



# **Report of Marine Survey**

**Vessel: 2007 Searay 310 Sundancer**

**Purpose: Inspection and Valuation**



**Customer: John Doe**

**Date of Survey: December 17th, 2019**

**Location: Cottonwood Creek Marina, Little Elm TX**

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

**SAMS Surveyor Associate – USCG 1600 Master**

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## **Survey Information**

<b>Name of party requesting survey:</b>	John Doe
<b>How was vessel observed:</b>	In the water and out of the water on travel-lift.
<b>Sea-Trial:</b>	Yes, a sea-trial was performed. See “Sea-Trial” section for details.
<b>Parties present at time of the survey:</b>	Surveyor, Broker
<b>Weather at time of survey:</b>	Clear and Sunny. 40 degrees F. Wind < 10kts
<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:** 2007 Searay 310 Sundancer**Vessel Name:** ""**Hailing Port:** Plano, TX**Hull ID number verification:** Omitted

<b>USCG Documentation#:</b>	
<b>State Validation sticker:</b>	June 2020
<b>Documentation valid and number sighted as per regulations:</b>	Yes.
<b>Vessel Type:</b>	Fiberglass Express Cruiser w/ Deep Vee hull
<b>Manufacturer:</b>	Searay Boats, Knoxville TN
<b>Year of Vessel:</b>	2007
<b>Length of Vessel:</b>	<i>Length overall:</i> 33' 4" <i>Length on Deck:</i> 31'
<b>Vessel Draft:</b>	2' 11"
<b>Vessel Beam:</b>	10' 5"
<b>Vessel Weight:</b>	14,000 pounds

### **Top Exterior Deck & Hull**

<b>Hull Construction:</b>	Fiberglass with gelcoat surface.
<b>Hull Sides:</b>	White gelcoat with black/silver striping at waterline. <i>NOTE: (1) Starboard-aft- three ½" gelcoat gouges with exposed frp below rub rail. (2) Port-forward- staining around a/c discharge thru-hull. (3) Port-midships- 5"x1/4" scuff mark below rub rail. (4) Port-aft- 4"x1/8" scuff mark below rub rail. Repair all as needed for cosmetic purposes and seal any exposed frp with gelcoat.</i>
<b>Swim Platform:</b>	Fiberglass, molded into hull. Percussion tested, no soft spots or delamination detected. <i>NOTE: Swim platform – ¼" gelcoat void next to boarding ladder. Repair.</i>
<b>Rub Rail:</b>	White rubber with stainless insert. Well secured. <i>NOTE: Rub rail has several dents, dings and abrasion marks. Repair for cosmetic purposes.</i>
<b>Transom:</b>	Conventional frp re-enforced transom with swim platform and transom door on port side. Aft facing storage hatch for lines and accessories. No damages or delamination detected.

### **Main Deck – Hardware & Fittings**

<b>Main Deck Construction Material:</b>	Molded Fiberglass over unknown core.
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**Main Deck Surface:**

White gelcoat with molded in non-skid surface. No soft spots or delamination detected. **NOTE: Port & Starboard-aft corners- 3"x4" scuff marks above rub rail. Repair for cosmetic purposes.**

**Stanchions/Grab Rails:**

Stainless 1" tubular hand rails with stanchions surrounding forward exterior deck from cockpit to bow. Approximately 3' in height. Well secured to deck with no bends or loose stanchions sighted.

**Vessel Line Cleats:**

Horn style stainless cleats. Well secured to deck and operational.

**Scuppers/Deck Drains:**

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

**Fill/Pump-out Fittings:**

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

**Anchor/Chain Locker:**

Located at forepeak. Accessible via deck hatch. Mostly clean and dry.

**Anchor Windlass:**

"Quick" 12v windlass located on bow. Helm controls at steering station and foot controls on bow. Powers on.

**Deck Hatches:**

One lexan deck hatch on forward deck. Opens and closes properly with no leakage or damages sighted.

**Windows/Portholes:**

Portholes (two on each side) along hull sides. No damages or leakage sighted.

**Boarding Ladder:**

Stainless telescoping boarding ladder on swim platform. Operates correctly, is well secured and complies with ABYC recommendations.



## Cockpit & Helm

<b>Helm Station:</b>	Helm located on starboard side of cockpit and equipped with frp molded instrument dash, control station and seating.
<b>Sole/Deck:</b>	FRP with non-skid and tan colored snap-in carpet throughout cockpit and helm location. Good clean overall condition.
<b>Bimini Top:</b>	Stainless framed bimini top with blue colored “Sunbrella” covering aft deck. No damages sighted, well secured.
<b>Radar Arch:</b>	FRP reverse radar arch. Well secured, no damages sighted.
<b>Cabin Door:</b>	Sliding lexan door next to helm. Opens and closes correctly.
<b>Exterior Seating:</b>	Vinyl covered bench seat at helm location. Aft cockpit has reverse facing bench seats with wooden dinette table. Vinyl throughout is white in color with grey highlights and in good condition with no rips, tears or nicks sighted.
<b>Engine Hatch:</b>	Electric-lift (12v) engine compartment cover on aft deck. Operational via helm control. <b>NOTE: Insulation on engine compartment cover is falling off in places. Repair.</b>
<b>Refrigerator:</b>	“Norcold” refrigerator located in cockpit on port side. Powers on.
<b>Cockpit Sink:</b>	Molded sink/wet bar with stainless faucet located in cockpit. Appears operational. <b>NOTE: Unable to test due to water system being winterized. Be advised.</b>
<b>Storage Hatch(s):</b>	Storage hatches located below helm seat and on aft deck along bulkheads and under seating.
<b>Cooking Grill:</b>	“Kenyon” (110v) grill located in cockpit next to sink on port side. Powers on.
<b>Cockpit Cover:</b>	Blue colored canvas snap-on cockpit cover. Average condition.
<b>Windshield/Wipers:</b>	Windshield is a five piece aluminum framed design with glass windows and opening walk-through center. Windshield wipers power on. <b>NOTE: (1) Windshield frame has bubbling paint along sides in multiple areas. Treat for corrosion and re-paint frame for cosmetic purposes and to prevent further corrosion. (2) Windshield wiper blades are in bad condition. Replace both wiper blades.</b>



### Navigation & Helm Electronics

#### **Electronic Chart/GPS/ Depthsounder:**

“Raymarine C80” Electronic chart/gps, powers on.

#### **Courtesy Lights:**

12v Courtesy lighting throughout cockpit, on underside of radar arch and in engine space, all lights checked powered on.

#### **Navigation Lights:**

Port/Starboard/Anchor/Stern. Complies with USCG regulations. **NOTE: Aft facing anchor light will not power on. Repair.**

#### **Spotlight:**

“Guest” stainless spotlight mounted on bow. Powers on using helm controls.

#### **VHF Radio:**

“Northstar NS100” VHF radio. Powers on. **NOTE: VHF radio cord is frayed. Repair.**

#### **Compass:**

“Ritchie” 4” magnetic compass with hood at helm dash. Appears operational and full of compass fluid.

### Engine Instruments & Controls

#### **Bilge Blower Controls:**

Blower controls at cockpit dash and at main power panel in salon. Controls are operational and power on bilge ventilation blowers.

#### **Engine Tachometers:**

4” analogue tachometers for each engine. Both are operational and appear oem.

#### **Engine Gauges:**

Analogue gauges at helm dash for engine water temp, oil pressure, fuel level, and alternator amperage. All appear oem and are operational.

**Bilge Pump Switch:**

Bilge pump switches (two) to manually activate bilge pumps (forward and aft) located at helm dash. Switches are operational and turn on pumps manually.

**Throttle/Shift Controls:**

Dual “Morse” control boxes with twin levers for throttle and shift controls. Controls work smoothly and are operational.

**Systems Monitor:**

“Mercury Smartcraft” 6” digital screen showing engine details, alarms and various vessel information. Powers on.



### **Entertainment Electronics**

**Stereo(s):**

“Clarion” (12v) head-unit sighted in cabin. One remote located at helm.

**Speaker(s):**

Four speakers: Two located in cockpit and two located inside cabin. All are operational.

**Television(s):**

Two flatscreen televisions: (1) “Samsung” 32” located in salon. (2) “Samsung” 28” located in aft berth. Both power on.

### **Cabin & Interior**

**Summary of Interior Cabin Appointments:**

Sliding door leads down steps to cabin space where there is a salon area for seating and entertaining, galley, couch, head and two berths.

**Headliner:**

White colored vinyl. Good condition. Well secured to overhead. No wet spots or leakage sighted.

**Fabric and Cushions:**

White colored vinyl covering couch in salon and trim throughout cabin. Good overall condition.



**Lights & Fixtures:**

(12v & 110v) Lighting throughout cabin. Operational. **NOTE: Overhead light in galley and light in aft berth are not operational. Repair.**

**Deck/Sole:**

FRP with tan colored carpet throughout cabin, with snap-in carpet. Good overall condition.

**Bulkheads:**

White colored vinyl and molded frp covering bulkheads. Good clean condition.

**Joinery:**

Wood cabinetry throughout cabin space with multiple cabinets, drawers and storage hatches. Finish is in good condition. All drawers and cabinets checked were dry and mostly clean.

**Dinette Table:**

Wooden dinette table stored under forward berth.

**Berths:**

Two berthing areas: (1) Forward “master” berth with king sized mattress (2) Aft half berth. Couch in salon slides out to convert into third bed.

**Galley****Location:**

Galley located on port midship side of cabin.

**Counter-tops:**

Gold colored corean counter-tops. Good condition.

**Cooking Stove:**

110v “Euro Kera” two burner electric stove, burners power on.

**Refrigeration:**

12-volt/120 “Vitrifrigo” refrigerator and “Isotherm” freezer. Both powered on.

**Water System:**

Pressurizes using onboard tank and 12v water pump. **NOTE: Water system is winterized. Unable to test.**

**Galley Sink(s):**

Single stainless deep well. No damages or leaks sighted.

**Microwave:**

110v "LG" microwave, stainless in color. Operational and secure.

**Head(s)****No#/Location:**

One head. Located on port side of cabin.

**Toilet(s):**

Vacu-flush system. Toilet powers on. Water provided via onboard tank. **NOTE: Vacu-flush toilet system continually pumps, indicating it cannot build/hold pressure. Repair.**

**Vanity/Sink:**

Molded vanity with sink and stainless faucet. Storage cabinet below sink is clean and dry.

**Shower(s):**

Stand-up shower with curtain and detachable faucet. Shower water drains to sump box.

**Sump Box/Pump:**

Sump box located under deck hatch in cabin bilge, shower water and a/c condensate drain into box. Pump is operational.

**Air Conditioning****Number, Type & Location:**

One. "Cruisair" 16,000 btu self-contained marine air conditioning unit. Located under forward berth.

<b>Temperature Controls:</b>	Digital temperature control panel located in salon. Powers on and is operational.
<b>Unit Drip Trays:</b>	Drip tray sighted with minimal rust. Condensation water appears to be draining properly.
<b>Condensate Drain:</b>	Drains via hose to sump box. Hose properly connected and secure to drip tray.
<b>Thru-Hull &amp; Strainer:</b>	Thru-hull and seacock valve for air conditioner raw water located in engine space. Bronze "Groco" strainer.
<b>A/C Pump(s):</b>	"March" 110v pump. Hoses are properly double clamped, no leakages sighted. <b>NOTE: Air conditioner raw water hose is severely cracked between thru-hull and pump, and pump to strainer. Replace with new hose.</b>
<b>A/C Tested:</b>	Yes, air conditioner was tested on heat mode and found to be operating correctly, blowing warm air into the cabin space. <b>NOTE: Unable to test air conditioner on cold mode due to low ambient temperature.</b>

### **D.C Electrical System**

<b>Voltage System:</b>	12v
<b>Vessel Batteries:</b>	Four batteries sighted in engine space: (4) "Interstate" 27-size lead acid. All are secured in trays and secured with brackets as per ABYC recommendations.
<b>12v Wiring:</b>	Insulated stranded wire. Secured every 18" as per ABYC recommendations.
<b>Wiring Connectors:</b>	Ring spade or crimp on connectors sighted for wiring connections. Boots are installed on all battery post connections as per ABYC recommendations.
<b>Charging System:</b>	Alternator on engines. Additionally, there is an "Intellipower" 30amp battery charger located in the engine compartment and powers on. Charger is ignition protected and grounded per ABYC recommendations.
<b>Distribution Panel:</b>	Located inside main cabin power panel, combined with AC power panel.
<b>Battery Switch:</b>	Yes.

**A.C. Electrical System**

<b>Voltage System:</b>	30 Amp – 110 volt
<b>A.C. Power Inlet:</b>	30 amp connection inlet located inside transom hatch. No burn marks or damages sighted on prong inlets.
<b>A.C. Usage Meter:</b>	Usage meter at main power panel. Displays amps and volts, operational.
<b>Wire terminations:</b>	A.C. wiring is properly terminated. No wire nuts or loose connections sighted.
<b>Shore Power Cord(s):</b>	One thirty amp cord. <b>NOTE: Shore power cord does not have locking ring. Replace shore power cord with one that has locking ring or clamps to comply with ABYC recommendations.</b>
<b>Shore Power Breaker:</b>	Main breaker is located near the shore power inlets, and is in compliance with ABYC recommendations.
<b>Power Selector Switch:</b>	Slide make or break power selector switch at main power panel in salon.
<b>Distribution Panel:</b>	Located in cabin, combined with DC power panel.
<b>Power Outlets:</b>	A/C outlets throughout vessel with GFCI outlets in all wet locations.
<b>A.C. Wiring:</b>	Insulated stranded wire secured every 18" where accessible for inspection.

**Generator**

<b>Manufacturer/Model:</b>	Kohler <b>Model:</b> 5 ECD
<b>Kilowatt Rating:</b>	5.0 KW
<b>Serial Number:</b>	2140986
<b>Hour Meter:</b>	171 hours as per hour meter on unit.



**Hoses and clamps:**

Hoses are properly double clamped where required. No cracks or flat spots sighted where accessible for inspection.

**Belts and Pulleys:**

Belt condition is serviceable. No cracks or splits sighted. Pulley/belts appear to be in line.

**Cooling System(s):**

Raw water cooled through thru-hull seacock.

**Oil level/condition:**

Mostly clean. No indication of water.

**Fuel Supply Lines:**

USCG A1 flex, no cracks or soft spots sighted where accessible for inspection.

**Engine Mounts/Beds:**

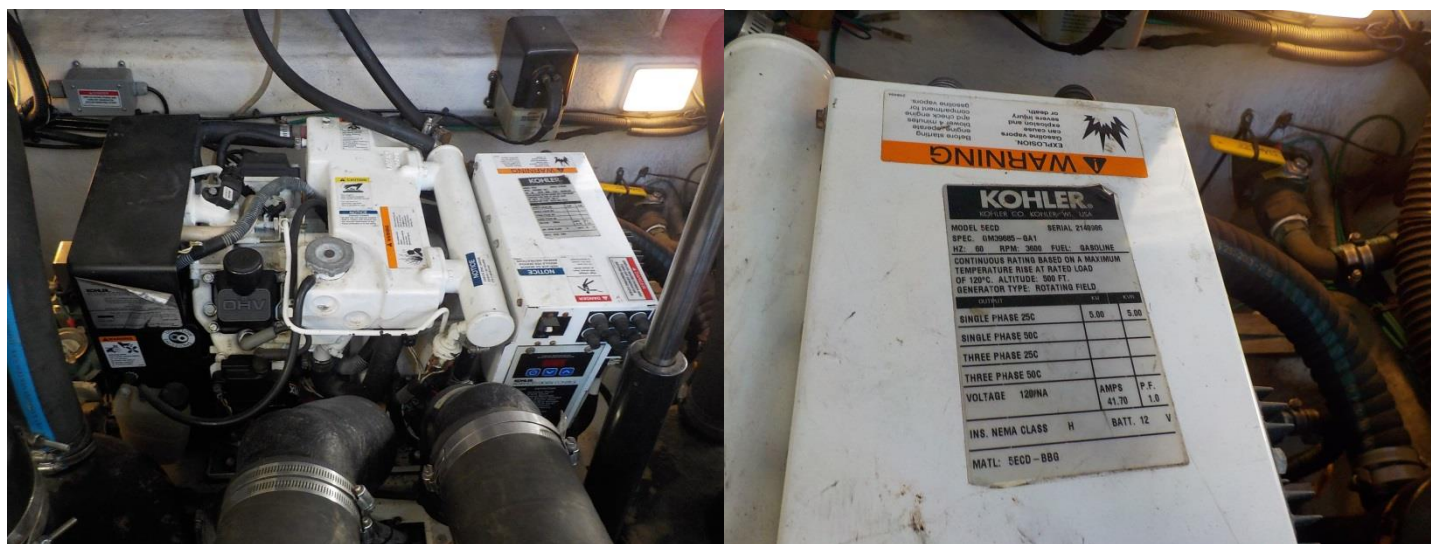
Engine mounts appear to be well secured to the support mounting. Generator is mounted inside tray.

**Exhaust Piping:**

Side hull exhaust through bulkhead fitting. Hose/piping double clamped at each connection as per ABYC recommendations. **NOTE: Generator exhaust hose is severely cracked and leaking water/CO gas. Replace with new exhaust hose.**

**Tested:**

Yes. Generator started and ran on full load for approximately ten minutes. Operational.



### **Propulsion System**



**Propulsion Type:**

Inboard w/ V-Drives

**NO#/Type/Cylinders:**

Two gasoline V8 engines. Fuel Injected.

<b>Make/Model/Serial:</b>	Mercruiser 350 Mag MPI <i>Port Serial# 0W693742    Starboard Serial# 0W693725</i>
<b>Engine Hours:</b>	<i>Port: 406    Starboard: 402    as per Smartcraft display screen at helm.</i>
<b>Hoses and Clamps:</b>	Hoses are double clamp where required. No cracking or splits sighted on hoses where accessible for inspection.
<b>Belts and Pulleys:</b>	Belts are serviceable. No cracks or splits sighted. Pulleys/belts appear to be in line.
<b>Cooling System(s):</b>	Raw water cooled with raw water intake through hull bottom seacock valve. Expansion tanks have coolant.
<b>Oil Level/ Condition:</b>	No evidence of water in lube oil. <i>NOTE: Engine oil is dirty on both engines. Service engines with fresh oil, oil filter and fuel filter.</i>
<b>Flame Arrestor(s):</b>	Yes, USCG approved. <i>NOTE: Flame arrestors are dirty on both engines. Clean flame arrestors.</i>
<b>Engine Ventilation:</b>	Blowers and natural ventilation. See safety section of survey for details.
<b>Engine Fuel Filter(s):</b>	Fuel filters for both engines, mounted on engine. No leaks or damages sighted.
<b>Engine Fuel Pump(s):</b>	Engine mounted fuel pump. No leaks sighted.
<b>Engine mounts/beds:</b>	Engine mounts appear to be well secured to the support stringers. Percussion tested where accessible, no delamination sighted.

Starboard Engine
Port Engine



Starboard Engine Serial #



Port Engine Serial #

### Transmission

<b>Number/Make/Model:</b>	Two Vee-Drive transmissions. <i>Make:</i> ZF
<b>Transmission Serial#:</b>	<i>Port:</i> 46847 <i>Starboard:</i> 46848
<b>Packing Gland(s):</b>	Dripless packings. Boots and clamps appear serviceable. No leaks sighted.
<b>Transmission Fluid:</b>	<i>NOTE: Transmissions are both low on fluid. Service transmissions with fresh fluid and fill to markings on dipstick.</i>

### Exhaust System

<b>Discharge Location(s):</b>	Aft hull sides and underwater.
<b>Exhaust Piping/Clamps:</b>	Metal clamps and wet exhaust hose connected to fiberglass piping. Securely double clamped as required. Hoses in average condition.
<b>Exhaust Manifold/Risers:</b>	Average condition. No cracks, rust or leakage sighted.
<b>Exhaust Mufflers:</b>	FRP mufflers. No damages or leaks sighted. Double clamped at all connections.

### Fuel Tankage

<b>NO# Fuel Tanks/Location:</b>	Two tanks, located aft on either side of vessel.
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<b>Tank Type and Capacity:</b>	5052 Aluminum. <i>Port:</i> 107 gallons <i>Starboard:</i> 94 gallons
<b>Fuel Supply Line(s):</b>	USCG A1 flex hose from tank to fuel pump. No crack, soft spots or splitting sighted where accessible for inspection. <i>NOTE: Access limited, complete inspection not possible due to wire loom covering hose.</i>
<b>Shut off Valve(s):</b>	Shut off solenoids sighted in line with fuel hose near tank top. No leaks sighted.
<b>Vent Line/Location:</b>	Type A1 hose. Vents to bulkhead fitting.
<b>Fill line(s) Located:</b>	Port & Starboard midships. Clearly marked for gasoline as per ABYC recommendations.
<b>Fuel Fill Grounded:</b>	Yes, both tanks are properly grounded with green grounding wire to tank top.
<b>Fill line(s) Hose Type:</b>	A2 fuel fill hose. Hose appears serviceable and is double clamped at each connection as per ABYC recommendations. <i>NOTE: Limited access, complete inspection not possible.</i>

### Fresh Water Tankage

<b>Number and Location of tank(s):</b>	One tank. Located in midships bilge.
<b>Tank Type and Capacity:</b>	<i>NOTE: Access limited. Inspection not possible.</i>
<b>Tank(s) Secured:</b>	<i>NOTE: Access limited. Inspection not possible.</i>
<b>Tank(s) Condition:</b>	<i>NOTE: Access limited. Inspection not possible.</i>
<b>Water Pump(s):</b>	12 volt water pump. <i>NOTE: Unable to test due to water system being winterized.</i>
<b>Supply Lines:</b>	Flexible red/blue plastic piping for all water connections. No leaks sighted where accessible for inspection.
<b>Filling Line(s):</b>	Located starboard midships. Clearly marked as per ABYC recommendations.



**Vent(s) Location:**

Side hull through bulkhead fitting.

**Monitor System:**

Yes, located in head. Powers on.

**Black Water/Holding Tank(s)****Vessel MSD Type:**

MSD USCG Type I (Holding Tank). Connected to deck waste fitting for pump out, system can also be discharged overboard via through-hull seacock.

**Number/Location of tank(s):**

One tank. Located port aft.

**Tank Type and Capacity:**

Plastic. Approximately thirty five gallons.

**Tank(s) Secured:**

Yes, tank is secured with bolts as per ABYC recommendations.

**Tank(s) Condition:**

Visually good (where accessible for inspection).

**Sewage Lines:**Ribbed sanitation hose. Well secured and clamped at connections. **NOTE:** Sanitation hose for holding tank has severe cracking along entire length from tank to forward. Replace with new hose.**Discharge line(s):**

Deck pump out located port aft. Clearly marked as per ABYC recommendations.

**Overboard Capable:**

Yes, system is capable of being discharged overboard through thru-hull seacock valve. Valve is locked in the closed position as per law on inland waterways.

**Monitor System:**

Yes, located in head. Powers on.

**Water Heater(s)****Number/Tank Location(s):**One tank. Located in midships bilge area. **NOTE: Access limited. Complete inspection not possible.****Tank Type/Manufacture/Capacity:**

Marine hot water heater. Aluminum. Ignition protected.

**Supply Lines:**

Red/blue flex hose. NOTE: Access limited. Complete inspection not possible.

**Tank(s) Secured:**

NOTE: Access limited. Complete inspection not possible.

**Exchanger Hose:**

None sighted.

**Steering System****Manufacturer:**

Seastar

**Steering Type:**

Hydraulic cockpit wheel steering.

**Lines/Fittings:**

Hydraulic hose and compression fittings. No damages or leaks sighted.

**Mounting(s):**

Cylinder and ram actuator is well secured. Hull mounted bracing appears adequate.

**Cylinder Ram:**

Steering cylinder ram appears in good condition with no leaks sighted.

**Rudder Stock:**

Stainless rudder stock. Bonding wires attached. No pitting or corrosion sighted.

**Steering Tie Bar:**

Steel tie bar connecting rudder arms is secure.

**Rudder Packing Gland:**

No leakage sighted.

**Interior Hull & Structural Components****Hull to Deck joint:**

Overlap (shoe box type). Elastomeric compound sighted in hull to deck joint.

**Stringer(s):**

Hull stiffness provided by FRP longitudinal stringers that run the length of the vessel. Complete inspection not possible due to limited access. Stringers sighted in the engine compartment and midships bilge area are well glassed into hull where sighted. Stringers sounded with hammer (where accessible) appeared sound. No soft spots, separation, cracks, rotting, or splitting sighted. Limber holes appear to be adequately sealed where sighted.

**Inside of Transom:**

Reinforced. Secure with no cracks or separation sighted where accessible for inspection. **NOTE: Access limited, complete inspection not possible.**

**Bulkheads:**

Athwartships reinforcement enhanced by structural bulkheads bonded to the hull with Fiber Reinforced Plastic (FRP). All tabbing appears serviceable and sound with no cracks or separation of tabbing sighted in any compartments. No visual evidence of movement sighted in any bulkhead. **NOTE: Access limited, complete inspection not possible.**

**Bilge(s):**

Clean and dry where accessible for inspection.

**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>	Bronze Seacock	Engine Space	Port Engine	Serviceable
<b>2</b>	Bronze Seacock	Engine Space	Starboard Engine	Serviceable
<b>3</b>	Bronze Seacock	Engine Space	Generator	Serviceable
<b>4</b>	Bronze Seacock	Engine Space	Air Conditioner	Serviceable
<b>5</b>	Bronze Seacock	Engine Space	Waste Discharge	Serviceable

**Condition:**

Seacock valves are operational and appear securely bedded/mounted through the vessel hull.

**Hoses:**

Marine rubber covered reinforced hose. All are properly double clamped where applicable.

**Strainers:**

Bronze "Groco" strainers sighted at raw water connection inlets for each engine, generator and air conditioner. All are secure and no leaks were sighted. **NOTE: Strainers are dirty.**  
**Clean all raw water strainers (both engines, generator and air conditioner).**

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

Stainless bulkhead fittings. Used for: Generator, cockpit/deck drains, grey water drains and bilge/sump drains. All observed were secured, operational and as far as could be observed free of damage.

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

Two 12v ventilation blowers sighted in engine space. Vent hoses properly routed to lower 1/3<sup>rd</sup> of engine compartment and secured to engine ventilation ducts, as per ABYC recommendations. Blowers power on using controls at helm and main power panel.

**Bilge Heater(s):**

“Xtreme” bilge heater sighted in engine space. Hard-wired to main power panel. Appears operational.

**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>12v Rule 1500</b>	<b>Aft Bilge</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
<b>2</b>	<b>12v Rule 1500</b>	<b>Aft Bilge</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
<b>3</b>	<b>12v Sierra Tsunami 1200</b>	<b>Midship Bilge</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>

**Bilge Pump Comments:**

Bilge pump hoses found to be secured with clamp and are serviceable. Bilge pumps manually activated using helm switch and float switch. High water alarm is operational.

**Portable Fire Extinguishers:**

<i>Number</i>	<i>Brand/Model</i>	<i>Location</i>	<i>Mounted</i>	<i>USCG Approved</i>	<i>Gauge full</i>
<b>1</b>	<b>Kidde 3lb Dry Chem B1</b>	<b>Under Helm Seat</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>

**Fire Extinguisher Comments:**

NOTE: Fire extinguisher under helm seat is not mounted. Mount fire extinguisher next to helm seat in readily accessible location using supplied bracket.

**Fixed Halon/Clean Agent:**

“Seafire” automatic fire extinguishing bottle sighted in engine space. Securely mounted, gauge reads full. Green helm light properly illuminates when ignition is turned on. NOTE: Fixed fire extinguisher in engine space has outdated certification tag. ABYC A-4 and NFPA 302 recommends that fixed fire protection systems be inspected and reweighed at one year intervals and tagged accordingly. Comply. NOTE: 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>
<b>1</b>	<b>Fboy Xintex CO</b>	<b>Forward Berth</b>	<b>Yes</b>	<b>Yes</b>



**Fire/Smoke/Fume Detectors:**

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

**Notes:**

NOTE: (1) No smoke detector sighted in cabin. Install smoke detector and place in galley.  
(2) Only one CO detector sighted. Equip vessel with additional CO detector and place in aft berth.

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

<i>Type</i>	<i>Number</i>	<i>Location</i>	<i>Condition</i>	<i>USCG Approved</i>
<b>USCG Type I PFD</b>	<b>4</b>	<b>Cockpit Storage</b>	<b>Serviceable</b>	<b>Yes</b>
<b>USCG Type II PFD</b>				
<b>USCG Type V PFD (throw)</b>	<b>1</b>	<b>Next to Helm Seat</b>	<b>Serviceable</b>	<b>Yes</b>

**PFD Notes:**

Vessel complies with USCG requirements for up to four people (one pfd per person must be onboard vessel).

**Horn/sound signaling apparatus:**

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

**Ground Tackle****Vessel Anchor(s):**

Plow style anchor. Appx 25lb. Galvanized metal. Rigged to windlass on bow. Anchor lock (steel braided cable with shackle) properly in place and being utilized as per ABYC recommendations.

**Chain/Line/Length:**

Rode consists of approximately 8' of chain and 75' of line sighted in anchor locker and rigged up to windlass.

**Trim Tabs, Thrusters & Accessories****Vessel Trim Tabs:**

"Bennet" hydraulic trim tabs operable via switch at helm dash. Trim pump in engine space is secure and full on fluid. NOTE: Trim tab mounting brackets are missing screws (three on port side and two on starboard). Repair and seal screw holes from water egress.

**Out of Water Inspection & Hull Bottom****Hull Bottom:**

Fiberglass with white gelcoat. Percussion tested, no delamination or soft spots found.

<b>Bottom Paint:</b>	Black colored ablative bottom paint. <b>NOTE:</b> Bottom paint is thin and flaking off in multiple areas. Sand and re-paint hull bottom with bottom paint.
<b>Thru-Hulls:</b>	Five bronze thru hulls sighted on hull bottom. All are bedded properly as sighted from exterior. Percussion tested and found to be serviceable.
<b>Transducers:</b>	Two transducers for depth and speed, mounted centerline on hull bottom. Both appear adequately sealed and bonded to the hull as sighted from exterior.
<b>Hull Blistering:</b>	No hull blistering was sighted.
<b>Rudders:</b>	Bronze rudders. No play or damages sighted.
<b>Struts &amp; Shafts:</b>	Bronze struts and stainless shafts. No damages sighted. Struts appear properly bedded.
<b>Shaft Bearings:</b>	Shafts spin freely. No damage sighted to bearings.
<b>Propeller(s):</b>	Two bronze three bladed propellers. <b>Size/Pitch:</b> 18x19 No cracks, dings, bends, excessive cupping or chips sighted.
<b>Sacrificial Anodes:</b>	Seven magnesium anodes: (4) two on each shaft. (2) one on each trim tab (1) hull camp mounted on transom. All have approximately 75% life remaining. (Replace anodes when less than 50% remaining.)

### Sea Trial

<b>Date &amp; Time:</b>	12-17-2019 @ 12:30 PM
<b>Summary of Events:</b>	Drove vessel from slip at Cottonwood Creek marina on Lake Lewisville, to Eagle point marina where vessel was hauled out of water for out of water inspection, and then back to Cottonwood Creek marina.
<b>Vessel Operated By:</b>	Broker, Surveyor, Airon Wallice.
<b>Engine Starting:</b>	Port engine started with minimal cranking. <b>NOTE:</b> Starboard engine became hard to start late in sea-trial. Surveyor believes engine needs tune-up. Have mechanic diagnose and repair if problem persists.

**Exhaust Smoke:**

Normal throughout sea-trial, no indication of excessive steam or black smoke.

**Helm Instruments & Gauges:**

All helm instruments operated correctly and showed normal readings throughout the sea-trial.

**Throttles/Shifters:**

Throttles and shifters for both engines operated correctly and smoothly.

**Instrument Readings:**

<i>Gauge</i>	<i>(900rpms)</i>	<i>(2300rpms)</i>	<i>(4500rpms)</i>
<b>VOLTS</b>	Port-14 Stbd-14	Port-14 Stbd-14	Port-14 Stbd-14
<b>Engine Water Temp</b>	Port-140 Stbd-140	Port-165 Stbd-165	Port-165 Stbd-165
<b>Oil Pressure</b>	Port-50 Stbd-50	Port-50 Stbd-60	Port-50 Stbd-60

**Notes:**

**NOTE:** Speedometer gauge is off and does not display accurate speed information. Be advised.



*Bow Looking Aft Bottom Paint Flaking*



*Transom/Running Gear*



*Missing Screws Port Trim Tab*



*Port Hull Bottom*

## **Summary of Findings**

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

1. NOTE: Generator exhaust hose is severely cracked and leaking water/CO gas. Replace with new exhaust hose.
2. NOTE: (1) No smoke detector sighted in cabin. Install smoke detector and place in galley. (2) Only one CO detector sighted. Equip vessel with additional CO detector and place in aft berth.
3. NOTE: Horn is not operational. Repair horn.

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

1. NOTE: Aft facing anchor light will not power on. Repair.
2. NOTE: Vacu-flush toilet system continually pumps, indicating it cannot build/hold pressure. Repair.
3. NOTE: Air conditioner raw water hose is severely cracked between thru-hull and pump, and pump to strainer. Replace with new hose.
4. NOTE: Shore power cord does not have locking ring. Replace shore power cord with one that has locking ring or clamps to comply with ABYC recommendations.
5. NOTE: Engine oil is dirty on both engines. Service engines with fresh oil, oil filter and fuel filter.
6. NOTE: Flame arrestors are dirty on both engines. Clean flame arrestors.
7. NOTE: Transmissions are both low on fluid. Service transmissions with fresh fluid and fill to markings on dipstick.
8. NOTE: Sanitation hose for holding tank has severe cracking along entire length from tank to forward. Replace with new hose.
9. NOTE: Strainers are dirty. Clean all raw water strainers (both engines, generator and air conditioner).
10. NOTE: Fixed fire extinguisher in engine space has outdated certification tag. ABYC A-4 and NFPA 302 recommends that fixed fire protection systems be inspected and reweighed at one year intervals and tagged accordingly. Comply. NOTE: 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.
11. NOTE: Trim tab mounting brackets are missing screws (three on port side and two on starboard). Repair and seal screw holes from water egress.
12. NOTE: Bottom paint is thin and flaking off in multiple areas. Sand and re-paint hull bottom with bottom paint.

**13.NOTE:** Starboard engine became hard to start late in sea-trial. Surveyor believes engine needs tune-up. Have mechanic diagnose and repair if problem persists.

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

1. NOTE: (1) Starboard-aft- three ½” gelcoat gouges with exposed frp below rub rail. (2) Port-forward- staining around a/c discharge thru-hull. (3) Port-midships- 5”x1/4” scuff mark below rub rail. (4) Port-aft- 4”x1/8” scuff mark below rub rail. Repair all as needed for cosmetic purposes and seal any exposed frp with gelcoat.
2. NOTE: Swim platform – ¼” gelcoat void next to boarding ladder. Repair.
3. NOTE: Rub rail has several dents, dings and abrasion marks. Repair for cosmetic purposes.
4. NOTE: Port & Starboard-aft corners- 3”x4” scuff marks above rub rail. Repair for cosmetic purposes.
5. NOTE: Insulation on engine compartment cover is falling off in places. Repair.
6. NOTE: (1) Windshield frame has bubbling paint along sides in multiple areas. Treat for corrosion and re-paint frame for cosmetic purposes and to prevent further corrosion. (2) Windshield wiper blades are in bad condition. Replace both wiper blades.
7. NOTE: VHF radio cord is frayed. Repair.
8. NOTE: Overhead light in galley and light in aft berth are not operational. Repair.
9. NOTE: Fire extinguisher under helm seat is not mounted. Mount fire extinguisher next to helm seat in readily accessible location using supplied bracket.
- 10.NOTE: Speedometer gauge is off and does not display accurate speed information. Be advised.



## 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 had above average care with no maintenance, repairs or cleaning required.</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, 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>Average Condition</b>
<b>Estimated Fair Market Value</b>	<b>\$70,500.00</b>
<b>Estimated Replacement Cost</b>	<b>\$231,500.00</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 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.**



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

DATE OF REPORT: 12-19-2019

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

Society of Accredited Marine Surveyors Surveyor Associate

ABYC Business Member

