



Report of Marine Survey

Vessel: 1996 Catalina 320 Sailboat

Purpose: Pre-Purchase Condition & Valuation



Customer: John Doe

Date of Survey: September 28th, 2023

Location: Fort Worth Boat Club, Fort Worth TX (Eagle Mountain Lake)

Prepared and Conducted by: Capt. John Seckman

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Scope of Survey

Name of party requesting survey:	John Doe
Vessel Owner:	Jim doe
Scope of Survey:	Vessel was surveyed for pre-purchase condition & valuation purposes.
How was Vessel Observed:	Vessel was observed in the water. Vessel was not hauled out of water.
Lake-Test:	No, a lake-test was not performed. Engine was started and ran at dock.
Parties present at time of the survey:	Surveyor, Customer
Weather at time of survey:	Partly Cloudy. 95 degrees F. Wind SE @ 5-10 mph
Vessels intended use:	Sailing and recreation on inland lakes and waterways.

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

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. Locked components or otherwise inaccessible areas were not inspected. This vessel was surveyed without removal of any parts. No determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto.

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/regulatory requirements and safe navigation of the vessel.
BLUE	Blue 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 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.*

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Vessel Particulars

Vessel YR/Make/Model: 1996 Catalina 320



Starboard Side



Port Side

Vessel Name: "Sea Shed"

Hailing Port: Fort Worth, TX

Hull ID Number: CTYC0344J596



HIN# at Starboard Aft Corner

USCG Documentation #:	1038860
State Validation Sticker:	2025 Texas
Registration valid and sighted on vessel hull as per regulations:	Yes.
Vessel Type:	Fiberglass Sailboat –Sloop Rig – Aft Cockpit
Manufacturer:	Catalina Yachts Inc, Largo FL
Year of Vessel:	1996
Vessel Length:	<i>Length Overall: 32' 6"</i>
Vessel Draft:	4' 3"
Vessel Beam:	11' 9"
Vessel Weight:	11,700 pounds
Vessel Ballast:	4,400 pounds attached keel

Top Exterior Deck & Hull

Hull Construction:	Molded fiberglass over unknown coring.
Hull Sides:	White colored gelcoat surface with blue vinyl striping along hull sides at waterline and below rub rail. NOTE: (1) Hull sides are oxidized in places and in need of buffing/waxing. Buff/wax for cosmetic purposes. (2) Vinyl striping is nicked/torn in several places. Repair as needed for cosmetic purposes.
Rub Rail:	Grey colored rubber rub-rail covering hull to deck joint. Normal wear and tear sighted but no major damages.
Transom:	Reverse shaped transom with integrated swim step. See "Interior Hull & Structural Components" section of survey report for details.

Main Deck – Hardware & Fittings

Deck Construction Material:	Molded Fiberglass over wood coring.
Deck Surface:	FRP with white colored gelcoat and molded-in nonskid pattern. Deck was percussion tested with phenolic hammer, no delamination or soft spots detected.

Moisture Levels:

Moisture levels were taken using “Tramex Skipper Plus” moisture meter in various areas on deck, around chain plates, mast and throughout cockpit; results indicated acceptable to normal limits (10-15%) where accessible. **NOTE: Moisture meter detected elevated moisture levels (25%+) around track section on deck at starboard midships side. Re-seal all deck penetrations to prevent further moisture egress and monitor condition. If delamination occurs make repairs.**

Deck Hatches:

Two lexan square shaped deck hatches on forward deck. No damages or leakage sighted. Both open and close properly.

Anchor Roller:

Attached anchor roller on bow. Serviceable.

Anchor Windlass:

12v “Maxwell” anchor windlass. Powers on.

Line Cleats:

Stainless steel horn style cleats. Well secured to deck and serviceable.

Boarding Ladder:

Drop-down boarding ladder mounted at transom. Complies with ABYC H-41 and is serviceable.

Portholes:

Aluminum framed lexan portholes along hull and cabin sides. **NOTE: Porthole on starboard midships side of cabin has 5” crack. Repair as needed.**

Lifelines:

Double stainless steel lifelines are connected through stanchions and fitted with port/starboard gates. Lifelines are serviceable. Stanchions are securely mounted.

Scupper Drains:

Scupper drain fittings are well secured and hoses routed overboard.

Fill/Pump-Out Fittings:

All deck fittings are located on deck in the following areas: 1) Diesel Fill – Starboard Aft 2) Water Fill – Starboard Bow & Starboard Aft 3) Waste Pump-out – Starboard Midships **NOTE: Deck fill/pumpout fitting caps are not labeled. Properly label each cap with (fuel/waste/water) to comply with ABYC recommendations.**



Forward Deck



Transom

Cockpit & Helm

Helm Station:

Helm station located in aft cockpit and is equipped with attached steering pedestal and binnacle with bench seating/lazarette hatches on either side.

Exterior Seating:

Lazarette hatches with bench seating on either side of cockpit. Cushions are vinyl covered and are white in color with silver piping and are in good overall condition.

Cabin Door:

Sliding lexan top with folding doors. Serviceable condition, no damages sighted.

Engine Hatch:

Located in cabin under steps.

Bimini Top:

Stainless framed bimini top with blue sunbrella covering cockpit. **NOTE: Bimini fabric is ripped/torn in places and several threads are torn. Repair/replace as needed.**

Transom Shower:

Located in aft cockpit. Appears operational.



Cockpit



Documentation#

Mast/Stay/Chain Plates

Mast Step:

Deck stepped with compression post. FRP surrounding mast was percussion tested with a phenolic hammer, no delamination was detected or stress cracks sighted.

Chain Plates:

Chain plates are secured through deck to interior hull knees on each side. All are well secured with no damages sighted. FRP surrounding deck penetrations is solid with no delamination detected.

Backstay:

Well secured.

Forestay:

Well secured.

Sail Area:

Reportedly 520 square ft. **NOTE: Sails were not inspected by surveyor. Be advised.**

Rigging:

NOTE: Rigging must be inspected by a qualified/certified rigger. Surveyor is not qualified to inspect rigging. Be advised.



Mast



Mast Step

Navigation & Helm Electronics

Navigation Electronics:

Type	Description	Location	Powers On?
Raymarine ST4000+	Auto Pilot	Helm	Yes
Autohelm Depth	Depth Display	Helm	Yes
Autohelm Speed	Speed Display	Helm	Yes

Navigation Lights:

Port/Starboard/Stern lights. All were powered on. **NOTE: Unable to determine if mast light is working due to daylight conditions (unable to see light).**

Compass:

“Ritchie” 6” magnetic compass. Serviceable.

VHF Radio:

12v “Uniden” VHF radio located in cabin. Powers on.



Helm Station



Helm/Binnacle

Engine Instruments/Controls

Engine Controls:	Analogue cable type control levers for throttle and transmission on side of steering binnacle. Operational.
Choke Handle:	Engine choke handle on side of binnacle. Operational.
Instrument Panel:	Engine instrument, alarm panel and key fob next to steering binnacle mounted in cockpit.
Engine Gauges:	Analogue gauges for: (1) fuel level (2) alternator volts (3) engine RPM (4) engine temperature. All are operational.

Cabin & Interior

Summary of Interior Cabin Appointments:	
	Cabin door leads to salon with galley, seating area, dinette table and navigation station. Located forward and aft are two staterooms with head located starboard midships.
Headliner:	White colored paneling. NOTE: Due to paneling covering overhead unable to perform complete inspection.
Joinery:	Wood trim and cabinetry throughout cabin with multiple storage cabinets, drawers and hatch compartments. Good clean overall condition.
Deck/Sole:	Wood overlay over FRP. Average overall condition.
Seating:	Bench type seating on either side of salon. Cushions are cloth covered and blue in color. Good clean overall condition.
Staterooms:	Two berths: (1) Forward "Vee" berth with V shaped mattress. (2) Aft berth with queen sized traditional shaped mattress cushions. Average overall condition.
Lighting:	(12v) lighting throughout cabin space. Powered on.
Dinette Table:	Wood dinette table located centerline midships. Average condition, well secured.
Nav Station:	Navigation station with built-in chart table on port midships side of salon just forward of galley.
Notes:	NOTE: Forward cabin door (for V-berth) is broken. Repair.



Cabin Entrance/Salon

Galley

Galley

Summary:	“C” shaped galley located on port midships side of cabin.
Countertops:	Tan/cream colored corean countertop with wood trim. Good clean overall condition.
Stove:	Gimbal mounted LPG fueled “Hillrange” two burner stove. NOTE: Stove not tested. Be advised.
Water System:	Uses 12v water pump and onboard tank. Operational.
Refrigerator:	12v/110v “Alder Barber” refrigerator. Powers on. NOTE: Refrigerator compressor tray (located in port aft bilge accessible under deck hatch on port aft side of cockpit) is heavily rusted and falling apart. Monitor condition and replace if further corrosion takes place or issues occur.
Sink/Faucet:	Dual stainless sinks with faucet. Water drains overboard through thru-hull. Faucet is operational. NOTE: Galley sink leaks at bottom. Repair leak.

Head

Summary:	Head located starboard midships.
Toilet:	Manual flush “Jabsco” toilet. Water supplied via thru-hull. Toilet is operational. NOTE: Toilet bowl does not fill with water. Have mechanic inspect and make repairs.
Vanity:	Molded vanity with countertop, cabinet, sink and faucet. Water drains overboard through thru-hull. Faucet is operational.
Shower:	Hand-held shower faucet and curtain.

Sump Pump:

12v shower sump pump, operational.

Entertainment Electronics

Stereo:

12v "JVC" stereo located in cabin. Powers on.

Speaker(s)/Subwoofer(s):

NO#	Type	Location
2	Box Style Speaker	Cabin
2	Box Style Speaker	Cockpit

Air Conditioning

NO#/Type/Location:

NO#	Brand	Type	Location	Operational?
1	Mermaid Air	Marine Reverse Cycle	Stbd Aft Bilge	Powers on

Thermostat:

Digital thermostat. Powers on.

Air Filter:

NOTE: Air conditioner – filter is missing from condenser fins. Replace filter.

A/C Pump:

110v "March" a/c water pump. Hoses are securely clamped and in serviceable condition.
NOTE: Air conditioner water pump housing leaks water. Replace with new pump. Do not use air conditioner or open seacock valve until repair is made.

A/C Tested:

Unit was powered on but was not operational due to broken water pump. See above finding.

D.C Electrical System

Voltage System:

12v

Batteries:

NO#	Brand	Type	Size	Secured	Location
2	Marine	AGM	4D	Tray w/strap	Stbd Midships Bilge

Battery Notes:

NOTE: Batteries do not have spark protectors. Equip each positive battery post with red colored rubber boot to comply with ABYC recommendations. NOTE: Red wire connected to positive battery post has no fuse. Equip wire with fuse within 7" of where it connects to battery to comply with ABYC recommendations.

Cut-Off Switch:	Single "Guest" two-position rotary-style cut-off switch located at the 12v breaker panel in cabin. Serviceable.
Breaker Panel:	Located in salon on port side combined with A/C breaker panel. Trip free type breakers for each positive conductor where sighted.
Wire Connectors:	Ring, spade, or crimp on connectors sighted for wiring connections except where noted. NOTE: Several stereo wire splices behind breaker panel in cabin are utilizing twist nuts. Remove twist nuts and equip each splice with marine grade butt splice connector and ensure they can withstand a 7lb pull test to comply with ABYC recommendations.
D.C. Wiring/Type:	Insulated stranded wire. All wiring sighted where accessible for inspection was secured every 18" and routed as per ABYC E-11.
Charging System:	Alternator on engine. Also, 110v charger, powered on.

A.C. Electrical System

Voltage System:	30 Amp – 110 volt
Shore Power Inlet:	Single 30-amp shore power inlet located on port side of transom. No burn marks or yellowing sighted on inlet face and is well secured.
Shore Power Cord:	Serviceable. Locking ring in place.
Main Breaker:	Yes the main breaker is located within 10' of the shore power inlet and complies with ABYC E11 requirements.
Breaker Panel:	Located in salon on port side combined with D/C breaker panel. Trip free type breakers for each positive conductor where sighted.
Wire terminations:	A.C. wiring is properly terminated. No wire nuts or loose connections sighted where accessible for inspection.
A.C. Wiring:	Insulated stranded wire. Secured every 18" where accessible for inspection as per ABYC E11 recommendations.
GFCI Outlets:	GFCI protection sighted in all wet areas as per ABYC recommendations.
Polarity Gauge:	Breaker panel is equipped with polarity gauge as per ABYC recommendations.

Propulsion System

Propulsion Type:	Inboard Diesel
NO#/Type/Cylinders:	<i>NO#:</i> One <i>Type:</i> 4-stroke Diesel Engine <i>Cylinders:</i> 3
Make/Model/Serial:	<i>Make:</i> Yanmar <i>Model:</i> 3GM30F <i>Serial#</i> 16833
Horsepower:	27
Engine Hours:	Unable to determine, no hour meter sighted.
Hoses/Clamps:	Serviceable condition.
Belts/Pulleys:	Serviceable condition.
Cooling System:	Closed cooled with heat exchanger. Coolant level full as per expansion tank markings.
Oil Condition:	NOTE: Engine oil appears dirty. Service engine with fresh oil and filters.
Fuel Line(s):	USCG type A15 fuel hose from tank to engine. Serviceable condition, no leakage, cracks or splitting sighted where accessible for inspection.
Fuel Filter:	Remote mounted fuel water separator next to engine. No leakage sighted. Equipped with metal bowl as per ABYC recommendations.
Mounts/Beds:	Engine mounts are well secured to the support stringers with minimal corrosion sighted.
Flame Arrestor:	Engine is diesel powered, flame arrestor not required.
Engine Started:	Yes, engine was started and ran for approximately fifteen minutes and transmission was shifted in and out of gears. No issues observed.
Notes:	N/A



Engine



Engine Serial# Placard

Exhaust System

Discharge Location: Hull side through skin fitting.

Piping/Clamps: Stainless hose clamps and marine grade wet exhaust hose. Securely double clamped at each connection (where accessible for inspection) as per ABYC recommendations. No cracks or splits sighted where accessible for inspection.
NOTE: Due to limited access complete inspection not possible.

Manifold/Risers: Serviceable condition.

Exhaust Muffler: Serviceable condition. No leakage or repairs sighted.

Transmission/Stuffing Box

NO#/Make/Model: NO#: 1 Make: Kanzaki Model: KM3P Ratio: 2.36

Serial Number: 2577

Shaft Seal: Packless Shaft Seal. *NOTE: Black colored "sling" mark sighted next to shaft seal indicating excessive wear/lack of lubrication. Have mechanic inspect and make necessary repairs. Failure to do so could result in catastrophic failure.*

Transmission Fluid: Clean and full.

Fuel Tank

NO#/ Location: One fuel tank located in the port aft bilge.

Type/Capacity:	5000 series aluminum. Estimated at twenty five gallons.
Tank Condition:	Serviceable, no leakage sighted where accessible for inspection. NOTE: Due to limited access unable to perform complete inspection of fuel tank.
Tank Secured:	Yes, fuel tank is secured as per ABYC recommendations.
Vent Line:	Fuel tank is vented with USCG type A15 fuel hose to hull side through skin fitting.
Fuel Fill Line:	USCG type A2 fuel fill hose. Securely double clamped at tank connection. NOTE: Due to limited access complete inspection not possible.

Fresh Water Tank

NO#/ Location:	Two freshwater tanks located: 1) at bow 2) starboard aft
Type/Capacity:	Plastic, estimated at 30 gallons each.
Tank Condition:	Serviceable where accessible for inspection. NOTE: Due to limited access complete inspection not possible.
Water Pump:	12v "Jabsco" water pump. Powers on and pressurizes water lines. NOTE: Potable water pump leaks water at connection on pump when system is pressurized. Repair
Supply Lines:	Flexible red/blue pex water lines. Serviceable where accessible for inspection. NOTE: Due to limited access complete inspection not possible.
Monitor System:	Not sighted.

Black Water/Holding Tank

NO#/ Location:	Single holding tank located port midships.
MSD Type:	MSD USCG Type III.
Type/Capacity:	Plastic. Estimated at thirty gallons.

Tank Secured:	Secured as per ABYC recommendations.
Tank Condition:	Serviceable where accessible for inspection. NOTE: Due to limited access complete inspection not possible.
Sanitation Hose:	Ribbed sanitation hose. Securely clamped and in serviceable condition where accessible for inspection.
Overboard Capable:	No, system is not capable of being discharged overboard.

Water Heater

NO#/ Location:	One hot water heater located under galley sink.
Manufacture/Capacity:	<i>Type:</i> 110v Marine Type <i>Manufacture:</i> Seaward <i>Capacity:</i> 6 gallons
Ignition Protected:	Yes, unit is ignition protected.
Exchanger Hose:	N/A
Tank Tested:	Yes, tank was powered on.

Steering System

Steering Type:	Cockpit wheel steering with cable and pulleys with cable type rudder stop to stainless steel stock.
Steering Wheel:	40" stainless wheel.
Lines/ Fittings:	Serviceable where accessible for inspection. NOTE: Due to limited access complete inspection not possible.
Rudder Tube:	No leakage or damages sighted where accessible for inspection.
Rudder Stop(s):	Rudder stops are operational.

Interior Hull & Structural Components

Hull to Deck joint:	Overlap (shoe box type). Elastomeric compound sighted in hull to deck joint. No leaks sighted where accessible for inspection. NOTE: Due to limited access complete inspection not possible.
Inside of Transom:	No delamination, cracking, splitting or damages sighted where accessible for inspection. NOTE: Due to limited access complete inspection not possible.
Bilge(s):	NOTE: Midships cabin bilge has approximately 3” of standing water. Clean bilge of water, keep area dry, and routinely monitor for signs of water egress.
Keel Bolts:	Keel bolts accessible via midships bilge hatch in cabin. Stainless steel bolts with washers and nuts. Serviceable condition, well secured. NOTE: Keel bolts are submerged in approximately three inches of water in cabin bilge. Dry area of water and ensure bolts are kept dry to reduce the chance of electrolysis/corrosion.
Keel:	Attached keel with stainless fasteners. NOTE: Vessel not hauled out of water, keel not inspected. Be advised
Stringers:	Hull stiffness provided by FRP (unknown coring) longitudinal stringers that run the length of the vessel. Stringers sighted in the engine compartment and cabin bilge are well glassed into the hull where sighted and were percussion tested with a phenolic hammer where accessible, no delamination was detected. Limber holes appear to be adequately sealed where sighted. All tabbing where accessible for inspection appeared sound. NOTE: Due to limited access complete inspection of stringers not possible. Be advised.
Bulkheads:	Athwartships reinforcement enhanced by structural bulkheads bonded to the hull with Fiber Reinforced Plastic (FRP). Tabbing appears serviceable, no evidence of movement or damages sighted where accessible for inspection. NOTE: Due to limited access complete inspection of bulkheads not possible. Be advised.

Below Waterline Thru-Hull Fittings

Number/Type/Location:				
NO#	Type	Location	Used For	Condition
1	Marelon Ball Valve	Aft Bilge	Engine	Serviceable
2	Marelon Ball Valve	Midships Bilge	Toilet Intake	Serviceable
3	Marelon Ball Valve	Midships Bilge	Galley Sink Drain	Serviceable
4	Marelon Ball Valve	Midships Bilge	Air Conditioner	Serviceable
5	Marelon Ball Valve	Stbd Midships Bilge	Shower Sump/Sink Drain	Serviceable
Condition:	Seacock valves are in serviceable condition, operational and securely bedded/mounted through the vessel hull. Minimal corrosion and no leakage sighted.			

Hose(s):

All are securely clamped with stainless hose clamps at each connection. **NOTE: Engine raw-water hose is cracked from strainer to engine. Replace hose.**

Strainer(s):

Plastic raw-water strainer for engine and air conditioner. No leakage sighted, well secured. Both are clean.

Above Waterline Thru-Hull Fittings

Hull Sides:

Marelon and molded frp skin fittings. All appear serviceable where accessible for inspection. **NOTE: Due to limited access complete inspection not possible.**

Critical Safety Components

Bilge Pump(s):

NO#	Brand/Model	Location	Secure?	Float Switch?	Operable?
1	12v Parmax Diaphragm Pump	Cabin Bilge	Yes	Yes	No

Bilge Pump Comments:

Bilge pump hoses are in serviceable condition (where accessible for inspection) and securely clamped. **NOTE: Bilge pump float switch is not operational. Replace/repair float switch and ensure pump is operational using float and via manual switch at main breaker panel.**

Emergency Bilge Pump:

Located in cockpit by helm station with handle in lazarette storage.

Portable Fire Extinguishers:

NO#	Brand/Model	Location	Mounted?	Gauge Full?
1	Kidde B1 3lb	Salon	Yes	Expired
2	Kidde B1 3lb	Galley	Yes	Expired

Extinguisher Comments:

NOTE: Fire extinguishers are expired. Replace with two new USCG approved type B5 fire extinguishers to comply with federal requirements.

Fixed Fire Extinguisher:

Not sighted.

Carbon Monoxide Detectors:

NO#	Type/Model	Location	Powered on?

Smoke Detectors:

NO#	Type/Model	Location	Powered on?

Notes:

NOTE: No carbon monoxide or smoke detector sighted onboard. Equip cabin with two carbon monoxide detectors (one in each stateroom) and one smoke detector (in galley) to comply with ABYC and NFPA recommendations.

Safety Related Equipment & Accessories

Life Jacket's (PFD):

Type	NO#	Location	Condition
Type I PFD	4	Cabin Storage	Serviceable
Type II PFD	2	Lazarette Storage	Serviceable
Type V Throw	1	Cabin Storage	Serviceable
Horseshoe Buoy	1	Cockpit	Serviceable

Sound Signaling Apparatus:

Hand-held air horn located in cabin. Complies with USCG requirements.

Visual Distress Signals:

Vessel is located on inland lake and therefore is not required to have visual distress signals as per CFR.

Pollution Placard:

Pollution placard sighted permanently affixed to vessel as per law.

Ground Tackle

Anchor:

"Lewmar" 22kg claw style anchor located at bow secured in roller with attached rode.

Rode:

Approximately 25' of chain and 50' of line rigged to anchor and located in bow locker.

LPG System

LPG Locker:

Located on port side of transom. Locker is dedicated to the LPG system and is ventilated as per ABYC A-01 recommendations.

Pressure Gauge:

Yes, system is equipped with pressure gauge on the cylinder pressure size of the pressure regulator as per ABYC A-01 recommendations.

Regulator:

Yes, system is equipped with regulator.

Shut off Valve:

Yes, located at LPG bottle.

Gas Lines:LPG flex hose. Hoses appear serviceable where accessible for inspection. **NOTE: Due to limited access unable to perform complete inspection. Be advised.****Additional Pictures**

Shaft Seal/Sling Mark Finding



Torn Bimini

Summary of Findings**Priority A Findings**

1. **NOTE:** Fire extinguishers are expired. Replace with two new USCG approved type B5 fire extinguishers to comply with federal requirements.
2. **NOTE:** No carbon monoxide or smoke detector sighted onboard. Equip cabin with two carbon monoxide detectors (one in each stateroom) and one smoke detector (in galley) to comply with ABYC and NFPA recommendations.

Priority B Findings

1. **NOTE:** Moisture meter detected elevated moisture levels (25%+) around track section on deck at starboard midships side. Re-seal all deck penetrations to prevent further moisture egress and monitor condition. If delamination occurs make repairs.
2. **NOTE:** Air conditioner water pump housing leaks water. Replace with new pump. Do not use air conditioner or open seacock valve until repair is made.
3. **NOTE:** Batteries do not have spark protectors. Equip each positive battery post with red colored rubber boot to comply with ABYC recommendations.
4. **NOTE:** Red wire connected to positive battery post has no fuse. Equip wire with fuse within 7" of where it connects to battery to comply with ABYC recommendations.
5. **NOTE:** Several stereo wire splices behind breaker panel in cabin are utilizing twist nuts. Remove twist nuts and equip each splice with marine grade butt splice connector and ensure they can withstand a 7lb pull test to comply with ABYC recommendations.

6. NOTE: Engine oil appears dirty. Service engine with fresh oil and filters.
7. NOTE: Black colored “sling” mark sighted next to shaft seal indicating excessive wear/lack of lubrication. Have mechanic inspect and make necessary repairs. Failure to do so could result in catastrophic failure.
8. NOTE: Potable water pump leaks water at connection on pump when system is pressurized. Repair
9. NOTE: Keel bolts are submerged in approximately three inches of water in cabin bilge. Dry area of water and ensure bolts are kept dry to reduce the chance of electrolysis/corrosion.
10. NOTE: Engine raw-water hose is cracked from strainer to engine. Replace hose.
11. NOTE: Bilge pump float switch is not operational. Replace/repair float switch and ensure pump is operational using float and via manual switch at main breaker panel.

Priority C Findings

1. NOTE: (1) Hull sides are oxidized in places and in need of buffing/waxing. Buff/wax for cosmetic purposes. (2) Vinyl striping is nicked/torn in several places. Repair as needed for cosmetic purposes.
2. NOTE: Porthole on starboard midships side of cabin has 5” crack. Repair as needed.
3. NOTE: Deck fill/pumpout fitting caps are not labeled. Properly label each cap with (fuel/waste/water) to comply with ABYC recommendations.
4. NOTE: Bimini fabric is ripped/torn in places and several threads are torn. Repair/replace as needed.
5. NOTE: Forward cabin door (for V-berth) is broken. Repair.
6. NOTE: Refrigerator compressor tray (located in port aft bilge accessible under deck hatch on port aft side of cockpit) is heavily rusted and falling apart. Monitor condition and replace if further corrosion takes place or issues occur.
7. NOTE: Galley sink leaks at bottom. Repair leak.
8. NOTE: Toilet bowl does not fill with water. Have mechanic inspect and make repairs.
9. NOTE: Air conditioner – filter is missing from condenser fins. Replace filter.
10. NOTE: Midships cabin bilge has approximately 3” of standing water. Clean bilge of water, keep area dry, and routinely monitor for signs of water egress.

Vessel Condition & 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.

BUC Fair Market Value in "Buc" Condition:	Value as per NADA Average Retail:	What Closest Comparables have listed/sold for:	What Closest Comparables are currently listed for:
\$49,500 - \$54,300	\$44,550	1996 Catalina 320 – Listed for \$48,500 (12/22), sold for \$43,800 (01/23) – CT	1996 Catalina 320 – Listed for \$57,500 – TX
		1996 Catalina 320 – Listed for \$48,900 (12/22), sold for \$31,000 (06/23) – GA	1997 Catalina 320 – Listed for \$52,000 – MD
		1996 Catalina 320 – Listed for \$49,900 (09/22), sold for \$41,500 (04/23) – NY	1995 Catalina 320 – Listed for \$48,500 – WI

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	<i>New or in Like-New Condition</i>
Above Average	<i>Has been well cared for, requires minimal to no repairs and comes with extra electronic gear or add-ons.</i>
Average	<i>Ready for sale but needs maintenance, repairs, cleaning or updates.</i>
Below Average	<i>Needs significant maintenance, repairs or service.</i>
Bad Condition	<i>Un-Seaworthy, Dangerous.</i>

Vessel Condition	Average Condition
Estimated Fair Market Value	\$45,000.00
Estimated Replacement Cost	\$197,000.00

NOTE: Vessel is considered fit for its intended use ONLY after all **Priority A** recommendations have been corrected. This valuation is based on the vessel's apparent condition on the date of survey and assumes that the vessel's engine and other installed equipment not proven during the survey inspection are in fact operational. Discoveries made as a consequence of additional testing/inspection procedures may significantly lower this valuation. Also, there is no warranty given, or implied, for the future use or life of the engine or machinery described herein.

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. The marine surveyor will not instruct the buyer to "purchase" or "not to purchase" the vessel being surveyed in this report. It is the buyer's sole responsibility to make a buying decision on the vessel described in this survey report. In the unlikely event of dissatisfaction with the content of the survey, with severe errors contained in the survey report or by omission of significant information in the report, the sole and maximum remedy shall be limited to the amount of fee received for this survey. The report is only a statement of opinion and is neither a guarantee nor a warranty of the condition of the vessel, its hull, machinery, unforeseen or undetected damages or other conditions that may exist. If the owner or the buyer has not specifically directed this marine surveyor to inspect the underside of the hull and transom and made arrangements for a haul-out, than this marine surveyor cannot make any judgment of the condition of the underside hull, the transom or the underwater running gear of this vessel in this survey report. Full payment of the survey shall constitute acceptance of these terms.



ATTENDING SURVEYOR: _____ (John Seckman)

DATE OF REPORT: **09-29-2023**

US Coast Guard Licensed 1600 Ton Master - License# 2677286

Society of Accredited Marine Surveyors – *Accredited Marine Surveyor #1392*

