

# I. INTRODUCTION

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## SCOPE OF SURVEY

The attending surveyor did go onboard the FAST SHIP on June 09, 2002 from 9:00 am to 1:30 pm where an "in-the-water-survey" was conducted at Outrigger Harbour Marina in Stuart, Florida . The ship's papers were on board and appeared to be in order. The ship is a documented vessel and the appropriate paper was also onboard. The Hull Identification Number SER Y12345678 was verified from the transom. A sea trial was performed on June 7, 2002 from 4:00 pm to 5:15 pm. An out-of the water inspection of underwater machinery and the exterior of the hulls wetted surface area was performed on June 7, 2002 from 3:00 pm to 4:00 pm at Crackerboy Boat Yard in Ft. Pierce, Florida. The reason for the survey, was to ascertain the physical condition and value of the vessel. Moisture readings taken and referenced in the report, were taken with the GRP 33 meter. The vessel was inspected with a Marine Infrared Thermal Camera for the detection of moisture intrusion and delamination of the hull material. AC and DC power was used to check operation of the electrical systems specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

# I. INTRODUCTION

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## CONDUCT OF SURVEY:

**THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.**

The use of the word "appeared" is intended to indicate that a close or complete inspection was not possible or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

Use of asterisks \* in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

# I. INTRODUCTION

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## VESSEL DESCRIPTION

The FAST SHIP is 500 Sundancer, which was one of the largest production express cruisers on the market during her production years. With long foredeck and sleek profile, the 500 is a crowd-stopper at any dock. Her sheer size is impressive enough, but it's the extravagant high-style interior that causes first-time viewers to catch their breath. Here laid out on a single level and presenting a panorama of curved bulkheads and designer furnishings, the accommodations rival those found in a small motor yacht. There are two private staterooms, two heads (each with a stall shower), a plush U-shaped sofa below the bridge deck, and a wide open salon with good headroom throughout. The cockpit, with its raised helm, wet bar and built-in lounge seating, can seat a small crowd. The FAST SHIP is equipped with twin 535-hp 6V92 Detroit Diesel engines.

## II. GENERAL INFORMATION

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### GENERAL INFORMATION

FILE NUMBER: ..... **061002DS**

SURVEY PREPARED FOR: ..... **John Sample**

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NAME OF VESSEL: ..... **FAST SHIP**

TYPE OF SURVEY: ..... **Pre-Purchase for Buyer**

**OVERALL VESSEL RATING:** ..... **\*\*\*\* ABOVE AVERAGE**

**ESTIMATED MARKET VALUE:** ..... **\$X.XX**

**ESTIMATED REPLACEMENT COST:** ..... **\$X.XX**

YEAR/MAKE/MODEL OF VESSEL: ..... **1999**

BUILDER: ..... **Sea Ray**

YEAR BUILT: ..... **1998**

MODEL YEAR: ..... **1999**

MAKE OF VESSEL: ..... **Sea Ray**

MODEL OF VESSEL: ..... **500 Sundancer**

HULL IDENTIFICATION NUMBER (HIN): ..... **SERY12345678**

HAILING PORT: ..... **Stuart, Florida**

OFFICIAL NUMBER: ..... **1234567**

USCG DOCUMENTATION NUMBER: ..... **1234567, Expires 2/28/2003.**

USCG DOCUMENTED FOR: ..... **Recreation**

STATE VALIDATION STICKER NUMBER: ..... **FL D01234567, Expires 10/2003.**

OWNER'S NAME: ..... **John Sample**

OWNER'S ADDRESS: ..... **789 Ocean Lane  
Palm Beach, FL 33408**

PLACE OF SURVEY: ..... **Outrigger Marina, Jensen Beach,  
Florida**

DATE/TIME OF SURVEY: ..... **June 09, 2002 from 0900 to 1330.**

HULL MATERIAL: ..... **FRP (Fiber Reinforced Plastic)**

HULL TYPE: ..... **Planing**

LENGTH OVER ALL (L.O.A.): ..... **49.4' per Certificate of  
Documentation  
50' 1" per Manufacturers  
specifications**

## II. GENERAL INFORMATION

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BEAM: .....	15' 0" per Powerboat Guide, 2002.
DRAFT: .....	4' 0" per Powerboat Guide, 2002
DEPTH: .....	7.8' per Certificate of Documentation.
DISPLACEMENT: .....	34,500 pounds per Certificate of Documentation.
GROSS TONS: .....	38 per Certificate of Documentation.
NET TONS: .....	30 per Certificate of Documentation.
PROPULSION SYSTEM: .....	Twin Detroit Diesel 535-hp 6V92's.
FUEL TYPE: .....	Diesel.
FUEL CAPACITY: .....	500 Gallons per Powerboat Guide, 2002 558 Gallons per cockpit labels
AC POWER: .....	Yes 120 volt.
DC POWER: .....	Yes, 12/24 volt.
FRESH WATER CAPACITY: .....	150 Gallons per Powerboat Guide, 2002.
HOLDING TANK: .....	68 Gallons per Powerboat Guide, 2002.
BUYER'S EXPERIENCE: .....	Owned previous boats. Has taken power boat handling skills courses.
INTENDED CRUISING AREA: .....	Active recreational use near coastal Florida cruising including the Florida Keys and some Caribbean offshore cruising including the Bahamas.
INTENDED USE: .....	Recreational, Offshore Cruising.

**The terms and words used in this report have the following meanings as used in this *Report of survey*:**

**APPEARED:**

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor(e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests).

**FIT FOR INTENDED USE:**

Use which is intended by Survey Purchaser(present or prospective owner).

**SERVICEABLE: ADEQUATE:**

Sufficient for a specific requirement.

**POWERS UP:**

Power was applied only. This does not refer to the operation of any system or component

## II. GENERAL INFORMATION

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### DEFINITION OF TERMS: *(Continued)*

unless specifically indicated.

**EXCELLENT CONDITION:**

New or like new.

**GOOD CONDITION:**

Nearly new, with only minor cosmetic or structural discrepancies noted.

**FAIR CONDITION:**

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

**POOR CONDITION:**

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

**USE OF \*:**

Use of \* in the body of this report will indicate that a finding will be listed in the "*Findings and Recommendations*" section pertaining to the \* item.

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### HULL CONSTRUCTION

**TYPE:**

Modified V planing type, with flared bow and hard chines.

**MATERIAL:**

FRP (Fiber Reinforced Plastic).

**EXTERIOR HULL:**

White Gelcoat.

**PORTLIGHTS:**

**\*C1**

Three (3) opening portlights. One (1) each in galley, salon and port head. Operable.

**BULKHEADS:**

Molded Fiberglass Reinforced Plastic.

**STRINGERS:**

Fiberglass Reinforced Plastic longitudinal stringers.

**STEM:**

Not Sighted.

**TRANSOM:**

Fiberglass Reinforced Plastic transom and transom door. Appeared serviceable.

**BILGE:**

Deep bilge area contains many systems and tankage areas. Area is well taken care of and is maintained in a very clean condition.

**CHAIN LOCKER (DRAINAGE):**

The chain locker is forward and accessible through an access in the forward cabin. Approximately 100' of 5/8" braid rode. Drainage overboard portside.

**LIMBER HOLES:**

Limber holes are of adequate size and clear where sighted.

**MOISTURE CONTENT:**

Measured during the vessel's haul out on June 6, 2002 from 0330 to 0530 using a GRP33 Moisture Meter. There were no areas of the vessel's fiberglass reinforced plastic surfaces that were tested, which read other than "DRY".

### DECK CONSTRUCTION

**TYPE:**

Molded Fiber Reinforced Plastic with white gelcoat and non-skid surface.

**MATERIAL:**

Cored Fiber Reinforced Plastic with white gelcoat and non-skid surface.

**COCKPIT:**

Fiber Reinforced Plastic reportedly cored with plywood with white non-skid surface.

### HULL-TO-DECK JOINT

**TYPE:**

Molded Fiberglass Reinforced Plastic cored with plywood.

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### HULL-TO-DECK JOINT (*Continued*)

#### FASTENERS:

Not sighted.

#### BEDDING COMPOUND:

Reportedly 3M 5200 elastomeric compound.

#### REINFORCEMENT:

Not Sighted.

### DECK FITTINGS

#### STANCHIONS:

Welded stainless steel rail system, runs from the bow aft on both port and starboard sides to where the radar arch intersects at the cockpit. Condition was serviceable.

#### VENTILATION:

Provided by portlights and hatches in the topsides and deck. Total of Three (3) hatches: One (1) forward above master stateroom, One (1) over port stateroom, and one (1) over galley. Opening port lights in galley, main salon and port head.

#### SCUPPERS:

Cockpit and decks drain overboard. No scuppers sighted.

#### CHOCKS AND CLEATS:

Cleats appeared to be stainless steel, all sighted were thru-bolted and serviceable.

#### WINDLASS/GIPSY:

Aft of molded bow platform.

#### HAWSE PIPES:

One, (1) forward above the chain locker, appears to be chrome on brass. Serviceable.

#### DECK SURFACE:

White gel coat with molded in non-skid. Condition is serviceable.

#### HATCHES:

Total of Three (5) hatches: One (1) forward above master stateroom, One (1) over port stateroom, and one (1) over galley.

Engine compartment and Accessory Room each has a separate access hatch.

#### GRAB RAIL:

Welded stainless steel rail system, runs from the bow aft on both port and starboard sides to where the radar arch intersects at the cockpit. Condition was serviceable. Diameter of rail system is 1 1/8".

#### LIFE LINES:

**\*C2**

There is a single life line, it is a plastic coated stainless wire that runs midway through the grab rail system. The intersection of the life line at the through rail fittings has caused some breakage of the plastic wire coating and rust appears at several locations.

#### CLEATS:

Six (6) stainless steel 12"inch cleats. Appeared serviceable.

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### DECK FITTINGS *(Continued)*

**ANCHOR PLATFORM:**

Yes FRP platform with removable anchor bow roller assembly. Appeared serviceable.

**DAVITS:**

Electrically operated aluminum dingy davits mounted on aft main deck. Appeared serviceable.

### BRIDGE DECK

**MATERIAL:**

Fiber Reinforced Plastic molded flybridge. Appeared serviceable.

**COCKPIT:**

Leather Captain's chair and leather bench seat for 3-4 people. Appeared serviceable.

**SEATS:**

Aft of helm station on main deck are additional lounge seating facing fore and aft. Appeared serviceable.

**WINDSHIELD:**

V type windshield. Appeared serviceable.

### ADDITIONAL EQUIPMENT AND ACCESSORIES

**DINGHY/TENDERS:**

Yes. Motorized dinghy sits on a V frame on aft swim deck with an electric davit. Not Operated.

**CANVAS AND COVERS:**

**\*C3**

Full canvas and plastic window coverings surround the entire aft deck.

**FENDERS:**

Four (4). Appeared serviceable.

**DOCK LINES:**

Six (6). Appeared serviceable.

## CABIN APPOINTMENTS

### INTERIOR DESCRIPTION:

**JOINERY AND FINISH:**

The joinery is varnished wood. The condition is above average.

**CABIN BRIGHT WORK:**

Satin varnish finish. Appeared serviceable.

**INTERIOR BULKHEADS:**

Leather covered throughout ship.

**WATER INTRUSION SIGNS:**

**\*C4**

Water damage to the carpeting was observed. The water appears to have run from the main stateroom port side along the salon's port side to just aft of the entrance to the second head.

# III. SYSTEMS

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## CABIN APPOINTMENTS

### INTERIOR DESCRIPTION: *(Continued)*

#### STORAGE AREAS:

The cabinets, lockers, drawers, and shelving were well crafted and finely fit where sighted.

#### HEADLINERS:

Headliner material in the cabins appeared to be leather. Appeared serviceable.

#### DOORWAYS:

Solid wood cabin and head doors throughout vessel. Appeared serviceable.

#### FABRIC AND CUSHIONS:

Appeared Serviceable. The general appearance of the cushions and fabrics reflect good care for a vessel of this age.

#### FLOOR AND WINDOW COVERINGS:

Floor coverings are carpet in the cabins, and teak in galley and heads. Window coverings in cabins were blinds.

#### ACCOMMODATIONS:

Main stateroom with a king sized berth. Port stateroom has double lower bed and a single upper bed.

#### HEADS:

Two electric flush heads one in the master cabin and the other in the port side of main salon. Operable.

#### SHOWERS:

There are stand up shower enclosures in the heads and they drain to the main greywater sump. Operable.

#### FAUCET FIXTURES:

The faucet fixtures and sinks were operable in both heads and in the galley.

#### LIGHT FIXTURES:

An adequate array of lighting fixture both 12 volt and 110 volt AC type throughout the vessel. Both overhead adjustable spot type lights and fluorescent fixtures provide the vessel with good lighting flexibility. Operable.

#### SALON FURNISHINGS:

Leathered covered sofa. Appeared serviceable.

#### CABIN FURNISHINGS:

Built-in drawers and closets. Appeared serviceable.

#### CABIN SOLE:

Carpeted in the cabins, salon and galley with tile flooring in the heads. Carpeting is showing several stains and appears soiled in main stateroom and salon.

#### VENTILATION:

Central A/C System throughout vessel. Hatches and portholes provide additional ventilation.

#### AIR CONDITIONING UNITS:

Three CruisAir Units. Operable.

#### CABIN HEATING:

heat provided by CruisAir units.

# III. SYSTEMS

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## CABIN APPOINTMENTS

### INTERIOR DESCRIPTION: *(Continued)*

#### TELEVISIONS:

One in each of the following areas for a total of three (3). All operable.

Main Salon	Panasonic 19" TV with separate Panasonic VCR
Main Stateroom	Panasonic 13" TV/VCR combo
Port Stateroom	Panasonic 13" TV/VCR combo

#### STEREO, ETC.:

Helm station has a Clarion Marine stereo radio with two speakers and Clarion CD changer in aft port side of salon. Operable.

Salon has a Boise stereo and CD changer with 4 speakers. Operable.

#### WASHER DRYER:

Washer Dryer combo is Splendide 2000 model WD802M located under port side cabinet in aft salon. Not tested.

## GALLEY

#### LOCATION:

Forward starboard side of salon.

#### SINKS:

Double sink with spray hose. Appeared serviceable.

#### REFRIGERATION:

A Norcold refrigerator with separate freezer above is starboard side in the galley. Operable.

#### STOVE/OVEN:

Kenyon glass top stove. Operable.

#### HEAT PROTECTION (INSULATION):

**\*C5**

Not sighted. Surveyor recommends installation of a stainless steel heat shield surrounding cooking surfaces.

#### MICROWAVE:

Sharp Carousel Model R-7A85. Powers up.

#### ACCESSORIES:

Black and Decker Spacemaker Coffee Maker in cabinet above galley. Powers up.

## PROPULSION

### MAIN ENGINES

#### TYPE:

Two (2) Diesel Engines.

#### MANUFACTURER:

Detroit Diesel

# III. SYSTEMS

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## PROPULSION

### MAIN ENGINES (*Continued*)

#### SERIAL NUMBERS:

Serial Numbers were not located. The engines do not appear to have the labels in a visible location.

Stamped on engine block: Port: 7D16 23516695 Starboard: 7D09 23516695

#### LABELS AND NOTICES:

##### \*B1

The engines required labels were never sighted.

#### HORSE POWER:

Approximately 535 rated hp.

#### NUMBER OF CYLINDERS:

Six (6) in a V configuration.

#### INDICATED HOURS:

Port hours 372.3. Starboard hours 375.6

#### THROTTLE CONTROLS:

Hynautic Engine Controls located at helm station. Operated during sea trial. Appeared to operate properly.

#### EMERGENCY SHUT DOWN:

None observed.

#### ENGINE MOUNTS AND BED:

The bed appears to be two (2) Fiberglass Reinforced Plastic laminated wood stringers per engine. The motor mounts provide a solid support for the engines as there was no noticeable movement of the motor mounts during a back-down test while underway at the sea trial.

#### DRIP PANS:

None Sighted. Engine fluid and loose debris falls into bilge area.

#### LUBRICATION:

Level and Condition: Level indication and appearance is normal both port and starboard.

#### VENTILATION:

Natural, flow ventilation provided by cowl vents.

#### BILGE BLOWERS:

##### \*C6

Two bilge blowers provide additional engine room ventilation. Operable.

#### EXHAUST SYSTEM:

Raw water cooled with cast iron risers and flexible connection six inch pipes to outboard frame supports. Then exiting through transom mounted fittings with rubber flappers at transom. Hose to pipe connections are double clamped where sighted and appeared serviceable.

#### LUBE TRANSFER:

Lubrication transfer system by X- Changer. Not tested.

#### INSULATION:

Aluminized foam rubber sound deadning insulation was noted in engine room. Appeared serviceable.

# III. SYSTEMS

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## PROPULSION

### MAIN ENGINES (*Continued*)

#### PROP SHAFTS:

Stainless steel 2 " diameter. Appeared serviceable.

#### ENGINE ALARMS:

Low oil pressure alarm and coolant over heat warning both visual and audible at helm station. Appeared serviceable.

#### ENGINE SYNCHRONIZER:

Synchronization is provided by a Glendening mechanical unit with the port throttle as slave. Appeared serviceable.

#### STUFFING BOX:

Stuffing box and packing gland, was bronze hex nut type boot was double clamped and appeared serviceable. Monitor Frequently for leakage and proper adjustment. Appeared serviceable.

### COOLING SYSTEM

#### TYPE:

Freshwater reservoir type cooling with raw water cooled wet exhaust.

#### RAW WATER STRAINERS:

Bronze alloy with sight glass. Appeared serviceable.

#### COOLANT LEVEL:

Normal level observed.

#### HOSES AND CLAMPS:

Re-inforced rubber hose double clamped and well routed and supported, where sighted. Appeared serviceable.

#### BELTS AND PULLEYS:

Belts condition appeared serviceable.

#### SEACOCKS AND STRAINERS:

Raw water intakes as well as all thru-hulls connected to shut on/off valves are bronze alloy seacocks. Where sighted, appeared serviceable.

### TRANSMISSIONS

#### TYPE:

Twin Disc Marine Transmission.

#### MANUFACTURER:

Twin Disks 507-2 Port SN 5FD414 Starboard SN 5FD415.

#### DRIVE TYPE:

Reverse Gear.

#### GEAR RATIO:

Transmission tag states 1.52:1 ratio, for both port and starboard.

#### FLUID LEVEL AND CONDITION:

Normal level indicated on dipsticks. Appeared serviceable.

#### CONTROLS:

Hynautic engine controls.

# III. SYSTEMS

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## PROPULSION

### TRANSMISSIONS (*Continued*)

**PROP SHAFT:**

Size: 2" Material: Stainless Steel.

**COUPLER (SAFETY WIRE):**

None sighted, used lock washers. Appeared serviceable.

**PACKING GLAND:**

Hex type bronze nut packing glands. Appeared serviceable. Note: It is recommended that a wrench of the proper size be acquired and kept onboard in order to adjust or service the packing gland stuffing boxes as needed.

**COOLER:**

Yes: External engine mounted raw water heat exchanger. Appeared serviceable.

## FUEL SYSTEM

### MAIN ENGINE(S) FUEL SYSTEM

**FUEL TYPE:**

Diesel.

**MATERIAL:**

Not Observed.

**NUMBER OF TANKS:**

Three (3).

**TANKS CAPACITY:**

Labels at helm station state fuel capacities as 137 gallons for each of the port and starboard tanks and 284 gallons for the center tank.

**SECURED:**

Not observed.

**LOCATION:**

The fuel tanks are port, starboard and center located amidship under main deck.

**MANUFACTURING LABEL:**

None Sighted.

**FILL PIPE LOCATIONS:**

Port and starboard side decks marked for diesel.

**FILL PIPE GROUNDED:**

Not sighted due to access.

**HOSE CONNECTIONS, CLAMPS:**

Appeared serviceable and approved where sighted.

**FUEL LINES AND FITTINGS:**

Both supply and return are copper lines with copper alloy fittings. Flexible hose to engine connections. Appeared serviceable.

**FUEL MANIFOLD VALVES:**

Ball type valves properly marked, operable.

# III. SYSTEMS

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## FUEL SYSTEM

### MAIN ENGINE(S) FUEL SYSTEM (*Continued*)

VENT LOCATION:

Port and starboard topsides, flame screens were sighted.

SHUT-OFF VALVE:

Yes in engine room compartment. Appeared serviceable.

FUEL FILTERS:

**\*B2**

Yes. There are a total of five primary fuel filters which are Racor filter/water separator units; two for each engine and one for the generator. There are three secondary Detroit Diesel screw on fuel filters with one on each engine and one on the generator. Fuel filter alarm was sounding during sea trial.

FILTER/FUEL CONDITION:

Recommend service filter system as soon as possible. Port engine fuel filter alarm was continuously sounding during sea trial.

FUEL COOLER:

None Sighted.

## ELECTRICAL SYSTEMS

### ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:

Seven deep cycle lead acid batteries. Fluid levels appeared normal.

BATTERIES:

AC Delco and Douglas Aquatroll batteries.

MAIN BATTERY SWITCHES:

Guest rotary selector number: One (1) per main engine and one for ship's power for a total of two (2). Location: Accessory Room. Operable.

PANEL:

Overcurrent Protection: Circuit breakers. Location: Port aft main salon side cabinet. Access appeared serviceable.

TYPE CONNECTORS:

Not Sighted.

ROUTING/SUPPORT:

Well supported and secured where sighted.

JUNCTION BOXES:

Not sighted.

CHARGING SYSTEM:

Two (2) McCarron Battery Chargers, Model VMI.

CHARGING SYSTEM (ALTERNATOR):

Alternators on main diesel engines, and diesel generator. Appeared serviceable.

# III. SYSTEMS

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## ELECTRICAL SYSTEMS

### ELECTRICAL SYSTEM (D.C. SYSTEM) (*Continued*)

#### OUTLETS:

12 Volt outlets were sighted in the helm station and was of cigarette socket type. Appeared serviceable.

#### TERMINAL BLOCKS:

Plastic double sided terminal block with captive lugs, well mounted and supported where sighted.

### ELECTRICAL SYSTEM (A.C. SYSTEM)

#### SHORE POWER INLET:

Glendinning Cablemaster CM-4 system located on port side of aft deck. Appeared serviceable.

#### SHORE POWER:

Cord: (1) 50' long 30 amp. Vinyl: Yes. Adapter(s): None Sighted. Condition: Appeared serviceable.

#### AC SOURCE SELECTOR SWITCH:

AC / Generator: Manual selector switch for shore or ship power. Location: Main A.C. panel, main salon and galley. Operable.

#### MAIN BREAKER:

Number: Manuel Switch 50 amp, 3 pole breaker type in the main electrical panel port side of main salon aft. Appeared serviceable.

#### BRANCH BREAKERS:

Not sighted.

#### CIRCUIT LOAD MONITORS:

Yes voltage and amperage digital gauges in the main electric panel. For both the AC and DC systems. Appeared serviceable.

#### CONNECTIONS (TYPE):

Not sighted.

#### WIRE TYPE (SIZE AND RATING):

Size and rating, where sighted, appears well routed and supported, serviceable for intended use.

#### OUTLETS:

Various A.C. outlets available throughout vessel, appear adequate and conveniently located. Tested ok for proper polarity. Only three were GFCI type located in the galley and the two heads. Appeared serviceable.

#### POLARITY:

The polarity was checked by myself at all outlets that I could find proved normal polarity.

#### JUNCTION BOXES:

Weatherproof: Appears to be of weather-resistant construction and design. Access good.

#### GALVANIC ISOLATOR:

None Sighted.

### GENERATORS AND INVERTERS

#### TYPE:

Generator driven by diesel powered internal combustion engine.

# III. SYSTEMS

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## ELECTRICAL SYSTEMS

### GENERATORS AND INVERTERS (*Continued*)

**MANUFACTURER:**

Westerbeke, Fuel Type: Diesel. Model No.:11.08TD.

**FUEL TYPE:**

Diesel.

**KILOWATT RATING:**

11.0 per label.

**VOLTAGE RATING:**

120/240 volts AC.

**NUMBER OF CYLINDERS:**

Three (3).

**INDICATED HOURS:**

560.5 from meter on engine.

**LOCATION:**

Engine room, centerline aft. Well insulated and sound protected.

**FLUID LEVELS:**

Coolant normal. Oil normal.

**COOLING SYSTEM:**

Freshwater and raw water wet exhaust type.

**FUEL SUPPLY:**

Fuel System: Engine mounted mechanical pump. Appeared serviceable.

**FUEL FILTER:**

One Primary Racor fuel filter for the generator and one Detroit Diesel screw-on type as a secondary fuel filter.

**EXHAUST SYSTEM:**

Aqua lift type FRP (fiber reinforced plastic). Raw water cooled with metal canister, flexible coupling sections double clamped where sighted. Appeared serviceable.

**ACCESSIBILITY:**

Sound Box makes accessibility difficult.

**WARNING LABELS:**

None Sighted.

**LOCATION & VENTILATION:**

Center line aft of main engines.

## FRESH WATER SYSTEM

### FRESH WATER SYSTEM: (POTABLE WATER)

**STORAGE TANKS:**

Yes, one (1).

**CAPACITY:**

150 gallons per Powerboat Guide, 2002.

# III. SYSTEMS

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## FRESH WATER SYSTEM

### FRESH WATER SYSTEM: (POTABLE WATER) *(Continued)*

ACCESS:

Access to tanks and valves appears adequate.

LOCATION:

Amidship starboard side under galley deck.

INSPECTION/CLEANING ACCESS:

Yes, appeared serviceable.

MATERIAL:

Tanks are constructed from plastic.

FILL PIPE LOCATION:

Amidship starboard side of main deck.

VENT PIPE LOCATION:

Amidship Starboard side just below hull to deck joint.

ACCUMULATOR TANK:

None Sighted.

FILTERS:

Yes, in line screen filter in glass bowl between tank and pump. Appeared serviceable.

HOSES AND CLAMPS:

Reinforced plastic tubing at various areas throughout vessel. Appeared serviceable where sighted.

DOCK SIDE PRESSURE REGULATOR:

Pressure regulator at dock side hose connection. Not tested.

### FRESH WATER SYSTEM (HOT WATER SYSTEM)

TYPE:

110 electric. Marine grade.

MANUFACTURER:

Sealand. Condition good.

CAPACITY:

6 gallons.

PRESSURE RELIEF VALVE:

None sighted due to access.

HEAT EXCHANGER AND PLUMBING:

Engine mounted heat exchanger. Appeared serviceable.

## SANITATION

### SANITATION (BLACK WATER)

MANUFACTURER:

Sealand, electric flush.

MANUAL OR ELECTRIC TYPE:

All heads electrically operated for flush and waste treatment.

# III. SYSTEMS

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## SANITATION

### SANITATION (BLACK WATER) *(Continued)*

NUMBER OF HEADS:

Two (2) heads on vessel.

LOCATION OF HEADS:

One (1) Master cabin to starboard and one (1) main companionway to port.

M.S.D TYPE USCG SYSTEM:

MSD U.S.C.G. Type III. (Holding tanks)

RAW WATER SUPPLY AND CLAMPS:

Yes, appeared serviceable where sighted.

DISCHARGE HOSES AND CLAMPS:

Thru-hulls located below generator, double clamped. (see thru-hull diagram).

PUMP-OUT LOCATION:

Stern Starboard aft deck, marked for waste.

MACERATOR:

Not sighted.

"Y" VALVES:

Yes, "Y" valves are provided for both heads one for aft head is in the engine room starboard.  
The one for the forward head is located in forward floor access in the galley. Operable.

VENT LOOP:

Yes, appeared serviceable.

SYSTEM INSTALLATION:

Appeared serviceable.

HOLDING TANK:

Yes.

CAPACITIES:

68 gallons per Powerboat Guide, 2002.

### SANITATION (GREY WATER)

BASINS, SHOWERS, HOSES AND CLAMPS:

The basins on the vessel drain into one large sump tank.

SUMP TANK LOCATION:

Midships bilge area, centerline master cabin.

MATERIAL:

Plastic, specific type not determined. Appeared serviceable.

PUMPS:

Remote diaphragm bilge pump float switch activated.

NUMBER OF TANKS:

One (1). Size appears adequate for number of basins and showers.

DISCHARGE:

Overboard, starboard topsides. Appeared serviceable.

# III. SYSTEMS

---

## STEERING SYSTEM

### STEERING SYSTEM

**TYPE:**

Hydraulic, by Hynautic, where sighted appeared serviceable.

**MANUFACTURER:**

Hynautic system.

**NUMBER OF STATIONS:**

One (1).

**LOCATIONS:**

Main deck helm station.

**LINES AND FITTINGS:**

Reinforced flexible hose, with metallic fittings. Appeared serviceable.

**PRESSURE/RESERVOIR TANK READING:**

Not sighted.

**ACTUATOR CYLINDER:**

Appeared serviceable.

**PULLEYS, CABLE AND CHAIN CONDITION:**

Appeared serviceable where sighted.

**MOUNTING:**

Cylinder and ram actuator are well secured.

**RUDDER STOCK:**

Stainless steel rudder stock size not determined due to access.

**UPPER RUDDER BEARING SUPPORT:**

Well mounted and the bronze upper rudder bearing, on aluminum channel support is galvanically isolated by gasket material. Appeared serviceable.

**PACKING GLAND:**

Bronze hex nut type packing gland. Appeared serviceable. Monitor frequently.

## GROUND TACKLE

### GROUND TACKLE

**ANCHORS:**

Yes, Danforth style Approx 15 lbs. Appeared serviceable.

**RODE MATERIAL:**

All chain. Appeared serviceable.

**RODE CONSTRUCTION:**

Galvanized thimble and shackles. Appeared serviceable.

**LINE:**

Not Observed

# III. SYSTEMS

---

## GROUND TACKLE

### GROUND TACKLE (*Continued*)

**CHAIN:**

Chain is galvanized 1 1/8" BBB type for windlass usage. Length is estimated to be approximately 100'.

**Note:**

It is recommended that all chain be removed from the locker and examined for condition, length, and attachment to the vessel.

**WINDLASS:**

Lofrans'. Appeared serviceable.

## ELECTRONICS AND NAVIGATION EQUIPMENT

### ELECTRONICS AND NAVIGATION EQUIPMENT

**VHF:**

Raytheon Ray 220 VHF/Hailer. Powers up.

**RADAR:**

Raytheon R41XX Raster Scan Radar. Powers up.

**GPS:**

part of chart plotter.

**CHART PLOTTER:**

Raytheon Raychart 620. Powers up.

**AUTOHELM:**

Raytheon Ray Pilot 650. Powers up.

**SPEEDLOG:**

Raytheon Raydata. Powers up.

**DEPTH SOUNDER:**

part of speed log.

**FISH FINDER:**

None Sighted.

**COMPASSES:**

One (1) 6" Richie at the helm station. Appeared serviceable.

**ANTENNAS:**

All antennas sighted appeared to be well mounted and serviceable.

**HAILER:**

part of VHF system.

### ELECTRONICS (ENTERTAINMENT)

**STEREO SYSTEM:**

Yes. Powers up.

**SPEAKERS:**

Two on main deck and four in main salon.

**TELEVISION(S):**

yes, three television sets. All Power up.

# III. SYSTEMS

## ELECTRONICS AND NAVIGATION EQUIPMENT

### ELECTRONICS (ENTERTAINMENT) *(Continued)*

VCR:

Yes, one (1). Powers up.

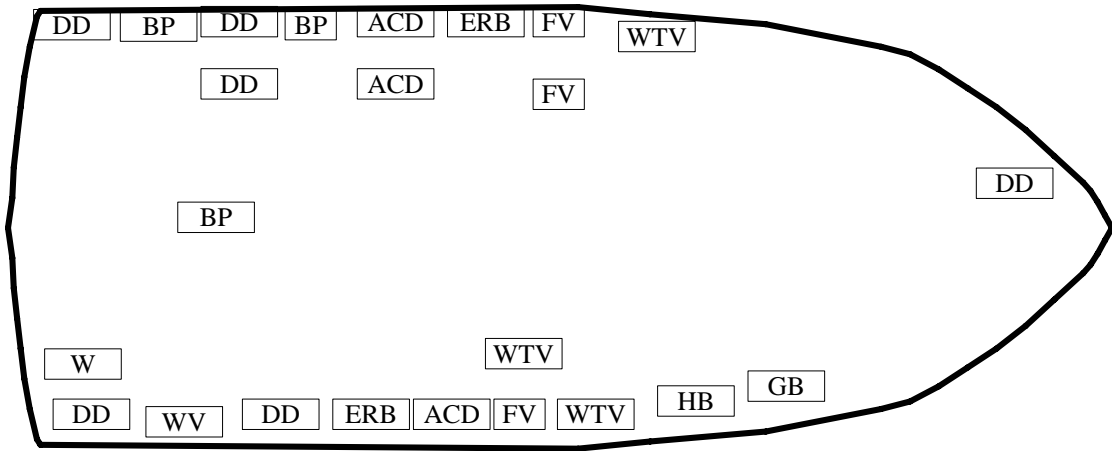
TV/VCR:

Yes. Two (2). Powers up.

### THRU-HULLS

#### THRU-HULLS:

THRU-HULLS ABOVE WATER LINE (DIAGRAM):



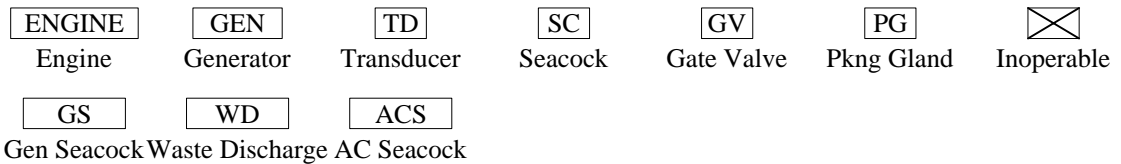
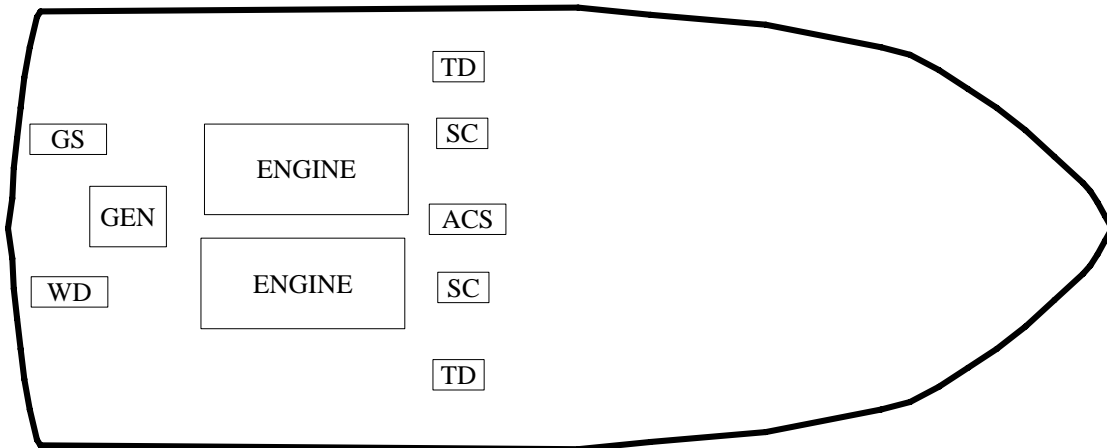
<input type="checkbox"/> BP	<input type="checkbox"/> EP	<input type="checkbox"/> ACD	<input type="checkbox"/> DF	<input type="checkbox"/> FV	<input type="checkbox"/> VH	<input type="checkbox"/> ☒
Bilge Pumps	Exhst Ports	AC Dischg	Deck Fill	Fuel Vent	Vent Hose	Inoperable
<input type="checkbox"/> DD	<input type="checkbox"/> ERB	<input type="checkbox"/> WV	<input type="checkbox"/> W	<input type="checkbox"/> WTV	<input type="checkbox"/> HB	<input type="checkbox"/> GB
Deck Drain	Eng Room Blower	Waste Vent	Waste	Water Vent	Head Blower	Galley Blower

# III. SYSTEMS

## THRU-HULLS

### THRU-HULLS: (Continued)

THRU-HULLS BELOW WATER LINE (DIAGRAM):



**NOTE:**

The below the water line thru-hull valves on this vessel were seacocks and were all operable.

**BONDED:**

Port and starboard main engines and AC seacocks were bonded.

**CONDITION:**

Appeared serviceable.

**OPERABLE:**

Yes.

**HULL REINFORCEMENTS:**

Yes.

**MOUNTING FLANGE AND BOLTS:**

Appeared serviceable.

**FARING BLOCKS:**

None Sighted.

**FILL PIPES AND VENTS:**

Three (3) fuel fills and one (1) water fill at deck level.

**GALVANIC ISOLATION:**

None Sighted.

# III. SYSTEMS

---

## THRU-HULLS

### THRU-HULLS: *(Continued)*

DRAIN PLUGS:  
Not sighted.

## BONDING SYSTEM

### BONDING SYSTEM

MAIN BONDING CONDUCTOR:  
Located on transom.

THRU-HULL FITTINGS:  
The thru-hull fittings as well as all sighted underwater fittings are bonded where sighted and show no excessive corrosion. The corrosion meter test shows that the through hull fitting are properly protected.

SHAFTS AND SHAFT LOGS:  
The propeller shaft logs appeared to be bonded.

RUDDER SHAFTS AND SHAFT LOGS:  
Rudder shafts and rudder shaft logs appeared to be bonded.

SEA STRAINERS:  
All sea strainers appeared to be bonded.

PUMPS AND MOTOR HOUSINGS:  
All pumps and housings appeared to be bonded, where sighted.

GROUNDING PLATES:  
None Sighted.

ENGINES AND GENERATORS:  
Appeared to be bonded and grounded.

ZINC (HULL ZINC):  
There were two (2) shaft zincs on the propshaft. A hull zinc observed on transom under swim platform centerline. All zincs were new.

FUEL, WATER AND WASTE TANKS:  
Yes appeared to be bonded not checked by a meter.

LIGHTNING PROTECTION:  
Not sighted.

CHECK FOR GALVANIC ISOLATOR:  
None Sighted.

## SAFETY EQUIPMENT

### SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S:  
Nine (9) Type II-U.S.C.G. approved. Five (5) are located in port side locker on stern swim deck and four (4) are located under helm station bench seat in sliding cabinet. Appeared servicable.

NUMBER OF THROWABLE PFD'S:  
One (1) Type IV-U.S.C.G. approved throwable device. Appeared servicable.

# III. SYSTEMS

---

## SAFETY EQUIPMENT

### SAFETY EQUIPMENT (UNITED STATES COAST GUARD) (*Continued*)

#### FIRE EXTINGUISHERS:

Four (4). Two (2) BC dry chemical, one (1) Sea Fire Halon 1301 eith 30 lbs and one (1) Sea Fire Halon 130 with 3 lbs 6 oz.. Appeared serviceable. Location: Main salon and main cabin, accessory room and engine room.

#### VISUAL DISTRESS SIGNALS:

**\*B3**

Not sighted

#### SOUND DEVICES:

**\*B4**

Stainless Steel Bell. Appeared servicable.

#### POWER EXHAUST BLOWERS:

Yes, operable.

#### NAVIGATION LIGHTS:

Port and Starboard side of bow. Stern light on transom. All around white light centered atop radar arch. Operable.

#### INLAND NAVAGATION RULE BOOK< (12M-39'4"):

**\*B5**

Not sighted.

#### "NO OIL DISCHARGE" PLAQUE:

Yes, found properly displayed in engine space.

#### TRASH DISPOSAL PLACARD:

Yes, found properly displayed in galley in main salon area. Note: Vessels over 40' are required to have a written waste management plan onboard as well.

#### FCC STATION LICENSE (VHF EQUIPPED ONLY):

**\*B6**

None Sighted.

#### WASTE MANAGEMENT PLAN (OVER 40'):

**\*B7**

None Sighted.

#### VENTILATION:

Yes provided by power blowers in the engine compartment. Appeared serviceable.

### AUXILIARY SAFETY EQUIPMENT

#### LIFE RAFT:

Not sighted.

#### E.P.I.R.B.:

None sighted, but highly recommended.

#### SMOKE DETECTOR:

Yes. Tested.

# III. SYSTEMS

---

## SAFETY EQUIPMENT

### AUXILIARY SAFETY EQUIPMENT (*Continued*)

**FIRE ALARMS:**

Yes. Not Tested.

**BILGE WATER ALARM AND SAFETY SWITCHES:**

Yes. Not Tested.

**FIXED FIRE EXTINGUISHING SYSTEM (HALON TYPE):**

Yes in engine compartment type 1301 and type 130 in accessort room. Automatic thermal activation switch. Inspection tag is current. Not Tested.

**SEARCH LIGHT:**

Mounted to forward portion of the molded bow pulpit and handheld DC outlet type under cockpit benchseat. Operable.

**FIRST AID KIT:**

Yes, starboard main salon locker.

**FUME SNIFFER ALARM SYSTEMS:**

Yes, carbon monoxide fume detectors all cabin spaces. Not Tested.

**MAN OVERBOARD SYSTEM:**

No. This item is highly recommended.

### BILGE PUMPS

**LIST:**

Yes. Three see thru-hull diagram. Appeared operable.

## OUT OF WATER INSPECTION

### BELOW WATERLINE MACHINERY

**PROPELLER(S):**

Two (2) bronze alloy, three bladed propellers. Both props appeared serviceable with no visible damage. Both have locking nut and cotter pins. Spares: Two stainless steel props located in engine room.

**PROPELLER SHAFT(S):**

Prop shaft diameter is 2" inch. Material: Bronze Alloy. Spares: 2 stainless steel props in engine compartment.

**TRIM TABS:**

Trim hydraulic tabs operated normally.

**PROPELLER PROTECTION:**

None Sighted.

**THRU-HULLS:**

Five (5) Bronze thru-hulls fittings all appeared serviceable.

**TRANSDUCERS:**

Two (2). Appeared servicable.

**STRAINERS/SCOOPS/SCREENS:**

Main engines pickups, Generator, Air Conditioning strainers are external bronze alloy slotted type. Clear and appeared serviceable.

# III. SYSTEMS

---

## OUT OF WATER INSPECTION

### BELOW WATERLINE MACHINERY (*Continued*)

GROUNDING PLATES:

None Sighted.

ZINCS:

Two shaft zincs and one hull zinc were observed, appeared serviceable. All new.

STABILIZERS:

Glendinning twin engine stabilizer. Appeared serviceable.

### CONDITION OF HULL (WETTED SURFACE)

BLISTERS:

None Sighted.

BORERS:

None Sighted.

CONDITION OF BOTTOM PAINT:

Bottom well painted. Condition new.

### AIR CONDITIONING AND HEAT (AIR CONDITIONING)

#### AIR CONDITIONING AND HEAT (AIR CONDITIONING)

TYPE:

Unitized self contained reverse cycle type.

MANUFACTURER:

CruisAir.

NUMBER OF UNITS:

Three (3).

LOCATION:

One under Main cabin berth, one under port cabin lower berth and one under salon couch starboard side.

BTU CAPACITY:

Compressors rated at 10,000 BTU master cabin, 7,000 BTU port cabin and 16,000 BTU for the main salon.

THRU-HULL STRAINER:

Yes, Perko sight style in the engine room. Appeared serviceable.

HOSES, CLAMPS AND CONNECTORS:

Appeared to be adequately sized and serviceable for application.

RAW WATER COOLING PUMP:

110 volt electric pump system is equipped with a seacock and sea strainer assembly. Appeared serviceable.

Condensation drip pans: yes, drain into gray water sump.

DRIP TRAYS:

Yes, one for each unit. Appeared serviceable.

CONDENSATE DRAIN:

Drains into drip pans.

## **III. SYSTEMS**

---

### **AIR CONDITIONING AND HEAT (AIR CONDITIONING)**

#### **AIR CONDITIONING AND HEAT (HEAT)**

**TYPE:**

Reverse cycle.

**MANUFACTURER:**

Crusair.

**NUMBER OF UNITS:**

Three (3).

**LOCATION:**

Main salon under sofa on starboard side, port cabin under lower berth and under berth in main cabin.

**VENTILATION:**

Cowl vents and dorads as provide natural ventilation.

**HOSES, CLAMPS AND CONNECTORS:**

Appeared serviceable where sighted.

### **SEATRIAL REPORT**

#### **INTRODUCTION**

**INTRODUCTION:**

The DEEP SHIP was operated from Crackerboy Boat Yard in Ft Pierce, Florida to the Outrigger Marina in Stuart, Florida on June 7, 2002 from 1600 to 1715. The vessel was captained by Bob Smith and assisted by first mate, Joe Moore

# III. SYSTEMS

---

## SEATRIAL REPORT

### OBSERVATIONS

#### OBSERVATIONS:

1. The engines started without excessive cranking.
2. The engine exhaust appeared normal.
3. The cooling water exhaust appeared adequate and normal.
4. The engine instruments operated within normal operating limits at idle, cruising speed, but not at maximum throttle.
5. Manufacturer's recommended max RPM is 2200. Engines reached 2050 RPM port and 2200 RPM starboard at full throttle.
6. The steering system operated normally.
7. The throttles operated normally.
8. The transmissions operated normally/smoothly.
9. The backdown test was satisfactory and the spin test was satisfactory..
10. There was no excessive vibrations noted.
11. The engine synchronizer worked properly.
12. There were no oil or coolant leaks observed. (On main engines or in exhaust water)
13. The autopilot operated normally.
14. The trim tabs operated normally.
15. There were no oil or coolant leaks observed. (On main engines or in exhaust water)
16. The engines and generators oil systems were tested with a manometer to test for blowby to determine if rings are seated properly and no positive or negative pressure was detected
17. The engine's RPM was confirmed with a laser tachometer.
18. The engine's temperature was tested with a non contact thermoter and stayed below 185 degrees.
19. The engine's were audio gauged and were recorded at a maximum of 93 decibels on the cockpit at maximum speed.
20. A magnet was dropped into transmission and no metal particles were extracted.
21. A Carbon Monoxide monitor was used in all living spaces and engine compartments and 0 PPM of carbon monoxide were detected.

## **III. SYSTEMS**

---

### **SEATRIAL REPORT**

22. The shafts were tested for straightness and measured within the tolerance limits.

### **ENGINE SURVEY SUMMARY**

#### **ENGINE SURVEY**

**OTHER:**

The results of the laboratory oil analysis will be sent under separate report.

## IV. FINDINGS AND RECOMMENDATIONS

---

Deficiencies noted under "**SAFETY**" should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition. *Findings may also be in violation of U.S.C.G. regulations.*

Deficiencies noted under "**OTHER DEFICIENCIES**" should be corrected in the near future so as to maintain standards and to help the vessel to retain it's value.

Deficiencies will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES (No Safety Deficiencies Found)
- B. OTHER DEFICIENCIES NEEDING ATTENTION
- C. SURVEYORS NOTES AND OBSERVATIONS

### **B. OTHER DEFICIENCIES NEEDING ATTENTION:**

#### **FINDINGS**

#### **RECOMMENDATIONS**

##### **B.1 (PAGE 12)**

**The engine's tags were not located.**

*ABYC recommends that each engine shall provide identification marking manufacturer's name, model and serial numbers among other recommended items as listed in section P-4.9.1 of the American Boat and Yacht Council's Standards and Technical Information Reports for Small Craft.*

##### **B.2 (PAGE 15)**

**FUEL FILTER ALARM  
CONTINUOUSLY SOUNDED DURING  
SEA TRAIL.**

*Investigate further. Repair or replace as necessary. Full service by an expert.*

##### **B.3 (PAGE 25)**

**VISUAL DISTRESS SIGNALS WERE  
NOT FOUND ON BOARD VESSEL.**

*Comply with USCG regulations for Visual Distress Signals. CFR Title 46 Section 175.110.*

##### **B.4 (PAGE 25)**

**There was no air horn sighted.**

*Comply with USCG regulations for Sound Devices.*

##### **B.5 (PAGE 25)**

**There was not a copy of the Inland  
Navigation Rule Book found onboard.**

*Comply with USCG Safety Regulations.*

##### **B.6 (PAGE 25)**

**FCC STATION LICENSE WAS NOT  
FOUND ON BOARD VESSEL.**

*Provide proper license and display. Large fine for non-compliance. Required by Federal Communications Commission.*

## IV. FINDINGS AND RECOMMENDATIONS

---

### B. OTHER DEFICIENCIES NEEDING ATTENTION:

FINDINGS	RECOMMENDATIONS
<b>B.7 (PAGE 25)</b> <b>NO WASTE MANAGEMENT PLAN FOUND ON BOARD VESSEL.</b>	<i>Comply with USCG regulations for Trash dumping and plan. There is a large fine imposed here for non compliance. CFR Title 33 Section 151.57.</i>

### C. SURVEYOR'S NOTES AND OBSERVATIONS:

FINDINGS	RECOMMENDATIONS
<b>C.1 (PAGE 7)</b> <b>Port head window shows sign of water intrusion.</b>	<i>Further investigate and repair with like kind materials in keeping with accepted marine repair practices.</i>
<b>C.2 (PAGE 8)</b> <b>Rust appears at the intersection of the life lines with the grab rail system.</b>	<i>Investigate further. Repair or replace as necessary.</i>
<b>C.3 (PAGE 9)</b> <b>Canvas is separating from plastic windshield above centerline of glass windshield.</b>	<i>Refit, refinish, refurbish, or replace as necessary.</i>
<b>C.4 (PAGE 9)</b> <b>Carpeting is water stained from port side of main stateroom running aft along salon port side until just past the entrance to port head.</b>	<i>Investigate source of water intrusion. Carpet stains should be cleaned or replace carpeting at owners decretion.</i>
<b>C.5 (PAGE 11)</b> <b>Heat protection and insulation not sighted.</b>	<i>Surveyor recommends installation of a stainless steel heat shield surrounding the cooking surfaces.</i>
<b>C.6 (PAGE 12)</b> <b>Forward bilge blower in engine compartment has rust on its motor.</b>	<i>Refit, refinish, refurbish, or replace as necessary.</i>

**NOTE: If cruising more than 25 nautical miles offshore it is also recommended that a USCG approved self-inflating life raft be fitted to the vessel and a small manual watermaker be added to the ships safety gear.**

## V. SUMMARY AND VALUATION

---

### STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION** After a the survey has been completed and the findings have been organized in a logical manner.

The grading of condition, developed by **BUC RESEARCH**, and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the **BUC USED BOAT PRICE GUIDE**, for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted marine grading system of condition:

**"EXCELLENT (BRISTOL) CONDITION"**, is a vessel that is maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

**"ABOVE AVERAGE CONDITION"**, has had above average care and is equipped with extra electrical and electronic gear.

**"AVERAGE CONDITION"**, ready for sale requiring no additional work and normally equipped for her size.

**"FAIR CONDITION"**, requires usual maintenance to prepare for sale.

**"POOR CONDITION"**, substantial yard work required and devoid of extras.

**"RESTORABLE CONDITION"**, enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** section of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is

**OVERALL VESSEL RATING:**

ABOVE AVERAGE

## V. SUMMARY AND VALUATION

---

### STATEMENT OF VALUATION:

1. The "**FAIR MARKET VALUE**" is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the "**FAIR MARKET VALUE**" of the subject vessel is:

**\$X.XX**  
*Zero Dollars*

2. The "**ESTIMATED REPLACEMENT COST**" indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. "**ESTIMATED REPLACEMENT COST**" of the subject vessel is:

**\$X.XX**  
*Zero Dollars*

## V. SUMMARY AND VALUATION

---

### SUMMARY:

In accordance with the request for a marine survey of the FAST SHIP, for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on June 9, 2002 and was found to be a well constructed, appointed and comfortable vessel. The vessel is very capably captained and well-kept. The deficiencies list should be attended to in a timely fashion. Vessel is considered to be suitable for its intended use of recreational offshore cruising. The overall rating and fair market value shown above were based on sea trial results and inspection of the underwater machinery and wetted hull surface.

### SURVEYOR'S 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 or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.

I have made a personal inspection of the vessel that is the subject of this report.

This report is submitted without prejudice and for the benefit of whom it may concern.

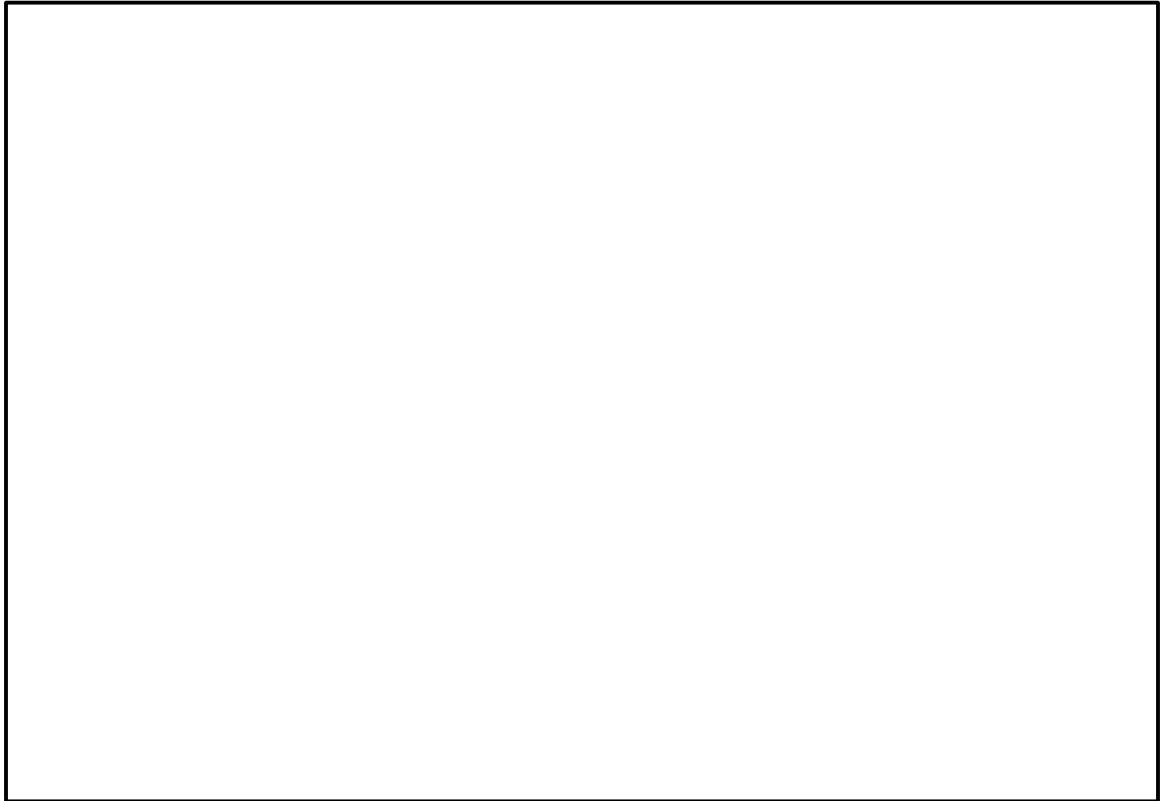
ATTENDING SURVEYOR: \_\_\_\_\_

Jeff Hahn, Marine Surveyor

**FLORIDA BOAT & YACHT SURVEYORS**  
MARINE SURVEYOR

**1999 50' Sea Ray 500 Sundancer**

**FAST SHIP**



# **REPORT OF MARINE SURVEY**

**OF THE VESSEL**

***"FAST SHIP"***

**1999 50' Sea Ray 500 Sundancer**

**CONDUCTED BY**

**Jeff Hahn**

**MARINE SURVEYOR**

**PREPARED FOR:**

**John Sample**

**June 09, 2002**

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