



Report of Marine Survey

Vessel: 2003 Luhrs 34 Convertible

Purpose: Pre-Purchase Condition & Valuation



Customer: John Doe

Date of Survey: December 8th, 2023

Location: Lake Country Marina, Fort Worth TX

Prepared and Conducted by: Captain John Seckman

SAMS Accredited Marine Surveyor – USCG 1600 Master

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Scope of Survey

Name of party requesting survey:	John Doe
Vessel Owner:	
Scope of Survey:	Vessel was surveyed for pre-purchase condition and valuation purposes.
How was Vessel Observed:	Vessel was observed in the water. Vessel not hauled out of water.
Lake-Test:	Yes, a lake-test was performed. See "Lake-Test" section of survey report for details.
Parties present at time of the survey:	Surveyor, Mechanic, Customer
Weather at time of survey:	Clear & Sunny. 78 degrees F. Wind S @ 15-20 mph
Vessels intended use:	Cruising and recreation on inland and offshore 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 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.

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Vessel Particulars

Vessel YR/Make/Model:

2003 Luhrs 34 Convertible



Starboard Side



Port Side

Vessel Name:

"Taty"

Hailing Port:

N/A

Hull ID NO#:

LHRGC162E203



Hull Identification Number (Starboard Aft Corner under Rub Rail)

State Registration NO#:	TX 3367 AF
State Validation Sticker:	Texas 2023 June NOTE: State validation sticker is expired. Renew.
Registration valid and sighted on hull as per regulations:	No, see above finding.
Vessel Type:	Fiberglass Fishing Boat w/Flybridge & Semi-Vee shaped Hull Configuration
Manufacturer:	Luhrs Corporation, Millville NJ
Year of Vessel:	2003
Vessel Length:	<i>Length Overall:</i> 36' 10" <i>Length on Deck:</i> 34'
Vessel Draft:	3' 4"
Vessel Beam:	13'
Vessel Weight:	18,000 pounds

Top Exterior Deck & Hull

Hull Construction Material:	Molded fiberglass over unknown coring.
Hull Surface:	White colored gelcoat along hull sides with black vinyl striping at waterline. Hull sides are clean and in good overall condition.
Rub Rail:	White colored rubber rub-rail with stainless insert covering hull to deck joint. NOTE: Rub rail is scuffed and gouged in multiple areas on both sides of vessel. Repair as needed for cosmetic purposes.
Transom:	Conventional flat shaped transom with attached swim platform. NOTE: Vessel was not pulled out of water. Complete inspection of transom not possible, be advised.
Swim Platform:	Attached fiberglass swim platform. NOTE: (1) Swim platform has significant deep cracks in fiberglass where it attaches to transom at each of the three brackets. (2) Several stress cracks and gouges were sighted on swim platform specifically at the starboard aft corner in 10" x 2" area and on the port aft corner where repair was made using "red hand." (3) Swim platform has highly elevated moisture content and coring is rotted in areas. Repair swim platform.
Notes:	NOTE: Gelcoat crazing sighted in multiple areas on deck and in aft cockpit. Repair all as needed for cosmetic purposes.

Main Deck – Hardware & Fittings

Deck Construction Material:

Molded Fiberglass over unknown coring.

Deck Surface:

White gelcoat with molded in non-skid surface. Deck was percussion tested with a phenolic hammer, no delamination or soft spots were detected. Moisture meter (Tramex Skipper Plus) was used in various areas on deck and results indicated minimum to low moisture levels.

Grab Rails:

1" tubular stainless steel grab-rails (approximately 36" high) with stanchions surrounding forward deck to aft cockpit. Well secured with no damages sighted.

Deck Drains:

Deck drain fittings are secured and hoses are properly routed overboard.

Bimini Top:

Flybridge and aft cockpit equipped with tubular aluminum framed bimini tops with tan colored "Sunbrella" material. Framing is well secured and fabric is in average condition with no major damages sighted.

Anchor Locker:

Anchor locker located at forepeak and is accessible via deck hatch. Mostly clean and dry, no damages sighted.

Anchor Roller:

Attached anchor roller on bow. Well secured, serviceable.

Anchor Windlass:

N/A Vessel not equipped with anchor windlass.

Line Cleats:

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

Deck Hatch:

Single square shaped lexan deck hatch on forward deck. **NOTE: Deck hatch on bow is leaking water into cabin. Repair.**

Cabin Windows:

Glass windows along cabin sides. No damages or leakage sighted.

Boarding Ladder:

NOTE: Vessel not equipped with boarding ladder. Equip vessel with boarding ladder on swim platform to comply with ABYC recommendations.

Fill/Pump-out Fittings:

All deck fittings are properly marked as per ABYC recommendations. Located on main deck in the following areas: 1) Fuel Fill –Port & Starboard Midships 2) Water Fill – Starboard Aft 3) Waste Pump-out – Port Aft



Bow

Transom

Cockpit – Flybridge – Helm

Flybridge:	Flybridge accessible via molded steps in aft cockpit and is equipped with helm station and seating.
Deck/Sole:	White gelcoat with molded non-skid pattern.
Cabin Door:	Sliding metal framed glass door in aft cockpit. Opens and closes properly, no damages sighted.
Engine Hatch:	Manual lift engine hatches located on aft deck and inside cabin. All open and close properly, struts are operational.
Seating:	Flybridge/helm station equipped with two swiveling captains chairs and three person bench seat forward. Vinyl cushions are tan in color with white piping and are in average overall condition.
Enclosure:	NOTE: Flybridge is not equipped with enclosure. Be advised.
Bait Livewell:	Aft deck equipped with molded live-well located to port of cabin door. 12v water pump powers on and fills livewell properly.
Washdown:	Raw-water and fresh-water washdown faucets located in aft cockpit. NOTE: Raw-water washdown pump leaks water into bilge. Repair/replace pump.

Navigation & Helm Electronics

Navigation Electronics:

Type	Description	Location	Powers on?
Raymarine VHF	VHF Radio	Helm	Yes
Raymarine L760	GPS/Chartplotter	Helm	Yes

Compass:

“Ritchie” 6” hooded magnetic compass on helm dash. Serviceable.

Navigation Lights:

Port/Starboard/Stern/Mast/Anchor lights. **NOTE: Starboard (green) navigation light is not operational. Repair.**

Courtesy Lights:

12v courtesy lighting throughout cockpit, engine space and flybridge.

Engine Instruments & Controls

Throttles/Shifters:

Dual “Morse” analogue cable type control levers for throttle and shift controls. Operational.

Blower Controls:

Blower control button at helm and at main power panel in cabin. Operational.

Status Gauges:

Analogue gauges for fuel level, engine coolant temperature, voltage and oil pressure. All are operational.

Engine Tachometers:

Analogue tachometer with built-in hour meter for each engine. Both are operational.

Accessory Switches:

Flip switches with indicator lights for 12v accessories at helm dash.

Trim Tab Controls:

“Trim Master” hydraulic trim tabs with rocker switches at helm. Operational.

Bilge Pump Switch:

Bilge pump switches to manually activate bilge pumps located at main power panel in cabin. Operational, compliant with ABYC recommendations.

High Water Alarm:

High water alarm panel located at helm station. Operational.



Helm station

Helm Seats

Entertainment Electronics

Stereo/Amplifier:

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

Speaker(s)/Subwoofer(s):

NO#	Type	Location
4	6.5" Flush-Mount Speaker	Exterior
2	6.5" Flush-Mount Speaker	Cabin

Television(s):

NO#	Type	Location
1	JVC 8" CRT	Forward Berth
2	JVC 12" CRT	Salon

Cabin & Interior

Summary of Interior Cabin:

Cabin door leads to salon area with couch on each side and room for entertaining guests. Aft on the port side is a galley with a single stateroom and head/shower located forward.

Fabric/Cushions:

White colored vinyl cushions throughout cabin. Good overall condition.

Lights/Fixtures:

(12v & 110v) Lighting throughout cabin. Lights were powered on.

Floor Covering:

Bare FRP with burgundy colored carpet. Average condition.

Headliner/Trim:

White colored paneling and wood trim covering overhead and bulkheads. Average overall condition.

Joinery/Cabinets:

Wood cabinetry throughout cabin space with multiple cabinets, drawers and storage hatches. Average overall condition.

Stateroom/Berth:

Single "V" shaped berth located forward with queen sized mattress cushion and cabinetry on each side. Average overall condition.



Cabin from Doorway



Galley

Galley

Location:	Located port aft in salon.
Cabinetry:	Wood cabinetry with multiple storage compartments/drawers for kitchen utensils and accessories. Good overall condition.
Countertop:	White colored molded countertop. Good condition.
Cooktop:	110v "Princess" two burner stove. Powers on.
Refrigerator:	12v/110v "Nova Kool" refrigerator. Powers on.
Sink/Faucet:	Single stainless steel sink with faucet. Plumbing secured under sink and routed overboard. Faucet pressurizes on hot and cold. NOTE: Galley faucet leaks around handle. Repair.
Microwave:	110v "GE" microwave. Powers on.

Head

Summary:	Head located forward on starboard side with separate shower compartment on port side.
Toilet:	Electric flush toilet. Water provided via onboard tank. Toilet is operational.
Vanity:	Wood vanity with counter, cabinet, sink and faucet. Faucet pressurizes and plumbing under sink is secured and routed overboard through skin fitting.
Shower:	Enclosed shower stall adjacent to head on port side. Faucet pressurizes and water drains overboard through skin fitting.

Air Conditioning

NO#/Type/Location:	NO#	Brand	Type	Location	Operational
	1	Marine Air	Marine Reverse Cycle 12k	Stateroom	No
	2	Marine Air	Marine Reverse Cycle 12k	Salon	Yes
Thermostat(s):	Two digital thermostats, both power on.				

Drip Tray:	Condensation water drains overboard through skin fitting.
Water Pump:	110v a/c water pump. Hoses are securely clamped and in serviceable condition. Pump was powered on and is operational.
A/C Tested:	Yes, units were powered on. NOTE: Air conditioner located in stateroom is not operational. Repair.

D.C Electrical System

Voltage System:	12v																		
Batteries:	<table border="1"> <thead> <tr> <th>NO#</th> <th>Brand</th> <th>Type</th> <th>Size</th> <th>Secured</th> <th>Location</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>Superstart</td> <td>Vented Lead Acid</td> <td>8D</td> <td>Yes</td> <td>Engine Space</td> </tr> <tr> <td>1</td> <td>Superstart</td> <td>Vented Lead Acid</td> <td>31</td> <td>Yes</td> <td>Engine Space</td> </tr> </tbody> </table>	NO#	Brand	Type	Size	Secured	Location	2	Superstart	Vented Lead Acid	8D	Yes	Engine Space	1	Superstart	Vented Lead Acid	31	Yes	Engine Space
NO#	Brand	Type	Size	Secured	Location														
2	Superstart	Vented Lead Acid	8D	Yes	Engine Space														
1	Superstart	Vented Lead Acid	31	Yes	Engine Space														
Battery Notes:	Batteries are properly secured and comply with ABYC E-10 with regards to mounting/installation. All are dated 2022.																		
DC Wiring:	Insulated stranded wire. All wiring sighted (where accessible for inspection) was secured every 18" and routed as per ABYC E-11 recommendations.																		
Connectors:	Ring, spade or crimp on connectors sighted for wiring connections where accessible for inspection. No twist nuts sighted.																		
Breaker Panel:	D/C distribution/breaker panel located in cabin mounted on bulkhead. Trip free type breaker for each positive conductor where sighted.																		
Voltage Gauge:	Analogue battery monitor gauge at main power panel in salon. Operational.																		
Charging System:	Alternators on engines. Additionally there is a 110v "Professional Mariner" 30-amp automatic battery charger located in the forward cabin bilge. NOTE: Battery charger charging-status lights are not operational. Repair.																		

A.C. Electrical System

Voltage System:	50 Amp – 110/220 volt
Power Inlet(s):	Single 50-amp shore power inlet located in aft cockpit on starboard side.

Power Cord:	50-amp shore power cord. No burn marks sighted, locking ring in place.
A.C. Wiring:	Insulated stranded wire. All wiring sighted (<i>where accessible for inspection</i>) was secured every 18” and routed as per ABYC E-11 recommendations.
Main Breaker:	The main breaker is within 10’ of the shore power inlet and in compliance with ABYC E11 recommendations.
GFCI Outlets:	GFCI protection sighted in all wet locations as per ABYC E11 recommendations.
Breaker Panel:	A/C distribution/breaker panel located in cabin mounted on bulkhead. Trip free type breaker for each positive conductor where sighted.
Usage Meter:	Located at distribution panel in cabin. Displays amps and volts and is operational.

Generator

Manufacturer/Model:	<i>Manufacturer:</i> Kohler <i>Model:</i> Diesel - 8EOZ <i>KW:</i> 8
Serial Number:	0731915
Engine Hours:	332 <i>as per hour meter mounted on unit.</i>
Hoses/Clamps:	Serviceable condition where accessible for inspection. Hoses are properly clamped with stainless hose clamps where applicable.
Cooling System:	Raw water and closed cooled with heat exchanger and thru-hull fitting. Water circulates through heat exchanger and out exhaust. Coolant level full.
Fuel Filter:	Remote mounted fuel/water separator. Equipped with metal bowl as per USCG requirements. <i>NOTE: Generator fuel filter is dirty. Replace filter.</i>
Fuel Lines:	USCG Type A1 fuel hose from tank to generator. No cracks, kinks or leaks sighted where accessible for inspection.
Oil Condition:	Full. No “milky” coloration sighted. <i>NOTE: Generator appears to have oil leak. Oil is pooled under generator and next to it. Have mechanic clean area of oil and inspect for signs of leakage, and make any necessary repairs.</i>
Mounts/Beds:	Generator mounted in soundproof box located centerline forward in the engine space. Mounts are well secured to the support mounting, box is in serviceable condition.

Exhaust Piping:

Side hull exit exhaust with fiberglass muffler and wet exhaust hose. Hoses are securely double clamped at each connection as per ABYC recommendations. **NOTE: Exhaust hose from generator to muffler is severely cracked. Replace hose.**

Gen. Tested:

Yes, generator started and ran for approximately thirty minutes and tested on full power load. No issues observed.



Generator



Model#/Serial#

Propulsion System

Propulsion Type:

Inboard

NO#/Type/HP:

NO#: 2 **Type:** Diesel Inline Six Cylinder Engine **Horsepower:** 315 Each

Make/Model/Serial:

Make: Yanmar **Model:** 6LYA - STP
Port Serial: 52134 **Starboard Serial:** 52047

Engine Hours:

Port: 247 **Starboard:** 287 *as per hour meters on tachometers at helm station*

Hoses/Clamps:

Hoses are clamped where required and are in serviceable condition except where noted. **NOTE: Hose going from heat exchanger to exhaust on each engine is severely cracked and is leaking water on the starboard engine. Replace hose on each engine. NOTE: Water hose on starboard engine located under the alternator is leaking/spraying water into the bilge when the engine is running. Repair.**

Belts/Pulleys:


Serviceable on each engine.

Cooling System:

Closed cooled with heat exchanger. Raw-water circulates through heat exchanger and out exhaust. Coolant level full on each engine.

Oil Condition:

Full. No "milky" coloration sighted.

Fuel Filter:	Remote mounted fuel/water separator for each engine, no leakage sighted. Each have metal bowls as per USCG requirements.
Fuel Lines:	USCG Type A1 fuel hose from tank to engine. No cracks, kinks or leaks sighted where accessible for inspection.
Flame Arrestor:	N/A Diesel engines – not required.
Mounts/Beds:	Engine mounts are well secured to the support stringers with minimal corrosion and are in serviceable condition.
Notes:	NOTE: Surveyor inspected engines without removal of any parts or any diagnostic testing. Surveyor is not an expert at marine diesel engines and recommends having a certified Yanmar technician perform a separate engine survey to determine condition of engines.
	
	Port Engine
	Starboard Engine

Exhaust System

Discharge Location:	Transom sides
Piping/Clamps:	Wet exhaust hose. Hoses are securely double clamped with ½” stainless clamps at each connection as per ABYC recommendations and are in serviceable condition where accessible for inspection.
Manifolds/Risers:	Serviceable on each engine. No cracks, leaks or indication of overheating observed.
Muffler/Silencer:	No repairs, damages or leakage sighted.

Transmission(s)

NO#/Make/Model:	<i>NO#: 2 Make: ZF</i>
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Serial Numbers:	NOTE: Due to limited access unable to determine.
Gear Fluid:	Full and clean on both dipsticks. No “milky” coloration.
Shaft Seal(s):	Dripless shaft seal on each shaft. NOTE: Starboard shaft seal drips water when engine is running. Repair so it does not leak.
Propeller Shaft(s):	Stainless shaft on each engine.

Fuel Tanks

NO#/ Location:	Two fuel tanks located midships on outboard sides in engine space.
Type/Capacity:	5000 series Aluminum. 147 gallons each.
Tank Vent Line:	Fuel tanks vent using fuel hose to skin fitting on hull side.
Fill line Hose:	USCG type A2 fuel fill hose. NOTE: Due to limited access complete inspection not possible.
Ground Wire:	Green colored bonding wire sighted from fuel fill fitting to tank.
Tank Secured:	Yes fuel tanks secured as per ABYC recommendations.
Tank Condition:	Serviceable where accessible for inspection. NOTE: Due to limited access complete inspection not possible. NOTE: Recommend having fuel tanks pressure tested to confirm there are no leaks.
Manufacturers Label:	Manufacturers label sighted on tank sides as per CFR regulations.

Fresh Water Tank

NO#/Location:	Single potable water tank located centerline in the aft bilge.
Type/Capacity:	FDA approved plastic (polyurethane). Estimated at 50 gallons.

Supply Lines:	Flexible red/blue pex piping. Serviceable where accessible for inspection.
Tank Secured:	Tank secured as per ABYC recommendations.
Tank Condition:	Serviceable.
Level Monitor:	Not sighted.
Tank Vent Line:	Tank vents with hose to skin fitting on hull side.
Water Pump:	12 volt, "Shurflo" water pump. Powers on and pressurizes water lines.

Black Water/Holding Tank

NO#/Location:	One holding tank located centerline in the aft bilge.
MSD Type:	MSD USCG Type I.
Type/Capacity:	Polyurethane, estimated at 20 gallons.
Tank Secured:	Yes tank is secured as per ABYC recommendations.
Tank Condition:	Serviceable.
Tank Vent Line:	Tank vents with hose to skin fitting on hull side.
Sanitation Lines:	Ribbed sanitation hose. Well secured with clamps and in serviceable condition where accessible for inspection.
Level Monitor:	Yes, located in head. Powers on.

Overboard Capable:

Yes, system is capable of being discharged overboard through thru-hull fitting using macerator. Seacock valve is closed and handle is secured as per law on inland waterways.

Water Heater**NO#/Location:**

One hot water heater located in the forward cabin bilge on port side.

Type/Manufacture/Capacity:

Type: 110v Marine Type *Manufacturer:* Attwood *Size:* 6 gallons

Ignition Protected:

Yes, unit is ignition protected.

Exchanger Hose:

No, unit is not equipped with engine exchanger hose.

Tank Tested:

Yes, unit was powered on.

Steering System**Manufacturer:**

Hynautic

Steering Type:

Hydraulic with steering wheel pump and hydraulic ram.

Lines/Fittings:

Flex hydraulic lines with compression fittings. No leaks sighted where accessible to be inspected.

Steering Ram:

Steering ram is securely mounted.

Steering Tie Bar:

Steel lateral bar connects rudder steering arms. Well secured.

Rudder Stock:

Stainless. Cotter pin(s) in place.

Packing Glands:

NOTE: Starboard rudder packing is leaking. Repair.

Bonding Wire:

Green colored bonding wire securely connected to each rudder post.

Interior Hull & Structural Components

Hull to Deck Joint:

Overlap (shoe box type). Rub rail covering hull to deck joint, secured with stainless screws. **NOTE: Due to limited access complete inspection not possible.**

Inside of Transom:

No cracks or separation sighted. **NOTE: Transom has highly elevated moisture content (readings of 25% using Tramex Skipper Plus moisture meter). Recommend having fiberglass technician take core samples in various from inside of transom to examine contents of wood coring and make any necessary repairs.**

Bilge Space:

NOTE: Engine space bilge has approximately two inches of oily stagnant water. Clean bilge of oily water and keep area dry. Routinely monitor for signs of water egress.

Stringers:

Hull stiffness provided by FRP covered (wood cored) longitudinal stringers that run the length of the vessel. Stringers were accessible for inspection in the engine space and in the cabin bilge, and were percussion tested with a phenolic hammer where accessible. **NOTE: Inboard stringers are delaminated/rotted in several areas specifically in the following locations: (1) Inboard stringers under generator are delaminated and have rotted coring from partial bulkhead to forward bulkhead in engine space. (2) Inboard stringers forward of engine space are delaminated and have rotted coring in 4' length on each side. (3) Inboard stringers in the aft bilge are wet and delaminated in areas specifically around the aft limber hole on the starboard stringer where wood coring was observed to be "mush." Repair all. NOTE: Inboard stringers under each engine have highly elevated moisture content (readings of 25% using Tramex Skipper Plus moisture meter). Monitor condition and make repairs if delamination occurs/when wood coring rots.**

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 accessible for inspection. No visual evidence of movement sighted. **NOTE: (1) Partial bulkhead/lateral support aft of generator is delaminated and wood coring has rotted to the point it is disintegrated. (2) Forward bulkhead in engine space is delaminated and coring is rotted along lower 1/3rd portion. Repair.**

Below Waterline Thru-Hull Fittings

Number/Type/Location:

NO#	Type	Location	Used for	Condition
1	Bronze Ball Valve	Engine Space	Port Engine	Serviceable
2	Bronze Ball Valve	Engine Space	Starboard Engine	Serviceable
3	Bronze Ball Valve	Engine Space	Generator	Serviceable
4	Bronze Ball Valve	Forward Bilge	Air Conditioner	Serviceable
5	Bronze Ball Valve	Forward Bilge	Air Conditioner	Serviceable
6	Bronze Ball Valve	Forward Bilge	Livewell/Washdown	Serviceable
7	Bronze Ball Valve	Aft Bilge	Waste Discharge	Serviceable

Condition:	Seacock valves/thru-hull fittings are secured, operational and minimal corrosion was sighted. Bonding wires attached where sighted. NOTE: All seacock valves are very stiff and difficult to operate. Lubricate/exercise all seacock valves to enable easy operation.
Hoses/Clamps:	Marine hard-wall water hose. Each are securely clamped with stainless hose clamps at each connection. NOTE: (1) Generator raw-water hose is severely cracked and in poor condition. (2) Air conditioner raw-water hoses are severely cracked from seacock to strainer on each unit. (3) Engine raw-water hoses are severely cracked from seacock to engine on both engines. (4) Livewell raw-water hose is severely cracked and in poor condition from seacock to strainer. Replace all cracked hoses.
Strainer(s):	Bronze strainer with sight-glass for each engine, generator and air conditioner. No leakage or damages were sighted, all are secured and mostly clean.

Above Waterline Thru-Hull Fittings

Hull Sides:	Bronze and molded frp skin fittings. Used for: Cockpit/deck drains, generator exhaust, engine exhaust, a/c discharge, grey water drains and bilge/sump drains. No damages sighted where accessible for inspection.
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Critical Safety Components

Bilge Blower(s):	Two 12v mechanical blowers located in the engine space on outboard sides. Both were powered on and hoses are securely routed.																								
Bilge Pump(s):	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO#</th> <th>Brand/Model</th> <th>Location</th> <th>Secure?</th> <th>Float Switch?</th> <th>Operable?</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Rule 1100</td> <td>Forward Bilge</td> <td>Yes</td> <td>Yes</td> <td>Yes</td> </tr> <tr> <td>2</td> <td>Rule 1100</td> <td>Engine Space</td> <td>Yes</td> <td>Yes</td> <td>Yes</td> </tr> <tr> <td>3</td> <td>Rule 1100</td> <td>Aft Bilge</td> <td>Yes</td> <td>Yes</td> <td>Yes</td> </tr> </tbody> </table>	NO#	Brand/Model	Location	Secure?	Float Switch?	Operable?	1	Rule 1100	Forward Bilge	Yes	Yes	Yes	2	Rule 1100	Engine Space	Yes	Yes	Yes	3	Rule 1100	Aft Bilge	Yes	Yes	Yes
NO#	Brand/Model	Location	Secure?	Float Switch?	Operable?																				
1	Rule 1100	Forward Bilge	Yes	Yes	Yes																				
2	Rule 1100	Engine Space	Yes	Yes	Yes																				
3	Rule 1100	Aft Bilge	Yes	Yes	Yes																				
Bilge Pump Comments:	Bilge pump hoses securely clamped and in serviceable condition where accessible for inspection. Each pump was tested by activating float switch and found to be operational.																								
Portable Fire Extinguishers:	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO#</th> <th>Brand/Model</th> <th>Location</th> <th>Mounted?</th> <th>Gauge full?</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO#	Brand/Model	Location	Mounted?	Gauge full?																			
NO#	Brand/Model	Location	Mounted?	Gauge full?																					
Extinguisher Comments:	NOTE: No portable fire extinguishers sighted onboard. Equip vessel with two USCG certified type B5 fire extinguishers and place one near galley and one in aft cockpit to comply with USCG requirements.																								

Fixed Fire Extinguisher:

“Seafire” halon automatic fire extinguishing bottle located in engine space. Bottle is securely mounted and gauge reads full. Light at helm station illuminates green. **NOTE: Fixed fire extinguisher 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.**

Carbon Monoxide Detectors:

NO#	Type/Model	Location	Powered on?
1	Safe T Alert CO	Forward Berth	Yes
2	Safe T Alert CO	Salon	Yes

Smoke/Fume Detectors:

NO#	Type/Model	Location	Powered on?

Notes:

NOTE: Equip cabin with smoke detector to comply with NFPA 302 recommendations.

Safety Related Equipment & Accessories

Life Jacket’s (PFD):

Type	NO#	Location	Condition
<i>Type I PFD</i>			
<i>Type II PFD</i>	4	Cockpit Storage	Serviceable
<i>Throw Cushion</i>	1	Cockpit Storage	Serviceable
<i>Horse Shoe Buoy</i>			

Life Jacket Notes:

Must have one pfd per person onboard vessel, and one type IV throw cushion, ring buoy or horse-shoe buoy to comply with law. Be advised.

Pollution Placard:

Pollution placard sighted permanently affixed to vessel and displayed as per law.

Distress Signals:

NOTE: No visual distress signals sighted. Equip vessel with either: a) one orange distress flag and one electric distress light b) three hand-held or floating orange smoke signals and one electric distress light c) three combination day/night red flares to comply with CFR/USCG requirements.

EPIRB:

NOTE: Recommend equipping vessel with EPIRB (Emergency Position Indicating Radio Beacon) if taking vessel offshore, for safety purposes.

Life Raft:

NOTE: Recommend equipping vessel with USCG certified life raft if taking vessel offshore, for safety purposes.

Sound Signaling Apparatus:

Electric horn with switch at helm dash. Operational and complies with USCG requirements.

Ground Tackle**Anchor:**

Danforth style galvanized anchor. Estimated at 40 lbs. Secured in anchor roller on bow.

Rode:

Approximately 25' of chain and 75' of line located in anchor locker, rigged to anchor.

Trim Tabs & Thrusters**Trim Tabs:**

"Trim Master" hydraulic trim tabs mounted on outboard side of transom with controls at helm station. Pump located in aft bilge is securely mounted and full on fluid level. Tabs were tested during lake test and found to be operational.

Lake Test**Date and Time:**

December 8th, 2023 at 12:00 PM

Summary of Events:

Drove vessel from Lake Country Marina to outside marina and around Eagle Mountain Lake for approximately twenty minutes and then back to marina.

Vessel Operated By:

Mechanic, Surveyor

Engine Starting:

Both engines started with minimal cranking.

Exhaust Smoke:

Engine exhaust smoke was minimal and appeared normal.

Helm Instruments:

Helm instrument readings were normal throughout sea-trial.

Throttles/Shifters:

Smooth and responsive throughout lake-test. No issues observed. Gears shifted properly and throttles advanced properly.

Steering:

Smooth and responsive throughout lake-test, no issues observed.

Notes:

NOTE: During lake-test, vibration from running gear was felt when accelerating past 2,000 RPM's. Recommend hauling vessel out of water to inspect propellers, shaft bearings and finding source of vibration.

Instrument Readings:

Gauge	Idle	Cruising Speed	Wide Open Throttle
<i>Tachometer</i>	Port: 650 Stbd: 650	Port: 2200 Stbd: 2200	Port: 3000 Stbd: 3000
<i>Volts</i>	Port: 11 Stbd: 12	Port: 14 Stbd: 14.5	Port: 14 Stbd: 14.5
<i>Engine Temp</i>	Port: 180 Stbd: 180	Port: 185 Stbd: 180	Port: 185 Stbd: 180
<i>Oil Pressure</i>	Port: 50 Stbd: 50	Port: 70 Stbd: 70	Port: 80 Stbd: 80

Summary of Findings**Priority A Findings**

- NOTE: State validation sticker is expired. Renew.
- NOTE: No portable fire extinguishers sighted onboard. Equip vessel with two USCG certified type B5 fire extinguishers and place one near galley and one in aft cockpit to comply with USCG requirements.
- NOTE: Equip cabin with smoke detector to comply with NFPA 302 recommendations.
- NOTE: No visual distress signals sighted. Equip vessel with either: a) one orange distress flag and one electric distress light b) three hand-held or floating orange smoke signals and one electric distress light c) three combination day/night red flares to comply with CFR/USCG requirements.

Priority B Findings

- NOTE: (1) Swim platform has significant deep cracks in fiberglass where it attaches to transom at each of the three brackets. (2) Several stress cracks and gouges were sighted on swim platform specifically at the starboard aft corner in 10" x 2" area and on the port aft corner where repair was made using "red hand." (3) Swim platform has highly elevated moisture content and coring is rotted in areas. Repair swim platform.
- NOTE: Deck hatch on bow is leaking water into cabin. Repair.
- NOTE: Raw-water washdown pump leaks water into bilge. Repair/replace pump.
- NOTE: Starboard (green) navigation light is not operational. Repair.
- NOTE: Air conditioner located in stateroom is not operational. Repair.
- NOTE: Generator fuel filter is dirty. Replace filter.
- NOTE: Generator appears to have oil leak. Oil is pooled under generator and next to it. Have mechanic clean area of oil and inspect for signs of leakage, and make any necessary repairs.
- NOTE: Exhaust hose from generator to muffler is severely cracked. Replace hose.

9. NOTE: Hose going from heat exchanger to exhaust on each engine is severely cracked and is leaking water on the starboard engine. Replace hose on each engine.
10. NOTE: Water hose on starboard engine located under the alternator is leaking/spraying water into the bilge when the engine is running. Repair.
11. NOTE: Starboard shaft seal drips water when engine is running. Repair so it does not leak.
12. NOTE: Starboard rudder packing is leaking. Repair.
13. NOTE: Transom has highly elevated moisture content (readings of 25% using Tramex Skipper Plus moisture meter). Recommend having fiberglass technician take core samples in various from inside of transom to examine contents of wood coring and make any necessary repairs.
14. NOTE: Inboard stringers are delaminated/rotted in several areas specifically in the following locations: (1) Inboard stringers under generator are delaminated and have rotted coring from partial bulkhead to forward bulkhead in engine space. (2) Inboard stringers forward of engine space are delaminated and have rotted coring in 4' length on each side. (3) Inboard stringers in the aft bilge are wet and delaminated in areas specifically around the aft limber hole on the starboard stringer where wood coring was observed to be "mush." Repair all.
15. NOTE: Inboard stringers under each engine have highly elevated moisture content (readings of 25% using Tramex Skipper Plus moisture meter). Monitor condition and make repairs if delamination occurs/when wood coring rots.
16. NOTE: (1) Partial bulkhead/lateral support aft of generator is delaminated and wood coring has rotted to the point it is disintegrated. (2) Forward (main) bulkhead in engine space is delaminated and coring is rotted along lower 1/3rd portion. Repair.
17. NOTE: All seacock valves are very stiff and difficult to operate. Lubricate/exercise all seacock valves to enable easy operation.
18. NOTE: (1) Generator raw-water hose is severely cracked and in poor condition. (2) Air conditioner raw-water hoses are severely cracked from seacock to strainer on each unit. (3) Engine raw-water hoses are severely cracked from seacock to engine on both engines. (4) Livewell raw-water hose is severely cracked and in poor condition from seacock to strainer. Replace all cracked hoses.
19. NOTE: Fixed fire extinguisher 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.
20. NOTE: During lake-test, vibration from running gear was felt when accelerating past 2,000 RPM's. Recommend hauling vessel out of water to inspect propellers, shaft bearings and finding source of vibration.

Priority C Findings

1. NOTE: Rub rail is scuffed and gouged in multiple areas on both sides of vessel. Repair as needed for cosmetic purposes.
2. NOTE: Gelcoat crazing sighted in multiple areas on deck and in aft cockpit. Repair all as needed for cosmetic purposes.
3. NOTE: Vessel not equipped with boarding ladder. Equip vessel with boarding ladder on swim platform to comply with ABYC recommendations.
4. NOTE: Flybridge is not equipped with enclosure. Be advised.
5. NOTE: Galley faucet leaks around handle. Repair.
6. NOTE: Battery charger charging-status lights are not operational. Repair.
7. NOTE: Surveyor inspected engines without removal of any parts or any diagnostic testing. Surveyor is not an expert at marine diesel engines and recommends having a certified Yanmar technician perform a separate engine survey to determine condition of engines.
8. NOTE: Engine space bilge has approximately two inches of oily stagnant water. Clean bilge of oily water and keep area dry. Routinely monitor for signs of water egress.
9. NOTE: Recommend equipping vessel with EPIRB (Emergency Position Indicating Radio Beacon) if taking vessel offshore, for safety purposes.

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 "Fair" Condition:	Value as per NADA Average Retail:	What Closest Comparables have listed/sold for:	What Closest Comparables are currently listed for:
\$89,600 - \$98,500	\$86,850	2001 Luhrs 34 Convertible – Listed for \$114,400 (04/21), sold for \$103,000 (02/23) – FL	2002 Luhrs 34 Convertible – Listed for \$115,000 - NC
		2002 Luhrs 34 Convertible – Listed for \$99,900 (08/21), sold for \$97,000 (03/22) – CT	2001 Luhrs 34 Convertible – Listed for \$129,282 – Las Palmas
		2001 Luhrs 34 Convertible – Listed for \$99,900 (04/23), sold for \$93,000 (06/23) – MD	2001 Luhrs 34 Convertible – Listed for \$143,500 - CA

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	Below Average Condition
Estimated Fair Market Value	\$62,500.00
Estimated Replacement Cost	\$489,000.00

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: *12-11-2023*

US Coast Guard Licensed 1600 Ton Master - License# 2677286

SAMS Accredited Marine Surveyor #1392

