



# **Report of Marine Survey**

**Vessel: 1984 Harbor Master 520**

**Purpose: Condition and Valuation**



**Customer: John Doe**

**Date of Survey: August 28th, 2019**

**Location: Saphire Bay Marina, Rowlett TX**

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

**SAMS Surveyor Associate – USCG 1600 Master**

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## Survey Information

<b>Name of party requesting survey:</b>	Doe, John
<b>How was vessel observed:</b>	In the water at dock.
<b>Sea-Trial:</b>	No, a sea-trial was not performed.
<b>Parties present at time of the survey:</b>	Surveyor, Customer
<b>Weather at time of survey:</b>	Clear and Sunny. Temp 85 degrees. Wind 5kts.
<b>Vessels intended use:</b>	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.

<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>BLUE</b>	Blue recommendations are <u>priority B</u> . These relate to maintenance and standard findings that need to be addressed.
<b>GREEN</b>	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:** 1984 Harbor Master 520



**Vessel Name:** N/A

**Hailing Port:** N/A

**Hull ID number verification:** Omitted



<b>State Registration #:</b>	
<b>State Validation sticker:</b>	Texas 2004. <b>NOTE: State validation sticker expired. Renew.</b>
<b>Registration valid and sighted on vessel hull as per regulations:</b>	No. See above finding.
<b>Vessel Type:</b>	Fiberglass Houseboat with Semi-Vee Hull
<b>Manufacturer:</b>	Harbor Master Boats, Gallatin TN
<b>Year of Vessel:</b>	1984
<b>Length of Vessel:</b>	52'
<b>Draft:</b>	2' 4"
<b>Beam:</b>	14'
<b>Weight:</b>	25,000 lbs

### Top Exterior Deck & Hull

<b>Hull Construction Material:</b>	Fiberglass with white gelcoat surface. Blue striping on house sides and above waterline. Gelcoat is in average condition.
<b>Swim Platform:</b>	Attached frp swim platform. Mounted with stainless through bolts on transom. <b>NOTE: Swim platform flexes when stepped on due to rotten transom. Be advised.</b>
<b>Deck Rub Rail:</b>	Black rubber rub rail along hull sides. Well secured. Normal wear and tear sighted.
<b>Vessel Transom:</b>	Conventional flat shaped transom with attached swim platform and boarding ladder. <b>NOTE: Transom is rotted/delaminated along entire length to approximately four feet up. Repair transom.</b>
<b>Boarding Ladder:</b>	Aluminum drop down boarding ladder on swim platform. Well secured and operational. Complies with ABYC recommendations.

### Main Deck and House – Hardware & Fittings

<b>Main Deck Construction:</b>	Wood deck with frp and gelcoat surface. <b>NOTE: Deck is soft in the following places: (1) Starboard-aft- 24"x12" area next to aft window. (2) Port-forward-corner- 12"x12" area next to stanchion. (3) Port-midships- 24'x12" area next to waste and water deck fittings. (4) Port-aft- 12"x18" area next to port engine hatch. Repair deck.</b>
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<b>Upper Deck/House:</b>	Upper deck accessed via stairs on stern. Safety railing surrounding perimeter with room for seating and helm station forward.
<b>Main Deck Surface:</b>	White gelcoat with non-skid surface. <b>NOTE: Several gelcoat stress cracks/crazing and voids with exposed fiberglass sighted on deck in multiple areas. Repair all for cosmetic purposes and to seal any exposed fiberglass.</b>
<b>Stanchions/Grab Rails:</b>	Stainless stanchions and tubular hand rails, approximately 36" high, surrounding lower and upper decks. No bends, cracks or deformations
<b>Scuppers/Deck Drains:</b>	Scuppers are well secured with no damage sighted. Hoses are secure and properly routed overboard.
<b>Deck Fill/Pump Fittings:</b>	All deck fittings are properly marked as per ABYC recommendations. Located in the following areas: (1) Fuel Fill – Aft Deck (2) Water Fill – Port Midships (3) Waste Pump-out – Port Forward
<b>Anchor/Chain Locker:</b>	Located on bow under deck hatch. Mostly clean and dry.
<b>Anchor Windlass:</b>	Located on bow. <b>NOTE: Anchor windlass is not operational. Repair.</b>
<b>Engine Vents:</b>	Engine space ventilation ducts on aft hull sides. Vents are free of damage and hoses are correctly hooked up and secure as viewed from engine space.
<b>Line Cleats:</b>	Horn style cleats. Well secured to deck and serviceable.
<b>Cabin Windows:</b>	Glass windows along hull sides, forward and aft. No damages or recent leakage sighted.
<b>Storage Hatches:</b>	Storage hatch located under bench seat on bow. Mostly clean and dry.

### **Cockpit & Helm**

<b>Helm/Steering Station:</b>	Two helm locations: One at flybridge and one in cabin. Both have control stations with engine controls, steering wheel, switches and engine gauges.
<b>Sole/Deck:</b>	Gelcoat and nonskid throughout cockpit and seating areas.
<b>Exterior Seating:</b>	Swiveling captain's chair and two reverse-facing seats at flybridge helm. Vinyl is white in color and in average condition. Patio furniture on upper deck. Bench seat on bow. <b>NOTE: Vinyl on bow bench seat is cracked/torn in multiple areas.</b>

**Bimini Top:**

Aluminum framed bimini top covering upper deck with black canvas. Appears to be in good condition and is well secured to deck.

**Windshield:**

Aluminum framed glass windows at lower helm. Two windshield wipers. **NOTE: Windshield wipers are missing arms/blades. Repair.**

**Cabin Door(s):**

Sliding glass door located on starboard forward side, and aft deck. No damages sighted. Doors close smoothly.

**Engine Hatch:**

Two manual lift engine hatches located on aft deck. No soft spots or damages detected.



### Navigation & Helm Electronics

**Electronic Chart/ECDIS/GPS/Radar/Depthsounder:**

Ray Jeff 230 depth display gauges at both helm stations. **NOTE: Depth gauges are not operational at both helm stations. Repair.**

**Compass:**

None sighted.

**Navigation Lights:**

Red/Green/Stern/Anchor light. USCG approved. All are operational.

**Spotlight:**

“Jabsco” spotlight sighted on bow mounted on top of house with controls at both helm stations. **NOTE: Spotlight not operational. Repair.**

**VHF Radio:**



“Rayjeff 550” vhf radio at lower helm station, powers on. “West Marine” vhf radio at flybridge helm. **NOTE: Vhf radio at flybridge helm station is not operational. Repair.**

**Loud Hailer:**

“Rayjeff 314” loud hailer at lower helm station. Powers on.


## Engine Instruments & Controls

<b>Blower Controls:</b>	Blower control at helm dash. <b>NOTE: Engine space ventilation blowers are not operational. When control at helm is pressed, blowers do not turn on.</b>
<b>Engine Status Gauges:</b>	Analogue gauges for fuel level, oil pressure, engine temp, alternator voltage and hour meters. All appear operational and oem.
<b>Engine Tachometers:</b>	5" analogue engine tachometers for each engine at both helm stations. Tachometers appear operational and oem.
<b>Throttle/Shift Controls:</b>	Dual "Morse" control boxes with dual levers for throttle and shift controls at both helm stations. Controls appear operational.
<b>Rudder Angle Indicator:</b>	Rudder angle indicator gauges at both helm stations. <b>NOTE: Rudder angle indicator gauges are not operational. Repair.</b>

## Cabin & Interior

<b>Summary of Interior Cabin Appointments:</b>	Main salon area with helm station and seating for entertaining guests. Wood finish throughout with cabinetry and storage. One berth located forward under helm station accessible via stairs, with adjacent head. Galley is on the starboard midships side with head opposite and additional berth aft. Overall good condition with normal wear and tear for vessel year vintage.
<b>Sole/Deck:</b>	Teal colored carpet throughout cabin. Average condition. <b>NOTE: Deck/flooring is soft and flexes when walked on in 24"x24" area at forward cabin stair landing next to forward head. Repair.</b>
<b>Headliner:</b>	White colored paneling with wood trim. No damages or leakage sighted.

<b>Fabric and Cushions:</b>	Cloth.
<b>Lights &amp; Fixtures:</b>	(12v) & (120v) Lighting throughout cabin.
<b>Cabin Bulkheads:</b>	Wood paneling covering bulkheads throughout cabin.
<b>Berthing Areas:</b>	<p>Two berths, one forward and one aft. Forward berth has two queen beds and is located below forward helm station accessible via downward leading stairs. Aft berth has one king size bed with sliding glass door leading to aft exterior deck.</p> <p><b>NOTE:</b> Forward berth has approximate 4" waterline/staining along carpet sides on deck from where water sat for unknown amount of time. Be advised.</p>
	

### Galley

<b>Summary:</b>	Galley located on starboard midships side of cabin.
<b>Deck/Sole:</b>	Teal colored carpet.
<b>Cabinetry:</b>	Wooden cabinetry with storage for kitchen appliances and utensils. Cabinet doors open and close smoothly and contents are dry and clean.
<b>Counter-tops:</b>	Formica counter-tops, wood grain in color. Average condition.
<b>Cooking Stove:</b>	"Princess" three burner electric stove. Operational.
<b>Refrigeration:</b>	White colored "Frigidair" 120v standup refrigerator/freezer. Operational.
<b>Water System:</b>	Properly pressurizes at galley sink with no leaks sighted.

<b>Galley Sink(s):</b>	Stainless steel dual deep well. No damages or leaks sighted. Drains overboard.
<b>Microwave:</b>	“GE” microwave. Operational. Well secured. 110v

### Head(s)

<b>Summary:</b>	Two heads. One located forward and one aft.
<b>Toilet(s):</b>	Electric flush toilets with macerators in both heads. Water provided via seacock valve. <b>NOTE: Forward toilet powers on but will not pump water into bowl. Repair toilet.</b>
<b>Sink:</b>	Stainless sink with faucet in both heads. Operational with no leaks sighted.
<b>Shower(s):</b>	Shower stall with fixture and curtain in aft head. Operational with no damages sighted.

### Air Conditioning

<b>Number/Type/Location:</b>	Two. 110v “Dometic” rooftop units. <b>NOTE: Air conditioners are not operational. Repair both air conditioners.</b>
<b>Condensate Drain:</b>	Condensation water drains overboard.
<b>Temperature Controls:</b>	Rotary temperature control panels under units.

### D.C Electrical System

<b>Voltage System:</b>	12v
<b>Vessel Batteries:</b>	Three batteries onboard vessel: (3) “Superstart” lead acid type, 24 size. <b>NOTE: Battery on port side is not secured and is lying on its side. Install battery in tray and secure with straps to bilge sole.</b>
<b>Charging System:</b>	Alternator on both engines. Additionally, there is a “Charles” battery charger located in the engine compartment mounted on bulkhead. Charger is ignition protected and grounded per ABYC recommendations. Powers on.
<b>Distribution Panel:</b>	Located at helm dash.

**Wiring Connectors:**

Ring spade or crimp on connectors sighted for wiring connections. No more than four connections per battery post as per ABYC recommendations.

**A.C. Electrical System****A.C. Power System:**

30 amp 120 volt

**Shore Power Inlets:**

Two thirty amp shore power inlets located on port bow.

**A.C. Usage Meter:**

Located at lower helm dash. Analogue, displays volts.

**Wire terminations:**

A.C. wiring is properly terminated where accessible to be inspected.

**Shore Power Cord:**

Two 30 amp shore power cords. Locking rings being utilized as per ABYC recommendations.

**Power Selector Switch:**

AC/Generator rotary switch located in cabin.

**A.C. Power Panel:**

Breaker box located in salon mounted on bulkhead inside cabinetry.

**Main Breaker:**

Yes. Located at main power panel within 10' of shore power inlets as per ABYC recommendations.

**GFCI Protection:**

Yes, vessel equipped with GFCI outlets in all wet locations.

**Generator****Manufacturer/Model:**

Kohler 7.5R27 gasoline powered generator.

**Serial number:**

140689

**Kilowatt Rating:**

7.5 KW

**Hour Meter:**

761 hours as per meter at helm dash.

<b>Voltage Rating:</b>	120 Volts A.C.
<b>Belts and Pulleys:</b>	Belt condition is serviceable. No cracks or splits sighted. Pulley/belts appear to be in line.
<b>Cooling System(s):</b>	Raw-water cooled with intake through hull bottom.
<b>Oil level and condition:</b>	<b>NOTE: Generator oil is dirty. Service generator with fresh oil and filter.</b>
<b>Fuel Supply Lines:</b>	USCG A1 fuel hose from tank top to generator. No cracks, splits or soft spots sighted.
<b>Engine Mounts and Beds:</b>	Engine mounts appear to be well secured to the support mounting. Generator mounted in tray.
<b>Exhaust Piping:</b>	Exhaust exits out of transom. Flex rubber exhaust hose with frp muffler in-line. Properly double clamped as per ABYC recommendations. Hose is in average condition with no cracks or damage sighted.
<b>Generator Tested:</b>	<b>NOTE: Generator does not start or run. Repair generator.</b>



### Propulsion System

<b>Propulsion Type:</b>	Inboard Vee Drive
<b>NO#/Type/Cylinders:</b>	Two gasoline V8 engines. 454 c.i. 350hp each. Carbureted.

**Make/Model/Serial:**

Crusader Model 350

*Port Serial:* 43928*Stbd Serial:* 43969**Engine Hours:***Port:* 433      *Starboard:* 433      as per hour meters at helm location.**Hoses and Clamps:**

Good condition, no cracks sighted. Hoses are double clamp where required.

**Belts and Pulleys:**

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

**Cooling System(s):**

Raw water cooled. Raw water intake through hull bottom thru-hull(s).

**Oil Level/Condition:***NOTE: Oil is dirty on both engines. Service both engine with fresh oil and oil filters.***Flame Arrestor(s):**

USCG approved flame arrestors on both engines.

**Engine Ventilation:**

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

**Engine Fuel Filter:***NOTE: No fuel water separators for engines. Recommend installing fuel water separators for each engine.***Engine mounts and beds:**

Engine mounts appear to be well secured to the support stringers.

**Engines Started:**Attempted to start and run both engines at dock. *NOTE: (1) Starboard engine starts but will not stay running. (2) Port engine will not start. Repair both engines.*

Port Engine



Starboard Engine

**Exhaust System**

<b>Discharge Location(s):</b>	Transom sides.
<b>Exhaust Piping/Clamps:</b>	Metal and flex hose. Hoses in average condition. Properly clamped at each connection.
<b>Exhaust Manifold/Risers:</b>	Average condition. No leaks or cracks sighted.

**Transmissions**

<b>Number/Make/Model:</b>	Two. Velvet Drive Vee-drive.
<b>Transmission Serial#:</b>	<i>Port:</i> 2024 <i>Starboard:</i> 8029
<b>Stuffing Boxes:</b>	Stuffing box and packing gland, bronze hex nut type. Boots are double clamped and appear serviceable.
<b>Transmission Fluid:</b>	Clean and full on both dipsticks. Red in color.
<b>Propeller Shaft(s):</b>	Stainless steel.

**Fuel Tankage**

<b>NO# Fuel Tanks/Location:</b>	One fuel tank located aft centerline in engine space.
<b>Tank Type and Capacity:</b>	Plastic. 126 gallons.
<b>Manufacturers Label:</b>	USCG required label was sighted on fuel tank.
<b>Fuel Tank Condition:</b>	Visually good where accessible for inspection.
<b>Engine Fuel Pump(s):</b>	Engine mounted, no leaks sighted.

<b>Fuel Supply Line(s):</b>	USCG A1 fuel hose from tank top to fuel pumps. No cracks, splits or soft spots sighted. Secured every eighteen inches. Complies with ABYC recommendations.
<b>Shut off Valve(s):</b>	No fuel shut off valve(s) sighted.
<b>Vent Line/Location:</b>	Type A1 hose. Vents to hull side.
<b>Fill line(s) Located:</b>	Aft deck. Clearly marked for gasoline as per ABYC recommendations.
<b>Fill pipe/Condition:</b>	USCG Type A2 flex hose. No cracks, leaks or splits sighted. Average condition.

### **Fresh Water Tankage**

<b>Number and Location of tank(s):</b>	One tank located midships centerline under cabin sole.
<b>Tank Type/Capacity:</b>	Aluminum. Approximately fifty gallons.
<b>Tank(s) Secured:</b>	Yes, tank is secured as per ABYC recommendations.
<b>Tank(s) Condition:</b>	Visually good (where accessible). <b>NOTE: Due to limited access complete inspection not possible.</b>
<b>Potable Water Pump:</b>	12 volt, "Jabsco". Operational.
<b>Water Supply Lines:</b>	Flexible plastic piping for all water connections. No leaks sighted.
<b>Filling Line(s) Located:</b>	Port Midships. Clearly marked as per ABYC recommendations.
<b>Vent(s) Location(s):</b>	Side hull.
<b>Notes:</b>	<b>NOTE: Some light corrosion sighted on water tank and connections. Clean tank of corrosion and allow bilge space to ventilate so equipment and bilge can dry.</b>

**Black Water/Holding Tank(s)**

<b>Vessel MSD Type:</b>	MSD USCG Type III (Holding Tank). Connected to deck waste fitting for pump out.
<b>Number/Location of tank(s):</b>	One tank. Located forward centerline under cabin sole.
<b>Tank Type and Capacity:</b>	Aluminum. Approximately fifty gallons.
<b>Discharge line(s) Located:</b>	Deck pump out located on port midships side. Properly marked as per ABYC recommendations.
<b>Tank(s) Secured:</b>	Tank is secured as per ABYC recommendations.
<b>Tank(s) Condition:</b>	Visually good (where accessible).
<b>Monitor System:</b>	Yes mounted on bulkhead. Operational.
<b>Sewage Lines/Vent:</b>	Ribbed sanitation hose. Average condition with no cracks, leaks or soft spots sighted. Vents to bulkhead fitting on hull side.
<b>Overboard Capable:</b>	No. System not capable of being discharged overboard.

**Water Heater(s)**

<b>Number and Tank Location(s):</b>	One tank. Located in midships bilge area.
<b>Tank Type, Manufacture and Capacity:</b>	"Craftmaster" household hot water heater. Appx 10 gallons.
<b>Heater Tested:</b>	Yes, hot water tank was powered on and made hot water.
<b>Supply Lines:</b>	Re-enforced plastic. Good serviceable condition. No leaks sighted.
<b>Tank(s) Secured:</b>	Yes the tank is secured as per ABYC recommendations.

### Steering System

<b>Manufacturer:</b>	Wagner
<b>Steering Type:</b>	Hydraulic cockpit wheel steering with rudders and hydraulic ram.
<b>Lines and Fittings:</b>	Flex hydraulic lines. No leaks or damages sighted.
<b>Mounting(s):</b>	Cylinder and ram actuator are well secured. Hull mounted bracing appears adequate.
<b>Steering Cylinder:</b>	No leaks or damages sighted.
<b>Rudder Packings:</b>	NOTE: Port rudder packing is leaking water. Repair.
<b>Rudder Stock:</b>	Stainless rudder stock. Visually sound. 1 ½"
<b>Steering Tie Bar:</b>	Rudder steering arms connected by a steel lateral bar. Bolts are secure, no excessive rust or corrosion sighted.

### Interior Hull & Structural Components

<b>Hull to Deck joint:</b>	Overlap (shoe box type). Elastomeric compound sighted in hull to deck joint.
<b>Inside of Transom:</b>	Reinforced. See finding in "Top Exterior Deck & Hull" section of this survey report.
<b>Stringer(s):</b>	Hull stiffness provided by FRP covered wooden longitudinal stringers that run the length of the vessel. Complete inspection not possible due to limited access. NOTE: (1) Inboard stringers under both engines are delaminated/hollow in approximate 6' length where engine mounts are connected. Repair. (2) Outboard stinger on port engine is rotted at the forward-most portion. (3) Portions of the forward bulkhead in engine space are rotted. Repair forward bulkhead in engine space.
<b>Bulkheads:</b>	Athwartships reinforcement enhanced by structural bulkheads bonded to the hull with Fiber Reinforced Plastic (FRP). All tabbing appears serviceable.

**Bilge(s):**

Minimal amount of water, oily.

**Below Waterline Thru-Hull Fittings****Number/Type/Location:**

<i>Number</i>	<i>Type</i>	<i>Location</i>	<i>Used For</i>	<i>Condition</i>
<b>1</b>	Gate Valve	Aft Bilge	Generator	Serviceable
<b>2</b>	Gate Valve	Aft Bilge	Stbd Engine	Serviceable
<b>3</b>	Gate Valve	Aft Bilge	Port Engine	Serviceable
<b>4</b>	Gate Valve	Midship Bilge	Toilet Water	Serviceable

**Condition:**

**NOTE:** Seacock valves for both engines and generator are not operational and are broken. Replace all three broken seacock gate valves with bronze ball valves.

**Hoses:**

Marine rubber covered reinforced hose. Properly double clamped as per ABYC recommendations except where noted. **NOTE:** (1) Engine raw water hoses are not clamped at seacock valves or strainers. Install two hose clamps on each engine raw water hose connection. (2) Generator raw water hose is the incorrect type of hose and has only one hose clamp installed at seacock valve. Replace generator raw water hose with re-enforced marine grade water hose and install additional hose clamp so there are two per connection.

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

Marelon and metal thru-hulls (bulkhead fittings). Used for: Generator exhaust, engine exhaust, grey water, cockpit/deck drains and bilge/sump drains. All observed were secured, operational and as far as could be observed free of damage.

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

None sighted.

**Bilge Blower(s):**

One inline blower located on port side of engine space, hose is properly routed to lower 1/3<sup>rd</sup> of engine compartment and secure. **NOTE:** Only one blower sighted. Blower not sighted on starboard side of engine space. Install blower on starboard side of engine space.

**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 1500 12v</b>	<b>Midship Bilge</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
<b>2</b>	<b>Rule RM5008</b>	<b>Midship Bilge</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>
<b>3</b>	<b>Rule RM1100B</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. **NOTE:** Midships bilge pump is not secure. Secure bilge pump to bilge sole using screws.

**Portable Fire Extinguishers:**

<i>Number</i>	<i>Brand/Model</i>	<i>Location</i>	<i>Mounted?</i>	<i>Type</i>	<i>Gauge full?</i>
<b>1</b>	<b>Fire Control 1lb</b>	<b>Salon</b>	<b>Yes</b>	<b>Dry Chem</b>	<b>No</b>
<b>2</b>	<b>Badger 5lb</b>	<b>Salon</b>	<b>No</b>	<b>Dry Chem</b>	<b>No</b>
<b>3</b>	<b>Fire Control 1lb</b>	<b>Aft Berth</b>	<b>Yes</b>	<b>Dry Chem</b>	<b>Yes</b>

**Fire Extinguisher Comments:**

**NOTE:** Both fire extinguishers in salon are empty on gauge and are expired. Install two new USCG approved fire extinguishers and place one in salon next to cabin door, and one in galley using supplied brackets.

**Fixed Halon/Clean Agent:**

“Seafire” Halon bottle sighted in engine space. Securely mounted on bulkhead, gauge reads full. **NOTE:** (1) 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. (2) 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>Powered on?</i>	<i>Tested</i>

**Fire/Smoke Detectors:**

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

**Notes:**

**NOTE:** No CO or smoke detectors in cabin. Equip vessel with one smoke detector and install in galley. Equip vessel with three CO detectors and place one in salon, one in aft berth and one in forward berth.

### Safety Related Equipment & Accessories

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

<i>Type</i>	<i>Number</i>	<i>Location</i>	<i>Condition</i>
<b>USCG Type I PFD</b>	<b>2</b>	<b>Bow Storage Hatch</b>	<b>Serviceable</b>
<b>USCG Type II PFD</b>			
<b>USCG Type V PFD (throw)</b>	<b>1</b>	<b>Bow Storage Hatch</b>	<b>Serviceable</b>

**Horn/sound signaling apparatus:**

Electric horn controlled via helm switch. **NOTE: Horn is not operational. Repair.**

### Ground Tackle

**Vessel Anchor(s):**

Danforth 30lb anchor sighted on forward deck.

**Chain/Line/Length:**

Approximately eight feet of chain sighted rigged to anchor. **NOTE: No anchor line sighted. Equip vessel with 100' of line and rig to anchor so that it can be deployed in emergency.**

### Summary of Findings

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

1. **NOTE: State validation sticker expired. Renew.**
2. **NOTE: Engine space ventilation blowers are not operational. When control at helm is pressed, blowers do not turn on.**
3. **NOTE: Seacock valves for both engines and generator are not operational and are broken. Replace all three broken seacock gate valves with bronze ball valves.**
4. **NOTE: Engine raw water hoses are not clamped at seacock valves or strainers. Install two hose clamps on each engine raw water hose connection.**
5. **NOTE: Only one blower sighted. Blower not sighted on starboard side of engine space. Install blower on starboard side of engine space.**
6. **NOTE: Both fire extinguishers in salon are empty on gauge and are expired. Install two new USCG approved fire extinguishers and place one in salon next to cabin door, and one in galley using supplied brackets.**

7. NOTE: No CO or smoke detectors in cabin. Equip vessel with one smoke detector and install in galley. Equip vessel with three CO detectors and place one in salon, one in aft berth and one in forward berth.

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

1. NOTE: Transom is rotted/delaminated along entire length to approximately four feet up. Repair transom.
2. NOTE: Deck is soft in the following places: (1) Starboard-aft- 24"x12" area next to aft window. (2) Port-forward-corner- 12"x12" area next to stanchion. (3) Port-midships- 24"x12" area next to waste and water deck fittings. (4) Port-aft- 12"x18" area next to port engine hatch. Repair deck.
3. NOTE: Deck/flooring is soft and flexes when walked on in 24"x24" area at forward cabin stair landing next to forward head. Repair.
4. NOTE: Air conditioners are not operational. Repair both air conditioners.
5. NOTE: Battery on port side is not secured and is lying on its side. Install battery in tray and secure with straps to bilge sole.
6. NOTE: Generator oil is dirty. Service generator with fresh oil and filter.
7. NOTE: Generator does not start or run. Repair generator.
8. NOTE: Oil is dirty on both engines. Service both engine with fresh oil and oil filters.
9. NOTE: (1) Starboard engine starts but will not stay running. (2) Port engine will not start. Repair both engines.
10. NOTE: Port rudder packing is leaking water. Repair.
11. NOTE: (1) Inboard stringers under both engines are delaminated/hollow in approximate 6' length where engine mounts are connected. Repair. (2) Outboard stinger on port engine is rotted at the forward-most portion. (3) Portions of the forward bulkhead in engine space are rotted. Repair forward bulkhead in engine space.
12. NOTE: Midships bilge pump is not secure. Secure bilge pump to bilge sole using screws.
13. NOTE: (1) 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. (2) 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.
14. NOTE: Horn is not operational. Repair.

- 15. NOTE:** Generator raw water hose is the incorrect type of hose and has only one hose clamp installed at seacock valve. Replace generator raw water hose with re-enforced marine grade water hose and install additional hose clamp so there are two per connection.

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

1. NOTE: Swim platform flexes when stepped on due to rotten transom. Be advised.
2. NOTE: Several gelcoat stress cracks/crazing and voids with exposed fiberglass sighted on deck in multiple areas. Repair all for cosmetic purposes and to seal any exposed fiberglass.
3. NOTE: Anchor windlass is not operational. Repair.
4. NOTE: Vinyl on bow bench seat is cracked/torn in multiple areas.
5. NOTE: Windshield wipers are missing arms/blades. Repair.
6. NOTE: Depth gauges are not operational at both helm stations. Repair.
7. NOTE: Spotlight not operational. Repair.
8. NOTE: Vhf radio at flybridge helm station is not operational. Repair.
9. NOTE: Rudder angle indicator gauges are not operational. Repair.
10. NOTE: Forward berth has approximate 4" waterline/staining along carpet sides on deck from where water sat for unknown amount of time. Be advised.
11. NOTE: Forward toilet powers on but will not pump water into bowl. Repair toilet.
12. NOTE: No fuel water separators for engines. Recommend installing fuel water separators for each engine.
13. NOTE: Some light corrosion sighted on water tank and connections. Clean tank of corrosion and allow bilge space to ventilate so equipment and bilge can dry.

## 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>Below Average Condition</b>
<b>Estimated Fair Market Value</b>	<b>\$22,500.00</b>
<b>Replacement Value</b>	<b>\$138,500.00</b>

**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. 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.**



ATTENDING SURVEYOR: \_\_\_\_\_ (John Seckman)

DATE OF REPORT: 08-29-2019

Society of Accredited Marine Surveyors Associate Surveyor

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

ABYC Business Member

