



Report of Marine Survey

Vessel: 2003 Cobalt 246

Purpose: Inspection and Valuation



Customer: John Doe

Date of Survey: January 7th, 2020

Location: 8301 SE 104th St, Oklahoma City OK

Prepared and Conducted by: Capt. John Seckman

SAMS Surveyor Associate – USCG 1600 Master

817-688-4673 – Jmseckman@hotmail.com – www.southernmarinesurveying.com

Survey Information

Name of party requesting survey:	Doe, John
How was vessel observed:	Out of the water on trailer and 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, Broker
Weather at time of survey:	Clear and Sunny. Temp: 55 Wind <10kts
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.
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 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:** 2003 Cobalt 246**Vessel Name:** N/A**Hailing Port:** N/A**Hull ID number verification:** Omitted

Registration Number:	NOTE: Vessel registration numbers not sighted. Register vessel and place numbers on forward hull sides using vinyl stickers.
State Validation Sticker:	NOTE: State validation sticker not sighted. Renew sticker.
Registration valid and sighted on vessel hull as per regulations:	No.
Vessel Type:	Fiberglass Bowrider with Deep Vee Hull
Manufacturer:	Cobalt Boats, Neodesha, KS
Year of Vessel:	2003
Length of Vessel:	<i>Length overall:</i> 24' 4"
Draft:	1' 5"
Beam:	8' 6"
Displacement:	4,100 pounds

Top Exterior Deck & Hull

Hull Construction Material:	Fiberglass with white gelcoat surface. Blue striping at waterline and above rub rail. Gelcoat on hull sides is in good clean well buffed condition. NOTE: (1) Starboard-bow- 1/8" gelcoat void above rub rail. (2) Starboard-bow- 3"x1" scuff mark above rub rail. Repair both as needed for cosmetic purposes.
Swim Platform:	Fiberglass, attached onto transom. No damages or soft spots detected.
Rub Rail:	Stainless on white plastic backing plate. Well secured, no missing screws, caulking appears sufficient.
Transom:	Re-enforced frp transom with attached outdrive. Percussion tested, no delamination or thudding detected.
Boarding Ladder:	Stainless telescoping boarding ladder under swim platform on port side. Operational, complies with ABYC recommendations.

Main Deck – Hardware & Fittings

Main Deck Construction Material:	Molded Fiberglass over unknown core.
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Main Deck Surface:

White with molded in non-skid surface. No soft spots or damages, good clean condition.

Tower/Arch:

No tower or arch.

Line Cleats:

Stainless horn style cleats. Well secured to deck.

Scuppers/Deck Drains:

Scuppers are well secured with no damage sighted. Hoses are secure and properly routed overboard.

Deck Fill/Pump-out Fittings:

All deck fittings are properly marked as per ABYC recommendations. Located in the following areas: (1) Fuel Fill – Starboard Aft

Anchor/Chain Locker:

Located at bow under hatch lid. Mostly clean and dry.

Anchor Windlass:

None sighted.

Storage Compartments:

Storage compartments under forward and aft seat cushions. Deck hatch located centerline in cockpit. All were dry and mostly clean.

**Cockpit & Helm****Helm/Steering Station:**

Dual console design with walk through center and seating fore and aft. Frp molded dashes on both sides of cockpit. Helm is on starboard side and has instrument dash for controls, electronics and gauges. Good overall condition.

Seating:

Swiveling captain's chairs with adjustable bolsters at each console. Vinyl covered "V" shaped seating at bow with "L" shaped seating aft. Vinyl throughout is white with tan highlights and blue piping. Good clean overall condition.

Sole/Deck:

FRP with non-skid and grey colored snap-in carpet throughout. Carpet is in average condition.

Bimini Top:

Stainless framed bimini top with blue "Sunbrella" covering cockpit. Boot for storage. Average overall condition. No nicks, tears or damages sighted.

Head Door:

Dash on port side swings open and leads to head compartment. Opens and closes correctly.

Head Compartment:

Located under dash on port side. **NOTE: No porta-pottie sighted in head compartment. Be advised.**

Engine Hatch:

Manual lift engine compartment cover with vinyl sunpads on topside. Properly opens and closes using switch at helm dash. **NOTE: Engine cover sunpad has 1/4" scuff mark in vinyl on starboard side. Be advised.**

Windshield & Wipers:

Windshield is a five piece aluminum design with opening center and center folding door. Good condition, no damages sighted.

Courtesy Lighting:

12v lighting throughout cockpit, bilge and seating areas. Operational via helm switch.



Navigation & Helm Electronics

Electronic Chart /GPS/ Depthsounder:

2" digital depth display gauge at helm dash. Powers on and appears operational.

Navigation Compass: None sighted.

Navigation Lights: Port/Starboard/Anchor. Complies with USCG regulations. All are operational.

Engine Instruments & Controls

Bilge Blower Controls: Blower control at cockpit dash operates correctly and turns on blower in engine space.

Engine Status Gauges: Analogue gauges for outdrive trim, speedometer, fuel level, oil pressure, engine water temp and alternator volts. All are oem and operational.

Engine Tachometer: 4" Analogue tachometer. Operational and oem.

Throttle/Shift Controls: Single Volvo Penta control box with shift and throttle controls for engine. Controls work smoothly and are operational.

Bilge Pump Controls: Bilge pump toggle switch is operational and powers on the bilge pump located in the engine compartment.

Outdrive Trim Control: Trim control on side of throttle is operational and properly raises and lowers the outdrive.

USCG Capacity Plate: Label sighted by helm seat clearly displayed and permanently affixed.



Entertainment Electronics

Stereo(s): "Sony" (12v) head-unit sighted inside port dash glove compartment with remote at helm dash and transom. Powered on.

Speaker(s):	Six speakers. All are “Sony” 6.5” flush mounted throughout cockpit. All were powered on and found to be operational.
Subwoofer(s):	None sighted.
Amplifier(s):	None sighted.

D.C Electrical System

Voltage System:	12v
Vessel Batteries:	Two “Duralast” lead acid 24 size batteries sighted in engine compartment. Secured in trays with brackets as per ABYC recommendations.
Battery Switch:	“Perko” battery switch located under aft seat cushion. Operational. Secured and installed in dry place.
Wiring Connectors:	Ring spade or crimp on connectors sighted for wiring connections. Boots are installed on all battery terminals as per ABYC recommendations.
Charging System:	Alternator on engine. No external charger.
Distribution Panel:	12v switches located at helm and next to engine throttle/shifter.
DC Wiring:	Stranded insulated wire. Secured every 18” as per ABYC recommendations where accessible for inspection.



Batteries



Battery Switch

Propulsion System

Propulsion Type:	Inboard Outboard.
NO#/Type/Cylinders:	One gasoline fuel injected V8 engine. 320 horsepower.
Make/Model/Serial:	<i>Make:</i> Volvo Penta <i>Model#</i> 5.7 GXI-E 3869222 <i>Serial#</i> 4012089667
Engine Hours:	359 hours as per meter inside engine compartment.
Hoses and Clamps:	Average 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 cooled with raw water intake through lower out drive unit, circulated through engine and combined with engine exhaust and routed through out drive props.
Oil Level/Condition:	Full and clean on dipstick. No evidence of water in lube oil.
Flame Arrestor(s):	USCG approved. Clean.
Engine Ventilation:	Blowers and natural ventilation. See safety section of survey for details.
Engine Fuel Pump:	Engine mounted fuel pump. Ignition protected. No leakage sighted.
Engine Fuel Filter:	Engine mounted fuel filter. No leaks sighted.
Engine mounts/beds:	Engine mounts appear to be well secured to the support stringers. Percussion tested where accessible, no delamination sighted.
Ground Cable:	Connected.



Engine



Engine Serial#

Exhaust System

Discharge Location(s):

Through out-drive prop hub.

Exhaust Piping/Clamps:

Metal and flex rubber hose. Securely double clamped as required. No cracks sighted. Hoses in average condition.

Exhaust Manifold/Risers:

Average condition. No cracks, rust deposits or leakage sighted.

Out-Drive

Number/Make/Model:

Volvo Penta Duo-Prop DP-SM *Model#* 3868913 *Ratio:* 1.95

Outdrive Serial#:

4202074324

Transom/Gimbal Housing(s):

Sound, operational. Minimal galvanic corrosion spotted. No leaks as sighted from interior housing.

Upper Housing(s):

Sound, operational. Minimal galvanic corrosion spotted.

Lower Housing(s):

Sound, operational. **NOTE: Minor amount of galvanic corrosion sighted on outdrive, specifically on skeg, around prohub and trim cylinders. Monitor condition and sand/repaint at next service interval.**

Trim Cylinders:

Trim cylinders appear in serviceable condition. No fluid leaks sighted.

U Joint Bellow:	No cracks or wear areas sighted on U joint bellow. Clamps appear serviceable. Average condition.
Shift Cable Bellow:	Bellow and clamps appear serviceable.
Exhaust Bellow:	No cracks or wear areas sighted on exhaust bellow. Average condition. Clamps appear serviceable.
Hydraulic Lines:	Hydraulic lines and compression fittings are secured and show no signs of leakage.
Gimbal Bearing/Ring:	Minimal play when outdrive is wiggled back and forth. No “growling” noises heard during sea-trial.
Outdrive Gear Noise:	Props spin free with no gear noises heard.
Lube oil Condition:	NOTE: Plug was not pulled to check gear oil.
Lower Unit Skeg(s):	NOTE: Aft portion of skeg is broken off. Repair skeg.
Outdrive Propellers:	Two counter-rotating propellers. Both are stainless, three bladed and Volvo Penta Duoprop brand. Props are in average condition. No cracks or missing blades. Normal wear and tear. #3851476
Notes:	NOTE: Unknown amount of time since outdrive was last serviced. Surveyor recommends having outdrive serviced including bellows, lower unit oil, u-joint and gimbal bearing.



Port Side of Outdrive



Stbd Side of Outdrive

Fuel Tankage

Fuel Tanks/Location:	One tank. Located under aft deck. NOTE: No access, unable to inspect.
Tank Type/Capacity:	NOTE: Unable to access. Surveyor could not inspect.
Fuel Supply Line(s):	USCG A1 flex hose from tank to fuel pump. No crack, soft spots or splitting sighted where accessible. NOTE: Limited access, complete inspection not possible.
Shut off Valve(s):	None sighted.
Vent Line/Location:	Vents to hull side through stainless vent cover. NOTE: Unable to access vent line. Surveyor could not inspect.
Fill line(s) Located:	Starboard aft. Clearly marked for gasoline as per ABYC recommendations.
Fuel Fill Grounded:	NOTE: Unable to access. Surveyor could not inspect.
Fill line(s) Hose Type:	Type A2 fuel hose. Average condition. No cracks or damages where accessible for inspection.

Steering System

Manufacturer:	Teleflex
Steering Type:	Sterndrive cable steering with power assist.
Lines and Fittings:	Steering cable and hydraulic hose with compression fittings. No damages or leaks sighted.
Steering Ram:	Hydraulic steering assist ram shows no signs of leakage.
Mounting(s):	Cylinder and ram actuator are well secured. Hull mounted bracing appears adequate.

Interior Hull & Structural Components

Vessel Bilge:	Mostly clean. Minimal amount of water sighted in aft bilge.
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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 where accessible for inspection. NOTE: Access limited, complete inspection not possible.
Vessel Stringers:	Hull stiffness provided by 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 center bilge area, and are well glassed into hull where sighted. Stringers sounded with hammer where accessible and appeared sound. No soft spots, separation, cracks, rotting, or splitting sighted. Limber holes appear to be adequately sealed where sighted.
Vessel 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 where accessible for inspection.
Inside of Transom:	Reinforced. Secure with no cracks or separation sighted. NOTE: Access limited, complete inspection not possible.

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 Plug	Transom	Draining Bilge	Serviceable
Condition:	Securely bedded.			

Above Waterline Thru-Hull Fittings

Hull Sides:	Stainless bulkhead fittings. Used for: Bilge drain, fuel tank vent, scupper drains. All observed were secured, operational and as far as could be observed free of damage.
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Critical Safety Components

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 12v	Aft Bilge	Yes	Auto	Yes
Bilge Pump Comments:	Bilge pump turned on with switch at helm dash and powered on. NOTE: Bilge pump is located underneath engine and is not accessible for inspection.				

Bilge Blower(s):	One inline blower sighted and properly secured. Properly connected to engine vent and routed to lower 1/3 rd of engine compartment as per ABYC. NOTE: Blower motor is making loud bearing noise. Repair ventilation blower.
Fire Extinguishers:	“Kidde” 3lb dry chemical extinguisher sighted next to helm seat and is secured with bracket. Gauge reads full. USCG compliant.
Fixed Extinguisher:	“Fireboy” Clean agent automatic fire extinguishing bottle located in engine compartment, secured on bulkhead with stainless straps. Gauge reads full. 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.

Safety Related Equipment & Accessories

Life Jacket's (PFD):				
<i>Type</i>	<i>Number</i>	<i>Location</i>	<i>Condition</i>	<i>USCG Approved</i>
USCG Type I PFD	0			
USCG Type II PFD	0			
USCG Type V PFD (throw)	0			
Notes:	NOTE: No lifejackets or type V throwable cushion sighted on vessel. Equip vessel with one USCG approved pfd per person onboard vessel and one type V throwable cushion to comply with law while operating vessel.			
Horn/sound signaling apparatus:	Electric horn controlled via helm switch. USCG approved.			

Ground Tackle

Vessel Anchor(s):	No anchor or rode sighted. NOTE: Equip vessel with appropriate size anchor and rode for use in emergency and loss of power situations.
Chain/Line/Length:	None sighted.

Out of Water Inspection & Hull Bottom

Hull Bottom:	Fiberglass with white gelcoat. Percussion tested, no delamination or soft spots detected. NOTE: Light scuff marks sighted on hull bottom from loading/offloading onto trailer. Be advised, repair/buff as needed for cosmetic purposes.
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Blistering:

No blistering sighted.

Thru-Hulls:

Bilge drain plug.

Transducers:

One transducer mounted on transom. Appears serviceable and properly bedded.

Trim Tabs**Trim tabs:**

None sighted.

Anodes**Number/Location/Condition:**

Two sacrificial anodes sighted on outdrive: One on bottom of transom assembly and one on lower front collar. Approximately 90% life remaining.

Sea Trial**Date & Time:**

January 7th, 2019 at 10:15 AM

Summary of Events:

Launched vessel from trailer at boat launch and drove around Lake Draper for approximately twenty minutes, and then back to launch ramp.

Vessel Operated By:

Broker, 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.

Vessel Steering:

Steering system operated normally and smoothly from start to stop.

Throttles/Shifters:

The throttle and shifter operated smoothly and efficiently.

Notes:

NOTE: When in reverse gear, outdrive wobbles back and forth shaking the steering wheel and making whining noise. Have mechanic diagnose and repair.

Instrument Readings:

<i>Gauge</i>	<i>(800rpms)</i>	<i>(2500rpms)</i>	<i>(4500rpms)</i>
VOLTS	14	14	14
Water Temp	175	175	175
Oil Pressure	40	60	60

**Head Compartment****Automatic Fire Extinguisher Bottle****Swim Platform****Bimini Top**

Summary of Findings

Priority A Findings (findings in need of immediate attention)

1. NOTE: Vessel registration numbers not sighted. Register vessel and place numbers on forward hull sides using vinyl stickers.
2. NOTE: State validation sticker not sighted. Renew sticker.
3. NOTE: No lifejackets or type V throwable cushion sighted on vessel. Equip vessel with one USCG approved pfd per person onboard vessel and one type V throwable cushion to comply with law while operating vessel.
4. NOTE: Equip vessel with appropriate size anchor and rode for use in emergency and loss of power situations.

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

1. NOTE: When in reverse gear, outdrive wobbles back and forth shaking the steering wheel and making whining noise. Have mechanic diagnose and repair.
2. NOTE: Aft portion of skeg is broken off. Repair skeg.
3. NOTE: Unknown amount of time since outdrive was last serviced. Surveyor recommends having outdrive serviced including bellows, lower unit oil, u-joint and gimbal bearing.
4. NOTE: Blower motor is making loud bearing noise. Repair ventilation blower.
5. 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.

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

1. NOTE: (1) Starboard-bow- 1/8" gelcoat void above rub rail. (2) Starboard-bow- 3"x1" scuff mark above rub rail. Repair both as needed for cosmetic purposes.
2. NOTE: Engine cover sunpad has 1/4" scuff mark in vinyl on starboard side. Be advised.
3. NOTE: Minor amount of galvanic corrosion sighted on outdrive, specifically on skeg, around prohub and trim cylinders. Monitor condition and sand/repaint at next service interval.
4. NOTE: Light scuff marks sighted on hull bottom from loading/offloading onto trailer. Be advised, repair/buff as needed for cosmetic purposes.

Vessel Condition & Value

Rating of vessel condition was determined upon completion of the survey, and review of all survey information. Vessel was compared to other vessels of the same age and model.

Condition Ratings are as follows:

Excellent	New or in Like-New Condition
Above Average	Has had above average care and no maintenance or repairs are required.
Average	Ready for sale but needs usual 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	Average Condition
Estimated Fair Market Value	\$25,500.00
Estimated Value of Trailer	\$3,000.00
Combined Fair Market Value	\$28,500.00
Estimated Replacement Cost	\$112,500.00

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 OF REPORT: 01-08-2020

Society of Accredited Marine Surveyors Associate Surveyor

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

ABYC Business Member

