



# **Report of Marine Survey**

**Vessel: 2007 Sea Ray 320 Sundancer**

**Purpose: Pre-Purchase Condition & Valuation**



**Customer: John Doe**

**Date of Survey: December 15th, 2023**

**Location: Highport Marina, Pottsboro TX**

**Prepared and Conducted by: Captain John Seckman**

**SAMS Accredited Marine Surveyor – USCG 1600 Master**

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## Scope of Survey

<b>Name of party requesting survey:</b>	John Doe
<b>Vessel Owner:</b>	Plano Marine
<b>Scope of Survey:</b>	Vessel was surveyed for pre-purchase condition and valuation purposes.
<b>How was Vessel Observed:</b>	Vessel was observed in the water and out of the water on travel-lift.
<b>Lake-Test:</b>	Yes, a lake-test was performed. See "Lake-Test" section of survey report for details.
<b>Parties present at time of the survey:</b>	Surveyor, Broker (Jim Heathington), Customer
<b>Weather at time of survey:</b>	Overcast & Rainy. 55 degrees F. Winds W @ 5-10 mph
<b>Vessels intended use:</b>	Cruising and recreation on 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

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. 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 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

<b>RED</b>	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.
<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.

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### Vessel Particulars

**Vessel YR/Make/Model:**

2007 Sea Ray 320 Sundancer



Starboard Side



Port Side

**Vessel Name:**

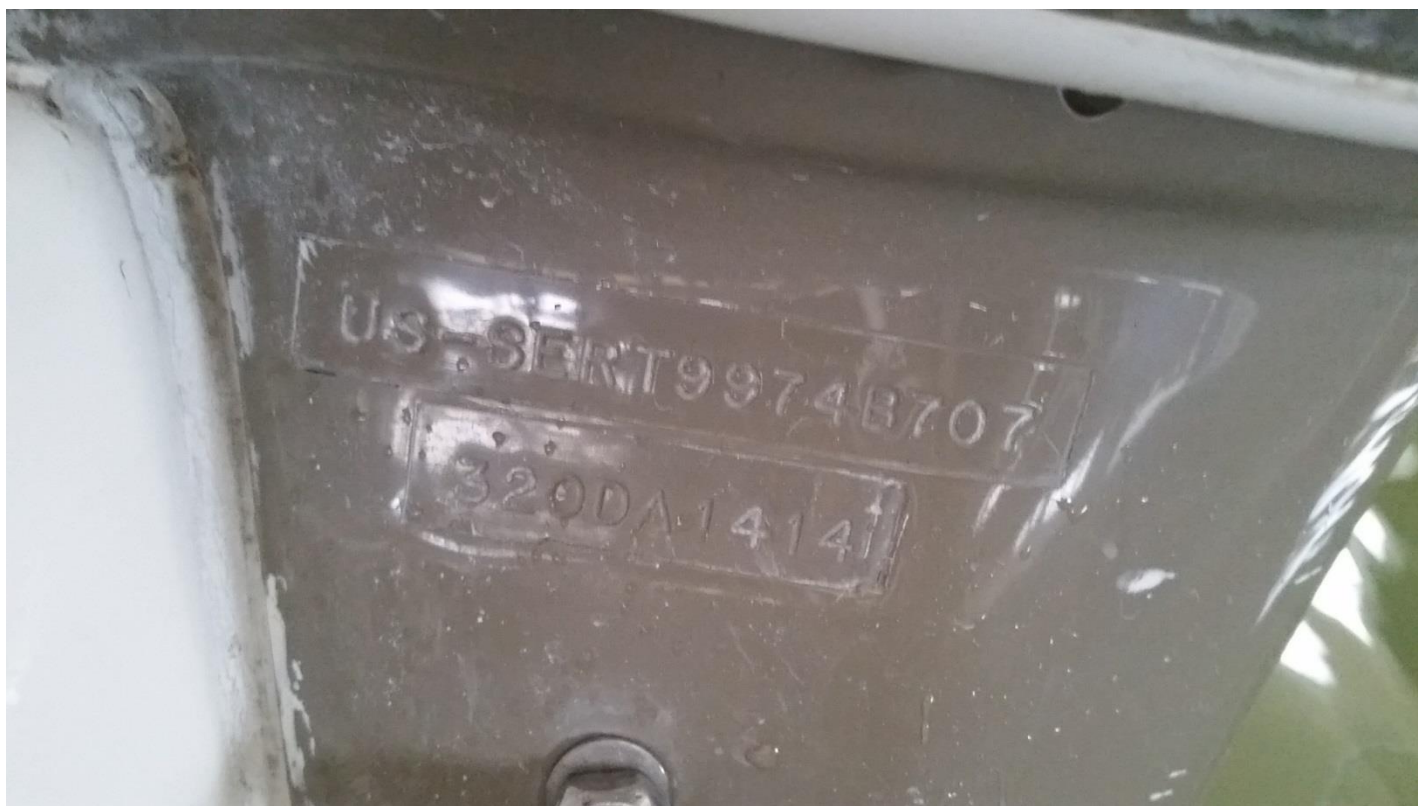
"Kir Royale"

**Hailing Port:**

Dallas, TX

**Hull ID Number:**

SERT9974B707



Hull Identification Number (Starboard Aft Corner)

<b>State Registration NO#:</b>	NOTE: State registration numbers not sighted. Register vessel.
<b>State Validation Sticker:</b>	NOTE: State validation sticker not sighted. Register vessel.
<b>Registration valid and sighted on hull as per regulations:</b>	No. See above finding.
<b>Vessel Type:</b>	Fiberglass Express Cruiser w/ Deep-Vee Hull Configuration
<b>Manufacturer:</b>	Sea Ray Boats, Knoxville TN (Div of Brunswick Corp)
<b>Year of Vessel:</b>	2007
<b>Vessel Length:</b>	<i>Length Overall:</i> 35' 6" <i>Length on Deck:</i> 32'
<b>Vessel Draft:</b>	2' 9"
<b>Vessel Beam:</b>	11' 5"
<b>Vessel Weight:</b>	14,150 pounds

### Top Exterior Deck & Hull

<b>Hull Construction Material:</b>	Molded fiberglass over unknown coring.
<b>Hull Surface:</b>	Slate/tan colored gelcoat with white colored vinyl striping at waterline. Hull sides are in good clean overall condition. NOTE: Port-midships – (1) two ½” gelcoat gouges along hull side. (2) Port-midships- ¼” gelcoat void above rub rail. (3) Starboard-aft-three small scuff marks at corner. Repair all as needed for cosmetic purposes.
<b>Rub Rail:</b>	White colored rubber rub-rail with stainless insert covering hull to deck joint. Normal wear and tear but no major damages sighted.
<b>Transom:</b>	Square shaped transom with attached swim platform. See “Out of Water Inspection” and “Interior Hull & Structural Components” section of report for details.
<b>Swim Platform:</b>	Attached FRP swim platform. Percussion tested with a phenolic hammer, no delamination or soft spots detected. Well secured to transom.

### Main Deck – Hardware & Fittings

<b>Deck Construction Material:</b>	Molded Fiberglass over wood coring.
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<b>Deck Surface:</b>	White colored gelcoat with molded in non-skid surface. Deck was percussion tested with a phenolic hammer, no delamination or soft spots were detected.
<b>Grab Rails:</b>	1" tubular stainless steel grab-rail with stanchions surrounding forward deck to cockpit. Well secured with no bends or damages sighted.
<b>Radar Arch:</b>	FRP (fiberglass) radar arch covering cockpit. Well secured, no damages sighted.
<b>Deck Drains:</b>	Water drains through engine hatch channels and then overboard.
<b>Fill/Pump-out Fittings:</b>	All deck fittings are properly marked as per ABYC recommendations. Located on main deck in the following areas: (1) Fuel Fill – Port & Stbd Aft (2) Water Fill – Port Midships (3) Waste Pump-out – Port Aft
<b>Anchor Windlass:</b>	12v "Quick" anchor windlass on bow. <b>NOTE: Anchor windlass will not power on. Repair.</b>
<b>Anchor Locker:</b>	Located at bow. Mostly clean and dry.
<b>Anchor Roller:</b>	Attached anchor roller on bow. Well secured and serviceable.
<b>Line Cleats:</b>	Stainless horn style line cleats. Well secured to deck and serviceable.
<b>Deck Hatch(s):</b>	Single square shaped lexan deck hatch on forward deck. No damages sighted, opens and closes properly.
<b>Cabin Windows:</b>	Stainless framed portholes along cabin sides. No damages or leakage sighted.
<b>Engine Hatch:</b>	Electric-lift engine hatch on aft deck. Opens and closes properly.
<b>Boarding Ladder:</b>	Stainless telescoping boarding ladder mounted on swim platform. Well secured and complies with ABYC recommendations.
<b>Transom Shower:</b>	Located at transom entrance.
<b>Fender Racks:</b>	N/A



Bow

Transom

**Cockpit – Flybridge – Helm**

<b>Helm Station:</b>	Helm station located in cockpit on starboard side and equipped with molded instrument dash with engine gauges, controls and navigation instruments.
<b>Deck/Sole:</b>	White colored gelcoat with molded non-skid pattern.
<b>Bimini Top:</b>	Tubular stainless framed bimini top with black colored sunbrella. <b>NOTE: Bimini top – forward part of bimini – fabric is missing from frame. Replace.</b>
<b>Cabin Door:</b>	Sliding lexan door in cockpit. Opens and closes properly, no damages sighted.
<b>Seating/Vinyl:</b>	Helm station equipped with two-person bench seat and additional seat on adjacent side. Aft cockpit has “C” shaped bench seating. Vinyl cushions are white in color with tan highlights and are in good overall condition.
<b>Wet-Bar/Sink:</b>	Port aft side of cockpit equipped with molded wet bar, sink and faucet. Faucet pressurizes and sink drains overboard properly.
<b>Refrigerator:</b>	110v/12v “Norcold” refrigerator next to wet bar on port aft side of cockpit. Powers on.
<b>Windshield/Wipers:</b>	Aluminum framed five piece glass windshield with two wipers and electric opening center pane. No damages sighted, wipers are operational.



Cockpit

Aft Seating

Swim Platform

### Navigation & Helm Electronics

**Navigation Electronics:**

Type	Description	Location	Powers on?
Raymarine C80	8" Chartplotter/GPS	Helm	Yes
Northstar NS100	VHF Radio	Helm	Yes

**Compass:**

“Ritchie” 4” magnetic compass on helm dash. Serviceable.

**Spotlight:**

12v “Guest” spotlight mounted on bow. Powers on.

**Antennas:**

Glomex TV, GPS and VHF antenna mounted on radar arch. No damages sighted.

**Navigation Lights:**

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

**Courtesy Lights:**

12v courtesy lighting throughout cockpit, engine space and under radar arch. All were powered on.

### Engine Instruments & Controls

**Throttle/Shifters:**

Morse analogue cable type throttle and shifter levers. Serviceable.

**Blower Controls:**

Blower control button at helm station and at main power panel in salon. Operational, properly turns on blowers in engine space.

**Engine Gauges:**

Analogue gauges for speedometer, engine hours, engine tachometer, fuel level, engine temperature, alternator voltage and oil pressure. **NOTE: Engine status gauges – glass is cracked in places on each gauge. Repair as needed.**

**Smartcraft Display:**

Smartcraft display built into each tachometer and speedometer display engine information, water depth and other various data. Operational.



Helm Station



Helm Seating



### Entertainment Electronics

<b>Stereo/Amplifier:</b>	“Clarion” (12v) head-unit located in cabin with remote control at helm station, powers on and is operational. <b>NOTE: Speaker is missing from radar arch on port side of cockpit. Replace as needed.</b>													
<b>Speakers/Subwoofers:</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">NO#</th> <th style="width: 60%;">Type</th> <th style="width: 30%;">Location</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">3</td> <td>“MB Quart” 6.5” Speaker</td> <td>Cockpit</td> </tr> <tr> <td style="text-align: center;">2</td> <td>“Alpine” Tower Speaker</td> <td>Cockpit</td> </tr> <tr> <td style="text-align: center;">1</td> <td>10” “MB Quart” Subwoofer</td> <td>Cockpit</td> </tr> </tbody> </table>		NO#	Type	Location	3	“MB Quart” 6.5” Speaker	Cockpit	2	“Alpine” Tower Speaker	Cockpit	1	10” “MB Quart” Subwoofer	Cockpit
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### Cabin & Interior

<b>Summary of Interior Cabin:</b>	
	Cabin door leads to salon with “V” shaped berth, galley, bench seating, aft “half” berth and head.
<b>Fabric/Cushions:</b>	White colored vinyl cushions throughout cabin. Good overall condition.
<b>Lights/Fixtures:</b>	(12v & 110v) Lighting throughout cabin. <b>NOTE: Three overhead lights on starboard side of salon are not operational. Repair as needed.</b>
<b>Floor Covering:</b>	Tan colored carpet throughout cabin. Average overall condition.
<b>Headliner:</b>	White colored vinyl with wood trim covering overhead and bulkheads. Good overall condition. No leakage or wet spots sighted. Well secured.
<b>Joinery/Cabinets:</b>	Cherry wood cabinetry throughout cabin. Good overall condition.
<b>Stateroom(s):</b>	Forward “V” shaped berth with queen sized mattress and additional aft “half” berth with cushions that form into additional mattress. Good clean overall condition.



Salon



Looking Aft

**Galley**

<b>Location:</b>	Port Midships
<b>Cabinetry:</b>	Cherry wood cabinetry with multiple storage compartments/drawers for kitchen utensils and accessories. Good clean overall condition.
<b>Countertop:</b>	Tan colored molded countertop. Good clean overall condition.
<b>Cooktop:</b>	110v "Kenyon" two burner stove. Operational.
<b>Refrigerator:</b>	12v/110v "Norcold" refrigerator. Powers on.
<b>Sink/Faucet:</b>	Molded sink with faucet. Plumbing secured under sink. Faucet pressurizes and sink drains overboard through skin fitting.
<b>Microwave:</b>	110v "LG" microwave. Powers on.

**Head**

<b>Summary:</b>	One head located port midships in cabin.
<b>Toilet:</b>	Vacu-flush toilet. Water provided via onboard tank. Powers on.
<b>Shower:</b>	Hand-held faucet and curtain. Shower water drains to sump box located in cabin bilge.
<b>Vanity:</b>	Molded vanity with cabinet, sink and faucet. Faucet pressurizes and plumbing under sink is secured and routed overboard through skin fitting.
<b>Sump Box:</b>	Sump box located in cabin bilge. Shower water and a/c condensation drain into box. <b>NOTE: Sump box pump is not operational and box is overflowing. Repair.</b>

**Air Conditioning**

<b>NO#/Type/Location:</b>	<b>NO#</b>	<b>Brand</b>	<b>Type</b>	<b>Location</b>	<b>Operational?</b>
	1	Dometic	Marine Reverse Cycle 12k	Cabin	Yes

<b>Thermostat:</b>	Digital thermostat next to forward berth in cabin. Operational.
<b>Drip Tray:</b>	Serviceable. Drains to sump box.
<b>Water Pump:</b>	110v "Dometic" a/c water pump located in the engine space, powers on. Hoses are securely clamped and in serviceable condition. No leakage sighted.
<b>Tested:</b>	Yes, unit was powered on and tested on "heat" mode and found to be operational. <b>NOTE: Air conditioner not tested on cold mode due to low ambient temperature. Be advised.</b>

### D.C Electrical System

<b>Voltage System:</b>	12v												
<b>Batteries:</b>	<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>4</td> <td>Interstate</td> <td>Lead Acid</td> <td>27</td> <td>Tray w/bracket</td> <td>Engine Space</td> </tr> </tbody> </table>	NO#	Brand	Type	Size	Secured	Location	4	Interstate	Lead Acid	27	Tray w/bracket	Engine Space
NO#	Brand	Type	Size	Secured	Location								
4	Interstate	Lead Acid	27	Tray w/bracket	Engine Space								
<b>Battery Notes:</b>	Batteries comply with ABYC E-10 with regards to installation. Batteries are dated 2023.												
<b>Wiring/Type:</b>	Insulated stranded wire. All wiring sighted (where accessible for inspection) was secured every 18" and routed as per ABYC E-11.												
<b>Wire Connections:</b>	Ring, spade or crimp on connectors sighted for wiring connections. No twist nuts or loose connections sighted where accessible for inspection. <b>NOTE: Due to limited access complete inspection not possible. Be advised.</b>												
<b>Distribution Panel:</b>	D/C distribution panel located in cabin mounted next to A/C distribution panel.												
<b>Breaker Panel:</b>	12v breaker panel located under helm console. Trip free type breaker sighted for each conductor as per ABYC recommendations.												
<b>Isolator Switch:</b>	Two "Guest" rotary type isolator switches located next to helm seat in cockpit.												
<b>Spark Protector:</b>	Spark protectors sighted on each battery post as per ABYC recommendations.												
<b>Charging System:</b>	Alternators on engines. Additionally there is a "Intellipower" 110v (30 amp) battery charger located in the engine space. Charger is ignition protected and grounded as per ABYC recommendations, and was powered on at the time of the survey.												

**A.C. Electrical System**

<b>Voltage System:</b>	30 Amp – 110 volt
<b>Power Inlet:</b>	Single 30-amp connection inlet located inside transom hatch. No burn marks, corrosion or yellowing sighted, well secured.
<b>Power Cord:</b>	Single thirty-amp shore power cord. Cord is equipped with locking ring and no melting or indication of thermal event was sighted.
<b>Distribution Panel:</b>	A/C distribution panel located in cabin mounted next to DC distribution panel. Trip free type breaker for each positive conductor sighted.
<b>Main Breaker:</b>	The main breaker is located within 10' of the shore power inlet and in compliance with ABYC recommendations.
<b>Usage Meter:</b>	A/C usage meter located at main power panel in cabin, analogue type, displays volts. Operational.
<b>GFCI Outlets:</b>	All outlets in wet locations protected by GFCI as per ABYC E-13.5.
<b>Wiring/Type:</b>	Insulated stranded wire. All wiring sighted ( <i>where accessible for inspection</i> ) was secured every 18" and routed as per ABYC E-11 recommendations.
<b>Wire Connections:</b>	Ring, spade or crimp on connectors sighted for wiring connections. No twist nuts or loose connections sighted where accessible for inspection.

**Generator**

<b>Make/Model:</b>	<i>Manufacturer:</i> Kohler <i>Model:</i> 5 ECD <i>KW:</i> 5
<b>Serial Number:</b>	2136861
<b>Engine Hours:</b>	654 <i>as per hour meter mounted on unit.</i>
<b>Hoses/Clamps:</b>	Serviceable condition. No cracks sighted where accessible for inspection. Hoses are properly clamped with stainless hose clamps where applicable.
<b>Cooling System:</b>	Raw water and closed cooled with heat exchanger and thru-hull fitting. Water circulates through heat exchanger and then out exhaust. Coolant level full as per expansion tank markings and is red in color.

<b>Fuel Lines:</b>	USCG type A1 fuel hose from tank to pump, no cracks or leaks where accessible for inspection. Stainless hose clamps sighted at all connections.
<b>Fuel Filter:</b>	Remote mounted fuel/water separator. No leaks sighted.
<b>Oil Condition:</b>	<b>NOTE:</b> Generator oil is dirty. Service generator with fresh oil, oil filter and fuel filter.
<b>Mounts/Beds:</b>	Generator mounted in tray located centerline aft in engine space. Mounts are well secured to the support mounting and tray is in serviceable condition.
<b>Exhaust Piping:</b>	Side hull exhaust with fiberglass muffler and wet exhaust hose. Exhaust hose is in serviceable condition and is properly double clamped at each connection. Muffler is serviceable with no repairs or leaks sighted.
<b>Gen. Tested:</b>	Yes, generator started and ran for approximately fifteen minutes on full power load. No issues observed.



Generator



Serial# Placard

### Propulsion System

<b>Propulsion Type:</b>	Inboard – V Drive
<b>NO#/Type/HP:</b>	<i>NO#:</i> 2 <i>Type:</i> Gasoline V8 Engine <i>Horsepower:</i> 300 each
<b>Make/Model/Serial:</b>	<i>Make:</i> Mercruiser <i>Model:</i> 350 Mag MPI <i>Port Serial#:</i> 0W693853 <i>Starboard Serial#:</i> 0W693854
<b>Engine Hours:</b>	<i>Port:</i> 353 <i>Starboard:</i> 353 <i>as per Smartcraft displays at helm dash</i>
<b>Hoses/Clamps:</b>	Hoses are securely clamped and are in serviceable condition with no cracks or splitting sighted where accessible for inspection except where noted.

<b>Belts/Pulleys:</b>	Serviceable on each engine.
<b>Cooling System:</b>	Raw-water cooled. Water intake through hull bottom thru-hull, circulates through engine and then out exhaust. <b>NOTE: Water pump on each engine leaks. Repair both.</b>
<b>Oil Condition:</b>	<b>NOTE: Engine oil is dirty on each engine and filters have rust on them. Service each engine with fresh oil, oil filter and fuel filter.</b>
<b>Fuel Pump:</b>	OEM engine mounted fuel pump/cooler on each engine. No leaks sighted.
<b>Fuel Filters:</b>	No inline fuel filter sighted.
<b>Fuel Lines:</b>	USCG type A1 fuel hose from tank to pump. No cracks or leaks sighted where accessible for inspection. <b>NOTE: Fuel supply line on port engine is kinked next to where it connects to fuel pump where it is secured. Repair.</b>
<b>Flame Arrestor:</b>	Each engine equipped with USCG approved flame arrestor. Both are secured and mostly clean.
<b>Mounts/Beds:</b>	Engine mounts are well secured to the support stringers and in serviceable condition with minimal corrosion sighted where accessible for inspection.
<b>Engines Tested:</b>	Yes, see "Lake Test" section of survey report for details.



Starboard Engine



Port Engine

### Exhaust System

<b>Discharge Location:</b>	Underwater and aft hull sides through skin fittings.
<b>Muffler/Silencer:</b>	Fiberglass in-line muffler for each engine. No repairs or leaks sighted where accessible for inspection.

<b>Piping/Clamps:</b>	Fiberglass piping and wet exhaust hose. Hoses are securely double clamped with ½” hose clamps at each connection as per ABYC recommendations. <b>NOTE:</b> Engine “tattle tale” exhaust hoses are cracked on each engine. Replace each.
<b>Manifold/Risers:</b>	Serviceable. No leakage, excess corrosion or cracks sighted. No overheating felt during lake test.

### Transmissions

<b>NO#/Make/Model:</b>	<i>NO#:</i> 2 <i>Make:</i> ZF <i>Model:</i> ZF-63 IV
<b>Serial Number:</b>	<i>Port:</i> 46802 <i>Starboard:</i> 46801
<b>Shaft Seal(s):</b>	Dripless packing seal on each shaft. Boots/clamps are in serviceable condition with no leakage sighted.
<b>Fluid Condition:</b>	Full and mostly clean on each transmission as per dipstick.

### Fuel Tank

<b>NO#/ Location:</b>	Two fuel tanks located midships-aft on outboard sides.
<b>Type/Capacity:</b>	5000 series Aluminum. 101 gallons each
<b>Vent Line:</b>	Tanks are vented with USCG type A1 fuel hose to skin fitting.
<b>Fill Line Hose:</b>	USCG type A2 fuel fill hose for each tank. <b>NOTE: Due to limited access unable to perform complete inspection.</b>
<b>Fill Grounded:</b>	Yes, fuel fill fittings are properly grounded with green colored bonding wire to fuel tank top.
<b>Tank Secured:</b>	Yes, fuel tanks are secured as per ABYC recommendations.
<b>Tank Condition:</b>	Serviceable, no leakage sighted where accessible for inspection. <b>NOTE: Due to limited access unable to perform complete inspection of fuel tanks. NOTE: Recommend having fuel tanks pressure tested to confirm there are no leaks.</b>

**Manufacturers Label:**

Located at tank top as per CFR requirements.

**Fresh Water Tank****NO#/Location:**

One potable water tank located centerline midships-aft under aft berth.

**Type/Capacity:**

Plastic, estimated at forty gallons.

**Tank Secured:**

Yes, tank is secured as per ABYC recommendations.

**Tank Condition:**

NOTE: Unable to inspect fresh water tank due to limited access. Be advised.

**Vent Line:**

NOTE: Unable to inspect fresh water tank due to limited access. Be advised.

**Water Pump:**

12 volt "Shurflo" water pump. Powers on and pressurizes water lines.

**Supply Lines:**

Flexible red/blue pex piping for all water connections. No leakage sighted where accessible for inspection.

**Monitor System:**

Located at main power panel in salon. Powers on.

**Black Water/Holding Tank****NO#/ Location:**

One holding tank located port aft in engine space.

**MSD Type:**

USCG MSD Type I.

**Type/Capacity:**

Poly-urethane (plastic). Estimated at 25 gallons.

**Tank Secured:**

Yes tank is secured as per ABYC recommendations.

**Tank Condition:**

Serviceable, no damages or leakage sighted where accessible for inspection.



<b>Sanitation Lines:</b>	Ribbed sanitation hose. Secured with clamps and in serviceable condition where accessible for inspection. <b>NOTE: Hoses going to holding tank (from toilet) and from holding tank to overboard discharge thru-hull are severely cracked and in poor condition. Replace sanitation hoses.</b>
<b>Monitor System:</b>	Located at main power panel in salon. Powers on.
<b>Overboard Capable:</b>	Yes, system is capable of being discharged overboard using macerator and thru-hull fitting. Seacock valve is closed and handle is locked rendering system un-useable as per law on inland waterways.

### Water Heater

<b>NO#/Location:</b>	One hot water heater located port aft in the engine space. Powers on.
<b>Type/Manufacture/Capacity:</b>	<i>Type:</i> 110v marine <i>Manufacturer:</i> Attwood <i>Capacity:</i> 6 gallons
<b>Ignition Protected:</b>	Yes, unit is ignition protected as per CFR requirements.
<b>Relief Valve:</b>	Yes, unit equipped with pressure relief valve that drains to bilge.
<b>Exchanger Hose:</b>	Yes, unit is equipped with heat exchanger hose to the port engine.

### Steering System

<b>Manufacturer:</b>	Seastar
<b>Steering Type:</b>	Hydraulic w/ steering ram
<b>Lines/Fittings:</b>	Flex hydraulic hose with ORB fittings. No leaks sighted where accessible to be inspected.
<b>Steering Ram:</b>	Well secured, no leakage sighted.
<b>Tie Bar:</b>	Steel lateral bar connects rudder steering arms. Well secured and in serviceable condition.

**Rudder Stock:**

Stainless. Cotter pins and bonding wire in place.

**Packing Glands:**

**NOTE:** Starboard rudder packing is leaking. Repair/tighten so it does not leak.

### Interior Hull & Structural Components

**Bulkhead(s):**

Athwartships reinforcement enhanced by structural bulkheads bonded to the hull with FRP. Tabbing appears serviceable with no cracks or separation sighted where accessible for inspection. Bulkheads were percussion tested with a phenolic hammer where accessible and no delamination or soft spots were detected. **NOTE:** Due to limited access complete inspection of bulkheads not possible. Main bulkhead in engine space is covered in plywood and equipment on one side and vinyl padding on the other thus severely reducing access and limiting the inspection. Be advised.

**Stringer(s):**

Hull stiffness provided by FRP covered (wood coring) longitudinal stringers that run the length of the vessel. Stringers were accessible for inspection in the engine space and in the midships cabin bilge and were percussion tested with a phenolic hammer where accessible, no delamination or soft spots were detected. **NOTE:** Due to limited access complete inspection of stringers not possible. Stringers in the engine space are extremely difficult to access due to the layout of the engines thus limiting the inspection.

**Bilge Space:**

**NOTE:** Engine bilge has approximately 2" of oily water. Clean and dry bilge. Keep area dry and routinely monitor for signs of water egress.

**Hull to Deck Joint:**

Overlap (shoe box type). Rub rail covering hull to deck joint, secured with screws and adhesive compound. **NOTE:** Access limited, complete inspection not possible.

**Inside of Transom:**

No cracks or separation sighted where accessible for inspection.

**Moisture Meter:**

Moisture meter used was a Tramex Skipper Plus. Readings were taken where accessible in the midships cabin bilge and in the engine space. **NOTE:** Due to the layout of the engines access is extremely limited to the aft inboard stringers and a complete inspection using moisture meter was not possible. Be advised. **NOTE:** Moisture meter indicated elevated levels of moisture (20-25%) within the aft inboard stringers under each engine and the transom. Monitor condition and make repairs if delamination occurs or core material (wood) rots. Keep area dry and re-seal all hardware penetrations to help prevent further moisture egress.

**Notes:**

N/A

**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	Holding Tank Discharge	Serviceable
4	Bronze Ball Valve	Engine Space	Air Conditioner	Serviceable
5	Bronze Ball Valve	Engine Space	Generator	Serviceable

**Condition:**

Seacock valves are well secured to thru-hull fitting(s). Bonding wires properly attached.  
**NOTE:** Due to limited access unable to complete full inspection of seacock valves and thru-hull assemblies. ABYC recommendations require valves be in readily accessible locations. Be advised, when Sea-Ray manufactured vessel these recommendations were not taken into consideration. **NOTE:** Seacock valves are stiff and difficult to operate. Have mechanic lubricate and exercise each seacock valve to enable easy operation.

**Hose(s):**

Marine hardwall water hose. Each are securely clamped with stainless hose clamps at each connection. **NOTE:** (1) Raw-water hose on each engine is cracked in various places along entire length from seacock to engine. (2) Generator raw-water hose is cracked in numerous places along entire length from seacock to generator. (3) Air conditioner raw-water hose is cracked in in numerous places along entire length from seacock to pump. Replace all cracked and worn raw-water hoses.

**Strainer(s):**

Bronze strainer with sight-glass for each engine, generator and air conditioner. All are securely mounted and no leakage was sighted. Bonding wires attached properly.

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

Stainless skin fittings. Used for: Cockpit/deck drains, engine exhaust, generator exhaust, a/c discharge, grey water drains and bilge/sump drains. No damages sighted where accessible for inspection.

**Critical Safety Components****Bilge Blowers:**

Two inline mechanical blowers located in the engine space on aft outboard sides. Hoses are secured and properly routed and both were powered on using switch at helm dash and at power panel in cabin.

**Bilge Pump(s):**

NO#	Brand/Model	Location	Secure?	Float Switch?	Operable?
1	Rule 1100	Cabin Bilge (Midships)	Yes	Yes	Yes
2	Rule 1500	Engine Bilge (Forward)	Yes	Yes	No
3	Rule 1500	Engine Bilge (Aft under Gen)	Yes	Yes	No

**Bilge Pump Comments:**

Bilge pumps were tested by using the manual switch at helm station and by activating float switch where accessible. Hoses are in serviceable condition and securely clamped where accessible for inspection. **NOTE: Both bilge pumps in the engine space are not operational. Repair/replace both and ensure they are operable by using the float switch.**

**Portable Fire Extinguishers:**

NO#	Brand/Model	Location	Mounted?	Gauge full?
1	Kidde B1 2lb	Cockpit	No	Expired
2	Kidde B1 2lb	Cockpit	Yes	Expired

**Extinguisher Comments:**

**NOTE: Both portable fire extinguishers are expired (dated 2009). Replace both with USCG approved type B5 fire extinguishers and place one in the cabin under the galley sink.**

**Fixed Fire Extinguisher:**

“Seafire” 1041 automatic fire extinguishing bottle located in engine space. **NOTE: Fixed fire extinguisher bottle is empty on gauge and helm light does not illuminate green. Re-fill extinguisher bottle and ensure the helm light illuminates green indicating system is charged.**

**Carbon Monoxide Detectors:**

NO#	Type/Model	Location	Powered on?
1	Xintex CO	Salon	Yes

**Smoke/Fume Detectors:**

NO#	Type/Model	Location	Powered on?

**Notes:**

**NOTE: No smoke detector sighted in cabin. Equip cabin with smoke detector to comply with NFPA 302 recommendations.**

**Safety Related Equipment & Accessories****Life Jacket's (PFD):**

Type	NO#	Location	Condition
Type I PFD			
Type II PFD			
Throw Cushion			
Life Ring Buoy			

**Life Jacket Notes:**

**NOTE: No lifejackets or throw cushion sighted. Equip vessel with one USCG approved PFD (lifejacket) for each person onboard and one throw cushion to comply with USCG requirements.**

<b>Pollution Placard:</b>	Pollution placard sighted permanently affixed to vessel and displayed as per law.
<b>Distress Signals:</b>	Vessel is located on inland lake and therefore is not required to have visual distress signals as per CFR.
<b>Sound Signaling Apparatus:</b>	Electric horn with switch at helm dash. <b>NOTE: Horn is not operational. Repair to comply with USCG requirements.</b>

### Ground Tackle

<b>Anchor:</b>	Plow style galvanized anchor, estimated at 30lbs. Located at bow and rigged to windlass. Serviceable condition.
<b>Rode:</b>	Approximately 50' of chain and 75' of line located in anchor locker, rigged to anchor.


### Trim Tabs & Thrusters

<b>Trim Tabs:</b>	Bennet hydraulic trim tabs mounted on outboard sides of transom with controls at helm station. Pump (located in engine space) is serviceable and tabs are operational.
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### Out of Water Inspection & Hull Bottom

<b>Hull Bottom:</b>	Fiberglass with gelcoat surface. Percussion tested with phenolic hammer, no delamination or soft spots found. <b>NOTE: Unable to use moisture meter on hull bottom due to application of copper based bottom paint. Be advised.</b>
<b>Bottom Paint:</b>	Black colored ablative bottom paint. Good condition, no bare spots or flaking sighted.
<b>Transom:</b>	Percussion tested with a phenolic hammer, no delamination or soft spots detected. <b>NOTE: Unable to use moisture meter on transom due to application of copper based bottom paint. Be advised.</b>
<b>Thru-Hulls:</b>	Five bronze mushroom type thru-hull fittings on hull bottom. <b>NOTE: Thru-hull fitting for each engine – intake grate is smashed inward. Replace/repair as needed.</b>
<b>Transducers:</b>	Thru-hull transducers for depth and speed mounted centerline midships on hull bottom.
<b>Hull Blistering:</b>	No osmotic blistering sighted on hull bottom.
<b>Anodes:</b>	Five anodes: (2) one on each shaft (2) one on each trim tab (1) hull camp anode. All are serviceable.

<b>Shafts/Struts:</b>	Single bronze strut and stainless shaft for each engine. Struts are in serviceable condition and bedding appears adequate. Shafts are serviceable.
<b>Shaft Bearing:</b>	Serviceable on each shaft.
<b>Propellers:</b>	Bronze three bladed propeller on each shaft (counter rotating). No bent blades, cracks or damages sighted, cotter pins in place. <i>Size/Pitch:</i> 18 x 19
<b>Rudders:</b>	Bronze rudder(s). Well secured, no damages and minimal corrosion sighted.



Port Running Gear



Starboard Running Gear

### Lake Test

<b>Date and Time:</b>	December 15th, 2023 at 1:30 PM
<b>Summary of Events:</b>	Drove vessel from Highport marina to outside marina and around Lake Texoma for approximately fifteen minutes and then back to marina.
<b>Vessel Operated By:</b>	Broker (Jim Heathington), Surveyor
<b>Engine Starting:</b>	Engines started with minimal cranking.
<b>Exhaust Smoke:</b>	Engine exhaust smoke was minimal and appeared normal throughout lake test.
<b>Helm Instruments:</b>	Helm instrument readings were normal throughout lake-test and no engine alarms or malfunctions were observed. <b>NOTE: Speedometer is not operational. Repair.</b>
<b>Throttle/Shifter:</b>	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:**

Maximum RPM attained was 5000 on each engine with a maximum speed of 36 mph.

**Instrument Readings (taken from analogue gauges at helm dash):**

Gauge	Idle	Cruising Speed	Wide Open Throttle
<i>Tachometer</i>	700	2500	5000
<i>Volts</i>	Port: 14 Stbd: 13.5	Port: 14 Stbd: 14	Port: 14 Stbd: 14
<i>Engine Temp</i>	Port: 140 Stbd: 140	Port: 140 Stbd: 140	Port: 140 Stbd: 140
<i>Oil Pressure</i>	Port: 50 Stbd: 50	Port: 60 Stbd: 60	Port: 60 Stbd: 60

**Summary of Findings****Priority A Findings**

1. NOTE: State registration numbers not sighted. Register vessel and place registration number stickers and state validation sticker on forward hull sides to comply with law.
2. NOTE: Both portable fire extinguishers are expired (dated 2009). Replace both with USCG approved type B5 fire extinguishers and place one in the cabin under the galley sink.
3. NOTE: No smoke detector sighted in cabin. Equip cabin with smoke detector to comply with NFPA 302 recommendations.
4. NOTE: No lifejackets or throw cushion sighted. Equip vessel with one USCG approved PFD (lifejacket) for each person onboard and one throw cushion to comply with USCG requirements.

**Priority B Findings**

1. NOTE: Anchor windlass will not power on. Repair.
2. NOTE: Starboard navigation light (green) is not operational. Repair.
3. NOTE: Sump box pump is not operational and box is overflowing. Repair.
4. NOTE: Generator oil is dirty. Service generator with fresh oil, oil filter and fuel filter.
5. NOTE: Water pump on each engine leaks. Repair both.
6. NOTE: Engine oil is dirty on each engine and filters have rust on them. Service each engine with fresh oil, oil filter and fuel filter.
7. NOTE: Fuel supply line on port engine is kinked next to where it connects to fuel pump where it is secured. Repair.
8. NOTE: Engine "tattle tale" exhaust hoses are cracked on each engine. Replace each.

9. NOTE: Hoses going to holding tank (from toilet) and from holding tank to overboard discharge thru-hull are severely cracked and in poor condition. Replace sanitation hoses.
10. NOTE: Starboard rudder packing is leaking. Repair/tighten so it does not leak.
11. NOTE: (1) Raw-water hose on each engine is cracked in various places along entire length from seacock to engine. (2) Generator raw-water hose is cracked in numerous places along entire length from seacock to generator. (3) Air conditioner raw-water hose is cracked in numerous places along entire length from seacock to pump. Replace all cracked and worn raw-water hoses.
12. NOTE: Both bilge pumps in the engine space are not operational. Repair/replace both and ensure they are operable by using the float switch.
13. NOTE: Fixed fire extinguisher bottle is empty on gauge and helm light does not illuminate green. Re-fill extinguisher bottle and ensure the helm light illuminates green indicating system is charged.
14. NOTE: Horn is not operational. Repair to comply with USCG requirements.

## Priority C Findings

1. NOTE: Port-midships – (1) two ½” gelcoat gouges along hull side. (2) Port-midships- ¼” gelcoat void above rub rail. (3) Starboard-aft- three small scuff marks at corner. Repair all as needed for cosmetic purposes.
2. NOTE: Bimini top – forward part of bimini – fabric is missing from frame. Replace.
3. NOTE: Engine status gauges – glass is cracked in places on each gauge. Repair as needed.
4. NOTE: Speaker is missing from radar arch on port side of cockpit. Replace as needed.
5. NOTE: Three overhead lights on starboard side of salon are not operational. Repair as needed.
6. NOTE: Engine bilge has approximately 2” of oily water. Clean and dry bilge. Keep area dry and routinely monitor for signs of water egress.
7. NOTE: Moisture meter indicated elevated levels of moisture (20-25%) within the aft inboard stringers under each engine and the transom. Monitor condition and make repairs if delamination occurs or core material (wood) rots. Keep area dry and re-seal all hardware penetrations to help prevent further moisture egress.
8. NOTE: Seacock valves are stiff and difficult to operate. Have mechanic lubricate and exercise each seacock valve to enable easy operation.
9. NOTE: Thru-hull fitting for each engine – intake grate is smashed inward. Replace/repair as needed.
10. NOTE: Speedometer is not operational. Repair.



## 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.

<b>BUC Fair Market Value in "Buc" Condition:</b>	<b>Value as per NADA Average Retail:</b>	<b>What Closest Comparables have listed/sold for:</b>	<b>What Closest Comparables are currently listed for:</b>
\$103,500 - \$113,500	\$88,200	2007 Sea Ray 320 SD – Listed for \$89,900 (08/19), sold for \$88,000 (11/23) – MI	2007 Sea Ray 320 Sundancer – Listed for \$118,000 - TX
		2007 Sea Ray 320 SD – Listed for \$129,000 (08/23), sold for \$125,000 (10/23) – AZ	2007 Sea Ray 320 Sundancer – Listed for \$119,000 - TX
		2007 Sea Ray 320 SD – Listed for \$114,900 (05/23), sold for \$112,000 (07/23) – MO	2007 Sea Ray 330 Sundancer – Listed for \$95,900 - MI

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

<b>Vessel Condition</b>	<b>Average Condition</b>
<b>Estimated Fair Market Value</b>	<b>\$115,000.00</b>
<b>Estimated Replacement Cost</b>	<b>\$413,000.00</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 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: *12-17-2023*

US Coast Guard Licensed 1600 Ton Master - License# 2677286

SAMS Accredited Marine Surveyor #1392

