**

Four total deck hatches. (2) Fish boxes with Shurflo macerator and control valve under aft deck hatch, one on each side of vessel (1) Forward deck storage locker. (1) Aft deck hatch for machinery access. No damages sighted. All are smooth gelcoat finished.

**Livewell(s):**

Yes. One, with Shurflo water aerator/recirculation pump. Light in tank is operational. Located behind console. Seacock valve located under aft deck hatch.



**Cockpit & Helm**

**Helm/Steering Station:**

Helm equipped with leaning post/bench seat. Vinyl is in good condition and is white in color with brown piping. No damages sighted.

**Seating:**

Forward of helm there is bench style vinyl covered seating with additional vinyl cushions that attach to forward storage hatch decking. All Vinyl is white and in good condition except where noted. **NOTE: (1) Port-Aft-Stains sighted on top of vinyl covered padded bulwark bolster in 12"x2" area. (2) Starboard-Aft-Stains sighted in multiple areas on bulwark bolster padding. (3) Bow Cushions – Stains sighted in several spots. (4) Bow-Bulwark bolster has 2"x2" stain. Repair/Clean all as needed for cosmetic purposes.**



**Sole/Deck:**

FRP with white gelcoat nonskid throughout. Teak overlay at helm. **NOTE: (1) Teak overlay is sunfaded throughout vessel. Re-oil or varnish to prevent damage. (2) Cockpit-Impact mark/gelcoat crack on side of console at aft side of helm where feet rest. (3) Starboard-Bow-2"x2" stress cracks sighted on deck near bow storage locker.**

**Top/Super Structure:**

Yes. "T-Top" with blue canvas and white powdercoated aluminum installed with through bolts to decking, with overhead storage and VHF radio. Well secured to deck. Canvas in good condition.

**Storage:**

Two fishing rod inserts located on port and starboard side of bulwarks. Three storage lockers with drains under forward seating. Clean and dry.

**Cabin Door(s):**

Center console hinged at forward section for access to porta-pottie, batteries and console wiring. **NOTE: Overhead is not attached/falling down in porta-pottie compartment. Repair. Also, vinyl bulwark covering is becoming detached at overhead seam on both sides of porta-pottie compartment. Repair.**

**Engine/Bilge Hatch:**

Manual lift bilge compartment cover(s) located on aft deck. Operational.

**Windshield:**

Glass windshield. No damages sighted. Good condition.

**Lighting:**

Cockpit lights and T-Top "spreader" lights are operational.

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

Garmin GPSMap 4210 with electronic chart, sonar and gps. Operational. **NOTE: Sonar does not operate correctly. Repair.**

**Compass:**

Yes. Plastismo 4". Operational.

**Navigation Lights:** Red/Green/Anchor, all operational.

**Other Lights:** Spreader lights on T-top are operational.

**Spotlight:** None sighted.

**VHF Radio:** Yes. Standard Horizon Eclipse DSC. Operational.

**Engine Instruments & Controls**

**Throttle/Shift Controls:** Single control box for shift/throttle control. Controls are smooth, efficient and operational.

**Motor Trim:** Outboard trim button on throttle control works as intended, properly raising and lowering the motor. Trim button on starboard side of motor properly operates.

**Engine Status/Multifunction:** Two Yamaha Command Link LED gauges. Properly display RPM, fuel flow, voltage, oil pressure and other engine information.

**Engine Tachometers:** Engine tachometer is OEM and operational via the Yamaha Command Link gauge(s).





### Entertainment Electronics

**Stereo(s):**

Kenwood CD player with aux input located on cockpit dash. Operational.

**Speaker(s):**

Four total speakers sighted on boat. (4) MB Quart 6" sighted in cockpit/aft seating area. All are operational.

**Television(s):**

None sighted.

### D.C Electrical System

**Voltage System:**

12v

**Batteries:**

Two total batteries onboard vessel. (2) Interstate 27 size batteries sighted in center console head area. Secured in trays as per ABYC recommendations.

**Battery Selector Switch:**

Yes. One Perko battery selector switch sighted at helm under lower storage hatch. Operational.

**Charging System:**

Alternator on engine. Operational.

**Connectors:**

Ring spade or crimp on connectors sighted for wiring connections. Boots sighted on all connections as per ABYC recommendations.



## Propulsion System

**Propulsion Type:** Outboard

**NO#/Type/Cylinders:** One gasoline v6 engine

**Make/Model/Serial:**  
Yamaha F250 TXR  
Serial#: X-1017977



**Engine Hours:** Unable to determine. No hour meter on vessel.

**Hoses and Clamps:** Good condition, no cracks sighted. Hoses are double clamp where required.

**Cooling System(s):** Raw water intake through lower unit(s), circulated through engine and combined with engine exhaust and routed through prop. Raw water intake is clear of debris.

**Engine Ventilation:** Natural ventilation built into engine cowl.

**Fuel Filter(s):** Fuel/Water separator mounted in-line with fuel hose, in aft bilge on bulkhead. No leaks or damages sighted.

**Cowling:** Plastic engine cowling with built in ventilation ports. No damages sighted.

**Mounting Bracket and beds:** Engine mounts appear to be well secured to the transom. Percussion tested where accessible, no delamination sighted.

**Midsection/Exhaust Housing:** Sound, operational. Minimal galvanic corrosion spotted.

**Lower Unit/Gearbox:** Sound, operational. Minimal galvanic corrosion spotted. **NOTE: 8" long gouge sighted on starboard side of gearbox. Repair for cosmetic purposes.**

**Tilt/Trim Assembly:**

Sound, operational. **NOTE: Starboard side trim cylinder is leaking hydraulic fluid. Repair.**

**Skeg(s):**

Slight scraping noted. Operational.

**Prop(s):**

See Out of Water/Underwater Hull section for details.

**Fuel Tankage**

**NO# Fuel Tanks/Location:**

One tank. Located Midships centerline.

**Tank Type and Capacity:**

Plastic. Approximately 100 gallons.

**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 A1 hose. Vents to hull side.

**Fill line(s) Located:**

Starboard side aft.

**Fuel Fill Grounded:**

Yes, fuel fill is grounded as per ABYC recommendations.

**Fill pipe & Condition:**

USCG Type B1 flex hose. No cracks, kinks or soft spots sighted. Double clamped as per ABYC recommendations.



**Fresh Water Tankage**

**Number and Location of tank(s):** One tank. Located Aft centerline.

**Tank Type and Capacity:** Plastic. Approximately 35 gallons.

**Tank(s) Secured:** Yes, tank is secured with straps to engine room sole as per ABYC recommendations.

**Tank(s) Condition:** Visually good. No leaks or damages sighted.

**Water Pump(s):** 12 volt, Par-Max. Operational.

**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.

**Steering System**

**Manufacturer:** Seastar

**Type:** 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.



<b>Bilge(s):</b>	Clean. Minimal amount of water sighted in aft bilge.
<b>Stringer(s):</b>	Hull stiffness provided by FRP covered 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.
<b>Bulkheads:</b>	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.
<b>Inside of Transom:</b>	Reinforced. Secure with no cracks or separation sighted.

**Below Waterline Thru-Hull Fittings**

<b>Number/Type/Location:</b>				
<i>Number</i>	<i>Type</i>	<i>Location</i>	<i>Used For</i>	<i>Condition</i>
<b>1</b>	Brass	Hull Bottom	Livewell Inlet	Serviceable
<b>Condition:</b>	All through hull fittings were properly sealed as viewed from exterior and free of defects.			
<b>Hoses:</b>	Marine rubber covered reinforced hose. Double clamped and secure as per ABYC recommendations.			

**Above Waterline Thru-Hull Fittings**

<b>Hull Sides:</b>	Stainless thru-hull(s). Used for: Bilge drain, deck drains, livewell discharge. Secured and operational and as far as could be observed free of damage.
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### Critical Safety Components

**Bilge Blower(s):**

Not applicable.

**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>
<b>1</b>	<b>Rule 2000</b>	<b>Aft Bilge</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>

**Bilge Pump Comments:**

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

**Fire Extinguishers:**

NOTE: No fire extinguisher(s) sighted on vessel. Install two dry chemical fire extinguishers in readily accessible locations.

**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>
<b>0</b>				

**Fire Detectors:**

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

**Notes:**



**Safety Related Equipment & Accessories**

**Life Jacket's (PFD):**

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

**Horn/sound signaling apparatus:**

Yes. Electric horn. Operational.

**Notes:**

NOTE: No lifejackets or Type V throw cushion sighted on vessel. Acquire one USCG approved lifejacket for every person on vessel. Also, acquire Type V throwable cushion or lifering to comply with USCG regulations.

**Ground Tackle**

**Anchor(s):**

Yes. Stainless steel claw style anchor. 15lb.

**Chain/Line/Length:**

Approximately 8' of chain and 100' of line sighted.

**Out of Water Inspection & Hull Bottom**

**Hull Bottom:**

Fiberglass with white gelcoat/

**Bottom Paint:**

Yes. White bottom paint sighted. NOTE: Bottom paint is thin and flaking in several areas. Sand and replace with fresh bottom paint or gelcoat.

**Blistering:**

No blistering sighted.

**Thru-Hulls:**

One thru hull sighted. All are bedded properly as sighted from exterior. Percussion tested. Serviceable.

**Transducers:**

NOTE: Transducer caulking has deteriorated. Re-bed transducer with marine grade 3m 5200 adhesive sealant.

**Strainers/Scoops/Screens:**

One scoop for livewell raw water pickup.

**Propeller(s)/Screws**

**Number/Type of blades/Size:**

One prop total. Prop has three blades, and is stainless steel. Yamaha.

**Prop Condition:**

The prop is in good condition with no nicks, cracks or deformations sighted.

**Trim Tabs & Thrusters**

**Trim tabs:**

Yes. Lenco electric trim tabs sighted on vessel transom. Operational.

**Thrusters:**

None sighted.

**Anodes**

**Number/Location/Condition:**

Two anodes sighted. One on each Lenco trim tab. **NOTE: Anode is missing from outboard motor lower unit trim tab. Replace.**





**Sea Trial**

**Date & Time:** January 25<sup>th</sup>, 2018 at 1300 Lake Worth TX

**Summary of Events:** Drove vessel from launching ramp to beyond marina and back.

**Vessel Operated By:** Surveyor

**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:** Lenco trim tabs operated properly via helm controlled switch. Efficient and responsive.

**Steering:** Steering system operated normally and smoothly from start to stop.

**Throttles:** The throttle operated smoothly and efficiently.

## Summary of Findings

### **Priority A Findings (findings in need of immediate attention)**

1. NOTE: No fire extinguisher(s) sighted on vessel. Install two dry chemical fire extinguishers in readily accessible locations.
2. NOTE: No lifejackets or Type V throw cushion sighted on vessel. Acquire one USCG approved lifejacket for every person on vessel. Also, acquire Type V throwable cushion or lifering to comply with USCG regulations.

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

1. NOTE: Anchor deck lid latch is not operational and teak lid is damaged at the hinges. Repair.
2. NOTE: Overhead is not attached/falling down in porta-pottie compartment. Repair. Also, vinyl bulwark covering is becoming detached at overhead seam on both sides of porta-pottie compartment. Repair.
3. NOTE: Sonar does not operate correctly. Repair.
4. NOTE: Starboard side trim cylinder is leaking hydraulic fluid. Repair.
5. NOTE: Transducer caulking has deteriorated. Re-bed transducer with marine grade 3m 5200 adhesive sealant.
6. NOTE: Anode is missing from outboard motor lower unit trim tab. Replace.

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

1. NOTE: (1) Port-Bow-12"x12" area of gelcoat scrape marks. (2) Starboard-Aft-3"x3" area of gelcoat scrape marks. (3) Water line marks on both sides of vessel along hull sides. Repair/clean all as needed for cosmetic purposes.
2. NOTE: Slight cosmetic gelcoat repair marks, gouges and stress cracks were sighted on transom around aft seat brackets. Repair as needed for cosmetic purposes.
3. NOTE: (1) Teak overlay is sunfaded throughout vessel. Re-oil or varnish to prevent damage. (2) Cockpit-Impact mark/gelcoat crack on side of console at aft side of helm where feet rest. (3) Starboard-Bow-2"x2" stress cracks sighted on deck near bow storage locker.
4. NOTE: (1) Port-Aft-Stains sighted on top of vinyl covered padded bulwark bolster in 12"x2" area. (2) Starboard-Aft-Stains sighted in multiple areas on bulwark bolster padding. (3) Bow Cushions – Stains sighted in several spots. (4) Bow-Bulwark bolster has 2"x2" stain. Repair/Clean all as needed for cosmetic purposes.
5. NOTE: 8" long gouge sighted on starboard side of gearbox. Repair for cosmetic purposes.
6. NOTE: Bottom paint is thin and flaking in several areas. Sand and replace with fresh bottom paint or gelcoat.

## 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:

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

*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.*

<b>Vessel Condition</b>	<b>Average</b>
<b>Estimated Fair Market Value</b>	<b>\$39,025.00</b>
<b>Estimated Replacement Cost</b>	<b>\$90,500.00</b>

**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: 01-25-2018

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

ACMS Surveyor# 0364

