



Report of Marine Survey

Vessel: 1997 Silverton Aft Cabin 39'

Purpose: Condition and Valuation



Customer: Doe, John

Date of Survey: January, 6th 2018

Location: Captains Cove Marina, Lake Ray Hubbard

Prepared and Conducted by: John Seckman

ACMS Marine Surveyor# 0364

Survey Information

Name of party requesting survey:	Doe, John
How was vessel observed:	In the Water
Sea-Trial:	Yes, a sea-trial was performed. See “Sea Trial” section.
Parties present at time of the survey:	Surveyor, Buyer and Broker
Weather at time of survey:	Overcast
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 <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.
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: 1997 Silverton Aft Cabin 39'



Vessel Name: N/A

Hailing Port: N/A

Hull ID number verification: *Omitted for customer protection*



State Registration #:	NOTE: Registration number not displayed on vessel hull as required. Place registration numbers on hull side as required by law.
USCG Document #:	*Omitted for customer protection*
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 finding.
Vessel Type:	Fiberglass Aft Cabin with Flybridge
Manufacturer:	Silverton
Year of Vessel:	1997
Length of Vessel:	43'9"
Draft:	3'3"
Beam:	14'1"
Displacement:	23,577 pounds

Top Exterior Deck & Hull

Hull Construction Material:	Fiberglass with white gelcoat surface. NOTE: Hull needs buffing. Buff and wax for cosmetic purposes and to preserve gelcoat finish.
Swim Platform:	Yes. Fiberglass, attached. Boarding ladder on port side, no damages sighted, well secured.
Rub Rail:	Stainless steel on white plastic backing.
Transom:	Conventional aft cabin transom with attached swim platform. Storage hatch and shore power inlet on port side. No damages sighted. Securely mounted.



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 securing front exterior deck. 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 Midships 2) Water Fill – Starboard Midships 3) Waste Pump-out – Port Midships

Anchor/Chain Locker:

Molded anchor platform with chain/line locker below. Located on top deck bow. Access from forward V-berth in cabin. **NOTE: Line locker was slightly moist with mildew. Dry and keep ventilated to prevent damage. Also, anchor has caused gouging/damage to front underside of anchor pulpit. Reseal all exterior deck fittings located on the bow with marine grade caulking to prevent water intrusion and further damage.**

Windlass:

Yes, located on top deck bow. Brand: Lawrence. Helm controlled switch(s) at steering station and foot controls on bow are functional and anchor properly raises and lowers.

Deck Hatches:

No deck hatches.

Transom Shower:

Yes, located starboard side of transom. Operational.

Sun Pads:

Two, located on bow. Maroon canvas. Good condition.

Cabin Windows:

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

Cockpit – Flybridge - Helm

Flybridge Helm/Steering Station:

Helm equipped with bench seating and molded instrument/control dash, cup holders and molded seating forward of helm.

Seating:

Bench, vinyl covered seating at helm station and forward of console. White in color. Vinyl is in good condition.

Sole/Deck:

FRP with non-skid. Tan snap in carpet through-out cockpit and aft deck.

Top/Superstructure:

Bimini top with maroon canvas and full Isenglass enclosure. No damages sighted. Good condition.

Salon Steering Station:

Not applicable.

Cabin Door:

Sliding lexan door. Operational. No damages sighted.

Engine Hatch:

Manual lift engine compartment cover located in Salon. Operational and free of defects.

Windshield & Wipers:

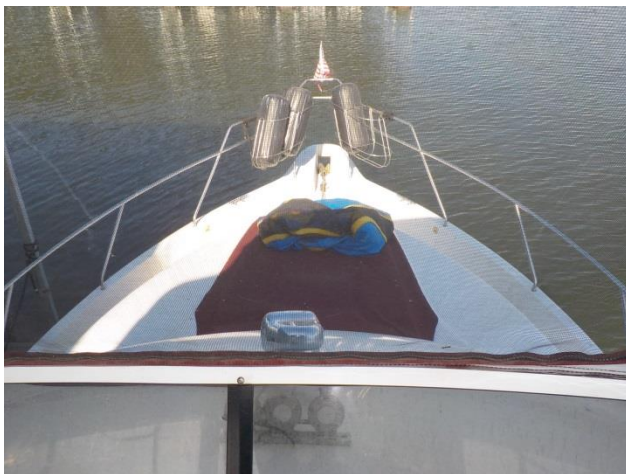
Three piece aluminum framed windshield on flybridge. No damages sighted. No wipers sighted.

Cockpit Accessories:

Uline 12v Ice-maker located on aft deck seating area. Operational.

Sink/Wet Bar:

Single molded well style sink with stainless faucet. Operational. Located on aft deck seating area.





Navigation & Helm Electronics

Electronic Chart/ECDIS/GPS/Radar/Depthsounder: Lowrance HDS7 Electronic chart, depth sounder. Operational.

Compass: Yes on flybridge dash. Ritchie 4". Operational with lighted hood.

Spotlight: Jabsco spotlight controlled via helm switch. Operational.

Navigation Lights: Red/Green/Anchor and stern light, all operational.

VHF Radio: West Marine VHF580 VHF radio at flybridge helm. Operational.

Engine Instruments & Controls

Throttle/Shift Controls: Dual control box(s) for throttle and shift controls. 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 OEM and operational.

Engine Tachometers: Engine tachometers are OEM and operational.



Entertainment Electronics

Stereo(s):	Kenwood 12v head unit with Bluetooth capability located at cockpit flush mounted in dash. Powers up and is operational.
CD Changer:	None sighted.
Amplifier(s):	None sighted.
Speaker(s)/Subwoofer(s):	Six total speakers sighted on vessel. (2) Unknown brand 6x4" on aft deck. Operational. (4) JL 6" speakers on flybridge. Operational.
Television(s):	One television. Vizio 26" flatscreen located in salon. Operational.

Cabin & Interior

Summary of Interior Cabin Appointments:	FRP sole with tan carpet. Wood finish throughout. Some stains noted but overall good condition. Cloth covered tan couch on starboard side.
Headliner:	White colored vinyl. Good condition. Clean and well fastened to overhead.
Fabric and Cushions:	Cloth covered. Clean. No damages sighted.
Lights & Fixtures:	(12v) Lighting throughout cabin. Operational.

Galley

Summary:	Located on starboard-side of cabin. White frp counter tops with wood finish. Multiple storage compartments/cabinets for kitchen utensils and accessories. Dinette table on opposite side with vinyl covered bench "C" shaped seating. No damages sighted.
Stove:	Princeton three burner stove. Electric. Operational. Black in color.
Refrigeration:	Sanyo 120-volt powered. White in color. Operational.

Water System:

Pressurized cold and found to be operational.

Sink(s):

Single stainless deep well. No damages or leaks sighted. Plumbing is properly clamped.

Microwave:

Goldstar, Black in color. Operational and secure.

**Berths/Staterooms****Berths:**

Two berths. (1) Aft berth with Queen sized bed. (2) Forward V-berth V cushion shaped bed.

Head(s)**Summary:**

Two heads on vessel. (1) Located in aft berth. Full size bathroom with toilet and enclosed shower (2) Located forward of galley. Half bath with enclosed shower and toilet.

Toilet(s):

Electric toilet system in both heads. Both are operational. Hoses are properly clamped and in good condition.

Sink:

Yes. Sinks in both heads were tested and found to be operational. No leaks sighted, good condition.

Shower(s):

Standup enclosed showers in both heads. Both are operational. No damages sighted.

Shower & Sump Box/Pump:

Two shower sump box(s). (1) Forward by forward head under sole. (2) Aft by the aft head under sole. No leakages or damages sighted. Both are secure and operational as viewed from outside.

Air Conditioning

Number, Type & Location:	Three. Cruisair Air brand. Cold with reverse heat cycle. (1) Forward in forward berth. (2) Midships in Salon (3) Aft in aft berth. All are operational.
Temperature Controls:	(3) Digital temperature and unit controls. One for forward a/c, one for midships a/c, one for aft a/c. All are operational.
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 double clamped with no damage sighted.
A/C Pump(s):	March brand. Located in engine compartment. Operational.

D.C Electrical System

Voltage System:	12v
Batteries:	Three total batteries onboard vessel. (3) Deka-Marina Master 24D batteries, sighted in engine compartment, in trays. Securely mounted.
Battery Selector Switch:	Three Perko brand rotary switches. (2) Under salon sole hatch. (1) Generator space next to generator battery. All are securely mounted and are operational.
Charging System:	Alternators on engines. Secured and operational with no rust sighted. Additionally, there is a C-Charger 8 amp battery charger located in the engine compartment. Operational. Charger is ignition protected and grounded per ABYC recommendations.
Distribution Panel:	Located in main salon combined with a/c panel with flip 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, automotive grade splices sighted in multiple areas on vessel. Replace automotive splices with marine grade splices.

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

50 Amp – 110/220 volt

Shore Power Cord(s):

One 50 amp yellow cord. Good condition. **NOTE: Lock ring is missing from shore power cord connection inlet. Install shore power locking ring to comply with ABYC recommendations.**

Shore Power Breaker:

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

A.C. Power Selector Switch:

Located in main panel. Operational.

Distribution Panel:

Yes combined with DC power panel in main cabin.

A.C. Usage Meter:

Analog type, Amps and Volts. Operational.

Wire terminations:

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

Generator**Manufacturer/Model:**

Westerbeke. Model: 10.0

Serial number:

B103897

Kilowatt Rating:

10

Hour Meter:

313 as per hour meter on generator.

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. Combined with closed coolant system. Coolant reservoir full. **NOTE: Cap for coolant reservoir is missing. Install coolant reservoir cap on expansion tank.**

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, and was tested with load for thirty minutes. Operational.



Propulsion System

Propulsion Type: Inboard Straight Drive

NO#/Type/Cylinders: Two gasoline V8 engines.

Make/Model/Serial: Crusader 454 350HP
 Port Serial: Unable to determine Starboard Serial: 101293

Engine Hours: Port – 1045 Starboard – 1045 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

Cooling System(s):

Raw water intake through hull bottom thru-hull(s) with raw water strainers. Raw water intakes are clear of debris. Strainers are operational and clean as sighted from exterior.

Oil Level and Condition:

Clean and full on both engines.

Flame Arrestor(s):

USCG approved. Operational. **NOTE: Flame arrestors on both engines are dirty. Clean.**

Engine Ventilation:

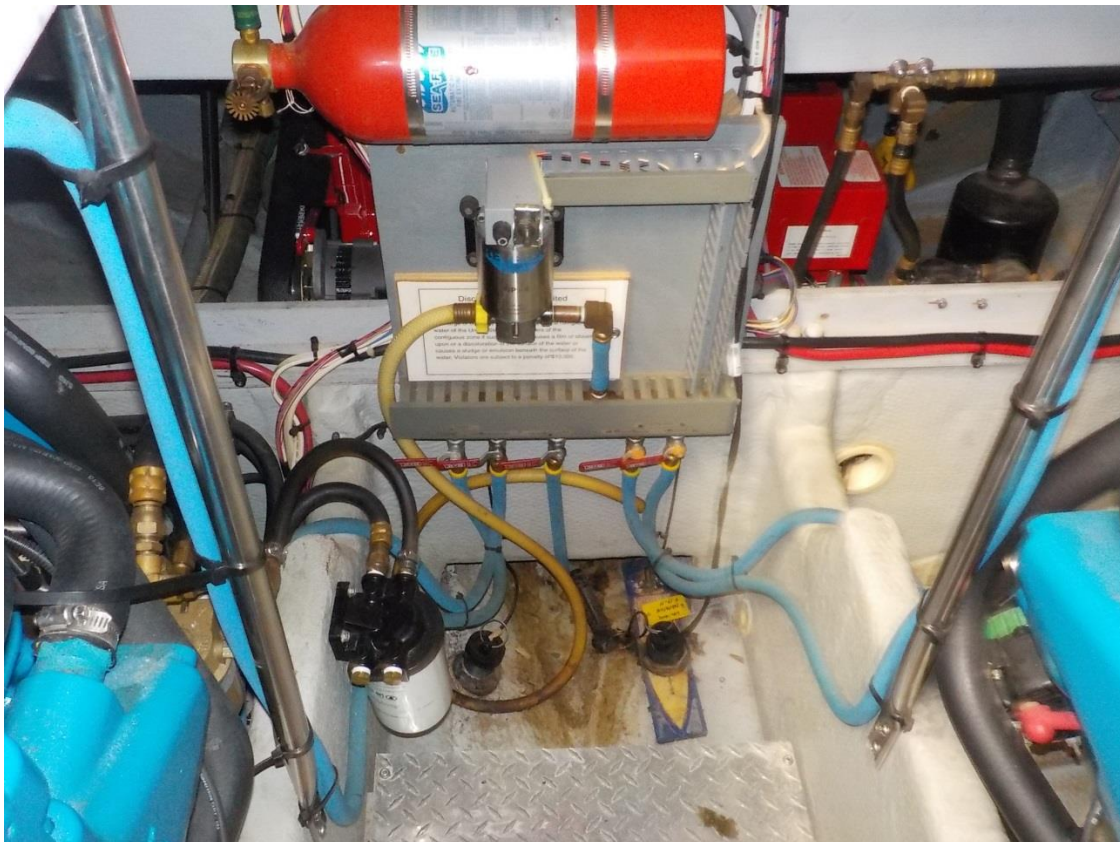
Two inline Blowers and natural ventilation. See safety section of survey for details.

Fuel Filter(s):

Remotely 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):

Transom sides.

Piping/Clamps:

Metal, FRP 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.

Serial#:

Port: 6934 Starboard: 3706

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, midships, inside engine room.

Tank Type and Capacity:

Aluminum. 143 gallons each.

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):

Yes. Located remotely in engine space.

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 A2 flex hose. No cracks, soft spots or splitting sighted. Serviceable.

Tank Ground: Fuel fill is properly grounded to fuel tank.

Fresh Water Tankage

Number and Location of tank(s): One tank. Located aft under bed.

Tank Type and Capacity: Plastic. 50 gallons.

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

Tank(s) Condition: Good condition. No defects sighted.

Water Pump(s): 12 volt, Shurflo. Operational.

Supply Lines: Gray plastic piping for all water connections.

Filling Line(s) Located: Starboard side, Transom. Clearly marked as per ABYC recommendations.

Vent(s) Location(s): Side hull.

Accumulator Tank: None sighted.

Tank Level Monitor System: None sighted.

Notes:

Black Water/Holding Tank(s)

Number and Location of tank(s): One tank, located in engine space.

Tank Type and Capacity: Plastic. Twenty Five Gallons.

Tank(s) Secured: Yes, tank is secured as per ABYC recommendations.

Tank(s) Condition: Visually good (where accessible).

Monitor System: Yes. Appears functional. Located in head.

Lines: Ribbed sanitation hose. Good condition with no cracks, leaks or soft spots sighted. Well secured. Clamps are secure where sighted.

Discharge line(s) Located: Deck pump out located port, midships. Clearly marked as per ABYC recommendations.

Overboard Capable: Yes, black water system is overboard capable with macerator. Waste discharge seacock handle is secured closed with zip-tie, as per USCG regulations to prevent accidental discharge.

Water Heater(s)

Number and Tank Location(s): One tank. Located in the engine compartment on starboard side.

Tank Type, Manufacture and Capacity: Seaward marine hot water heater. Nine Gallons.

Tested: Yes, tank was powered on and found to be correctly 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 wheel cockpit steering.
Lines and Fittings:	NOTE: Unable to access. Surveyor unable to inspect.
Mounting(s):	NOTE: Unable to access. Surveyor unable to inspect.
Steering Tie Bar:	NOTE: Unable to access. Surveyor unable to inspect.
Rudder Stock:	NOTE: Unable to access. Surveyor unable to inspect.
Packing Gland(s):	NOTE: Unable to access. Surveyor unable to inspect.

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 except where noted. NOTE: Minor amount of water sighted in forward bilge compartment. Surveyor believes this is from recent rains and the deck hardware around the anchor and winch not being sealed correctly. See previous findings noted earlier in report. Also, minor water leakage noted in aft berth on starboard side. Surveyor unable to determine source due to inaccessibility but believes it is minor in nature. Repair.
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

NOTE: Unable to access. Surveyor unable to inspect.

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	Engine Bilge	Air Conditioner	Serviceable
4	Bronze Seacock	Engine Room	Generator	Serviceable
5	Bronze Seacock	Engine Room	Waste Discharge	Serviceable
6	Bronze Seacock	Aft Bilge	Aft Air Conditioner	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. NOTE: Raw water hoses for the aft a/c and midship a/c are both cracked in multiple places. Repair/Replace with new hose.

Above Waterline Thru-Hull Fittings**Hull Sides:**

Plastic and metal 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. NOTE: Port-Midships-Plastic through hull fitting is broken off at the hull fitting. Repair.

Critical Safety Components**Bilge Blower(s):**

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

Bilge Heater(s):

Yes. Boatsafe brand. Located in engine compartment. Hard wired.

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
2	Rule 1100	Midships Bilge	Yes	Yes	Yes

Bilge Pump Comments:

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

Notes:

NOTE: Automotive grade splices sighted on aft bilge pump. Replace with marine grade splices.

Fire Extinguishers:

Extinguishers were sighted in the following areas: (1) Kidde dry chemical extinguisher in aft cockpit. (1) Kidde dry chemical extinguisher in Salon. (1) Kidde dry chemical extinguisher in aft berth. (1) Kidde dry chemical extinguisher at helm station. All are securely mounted and gauge(s) reads full.

Fixed Halon/Clean Agent:

Two fixed halon extinguishing bottles sighted. (1) Fireboy halon bottle sighted in the engine compartment. Gauge on bottle shows full, securely mounted. (2) Fireboy halon bottle sighted in generator compartment space. Securely mounted and gauge on bottle shows full. LED status helm light at helm is 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	Xintex	Forward Berth	Yes	Yes
2	Xintex	Aft Berth	Yes	Yes

Fire Detectors:

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

Notes:

NOTE: No fire detectors sighted on vessel. Install fire detector in salon.

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	15	Flybridge Storage	Serviceable	Yes
USCG Type III PFD				
USCG Type V PFD (throw)	1	Flybridge Helm	Serviceable	Yes

Horn/sound signaling apparatus:

Yes. Air powered horn. Controlled via cockpit switch. Operational. Complies with USCG requirements.

Notes:**Ground Tackle****Anchor(s):**

(1) Claw style anchor. 30lb. **NOTE: Anchor lock not sighted. Install anchor lock to prevent accidental release of anchor.**

Chain/Line/Length:

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

Notes:

NOTE: Anchor claws are rubbing/digging into the underside of the anchor pulpit causing damage. Equip with traditional Danforth style anchor to prevent further damage when using.

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

Out of water inspection not performed at customers discretion. Surveyor unable to inspect.

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

Out of water inspection not performed at customers discretion. Surveyor unable to inspect.

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 customers discretion. Surveyor unable to inspect.

Sea Trial

Date & Time:

January 6th, 2018

Summary of Events:

Drove vessel from dock to outside marina and back.

Vessel Operated By:

Surveyor, Customer (owner).

Engine Starting:

Engine(s) started without excessive cranking.

Exhaust Smoke:

Engine(s) 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/Shifters:

The throttles and shifters operated correctly.

Notes:

Instrument Readings:

<i>Gauge</i>	<i>(1500rpms)</i>	<i>(2500rpms)</i>	<i>(4500rpms)</i>
VOLTS	Port-13 Stbd-13	Port-13 Stbd-13	Port-13 Stbd-13
Water Temp	Port- 135 Stbd-135	Port-150 Stbd-150	Port- 150 Stbd-150
Oil Pressure	Port-40 Stbd-45	Port-40 Stbd-50	Port-40 Stbd-50

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: Anchor lock not sighted. Install anchor lock to prevent accidental release of anchor.

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

1. NOTE: Anchor has caused gouging/damage to front underside of anchor pulpit. Reseal all exterior deck fittings located on the bow with marine grade caulking to prevent water intrusion and further damage.
2. NOTE: Missing boots on battery connections. Replace boots. Also, automotive grade splices sighted in multiple areas on vessel. Replace automotive splices with marine grade splices.
3. NOTE: Lock ring is missing from shore power cord connection inlet. Install shore power locking ring to comply with ABYC recommendations.
4. NOTE: Cap for coolant reservoir is missing. Install coolant reservoir cap on expansion tank.
5. NOTE: Flame arrestors on both engines are dirty. Clean.
6. NOTE: Minor amount of water sighted in forward bilge compartment. Surveyor believes this is from recent rains and the deck hardware around the anchor and winch not being sealed correctly. See previous findings noted earlier in report. Also, minor water leakage noted in aft berth on starboard side. Surveyor unable to determine source due to inaccessibility but believes it is minor in nature. Repair.
7. NOTE: Raw water hoses for the aft a/c and midship a/c are both cracked in multiple places. Repair/Replace with new hose.
8. NOTE: Port-Midships-Plastic through hull fitting is broken off at the hull fitting. Repair.
9. NOTE: Automotive grade splices sighted on aft bilge pump. Replace with marine grade splices.
10. NOTE: No fire detectors sighted on vessel. Install fire detector in salon.
11. NOTE: Anchor claws are rubbing/digging into the underside of the anchor pulpit causing damage. Equip with traditional Danforth style anchor to prevent further damage when using.

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

1. NOTE: Hull needs buffing. Buff and wax for cosmetic purposes and to preserve gelcoat finish.
2. NOTE: Line locker was slightly moist with mildew. Dry and keep ventilated to prevent damage.

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 Condition
Estimated Fair Market Value	\$81,025.00
Estimated Replacement Cost	\$808,500.00

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: 01-6-2018

US Coast Guard Licensed Captain 1600 Ton Master - License# 2677286

ACMS Surveyor# 0364

