



Report of Marine Survey

Vessel: 1998 Searay Aft Cabin 415

Purpose: Condition and Valuation



Customer:

Date of Survey: January 14th, 2020

Location: Grandpappy Point Marina, Denison TX

Prepared and Conducted by: Captain John Seckman

SAMS Surveyor Associate – USCG 1600 Master

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Survey Information

Name of party requesting survey:	
How was vessel observed:	In the water at slip and out of the water on travel-lift.
Sea-Trial:	No, a sea-trial was not performed.
Parties present at time of the survey:	Surveyor
Weather at time of survey:	Partly Cloudy. Temp: 60 F Wind: < 10 kts
Vessels intended use:	Recreational cruising on inshore lakes.

Survey Standards

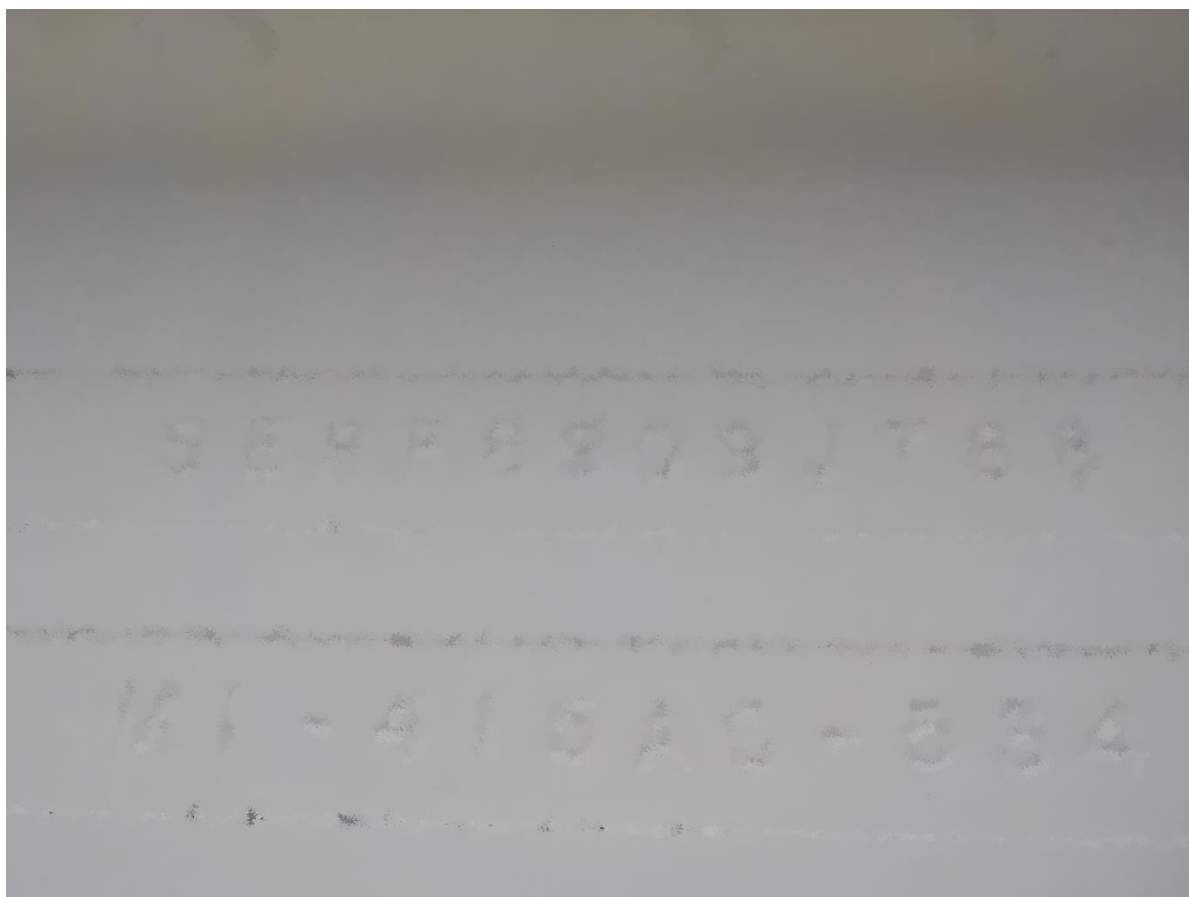
Standards Followed – Survey was completed using federal regulations and amendments issued and enforced by the United States Coast Guard under the authority of the United States code of federal regulations (CFR title 33 & 46). The American Boat and Yacht Council (ABYC) recommendations and voluntary standards, as well as the standards set forth by the National Fire Protection Association (NFPA-302) were used as reference to complete your survey. These standards are generally used and followed by all boating manufacturers.

Explanation of Inspection Comments

Unless noted, all components and systems checked on the vessel are serviceable. See the findings page for details on anything found to be un-serviceable or damaged. If a component on the vessel is not listed in this survey then it was not inspected. This survey represents the condition of the vessel as-is, on the day the survey was performed.

RED	Red recommendations are <u>priority A</u> . These need to be addressed immediately as they pertain to the safety and regulatory requirements and safe navigation of the vessel.
Blue	Blue recommendations are <u>priority B</u> . These relate to maintenance and standard findings that need to be addressed.
GREEN	Green recommendations are <u>priority C</u> . These do not pertain to the safe operation of the vessel and are minor in nature. Thus, they can be addressed at the owner or clients' discretion.

NOTE: Vessel is considered fit for its intended use **ONLY** after all **Priority A** recommendations have been corrected. In addition **ALL Priority B** recommendations should be addressed in order to bring the vessel to current safety standards and ensure safe navigation and operation.

Vessel Particulars**Vessel YR/Make/Model:** 1988 Searay Aft Cabin 415**Vessel Name:** N/A**Hailing Port:** N/A**Hull ID number verification:**

State Registration #:	
State Validation sticker:	NOTE: State validation sticker expired. Renew sticker.
Registration valid and sighted on vessel hull as per regulations:	No. See above finding.
Vessel Type:	Fiberglass Motor Yacht with Flybridge and Deep Vee hull
Manufacturer:	Sea Ray Boats, Knoxville TN (Div of Brunswick Corp)
Year of Vessel:	1988
Length of Vessel:	Length overall: 40' 7" (as per Buc value)
Vessel Draft:	2' 7" (as per Buc value)
Vessel Beam:	13' 11" (as per Buc value)
Vessel Weight:	22,500 pounds (as per Buc value)

Top Exterior Deck & Hull

Hull Construction Material:	Molded fiberglass (FRP) construction.
Hull Surface:	White colored gelcoat with black striping at waterline and on deck. Hull sides are clean and buffed. NOTE: Port-aft-corner- Two 1"x1/2" gelcoat gouges with exposed fiberglass. Repair for cosmetic purposes.
Rub Rail:	Black rubber with stainless insert. NOTE: Rub rail has torn off sections along bottom lip in several places, specifically: (1) Starboard aft corner torn in 3" section. (2) Port aft corner torn in 8" section. (3) Port forward in 5" section. (4) Starboard forward in 4" section. Repair all and ensure exposed hull to deck joint is sealed from moisture.
Transom:	FRP conventional transom with attached swim platform.
Swim Platform:	Fiberglass attached swim platform. No soft spots detected. Well secured to transom with stainless brackets. NOTE: High moisture meter readings detected on swim platform. Surveyor believes fiberglass coring material is saturated. Recommend having fiberglass technician take core sample to determine extent of rot. Monitor condition and repair swim platform if condition worsens. Re-seal all bolts/hardware attached to swim platform with marine grade caulking to prevent water intrusion.

Main Deck – Hardware & Fittings

Main Deck Construction Material:	Molded Fiberglass over unknown core.
Main Deck Surface:	White gelcoat with molded in non-skid surface. No soft spots or delamination detected.
Stanchions/Grab Rails:	1” tubular stainless steel with stanchions surrounding forward deck to cockpit. Well secured with no bends, damage or deformation sighted. Approximately 36” high.
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 on main deck in the following areas: 1) Fuel Fill –Port & Stbd Aft 2) Water Fill – Port Transom 3) Waste Pump-out – Stbd Midships.
Anchor/Chain Locker:	Located on top deck bow. Accessible via bulkhead hatch in forward berth. Mostly clean and dry.
Anchor Pulpit:	Attached frp anchor pulpit with stainless hardware. No soft spots or delamination detected.
Anchor Windlass:	<i>Brand:</i> “Maxwell” 12v. Located on bow. Controlled via switch at helm and foot controls on bow. Operational, raises and lowers anchor. NOTE: No lock sighted on anchor windlass. Install locking pin on anchor to prevent accidental release and to conform with ABYC recommendations.
Line Cleats:	Horn style cleats. Well secured to deck and operational.
Fender Racks:	Stainless clamp-on fender racks mounted on forward bow hand railing.
Deck Hatches:	Two deck hatches: One on forward deck and one on transom. No damages sighted. Caulking appears sufficient.
Cabin Windows:	Aluminum framed glass windows on cabin sides with portholes below rub rail. No damages sighted.
Boarding Ladder:	Stainless drop-down boarding ladder on swim platform. Conforms to ABYC recommendations and is operational.
Transom Door:	Ladder on swim platform lead to transom door and cockpit.

Cockpit – Flybridge – Helm

Flybridge/Cockpit:	Ladder on swim platform lead to cockpit with seating/entertaining area and cabin door. Forward and up is the flybridge/helm station.
Helm Station:	Helm located at flybridge. Instrument dash with engine gauges, controls and various electronics.
Top/Superstructure:	FRP hard-top covering aft cockpit. Well secured. No damages sighted.
Radar Arch:	FRP radar arch at flybridge. Well secured.
Bimini Top:	Stainless framed bimini top covering flybridge. Black colored “Sunbrella” material, good condition.
Sole/Deck:	FRP with non-skid and grey colored snap-in carpet throughout cockpit and flybridge.
Cabin Door:	Sliding metal framed door in cockpit. Operational, no damages sighted.
Engine Hatch:	Manual lift engine compartment covers located in cabin space.
Windshield/Wipers:	Aluminum framed plexi-glass windshield on flybridge.
Exterior Lighting:	12v courtesy lights throughout exterior deck and cockpit.
Exterior Seating:	Flybridge helm equipped with three swiveling captains chairs and bench seat. Outdoor patio furniture located on aft deck.
Cabinetry/Sink:	Molded cabinetry in aft cockpit with sink and faucet. Storage throughout flybridge under seating and cabinetry.
Window Covers:	None sighted.
Enclosure:	Canvas and isinglass snap-on enclosure for flybridge and aft cockpit. Black colored. Average condition. Stored inside cabin.
Refrigerator:	“Uline” ice maker in aft cockpit. NOTE: Uline ice maker is not operational. Repair.



Navigation & Helm Electronics

Electronic Chart/ GPS/ Depthsounder:

Datamarine Chart-link chart display screen with gps. Powers on. **NOTE: Chart display is obsolete and no longer adequate for navigating. Replace with modern chart plotter.**

Display Gauges:

Lowrance 3400 depth gauge. Sandpiper SL speed gauge/log. Floscan GPH gauge. **NOTE: Lowrance depth gauge and Floscan gph gauge will not power on. Repair.**

Radar:

Furuno RA48 radar. **NOTE: Radar will not power on. Repair.**

Compass:

“Ritchie” 6” magnetic compass on helm dash. **NOTE: Compass is not operational and compass fluid has leaked out. Repair compass.**

VHF Radio:

12v “Standard” vhf radio, powers on. Antenna mounted on side of flybridge. **NOTE: VHF radio handset/mic is broken. Repair.**

Spotlight:

“Jabsco” stainless spotlight mounted forward of flybridge with controls at helm station, operational.

Navigation Lights:

Port/Starboard/Fwd Steaming/Anchor and stern light. **NOTE: Navigation lights are not operational. Repair.**

Engine Instruments & Controls

Throttle/Shift Controls:

Dual “Morse” control boxes with twin levers for throttle and shift controls.

Blower Controls:

Blower controls operated as intended, turning on the blowers located in the engine compartment.

Engine Status Gauges:

Analogue gauges for hour meter, fuel level, engine water temp, alternator voltage and oil pressure; all are operational.

Engine Tachometers:

4" analogue engine tachometers. Both are operational.

**Cabin & Interior****Summary of Interior Cabin Appointments:**

Cabin door leads to salon with room for seating/entertaining. Forward on port side is the galley with dinette table adjacent. Berths and heads are forward and aft.

Deck/Sole:

FRP with tan colored carpet throughout cabin and berthing areas. Carpet is in average condition and tan in color.

Headliner:

White colored vinyl. Well secured to overhead and clean.

Bulkheads:

Wood trim with white colored vinyl. Finish is in average condition.

Seating:

Cloth covered couch in salon, dinette table has two facing vinyl covered bench seats.

Ice Maker:

Raritan ice maker in salon. **NOTE: Raritan ice maker in salon does not power on. Repair.**

Lights & Fixtures:

(12v) Lighting throughout cabin. All lights checked were operational.



Galley

Location:

Located forward of salon on port side.

Cabinetry/Drawers:

Wood cabinets with multiple storage compartments/drawers for kitchen utensils and accessories.

Countertop:

White colored molded countertop.

Cooking Stove:

110v "Princess" electric three burner stove. Burners power on.

Refrigeration:

110v "Americana" refrigerator with upper freezer. Black in color. Powers on and is operational.

Water System:

Properly pressurizes at galley sink.

Sink/Faucet(s):

Molded deep well sink with faucet.

Microwave:

110v "Panasonic" microwave. Secured from movement. Powers on.



Head(s)

Summary:	Two heads on vessel: (1) located in the aft cabin on port side (2) located forward on starboard side.
Toilet(s):	Vacu-flush toilets in both heads. Water supplied via onboard tank.
Counter/Sink(s):	Molded counter-tops with sinks and faucets in both heads. Faucets are operational and no leaks or damages were sighted.
Shower(s):	Enclosed shower stall with folding glass doors in both heads. Shower water drains to sump box(s).
Sump Box/Pump:	Two sump boxes: (1) forward under deck hatch next to galley (2) under aft cabin deck hatch. Hoses are clamped where applicable and secure to fittings on sump box. Shower water and A/C condensate drain into boxes.

Air Conditioning

Number, Type & Location:	Three self-contained marine air conditioning units. All are cold with reverse heat cycle. Located in: (1) Dometic 6k btu in forward berth (2) Marine Air 16k btu in salon (3) Unknown unit in aft berth. All were powered on.
Temperature Controls:	Three digital control panels: One in aft berth, one in salon, one in forward berth. All power on.
Drip Trays:	All units have drip trays that drain to sump boxes. Some rust sighted in drain pans.
Condensate Drain:	Drains via hose into sump box.
Thru-Hull/Strainer:	Strainer located at A/C raw water pump inlet seacock. NOTE: Air conditioner raw water strainer is leaking water. Repair.
A/C Pump(s):	110v "Marine Air." Controlled via switch at main a/c power panel in salon. Hoses double clamped and in serviceable condition.

D.C Electrical System

Voltage System:	12v
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Distribution Panel:	Located in salon on bulkhead with flip style switches.
Battery Monitor:	Yes located in main power panel.
Vessel Batteries:	Five batteries: (5) “Interstate” 27-size lead acid. NOTE: Generator battery is not secured. Secure battery using straps to prevent movement and comply with ABYC recommendations.
Connectors:	Ring spade or crimp on connectors sighted for wiring connections. No corrosion sighted on battery posts. NOTE: Wire twist nuts sighted on aft sump box. Replace twist nuts and install butt splice terminals with heat shrink.
Charging System:	Alternators on engines. Additionally there is a 110v “Trucharge” 40 amp battery charger located in the forward bilge compartment and was powered on. Charger is ignition protected and grounded per ABYC recommendations.

A.C. Electrical System

Voltage System:	30 Amp – 120 volt
Shore Power Inlets:	Two thirty amp inlets on port side midships. No burn marks or damages sighted on connection inlets.
Shore Power Cord(s):	Two 30 amp shore power cords. No burn marks sighted on prongs. Locking clamps in place and being utilized as per ABYC recommendations.
Shore Power Breaker:	Yes the main breaker is located near the shore power inlet, in compliance with ABYC recommendations.
Power Selector Switch:	Slide Generator/shore-power selector switch located at main power panel in salon.
Distribution Panel:	Located in salon on bulkhead, combined with DC power panel.
A.C. Usage Meter:	Located in main power panel. Analogue type, displays amps and volts. Operational.
Wire terminations:	A.C. wiring is properly terminated. No wire nuts or loose connections sighted.
A.C. Wiring:	Stranded insulated wire where sighted. Secured every 18” as per ABYC recommendations. NOTE: Limited access, complete inspection not possible.

Generator**Manufacturer/Model:**

Westerbeke 8.5 BTG

Serial number:

1939690710

Hour Meter:

8,873 hours as per hour meter at power panel.

Hoses and clamps:

Double clamped where applicable as per ABYC recommendations. Clamps are serviceable with minimal rust sighted.

Belts and Pulleys:

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

Cooling System(s):

Raw water and closed cooled with heat exchanger and thru-hull seacock.

Fuel Supply Lines:USCG A1 fuel hose, no cracks or leaks where accessible for inspection. Clamps sighted at all connections. **NOTE: Limited inspection due to wire loom.****Oil level and condition:**

Clean and full on dipstick. No indication of water.

Engine Mounts and Beds:

Generator mounted in tray. Mounts appear to be well secured to the support mounting.

Generator Tested:**NOTE: Generator will not start. Repair.****Exhaust Piping:**

Side hull exhaust with frp muffler. Double clamped as per ABYC recommendations. Muffler appears in average condition with no repairs or leaks sighted as viewed from exterior.



Propulsion System

Propulsion Type:

Inboard Direct Drive

NO#/Type/Cylinders:

Two gasoline V8 engines. Carbureted.

Make/Model/Serial:

Mercruiser 7.4L

Port Serial: Could not determine, limited access *Starboard Serial:* 645474**Engine Hours:***Port:* 944 *Starboard:* 959 as per hour meter at helm dash.**Hoses and Clamps:**

Hoses are double clamp where required. Hoses appear in serviceable condition with no cracking, kinks or splitting sighted, where accessible for inspection.

Belts and Pulleys:

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

Cooling System(s):

Raw water and closed cooled with heat exchanger and raw water intake through hull bottom thru-hull(s).

Oil Level/Condition:

Clean. No evidence of water.

Flame Arrestor(s):

USCG approved flame arrestors on both engines.

Carburetor:Rochester Quadrajets carburetors on each engine. **NOTE: Fuel return line is not connected to carburetor on starboard engine. Reconnect fuel return hose.****Engine mounts/beds:**

Engine mounts appear to be well secured to the support stringers. Percussion tested where accessible, no delamination detected.



Starboard Engine



Port Engine

Exhaust System

Discharge Location(s):	Aft sides through molded bulkhead fittings.
Exhaust Piping/Clamps:	Flex wet exhaust hose and frp with stainless clamps. Securely double clamped as required. Hoses in average condition.
Exhaust Manifold/Risers:	Average condition. No cracks, excess rust deposits or leakage sighted where accessible for inspection. NOTE: Limited access.

Transmissions

Make/Model:	Velvet Drive direct drive transmissions.
Serial Numbers:	<i>Port:</i> 7691 <i>Starboard:</i> 7689
Packing Gland(s):	Conventional non-dripless packing glands. NOTE: Both shaft packing glands are leaking steady stream of water. Repair/tighten packing glands.
Transmission Fluid:	Clean and full on dipstick(s).
Propeller Shafts:	Stainless. Serviceable condition, no pitting or excessive rust sighted.

Fuel Tankage

NO# Fuel Tanks/Location:	Two tanks located midships on either side of vessel.
Tank Type and Capacity:	Aluminum. 204 gallons each.
Fuel Supply Line(s):	USCG A1 flex hose from tank to fuel pump. No crack, soft spots or splitting sighted. NOTE: Complete inspection not possible due to limited access/wire loom.
Vent Line/Location:	A1 hose vents to hull sides.
Fill line(s) Located:	Port and Starboard side aft, on deck. Clearly marked for gasoline as per ABYC recommendations.
Fill line(s) Hose Type:	USCG Type A2 fuel fill hose. Properly grounded to tank top with green grounding wire. NOTE: Complete inspection not possible due to limited access.

Tank(s) Secured:	Tanks are secured with straps, complies with ABYC recommendations.
Tank(s) Condition:	Good where accessible for inspection. NOTE: Limited access, complete inspection not possible.
Fuel Shut-off/Distribution Valves:	Yes bronze ball valves, located in engine space mounted on forward bulkhead.

Fresh Water Tankage

Number and Location of tank(s):	One tank located aft.
Type/Capacity:	NOTE: Access limited, inspection not possible.
Tank(s) Secured:	NOTE: Access limited, inspection not possible.
Tank(s) Condition:	NOTE: Access limited, inspection not possible.
Water Pump(s):	12 volt, "Shurflo". Located in aft bilge. Pump is operational; hoses are secure with no leakage sighted where accessible for inspection.
Supply Lines:	Flexible grey plastic piping for all water connections.
Filling Line(s):	Located on transom port side. Clearly marked as per ABYC recommendations.
Vent(s) Location(s):	Hull side through bulkhead fitting.
Tank Level Monitor System:	Yes located at main power panel. Powers on.

Black Water/Holding Tank(s)

Vessel MSD Type:	MSD USCG Type III (Holding Tank). Connected to deck waste fitting for pump out.
Number/Location of tank(s):	One holding tank located midships in engine space.

Tank Type and Capacity:	Plastic. Approximately 40 gallons.
Tank(s) Secured:	Yes, tank is secured as per ABYC recommendations.
Tank(s) Condition:	Good where accessible for inspection. No leakage sighted. NOTE: Access limited, complete inspection not possible.
Sanitation Lines:	Ribbed sanitation hose. Average condition with no cracks, leaks or soft spots sighted where accessible for inspection. Well secured with clamps.
Tank Level Monitor:	Yes, located in main power panel and in each head. Powers on.
Discharge line(s):	Deck pump out located starboard midships on deck. Clearly marked as per ABYC recommendations.
Macerator:	N/A
Overboard Capable:	No. System can only be discharged through deck fitting.

Water Heater(s)

Number and Tank Location(s):	One tank. Located in midships bilge space.
Tank Type/Manufacture/Capacity:	“Attwood” 10.5 gallon marine hot water heater.
Ignition Protected:	Yes, hot water heater is ignition protected.
Supply Lines:	Re-enforced plastic. Serviceable condition where accessible for inspection.
Pressure Relief Valve:	Yes, drains into bilge.

Steering System

Manufacturer:	Seastar
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Steering Type:	Hydraulic cockpit wheel steering.
Lines and Fittings:	Flex hydraulic lines. No leaks sighted where accessible to be inspected.
Ram Mounting(s):	Steering ram is securely mounted.
Steering Tie Bar:	Steel lateral bar connects rudder steering arms. Well secured.
Rudder Stock:	Stainless rudder stock. Grounding wires attached. NOTE: Moderate amount of green corrosion sighted on rudder stock/post. Clean and treat for corrosion.

Interior Hull & Structural Components

Hull to Deck joint:	Overlap (shoe box type). Elastomeric compound sighted in hull to deck joint. No leaks sighted through any part of hull to deck joint area where accessible for inspection.
Vessel Bilge(s):	Mostly clean and dry throughout.
Vessel Stringer(s):	Hull stiffness provided by FRP covered longitudinal stringers that run the length of the vessel. Complete inspection not possible due to limited access. Stringers were sighted in the engine compartment and cabin bilge, 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. NOTE: limited access, complete inspection not possible.
Vessel Bulkheads:	Athwartships reinforcement enhanced by structural bulkheads bonded to the hull with Fiber Reinforced Plastic (FRP). All tabbing appears serviceable and sound with no cracks or separation of tabbing sighted in any compartments. No visual evidence of movement sighted in any bulkhead where accessible for inspection.

Below Waterline Thru-Hull Fittings

Condition:	Seacock valves are operational and appear securely bedded/mounted through the vessel hull. Grounding wires sighted where applicable. NOTE: Routinely monitor seacock valves and inspect for signs of leakage.
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Number/Type/Location:

<i>Number</i>	<i>Type</i>	<i>Location</i>	<i>Used For</i>	<i>Condition</i>
1	Bronze Seacock	Engine Space	Stbd Engine	Serviceable
2	Bronze Seacock	Engine Space	Port Engine	Serviceable
3	Bronze Seacock	Engine Space	Air Conditioner	Serviceable
4	Bronze Seacock	Engine Space	Generator	Serviceable

Hoses:

Marine rubber covered wire reinforced hose. Double clamped and secure as per ABYC recommendations. **NOTE: Engine raw water hoses have several small cracks. Monitor condition and replace hoses if cracking progresses.**

Strainer(s):

Bronze strainers with sight-glasses sighted for generator and air conditioner. All are secured with no damages or leakage sighted. **NOTE: Strainers for air-conditioner, generator and both engines are dirty. Clean raw water strainers.**

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

FRP molded and marelon bulkhead fittings. Used for: Generator exhaust, Engine exhaust, air conditioner discharge drain(s), cockpit/deck drains, grey water and bilge/sump drains. No damages sighted.

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

Two 12v inline blowers were sighted in the engine space. All are secured and vent hoses are properly routed to the lower one third of the engine compartment and engine vent covers as per ABYC recommendations. Operational via helm switch.

Bilge Pump(s):

<i>Number</i>	<i>Brand/Model</i>	<i>Location</i>	<i>Secure?</i>	<i>Float Switch</i>	<i>Operable?</i>
1	12v Rule 1500	Forward Bilge	Yes	Yes	Yes
2	12v Rule 1500	Midships Bilge	Yes	Yes	Yes
3	12v Rule 1500	Aft Bilge	Yes	Yes	Yes

Bilge Pump Comments:

Bilge pump hoses found to be secured with clamp and serviceable. Bilge pumps activated via switch at helm dash and by activating float switch.

Portable Fire Extinguishers:

<i>Number</i>	<i>Brand/Model</i>	<i>Location</i>	<i>Mounted</i>	<i>Gauge full</i>
1	Kidde Dry Chem 3lb	Flybridge Helm	Yes	No
2	Kidde Dry Chem 3lb	Salon	No	Yes

Fire Extinguisher Notes:

NOTE: (1) Fire extinguisher in salon is not mounted. Securely mount fire extinguisher using supplied bracket. (2) Fire extinguisher at helm location is empty on gauge. Replace with new fire extinguisher.

Fixed Halon/Clean Agent:

“Fireboy” halon bottle sighted in the engine compartment. Bottle is securely mounted on bulkhead. Helm light properly illuminates green. NOTE: Fixed fire extinguisher bottle in the engine space has outdated certification tag. ABYC A-4 and NFPA 302 recommends that fixed fire protection systems be inspected and bottles reweighed at one year intervals and tagged accordingly. Comply.

Carbon Monoxide Detectors:

<i>Number</i>	<i>Type/Model</i>	<i>Location</i>	<i>Power on?</i>
1	Safe T Alert	Salon	Yes
2	Safe T Alert	Aft Berth	Yes

Fire/Fume Detectors:

<i>Number</i>	<i>Type/Model</i>	<i>Location</i>	<i>Operational?</i>
1	Scentry	Helm	Powers On

Comments:

NOTE: (1) No CO detector in forward berth. Install CO detector in forward berth. (2) CO detector in salon is not operational. Repair. (3) No smoke detector sighted in cabin. Equip cabin with one smoke detector and place in galley.

Bilge Heater:

None sighted.

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

<i>Type</i>	<i>Number</i>	<i>Location</i>	<i>Condition</i>
USCG Type I PFD	4	Salon	Serviceable
USCG Type II PFD			
USCG Type IV Throw Cushion	1	Aft Cockpit	Serviceable
USCG Ring Life Buoy			

Horn/sound signaling apparatus:

Horn controlled via cockpit switch. Operational. Complies with USCG requirements.

Ground Tackle

Vessel Anchor(s):	Danforth style anchor, galvanized metal. Approximately 30 lb. Rigged to windlass.
Chain/Line/Length:	Approximately 50' of chain sighted in anchor locker.

Trim Tabs & Thrusters

Trim tabs:	Bennet hydraulic trim tabs with controls at helm station. Trim tab pump located in aft bilge and appears full of fluid with no leaks. Indicators at helm station power on.
Thrusters:	N/A

Out of Water Inspection & Hull Bottom

Hull Bottom:	Fiberglass with white gelcoat. Percussion tested, no delamination or soft spots found.
Bottom Paint:	Black colored ablative bottom paint. New condition. No bare spots or flaking.
Thru-Hulls:	Four bronze thru hull fittings sighted on hull bottom. (2 for engines, 1 for generator, 1 for a/c) All appear sufficiently bedded.
Transducers:	One transducer for speed sighted starboard midships on hull bottom. Appears adequately sealed and bonded to the hull as sighted from exterior.
Hull Blistering:	No hull blistering sighted.
Rudders:	Bronze rudders. Minimal play, no damages sighted.
Struts & Shafts:	Bronze struts and stainless shafts. Struts appear properly bedded.
Shaft Bearings:	Cutlass bearings appear serviceable. Shafts spin free.
Propeller(s):	Two bronze three bladed propellers. Size/Pitch: 24x22. Average condition. No cracks, dings, bends or chips sighted.
Grounding Plate:	Grounding plate sighted port midships side of hull bottom.

Sacrificial Anodes:

Five anodes sighted: One on each shaft, one on each trim tab, and one hull camp. All are in new condition.

Sea Trial**Date & Time:**

01-14-2020 @ 11:15 AM

Summary of Events:

Put vessel in water with travel-lift and parked in customers boat slip.

Vessel Operated By:

Grandpappy Point Marina personnel.

Engine Starting:

Both engines started with minimal cranking.

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.

Steering:

NOTE: Steering is very stiff and difficult to turn wheel. Have mechanic diagnose and repair.

Summary of Findings

Priority A Findings (findings in need of immediate attention)

1. NOTE: State validation sticker expired. Renew sticker.
2. NOTE: Navigation lights are not operational. Repair.
3. NOTE: Air conditioner raw water strainer is leaking water. Repair.
4. NOTE: Fuel return line is not connected to carburetor on starboard engine. Reconnect fuel return hose.
5. NOTE: Both shaft packing glands are leaking steady stream of water. Repair/tighten packing glands.
6. NOTE: (1) No CO detector in forward berth. Install CO detector in forward berth. (2) CO detector in salon is not operational. Repair. (3) No smoke detector sighted in cabin. Equip cabin with one smoke detector and place in galley.

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

1. NOTE: High moisture meter readings detected on swim platform. Surveyor believes fiberglass coring material is saturated. Recommend having fiberglass technician take core sample to determine extent of rot. Monitor condition and repair swim platform if condition worsens. Re-seal all bolts/hardware attached to swim platform with marine grade caulking to prevent water intrusion.
2. NOTE: No lock sighted on anchor windlass. Install locking pin on anchor to prevent accidental release and to conform with ABYC recommendations.
3. NOTE: Compass is not operational and compass fluid has leaked out. Repair compass.
4. NOTE: Generator battery is not secured. Secure battery using straps to prevent movement and comply with ABYC recommendations.
5. NOTE: Wire twist nuts sighted on aft sump box. Replace twist nuts and install butt splice terminals with heat shrink.
6. NOTE: Generator will not start. Repair.
7. NOTE: Engine raw water hoses have several small cracks. Monitor condition and replace hoses if cracking progresses.
8. NOTE: Strainers for air-conditioner, generator and both engines are dirty. Clean raw water strainers.
9. NOTE: (1) Fire extinguisher in salon is not mounted. Securely mount fire extinguisher using supplied bracket. (2) Fire extinguisher at helm location is empty on gauge. Replace with new fire extinguisher.
10. NOTE: Fixed fire extinguisher bottle in the engine space has outdated certification tag. ABYC A-4 and NFPA 302 recommends that fixed fire protection systems be inspected and bottles reweighed at one year intervals and tagged accordingly. Comply.

11. NOTE: Steering is very stiff and difficult to turn wheel. Have mechanic diagnose and repair.

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

1. NOTE: Port-aft-corner- Two 1"x1/2" gelcoat gouges with exposed fiberglass. Repair for cosmetic purposes.
2. NOTE: Rub rail has torn off sections along bottom lip in several places, specifically: (1) Starboard aft corner torn in 3" section. (2) Port aft corner torn in 8" section. (3) Port forward in 5" section. (4) Starboard forward in 4" section. Repair all and ensure exposed hull to deck joint is sealed from moisture.
3. NOTE: Uline ice maker is not operational. Repair.
4. NOTE: Lowrance depth gauge and Floscan gph gauge will not power on. Repair.
5. NOTE: Chart display is obsolete and no longer adequate for navigating. Replace with modern chart plotter.
6. NOTE: Radar will not power on. Repair.
7. NOTE: VHF radio handset/mic is broken. Repair.
8. NOTE: Raritan ice maker in salon does not power on. Repair.
9. NOTE: Moderate amount of green corrosion sighted on rudder stock/post. Clean and treat for corrosion.

Vessel Condition & Value

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

Condition Ratings are as follows:

Excellent	New or in Like-New Condition
Above Average	Has been well cared for with no obvious defects or limitations
Average	Ready for sale but needs maintenance, repairs, cleaning or updates.
Below Average	Needs significant maintenance, repairs or service.
Bad Condition	Un-Seaworthy, Dangerous.

Values are dependent on the limiting conditions and assumptions noted in this report. These values are statements of opinion. No guarantee can be given that these opinions of value will be sustained or that they will be realized in an actual transaction.

Fair Market Valuation was determined by comparing cost and market data analyzed from BUC, ABOS, NADA and various boat sale's websites. Data was reviewed and actual reported sales figures were taken into consideration upon deciding upon value. Price Guide "book" values were also taken into consideration.

Estimated Replacement cost was determined using information obtained from ABOS and local dealer prices using same or similar make and model with similar equipment options.

Vessel Condition	Average Condition
Estimated Fair Market Value	\$42,500.00
Estimated Replacement Cost	\$708,000.00

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. 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: 01-15-2020

US Coast Guard Licensed 1600 Ton Master - License# 2677286

SAMS Surveyor Associate ABYC Business Member

