

Seaside Marine Surveyors LLC

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Pre-Purchase Inspection Survey



"Sea Bass"
1994 Cabo, 35 Express

Prepared for:

John Doe
132 Any Street
Brookville, NY, 11668

Conducted by:

Gary Friend, MMS, SA
on
10/23/2009

Overall Vessel Condition: Average condition

Fair Market Value: 102,500.00

Estimated Replacement Cost: \$367,000.00

Survey Report Table of Contents

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General Data

Type Of Survey

Report file number: John Doe.
Inspection date(s): 10/23/2009.
Type of survey: Pre-Purchase Inspection Survey.
Conducted by: Gary Friend, MMS, SA.
Vessel surveyed at: Sportsmans Dock, Montauk, NY.

Survey Requested By

Client name: John Doe.
Street address: 132 Any Street.
City/State/Zip: Brookville, NY, 11668.
Residence phone: 516-887-3421.
Present at survey: This survey was performed at the request of the purchaser, John Doe, who was not present at the time of the survey.

Other Information

How survey conducted: The vessel was surveyed both while afloat & hauled out of the water.
Sea trail: A sea trial was performed as part of this survey. The results are included in the Sea Trail section.
Moisture checks: The Electrophysics moisture meter, Model GRP33 was used for moisture readings referenced in this report.
Weather conditions: Temperature was 52 degrees, and partly cloudy.

Survey Guidelines

Guidelines The survey guidelines used for the inspection conform to the common practices by members of the Society of Accredited Marine Surveyors and the U.S. Surveyors Association. The mandatory standards are promulgated by the U.S. Coast Guard under the authority of the Code of Federal Regulations, Parts 33 and 46 as published for pleasure craft and the U.S. Coast Guard Navigation Rules. The voluntary standards and recommended practices are developed by the NFPA 302 pleasure and commercial motor craft standards and the ABYC Standards for small craft. The guidelines for determining fair market value are the NADA appraisal guide. BUC value guide, a national search if the internet for comparable vessels and local market conditions. The surveyor is committed to providing accurate surveys which meet or exceed these standards. It is not possible to determine the full extent of compliance with some standards due to the nature of the vessels construction, but I will report all findings and observations as they relate to the above standards to the best of my ability. *Use of asterisks ** in the body of the report will indicate an item in need of repair, maintenance, or a standards violation and will be listed in the "Findings and Recommendations Section" of the report*

Vessel Description And Numbers

Vessel Information

Builder / Designer: Cabo Yachts, Adelanto CA.
Vessel Yr / Make / Model: 1994 Cabo, 35 Express.
Hull ID number: CHX35567894.
Engine Year / Make / Model: Twin engines, 1994 Caterpillar, 3208 diesel, inboard, straight shaft.
Engine rated horsepower: 375 HP, X 2.
Engine serial number: Port engine: 01727337, Starboard engine: 01727338.
State validation sticker: Not observed on vessel.
Vessel name: Sea Bass.
Intended use: Pleasure.
U.S.C.G. Documentation No: 3456541. Expired per USCG records.
Documented use: Recreational.
Documented home port: Orient Point, NY.
Documented length: 34.5 feet.
Documented breadth: 13 feet.
Documented depth: 5 feet.
Documented gross tons: 15 grt.
Documented net tons: 12 nt.

Vessel Specifications

Hull material and type: Fiberglass.
Length overall (L.O.A.): 35 feet.
Beam: 13 feet.
Draft: 30 inches.
Displacement: 24,000 pounds.
Fuel tanks and capacity: Two tanks, Estimated capacity is 430 gallons.
Fresh water tanks and capacity: One tank, Estimated capacity is 80 gallons.
Holding tanks and capacity: One tank, Estimated capacity is 30 gallons.

Vessel Condition & Value

Condition rating: Average condition.
Estimated fair market value: 102,500.00.
Estimated replacement cost: \$367,000.00.

Hull And Structure Inspection

Hull Exterior Gunnel To Water Line

<i>Construction material:</i>	Fiberglass composite construction, with gel coat surface.
<i>Hull surface condition:</i>	The gelcoat surface on the hull of the vessel is heavily worn and beyond restoration to its original luster. Painting may be the only remedy**
<i>Damage observed:</i>	Minor scratches and stress cracking that is cosmetic in nature.
<i>Stem:</i>	Good condition on external inspection.
<i>Rub rail:</i>	PVC with stainless insert, in good condition with minor scrapes.
<i>Exhaust vents:</i>	Yes in place and vents in good condition.
<i>Boarding ladder:</i>	(ABYC.H.41) No boarding ladder installed. ABYC currently recommends that a boarding ladder be provided to allow a person to re board without assistance for safety reasons**
<i>Transom Moisture and delamination:</i>	Percussion hammer used to check for delamination on transom showed no evidence of delamination.

Hull Bottom Exterior Below The Water Line

<i>Construction material:</i>	Fiberglass composite construction.
<i>Damage observed:</i>	No damage observed.
<i>Bottom paint:</i>	Hull bottom has heavy build up of anti-fouling paint. Paint should be thoroughly removed and re-applied**
<i>Osmotic blistering:</i>	No evidence of blisters was found on hull bottom during bottom inspection.
<i>Hull moisture and delamination:</i>	Moisture meter readings not taken due to wet vessel bottom from recent haul out. Percussion hammer testing showed No evidence of delamination on hull bottom and no adverse symptoms were observed.

Thru-Hulls Above The Water Line

<i>How many:</i>	Four fittings,
<i>Material construction:</i>	Bronze construction.
<i>Hoses:</i>	Series 141 multi flex reinforced hose, and sanitation hose, All hoses are in good serviceable condition.
<i>Condition:</i>	All thru hull fittings above the water line are adequately secured and sealed to the hull.

Thru-Hulls Below The Water Line:

<i>How many:</i>	Six.
<i>Exterior thru hull condition:</i>	All thru-hull fittings were adequately sealed and bonded to hull as observed from exterior.
<i>Thru-hulls used for:</i>	Port Engine raw water intake, Starboard engine raw water intake, Deck wash down inlet, Generator raw water intake, Air Conditioner raw water intake, Waste holding tank discharge.

Material: Sea valve material appears to be of bronze construction.

Sea valve condition: Valves work but all are stiff and difficult to open and close. Valves needs to be serviced or replaced**

Sea valves hoses: Rubber reinforced hose were visible for inspection, All hoses are in good serviceable condition with exception to, the generator raw water intake hose is cracked and needs replacement** the raw water intake washdown hose is cracked and needs replacement** the air conditioner raw water intake hose is cracked and has a rusty hose clamp that needs replacement**

Sea strainers: Main engine, Sea strainer is clear of debris. Port engine: Sea strainer is clear of debris. Generator: Sea strainer is clear of debris. Air conditioning: Sea strainer is clear of debris.

Intake screens and scoops: Four screens, clear of debris and barnacles, Intake screens and scoops are well secured to hull bottom.

Shaft log: Shaft log is in clean condition with no obstructions.

Transducers: Thruhull. Four units two flush and two with fairing blocks, well secured to hull bottom.

Speed paddle: One speed paddle, well secured to hull bottom and spins freely.

Emergency wooden plug kit: None observed. Purchase and carry onboard a wooden emergency plug kit for each thru-hull fitting installed at or below the water line**

Comments: Repair hoses on thru-hull fittings before further degradation occurs.

Hull Interior Structural Components

Bilge compartment: Engine bilge spaces are dirty and in need of cleaning. Keep bilge areas as clean as possible to more quickly identify leaks as soon as they occur**

Stringers: Stringers are in good condition were visible in the engine compartment. Complete inspection of all stringers is not possible due to limited access. About 20 % of the hull stringers in the entire vessel were visible to inspect. No adverse symptoms of moisture or damage were observed.

Bulkheads: Bulkheads are in good condition with no damage observed in any compartments that allowed bulkhead inspection. Complete inspection of all bulkheads is not possible due to limited access. About 10 % of the vessels bulkheads were visible to inspect.

Stem: Solid stem, no cracks or separation as viewed from the forward chain locker.

Inside of transom: Good condition, no damage or water staining was observed around fittings mounted through the transom.

Comments: Note: Due to the vessels constructions methods, it is not possible to be certain that the structural integrity of the vessel is sound or that there is no moisture or delamination present inside the hull core, transom, stringers or bulkheads. More often then not, signs of delamination and moisture are not evident or detectable until a failure occurs in the laminate or a core sample of the laminate is viewed.

Underwater Running Gear

Propellers

Number and type of blades: Twin three bladed propeller nibral.
Propeller specs: 23 X 21.
Propeller condition: Propellers are in good condition with no cracks, corrosion or bent, nicked or chipped blades.

Propeller shafts and struts

Size / Material: Stainless steel, No pitting, cracks or corrosion observed.
Cutlass-shaft bearings: Port cutlass bearing, in good condition. Starboard cutlass bearing, is showing some moderate wear and should be replaced**
Struts: Single p-strut, Strut is well secured, no separation or cracking observed. Strut appears to be in line.

Rudders

Rudder type: Unknown rudder construction. Port rudder: Rudder is well secured. No abnormal horizontal or fore/aft movement in rudder. Starboard rudder: Rudder has some play. Excess side to side or fore and aft rudder play. Have rudder mounts and glands checked and repair as necessary**

Trim Tabs, Stabilizers And Thrust Systems

Trim tabs: Bennett single ram hydraulic trim tabs. Both tabs are in good working condition.

Anodes

Anodes installation: Collar anodes on shafts, Rudder anodes, Trim tab anodes.
Hull mounted Anode: Ground anode securely mounted on transom.
Condition: All anodes are partially dissolved but remain serviceable. Monitor frequently and replace as necessary**

Top Deck & Cockpit

Deck And Cockpit

Construction material: Fiberglass composite construction.
Deck surface: Molded in non skid fiberglass surface.
Moisture/Delamination: A moisture meter was used to random sample deck moisture and around all deck fittings. All readings were relatively dry.
Damage observed: Some minor gel coat crazing observed on deck structure near aft tower stanchions. This appears to be a cosmetic condition.
Scuppers and deck drains: Flush mount deck drains.
Cabin entrance doors: Sliding plastic door, Door works well no signs of leaking or distortion observed.
Cockpit lights: Cockpit lights are in good working condition.
Deck spreader lights: Yes, in good working condition.

<i>Spotlight:</i>	ACR remote controlled light, powers up and turns properly.
<i>Windshield:</i>	Wrap around aluminum frame with tempered glass, center lower section has powered vent that opens to foredeck for ventilation, Windshield is well secured. The windshields forward weather stripping over the securing screws is UV degraded and will need replacement**
<i>Windshield wipers:</i>	Three wipers, one is working, two are broken. Repair as required**
<i>Ports and port lights:</i>	2 Fixed, 4 Opening, all well secured and sealed to cabin top.
<i>Engine hatch location:</i>	Powered lift bridge deck for access to engine compartment In cockpit sole.
<i>Canvas:</i>	Canvas soft top with full bridge enclosure, The canvas top has some minor mildew staining but is serviceable.
<i>Bow pulpit:</i>	Integrated into top deck, with stainless anchor roller.
<i>Anchor locker:</i>	Locker is accessed from below deck.
<i>Bow rail:</i>	Aluminum, is well secured.
<i>Stanchions:</i>	Aluminum, well secured.
<i>Grab rails:</i>	Aluminum grab rails on tower.
<i>Transom door or gate:</i>	Fiberglass transom door with slide lock, well secured.
<i>Chocks and cleats:</i>	Stainless horn cleats, and open chocks, and closed chocks in aft deck, well secured.

Fishing Equipment

Fishing Gear

<i>Outriggers:</i>	Not installed onboard vessel but suppose to be included with boat.
<i>Fish boxes</i>	Two boxes, Insulated fish box with macerator drain, in good condition working condition with the exception of the starboard macerator switch that sticks in the on position and needs replacement and both macerator discharge hoses are cracked and need replacement**
<i>Rod holders:</i>	Stainless flush mount in gunnels, Rocket launcher.
<i>Tackle storage:</i>	3 drawer tackle center and 6 drawer tackle center.
<i>Tuna tower:</i>	Aluminum tower with upper control station and buggy top.
<i>Fighting chairs:</i>	Not installed onboard vessel, but suppose to be included with boat.
<i>Washdown system:</i>	Raw water wash down system, Pump is in good working condition, Fresh water wash down system, Pump is in good working condition.
<i>Cleaning station:</i>	Sink with pressure water.

Cabin And Interior

Main Salon

<i>Sole:</i>	Teak & holly cabin sole installed. Fair condition with some wear present.
<i>Joinery work:</i>	Joinery work is in good condition and shows no evidence of stress or joinery distortion.
<i>Windows:</i>	Good condition, no signs of leaking observed.

Headliner: Solid vinyl, clean and well fastened.
Cabin Hatches: One, in good condition with no evidence of leaking or damage.
Cabin bulkheads: Composite bulkheads, No cracks or separation observed and no evidence of movement.
Fabric & cushions: Ultra leather, in fair condition, with minor wear present.
Light fixtures: 12 volt cabin lights throughout the vessel.
Comments: The stair tread non skid panels are loose and need to be secured** The starboard side wood veneer covering over the l-shape lounge has some delamination present and will need repair**

Entertainment Electronics

Stereos: Located in, Cockpit: Poly-Planer stereo with two flush mount speakers on deck in good working condition.
Main salon: Nakamichi receiver and c/d player with two flush mount speakers did not power up. Repair as required**
Televisions: JVC, 13" with VCR powers up.

Galley

Stove: Kenyon, single burner, electric, Burners tested and are functional.
Stove clearance: Stove clearance is 9 inches or more from exposed materials. Be sure to verify that the vessels building materials within 24 inches of the stove meet the requirements of NFPA. 8.2.1 and NFPA. 255 for the flame spread index of building materials.
Refrigeration: Nor Cold, DE-540 operates on 110V or 12V. Refrigeration unit did not power up in AC or DC mode. Repair or replace as required**
Sinks: Stainless steel.
Microwave: Sharp Carousel well secured.

Berths / Staterooms

Berths: Forward V-berth sleeps two (maybe)
Other accommodations: Two single side bunks to starboard.

Air Conditioning

Manufacturer: Cruise Air.
Number & type: One unit, 230 Volt A/C, Reverse Cycle.
Locations / BTU capacity: Salon, 12,000 btu.
Temp controls: Digital temperature controls.
Filter(s) condition: Filters are in good clean condition.
Drip trays: Yes, one for each condensing unit in good condition with drains.
Condensate drain: Condensation is taken directly overboard.
Hoses & connections: Hoses are clamped and secure on all fittings observed.
Raw water cooling pump: 110 Volt pump functioned well when testing A/C units.

Comments: Unit looks like it was recently replaced.

Marine Sanitation Devices

Head Compartment

How Many One, located on the port side.
Toilets: VacuFlush system, powers up and is operational.
Water supply: Fresh water is used for flushing.
Showers: Handheld, pull out shower fixture.

Holding Tanks - Black Water

Sanitation device type: Certification Type: MSD U.S.C.G. Type III. (Holding tank).
Tanks and locations: One tank, Waste holding tank is not visible for inspection.
Inspection/cleaning access: Limited.
Sanitation hoses: PVC sanitation hose, An odor is coming from the sanitation hoses or connections. The hoses, tanks, and connections should be checked for leaks and replaced as required**
Overboard discharge capability: Yes, capable of overboard discharge.
Y valves installed: (CFR.33.159.7) Install a lock on the y-valve to prevent sewage discharge when transiting in a no discharge zone**
Holding tank vents: In good condition.
Macerator pumps: 12V power supply. Macerator is in good working condition.
Comments: The waste holding tank securing cap is missing and needs to be replaced**

Water Systems

Fresh Water Tanks

Tanks and locations: One tank.
Tank material: Water tank is not visible for inspection.
Inspection/cleaning access: Limited.
Hoses: Grey plastic piping for all water connections. The hoses that were visible for inspection are in good condition.
Water tank vents: In good condition.
Fresh Water pumps: 12 volt, Water pump is cycling. Check system for leaks. Pump should not cycle once pressure is reached unless water is drawn out**
Comments: The water tank fill cap is missing and needs replacement**

Water Heaters

Manufacturer and capacity: Seaward, 12 gallons.
Tank location: Engine compartment.

Outer tank material: Stainless steel.
Tank secured: Yes.
Inspection/cleaning access: Good.
Tank condition: Fair condition some exterior rust, but no leaking observed.
Heating source: 120 volt no heat exchanger installed.
Hoses: Grey plastic piping for all water connections.
Pressure relief valves: Yes, drains into bilge area.
Drain fixture/plug: Yes.
Ignition protected: Yes, Water heater is marine type and ignition protected.
Comments: Hot water heater powers up and is in good working condition.

Electrical Systems

D.C. Electrical Systems

D.C. voltage system: 12 volt system.
Starting batteries: Two batteries.
Generator batteries: One battery, Group 31 Lead acid.
Secured and covered: Located on tray, secured with nylon straps with boots covering the positive terminals.
Battery cables: Secure and properly color coded.
Battery selector switch: Three, in bilge compartment, in good condition and well secured.
Battery Chargers: Charles C-Charge 50 amp, Battery charger was not tested during the inspection.
Distribution panel: The panels are located in the main salon and at the helm station.
Breakers / fuses: D.C. circuits appear to be adequately protected by switches that are properly fused. The panel was not removed for inspection.
Connectors: Ring spade or crimp on connectors observed for wiring connections at the panels.
D.C. wiring secured: All wiring runs that are visible for inspection are well secured and have chafe protection.

A.C. Electrical Systems

A.C. voltage system: 30 amp, 120 volt system.
Shore power inlets: Three, Hubbell 30 amp.
Shore power cords: Two 30 amp cords, Cords appear serviceable with no burnt or corroded fittings.
A.C. power selector switch: AC / generator manual make/break lever switch located in main AC panel.
Main breakers: Dual pole 30 amp breaker at main power panel.
Branch breakers: A.C. circuits appear to be adequately protected by manual reset branch breakers. The panel was not removed for inspection. Ensure that the current rating of each breaker does not exceed the maximum current carrying capacity of the conductor being protected.
Distribution panels: Combined with DC power panel in cabin.

Reverse polarity indicator: The indicator appears functional and the outlets tested good for proper polarity.
GFCI protection: GFCI installed and in good working condition.
Comments: The indicator light in the 120 volt panel for the battery charger breaker switch is not working. Repair or replace as required**

Generator

Year / Manufacturer / Model: 1994 Westerbeke.
Serial number: The serial number label was not found on the generator.
Kilowatt rating: Unknown kilowatt rating due too no label being found on generator.
Voltage rating: Unknown voltage rating due too no label being found on generator.
Hour meter: An hour meter was observed on generator.
Type of installation: Generator is mounted on a tray in bilge compartment.
Belts and pulleys: Belt dust observed on engine face and in engine compartment. Have tension and alignment checked to prevent belts from wear and throwing belt dust into engine compartment**
Cooling system: Fresh water cooling with heat exchanger, with coolant level topped off and in clean condition.
Oil level and condition: Clean and topped off.
Fuel supply lines: USCG type B1 rubber flex fuel line.
Generator mounts: Generator engine mounts appear to be well secured.
Exhaust hoses: Transom wet exhaust, The generator exhaust hose is cracking and deteriorating. Replacement is required**
Generator compartment ventilation: Mechanical blower and natural ventilation.
Accessibility: Limited view of generator and its components.
Generator tested: The generator did not start during the inspection. Have unit serviced by a certified Westerbeke dealer to determine the cause**
Comments: It is highly recommended that a certified Westerbeke diesel engine technician survey the generator for proper working condition**

Helm Station

Helm Station

Helm Locations: Dual station, on main deck and in upper tower.

Steering System

Type: Hydraulic steering system.
Lines and fittings: Flex hydraulic lines, in good condition with no leaks observed.
Mountings: Cylinder & ram actuator well secured, no leaks observed.
Steering tie bar: Steering tie bar has heavy corrosion present. Clean all components of rust and replace any components that are deteriorated to prevent steering failure**

Packing glands: No leakage or water stains observed. Monitor rudder packing gland frequently for leaks.

Engine Instruments And Controls

Throttle and shift controls: Morse controls, cable operated, Binnacle mounted, twin levers for separate engine throttle and shift controls.

Engine gauges: VDO gauges, Analog gauges, dual, tachometer, volt meter, oil pressure, water temperature, fuel level.

Navigation Electronics

Navigation Electronics

Compass: (2) Ritchie, Powerdamp, in good condition.

VHF radios: ICOM, M-602 in lower station. The VHF powered up and proved operational. Simrad RT1200 in the upper station did not power up. Repair or replace as required**

Autopilots: Robertson, The autopilot did not power up. Have unit serviced and repair or replace as required**

Fish finders / Sonar: Furuno, FCV 1100L, The fish finder powers up,

Chart plotters: Northstar 6000 powers up in lower station, Northstar 952X in upper station did not power up. Repair or replace as required**

Speed instruments: B&G Network in upper station, The unit is not operational. Repair or replace as required**

Loran "C": Northstar, 800 powers up.

Radar: Furuno Navnet, powers up in lower station. Furuno Navnet in upper station did not power up. Repair or replace as required**

Engines synchronizer: Glendinning, The synchronizer did not power up. Repair or replace as required**

Antennas: VHF antenna, Radar antenna, closed array GPS antenna.

Engine Systems

Inboard Engines

Engine Year / Make / Model: Twin engines, 1994 Caterpillar, 3208 diesel, inboard, straight shaft.

Engine rated horsepower: 375 HP, X 2.

Serial number: Port engine: 01727337, Starboard engine: 01727338.

Engine hours: Port engine: 1671 per vessels meter, Starboard engine: 1675 per vessels meter.

Hoses and clamps: Good condition, no cracks or deterioration observed.

Belts and pulleys: Belt dust observed on engine face. Have tension and alignment checked to prevent belts from wearing and throwing belt dust into engine compartment**

Cooling system: Fresh water / heat exchanger cooled.

Oil level and condition: Clean & topped off on dipstick.

Fuel supply lines: USCG B1 flex hose, in good condition as observed were they are visible in the engine compartment only.

Fuel filters: Engine mounted secondary filtration, with remote primary filtration.

Engine mounts and beds: Motor mounts are rusty in areas and need to be cleaned up or replaced if deterioration continues**

Last major overhaul: The engines prior service history is unknown. All engine systems are considered original.

Engines operated: Yes, on sea trial. Refer to sea trial section for details.

Oil change system: Oil Xchange-R system.

Comments: This engine inspection should not be considered a complete mechanical inspection. The attending surveyor is not an engine surveyor. I recommend that all gasoline or diesel engines and transmissions be inspected by a qualified engine mechanic to determine the internal condition of the engines, transmission gears, pumps, heat exchangers, coolers, etc.

Exhaust System

Exhaust type: Wet exhaust system.

Discharge location: Transom discharge, with rubber flappers for following seas.

Hoses and clamps: UL approved reinforced rubber flex hose, Exhaust hose is securely double clamped.

Mufflers: In line.

Comments: No leaks were observed on the exhaust hoses and its related systems.

Transmissions

Manufacturer/Model: Caterpillar.

Serial number: Tag is worn out and not legible.

Gear ratio: Tag is worn out and not legible.

Fluid level and condition: Gear oil is full and clean.

Stuffing boxes: Packless shaft seal system. Bellows and carbon collar is secure and appears functional.

Fuel System

Fuel Tanks

Fuel Type: Diesel fuel.

Tanks and locations: Not visible for inspection.

Capacity: Estimated capacity is 430 gallons.

Tank material: Not determined due to lack of access.

Fuel supply lines: The fuel supply hoses leading to the engines are not fully visible for inspection. The client is advised to remove any access panels and decking to determine the safe working condition and USCG compliance of the fuel supply lines**

Fuel tank vents: Fuel vent with flame screens or cleanable vents in place and clear.

Fill hose & condition: USCG B2 flex type hose, Flex fuel fill hose for both tanks is showing outer layer age cracks. Replace cracking fuel fill hose with USCG approved fuel fill hose**

Inspection/cleaning access: Limited.

Comments: Since the fuel tank and system was not fully visible for inspection, the client is advised to remove any access panels to inspect fuel tanks, fill and fuel lines and ensure they are serviceable and in compliance with existing regulations**

Safety Equipment

U.S.C.G. Required

Visual distress signals: (CFR.46.160.066) All Visual distress signals are expired. Replace expired visual distress signals prior to using vessel. It is recommended that expired signals be retained for backup**

Navigation lights: All navigation lights are fully operational.

Anchor lights: Anchor lights are operational.

Sound devices: Electric horn, (Nav Rule # 33) The electric horn not functional. Repair or replace horn to comply with USCG regulations for sound devices before using vessel**

Oil Pollution Placard: "Discharge of Oil Prohibited" placard is posted.

Garbage Placard: MARPOL Garbage placard is posted.

Engine space ventilation: Power exhaust ventilation blowers are installed and functional.

Life Jackets & Pfd's

USCG Type I PFD: Five or more observed, All are in serviceable condition.

USCG Type IV PFD: One USCG approved Ring buoys, all are in serviceable condition.

Fire Fighting Equipment

Dry Chemical Size I: Two USCG Approved. The gauges on all of the fire extinguishers are reading low and require immediate replacement**

Bilge Pumps

Forward bilge : One pump, Rule 2000 GPH Pump powers up and float switch is operational.

Engine compartment: Two pumps, Rule 2000 GPH, Pump powers up and float switch is operational. Rule 800 GPH, Bilge pump does not function in manual or automatic modes. Repair or replace pump / float switch as necessary to make pump fully operational in both manual and automatic modes**

Aft bilge: One pump, Rule 2000 GPH, Pump powers up and float switch is operational.

Ground Tackle

Windlass: Simpson Lawrence, Windlass does not power up. Have windlass checked and serviced to restore proper operation**

Primary anchor: Grapnel style.

Hardware: Shackles and pins are all properly secured.

Other Safety Equipment

Carbon monoxide detectors: (ABYC.A.24.7.1) A carbon monoxide fume detector was not observed but is highly recommended. Install Carbon Monoxide detectors in any enclosed accommodation spaces**

Life rafts: Switlik, MD-2. Certification has expired. Have life raft certified and inspected by an approved facility**.

Sea Trial

Sea Trial Details

Date & Time: 10/24/2009.

Sea Trial Observations

Cranking: The engines started without excessive cranking.

Exhaust smoke: The engines exhaust smoke was minimal and appeared normal throughout the sea trial.

Cooling water: The cooling water exhaust appeared adequate and normal.

Gauges: The engine instruments all operated within normal operating limits at idle, cruising speed, and maximum throttle.

Max throttle The manufacturer's recommended max RPM is 2750. The engines reached 2750 RPM at full throttle.

Steering: The steering system operated smoothly with no binding or stiffness observed.

Throttle levers: The port throttle levers are stiff and difficult to operate. Check and repair cables or system components**

Transmissions: Port transmission: The transmissions operated normally and smoothly. Starboard transmission: The transmissions operated normally and smoothly.

Backdown: The backdown test was satisfactory. Engine mounts secure and no unusual movement of the engines was observed.

Vibrations: There were no excessive vibrations observed during the sea trial run.

Shaft creep: Port side shaft: There was no noticeable shaft creep on the port side while gears were in neutral. Starboard side shaft: There was no noticeable shaft creep on the starboard side while gears were in neutral.

Oil and coolant leaks: Port engine: There were no oil, coolant or other leaks observed on the port engine during or after the sea trial. Starboard engine: There were no oil, coolant or other leaks observed on the starboard engine during or after the sea trial.

Other Observations: The sea trial was shortened to about 20 minutes due too heavy seas and dangerous conditions. It is recommended that a diesel engine surveyor conduct a sea trial while performing the engine survey to get a more complete picture**

Survey Photo's



Starboard bow



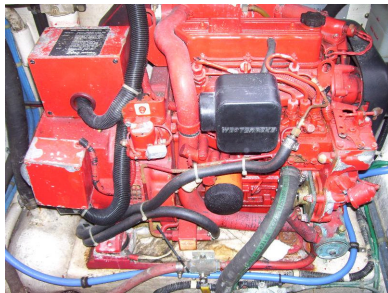
Port Transom



Cockpit



Helm station



1994 Westerbeke generator



Port Caterpillar 3208



Starboard Caterpillar 3208



Tuna tower

Findings and Recommendations Quick Reference List

This is a quick reference list of many of the findings, observations and recommendations stated within the report. This list may not be all conclusive and is not a substitute for reading the complete report.

Hull And Structure Inspection

Hull Exterior Gunnel To Water Line

Hull surface condition:

The gelcoat surface on the hull of the vessel is heavily worn and beyond restoration to its original luster. Painting may be the only remedy**

Boarding ladder:

(ABYC.H.41) No boarding ladder installed. ABYC currently recommends that a boarding ladder be provided to allow a person to re board without assistance for safety reasons**

Hull Bottom Exterior Below The Water Line

Bottom paint:

Hull bottom has heavy build up of anti-fouling paint. Paint should be thoroughly removed and re-applied**

Thru-Hulls Below The Water Line:

Sea valve condition:

Valves work but all are stiff and difficult to open and close. Valves needs to be serviced or replaced**

Sea valves hoses:

All hoses are in good serviceable condition with exception to, the generator raw water intake hose is cracked and needs replacement** the raw water intake washdown hose is cracked and needs replacement** the air conditioner raw water intake hose is cracked and has a rusty hose clamp that needs replacement**

Emergency wooden plug kit:

None observed. Purchase and carry onboard a wooden emergency plug kit for each thru-hull fitting installed at or below the water line**

Hull Interior Structural Components

Bilge compartment:

Engine bilge spaces are dirty and in need of cleaning. Keep bilge areas as clean as possible to more quickly identify leaks as soon as they occur**

Underwater Running Gear

Propeller shafts and struts

Cutlass-shaft bearings:

Starboard cutlass bearing is showing some moderate wear and should be replaced**

Anodes

Condition:

All anodes are partially dissolved but remain serviceable. Monitor frequently and replace as necessary**

Top Deck & Cockpit

Deck And Cockpit

Windshield:

The windshields forward weather stripping over the securing screws is UV degraded and will need replacement**

Windshield wipers:

Three wipers, one is working, two are broken. Repair as required**

Fishing Equipment

Fishing Gear

Fish boxes

Insulated fish box with macerator drain, in good condition working condition with the exception of the starboard macerator switch that sticks in the on position and needs replacement and both macerator discharge hoses are cracked and need replacement**

Cabin And Interior

Main Salon

Comments:

The stair tread non skid panels are loose and need to be secured**

The starboard side wood veneer covering over the L-shape lounge has some delamination present and will need repair**

Entertainment Electronics

Stereos:

Nakamichi receiver and c/d player with two flush mount speakers did not power up. Repair as required**

Galley

Refrigeration:

Nor Cold, DE-540 operates on 110V or 12V. Refrigeration unit did not power up in AC or DC mode. Repair or replace as required**

Marine Sanitation Devices

Holding Tanks - Black Water

Sanitation hoses:

An odor is coming from the sanitation hoses or connections. The hoses, tanks, and connections should be checked for leaks and replaced as required**

Y valves installed:

(CFR.33.159.7) Install a lock on the y-valve to prevent sewage discharge when transiting in a no discharge zone**

Comments:

The waste holding tank securing cap is missing and needs to be replaced**

Water Systems

Fresh Water Tanks

Fresh Water pumps:

Water pump is cycling. Check system for leaks. Pump should not cycle once pressure is reached unless water is drawn out**

Comments:

The water tank fill cap is missing and needs replacement**

Electrical Systems

A.C. Electrical Systems

Comments:

The indicator light in the 120 volt panel for the battery charger breaker switch is not working. Repair or replace as required**

Generator

Belts and pulleys:

An oil leak on the generator appears to be coming from the dip stick hole. Repair as required**

Belt dust observed on engine face and in engine compartment. Have tension and alignment checked to prevent belts from wear and throwing belt dust into engine compartment**

Exhaust hoses:

The generator exhaust hose is cracking and deteriorating. Replacement is required**

Generator tested:

The generator did not start during the inspection. Have unit serviced by a certified Westerbeke dealer to determine the cause**

Comments:

It is highly recommended that a certified Westerbeke diesel engine technician survey the generator for proper working condition**

Helm Station

Steering System

Steering tie bar:

Steering tie bar has heavy corrosion present. Clean all components of rust and replace any components that are deteriorated to prevent steering failure**

Navigation Electronics

Navigation Electronics

VHF radios:

Simrad RT1200 in the upper station did not power up. Repair or replace as required**

Autopilots:

Robertson, The autopilot did not power up. Have unit serviced and repair or replace as required**

Chart plotters:

Northstar 952X in upper station did not power up. Repair or replace as required**

Speed instruments:

B&G Network in upper station, The unit is not operational. Repair or replace as required**

Radar:

Furuno Navnet in upper station did not power up. Repair or replace as required**

Engines synchronizer:

GlendInning, The synchronizer did not power up. Repair or replace as required**

Engine Systems

Inboard Engines

Belts and pulleys:

Belt dust observed on engine face. Have tension and alignment checked to prevent belts from wearing and throwing belt dust into engine compartment**

Engine mounts and beds:

Motor mounts are rusty in areas and need to be cleaned up or replaced if deterioration continues**

Fuel System

Fuel Tanks

Fill hose & condition:

Flex fuel fill hose for both tanks is showing outer layer age cracks. Replace cracking fuel fill hose with USCG approved fuel fill hose**

Comments:

Since the fuel tank and system was not fully visible for inspection, the client is advised to remove any access panels to inspect fuel tanks, fill and fuel lines and ensure they are serviceable and in compliance with existing regulations**

Safety Equipment

U.S.C.G. Required

Visual distress signals:

(CFR.46.160.066) All Visual distress signals are expired. Replace expired visual distress signals prior to using vessel. It is recommended that expired signals be retained for backup**

Sound devices:

Electric horn, (Nav Rule # 33) The electric horn not functional. Repair or replace horn to comply with USCG regulations for sound devices before using vessel**

Fire Fighting Equipment

Dry Chemical Size I:

Two USCG Approved. The gauges on all of the fire extinguishers are reading low and require immediate replacement**

Bilge Pumps

Engine compartment:

Rule 800 GPH, Bilge pump does not function in manual or automatic modes. Repair or replace pump / float switch as necessary to make pump fully operational in both manual and automatic modes**

Ground Tackle

Windlass:

Simpson Lawrence, Windlass does not power up. Have windlass checked and serviced to restore proper operation**

Other Safety Equipment

Carbon monoxide detectors:

(ABYC.A.24.7.1) A carbon monoxide fume detector was not observed but is highly recommended. Install Carbon Monoxide detectors in any enclosed accommodation spaces**

Life rafts:

Switlik, MD-2. Certification has expired. Have life raft certified and inspected by an approved facility**.

Sea Trial

Sea Trial Observations

Throttle levers:

The port throttle levers are stiff and difficult to operate. Check and repair cables or system components**

Underwater Running Gear

Rudders

Rudder type:

Starboard rudder: Rudder has some play. Excess side to side or fore and aft rudder play. Have rudder mounts and glands checked and repair as necessary**

Condition and Value Summary

The vessels condition is determined upon completion and review of all survey information including the "Findings and Recommendations" and comparing the vessel to the same or similar age models. The vessel condition ratings are defined as follows:

- Excellent - Essentially as new or mint in appearance and showing very little wear.
- Above average - Very clean in appearance with no obvious defects or excessive wear.
- Average - Ready for use but needs some maintenance, repairs, updates or cleaning.
- Below average - Needs a significant amount of maintenance, repair or system upgrades.

Estimated fair market value is determined by referencing data from various sources. This may include Soldboats.com, BUC, ABOS, NADA, Powerboat Guide and other brokerage listings or local dealers. A general search of internet resources and local publications was also done. Adjustments are then made for condition, maintenance and equipment as necessary. The fair market value is for the vessel in it's current condition prior to any repairs or maintenance.

Estimated replacement cost is determined using the information as stated above, and by comparing the same or similar make and model vessel with similar equipment options.

- **Vessel condition.....Average condition**
- **Estimated fair market value.....102,500.00**
- **Estimated replacement cost.....\$367,000.00**
- **Intended use of vessel.....Pleasure**

NOTE: All recommendations should be thoroughly reviewed to bring the vessel up to current standards and or improve the value and safety of the vessel.

Survey Scope and Limitations

Scope and Limitations: The survey report represents a statement of visually observable conditions on all normally accessible parts of the vessel, and constitutes a statement of opinion only as observed on the date of inspection. The survey is neither a guarantee nor a warranty of the condition of the vessel, its hull, machinery, unforeseen or undetectable damages or other conditions that may exist, and accordingly, shall suffer no liability for errors or omissions or for not being able to properly evaluate parts or perform the requested services as stated within this work order. The sole remedy for a dissatisfaction of services will not exceed the total fee paid to the surveyor for the survey services with the sole remedy expiring on the 30th day from the date of inspection. The surveyor reserves the right to amend the final survey report if additional information is presented. This survey should not be construed as an engineering or engine analysis and is not considered a complete mechanical inspection. The survey is limited in its nature. It is not possible to verify or determine the types of fiberglass, resins, cores, or laminating schedule the manufacturer has used in the construction of the vessel. There will be no withdrawal of any shafts. There will be no opening of joiner work, paneling, tankage or bulkheads. There will be no removal of stores or equipment. There will be no removals of decking or destructive testing undertaken. There will be no disassembly of the hull structure, engines, machinery, electrical system, plumbing or other equipment. An inspection of the internal parts of the engine is not possible. Seaside Marine Surveyors recommends that the client consider contracting the services of a certified engine surveyor for a complete gas or diesel engine and generator analysis. The spars and rigging for sailboats are inspected at deck level only, unless un-stepped. It is not practical or cost effective to list every cosmetic deficiency. It is not possible to discover hidden flaws if no outward signs or evidence of such exist. Assessment thereof is limited to what is externally visible, reasonably accessible, and/or ascertainable from operation. The client fully understands the potential for errors and inaccuracies resulting from the inability to evaluate portions of the vessel due to these limitations as well as any other limitations that may be encountered during the inspection. Payment for the survey services and acceptance of the survey report constitutes acceptance of the scope and limitations.

Surveyors Certification

I certify that, to the best of my knowledge and belief:

1. The statements of fact contained in this report are true and correct to the best of my ability.
2. The reported analyses, opinions, and conclusions are limited to the reported statements and limiting conditions, and are my unbiased analyses, opinions, and conclusions.
3. I Have no present or prospective interest in the vessel that is the subject of this report, and have no personal interest or bias with respect to the parties involved.
4. 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, or the attainment of a stipulate result.

Signature

This report is submitted in confidence for the exclusive use of John Doe without prejudice to the rights and/or interests of other concerned parties and may not be used for any other purpose or relied upon by any other person. This survey report and its rights can not be transferred to another party and will be considered null and void if done so. I have made a personal inspection of the vessel that is the subject of this report.

Surveyor: **Gary Friend, MMS, SA**
Gary Friend, MMS, SA
Seaside Marine Surveyors LLC
Dated: 10/23/2009