

# EXAMPLE - PROPER SURVEY

- COMPLETED BY SAMS SURVEYOR -

## MARINE SURVEY OF CONDITION AND MARKET VALUE

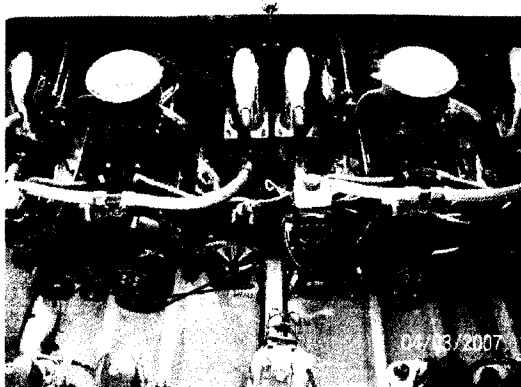
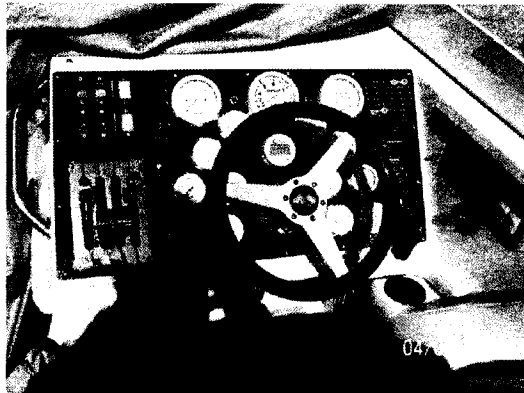
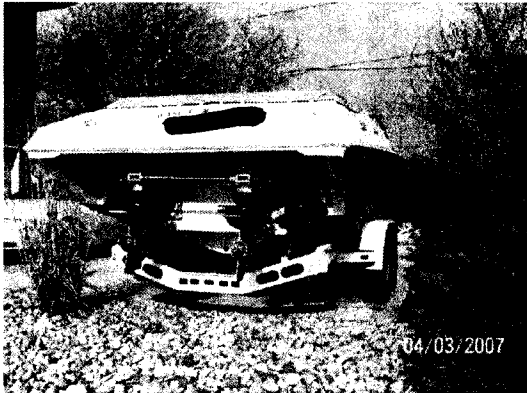
DATE TYPED: April 3, 2007

DATE SURVEYED: April 3, 2007

SURVEY REQUESTED BY: [REDACTED]

TELEPHONE: [REDACTED]

TYPE OF VESSEL: Twin inboard/outboard, Fountain 35 Lightning



**LOA:** 35'  
**BEAM:** 8' 6"  
**DRAFT:** 35"  
**DISPL:** 8,600 lbs.

There were no actual measurements or calculations made by this surveyor during the inspection; most measurements and capacities reported were taken from published sources.

**HULL NUMBER:** [REDACTED]

**MODEL YEAR:** 1999

**BUILDER:** Fountain Powerboats  
Washington, NC

**REGISTRATION #:** [REDACTED]  
**VESSEL NAME:** Overdue Premium

**ENGINES:** Twin MerCruiser 500 hp marine gas engines  
**PORT ENGINE SERIAL #:** Unobserved  
**MODEL #:** HP500  
**HOURS:** Single hour meter  
**PROPS:** Not aboard at time of survey

**STARBOARD ENGINE SERIAL #:** Unobserved  
**MODEL #:** HP500  
**HOURS:** 0436.1  
**PROPS:** Not aboard at time of survey

**PORT DRIVE UNIT SERIAL #:** [REDACTED]  
**STARBOARD DRIVE UNIT SERIAL #:** [REDACTED]  
**RATIO:** 1.50

**PORT SERIAL #:** [REDACTED]  
**STARBOARD SERIAL #:** [REDACTED]

**BRAVO SHOP ALUMINUM LOWER UNITS**

**SHAFT TYPE:** Stainless steel

**HULL SHAPE:** Hard chine, modified deep V, stepped, planing hull  
**HULL CONSTRUCTION:** Fiberglass (Knytex Advantex by Owens Corning) reinforced plastic with core to waterline  
**FASTENINGS:** Stainless steel  
**FRAMES:** Fiberglass reinforced plastic covered plywood  
**BULKHEADS:** Plywood  
**DECKS:** Fiberglass reinforced plastic with core  
**CABINS:** Molded with deck

**BILGES:**

Aft - No signs of water, no signs of oil  
Mid - No signs of water, no signs of oil

**BILGE PUMPS:**

2 Aft - 12 Volt Lovette pumps with auto/manual switches see Items Noted  
Model #: 1200  
Mid - 12 Volt Rule pump with auto/manual switch  
Model #: 500  
West Marine manual pump

**BERTHS:**

2 Total  
2 Forward cabin double berth

**CANVAS COVERS/TOPS:**

Gray canvas dockside mooring cover and travel cover, good condition

**CARPETING:**

Blue cabin carpeting, fair condition  
Gray indoor/outdoor cockpit carpeting, good condition

**DRAPERY:**

Gray fabric forward cabin privacy curtain, good condition

**ELECTRICAL SYSTEMS:**

2-12 Volt batteries, ship's power system  
Circuit breaker ship's power system  
2-4 Way battery switches

The visible wiring appears to meet current ABYC chapter 11 standards.

**ELECTRONICS:**

Gaffrig Depth Sounder  
Dual Gaffrig engine instruments to include: rpm, water temperature, oil pressure,  
volts, oil temperature, single mph, trim, single hour, and water pressure  
KVH Compass  
Model #: Azimuth 1000 Digital  
Trim tab controls  
Outdrive trim controls on dash and throttles  
Kenwood AM/FM/CD Player Stereo System with Sirius Satellite at galley  
Model #: XXXXXXXXXX  
4 Cockpit Speakers  
Punch amplifier

The electronics were not working at the time of survey

**EXTERIOR DECKS:**

Off-white gelcoat, above-average condition

**EXTERIOR HULL:**

Off-white gelcoat, above-average condition

**EXTERIOR SEATING CUSHIONS:**

White vinyl with blue accent panels electric helmsman and companion bolster buckets, aft jump seat, engine box cushion, and cockpit bolsters, above-average condition

**EXTERIOR TRIM:**

Red/blue and silver hull accent stripes, above-average condition

**FIRE PROTECTION:**

1 hand held type B-I USCG approved fire extinguisher at cockpit locker, needs to be mounted

Kiddie FE241 automatic fire extinguisher in engine compartment with test light  
Model #: FW200 FE241

The fire extinguisher showed fully charged at time of survey.

We recommend that all fire extinguisher systems aboard be re-certified.

**FIRST AID EQUIPMENT:**

Not aboard at time of survey

**FUEL SYSTEM:**

160 Gallon total capacity; 2 aluminum fuel tanks grounded with shutoffs  
Mercury in-line fuel filters at engines

Meets current ABYC H-24, NFPA Chapter 5 standards and  
USCG (33 CFR) Subpart J Sec. 183.514 requirements.

**GALLEY:**

No galley range  
Stainless steel single galley sink

**GENERATORS:**

None, engine alternator only

**GROUND TACKLE:**

Fortress FX7 Danforth type anchor with 6' chain and approximately 3/8" x 100' rode stored in seat locker

**HEAD:**

Enclosed, single entry, self-contained, PortaPotti head  
Model #: 135  
Stainless steel head sink  
White laminate counter top

**INTERIOR CONDITION:**

Good condition

**INTERIOR CUSHIONS:**

Off-white vinyl at forward and main cabins, good condition

**INTERIOR TRIM:**

Off-white vinyl bulkheads and hull covering, good condition  
Off-white vinyl headliner, good condition  
White laminate counter tops, good condition

**LIFE SAVING EQUIPMENT:**

Electric horn  
Stainless steel cabin side handrails  
Stainless steel single stern rail  
Stainless steel handles at all seats  
Life ring with heaving line attached  
4 Type II USCG approved PFDs  
Heaving cushion

It is suggested by this surveyor that to insure compliance with local marine laws, a USCG courtesy examination be done on all vessels.

Please refer to USCG Federal Requirements and Safety Tips for Recreational Boats supplement in report package.

**MOORING EQUIPMENT:**

4 Dock lines

**NAVIGATION LIGHTS:**

Meets current USCG standards, were working at time of survey

**REFRIGERATION:**

Built-in icebox at galley

**STEERING:**

Hydraulic steering station at open cockpit  
Blue powder coated grip  
Fountain transom mounted steering with stabilizer tie rod

**VENTILATION SYSTEM:**

12 Volt blower system, was not working at time of survey see Items Noted

**WATER SYSTEM:**

12 Volt pressure system by Shurflo

Dockside pressure water hook-up system, port side

**ACCESSORIES:**

Aluminum boarding steps

Aluminum, adjustable boathook

Cigarette lighter/light receptacle

Opening cabin top hatch

19-Inch K-Planes aluminum trim tabs

Transom exhaust

Molded fiberglass swim platform

[REDACTED] painted white steel tandem axle trailer with surge brakes

VIN: [REDACTED]

Model: Boat Trailer

REG: [REDACTED]

Winch

Goodyear tires LT235/85R16

Spare tire

Tongue jack

Aluminum rims

**THIS SURVEY REPORT WAS CONDUCTED SUBJECT TO THE FOLLOWING CONDITIONS:**

This survey is not meant to imply the "condition" of any area that could not be seen because of bulkheads, false soles, molding, liners, or any other area that could not be removed for visual inspection. This survey does not include any destructive testing or core samples.

This survey assumes that there are no hidden or unapparent conditions to the vessel, equipment or devices, which would render it more or less valuable. The surveyor assumes no responsibility for such conditions, or for engineering, which might be required to discover such factors.

Some of the USCG (33 CFR) Codes, NFPA Codes, and ABYC Recommendations that are in effect today may have been enacted after this vessel was manufactured. The recommendations thought to be necessary for safety have been addressed in this survey. However, complete compliance with current requirements and standards may not have been suggested. ABYC Recommendations are being upgraded all the time, mostly as a result of accidents, injuries, and/or fatalities. There is considerable pressure from safety officials and insurance companies to prevent and eliminate the causes of accidents. New boat builders, following ABYC Recommendations, NFPA Codes, and CFR Codes try to redesign problems that have been identified as causes of accidents. Boats built in earlier years may have system or faults not meeting current Recommendations and Codes. Boats are surveyed to present standards as part of the process of trying to reduce accidents. Please keep in mind that ABYC Recommendations are voluntary; insurance companies use them because there are no other recommendations and/or standards available. Your insurance company may request that you update the findings in this survey so as to lower the risk of having to pay a claim. Compliance is up to you; coverage is up to them.

Information, estimates, and opinions furnished to the surveyor, and contained in this survey, were obtained from sources considered reliable and believed to be true and correct. However, the surveyor can assume no responsibility for accuracy of such items furnished the surveyor.

On all surveys, subject to satisfactory completion, repairs, or alterations, the survey report and value conclusion are contingent upon completion of the improvements in a workmanlike manner.

This survey did not include inspection of any "condition" of the interior of any mechanical equipment or device.

This survey is an unbiased and honest opinion of this vessel's condition on the day of inspection, to the best of my ability; however, no warranty is either issued or implied.

**ITEMS NOTED:**

1. There is a 1-inch area to port of the drain plug with higher moisture readings (20-25) and good sounds. This area was a repair.
2. There is a .75-inch area in the blue on the starboard topsides below the ventilation detail with higher moisture readings (25-28).
3. There is a 6-foot area of gelcoat missing at the keel from abrasion toward the bow to keel transition.
4. The flame arrestors have no locking fasteners or rubber washers to keep the flame arrestors from vibrating loose. These should be installed before the next use.
5. The center stringer has 4 holes on the port side toward the top with higher moisture readings (20-25) and food sounds below and forward to the bulkhead. This area should be opened, inspected, and repaired as necessary.
6. The center stringer on the starboard side has higher moisture readings (20-26) with good sounds from the motor mount forward to the bulkhead. This area should be opened, inspected, and repaired as necessary.
7. The engine serial numbers were removed from the flame arrestors and the Mercury plaques are not accessible due to the tight engine compartments
8. The blowers were not working at the time of survey. They need to be repaired before the next use.
9. The port bilge pump was not working at the time of survey. It needs to be repaired as necessary.

**ITEMS NOTED CONTINUED:**

10. There is a 4-inch area of higher moisture readings (20-25) to starboard of the center stringer on the bulkhead forward of the engines. This area should be opened, inspected, and repaired as necessary.
11. The aft two and a half feet of the starboard cap frame in the engine compartment has higher (20-25) moisture readings. This should be monitored.
12. There is a 6-inch gelcoat repair on the port topsides above the galley sink drain.
13. The anchor has a bent shank. It needs to be repaired and or replaced in order to function properly.
14. The center longitudinal stringer, below the V-berth, shows higher (20-28) moisture readings and good sounds. The hole already at the top of this frame appears to be good wood, however the higher readings are below this hole. This should be monitored and repaired as necessary.
15. The stereo amplified is not mounted in the port lazarette. This should be mounted to the vessel.

**THIS SURVEYOR SUGGESTS THESE ITEMS BE ADDRESSED OVER THE OWNERSHIP OF THIS VESSEL:**

1. The automatic fire extinguisher system needs to be currently certified.
2. The American Boat and Yacht Council, Chapter 24.7 recommends that the interior of vessels be equipped with a carbon monoxide detector installed in each accommodation space.
3. It is recommended that all deck hardware and all hull fittings have their bedding renewed to insure against water intrusion.
4. The ground tackle shackles should have seizing wire locking the thumbscrews in place in order to insure against equipment loses and/or damage to the vessel.
5. It is recommended by NFPA that all vessels 26-feet or more in length with sleeping accommodations be equipped with a single station smoke alarm, that is installed and maintained to manufacture's instructions, that is listed to UL 217 Standards.

**SURVEYOR'S REMARKS**

The above captioned vessel was surveyed, while out of the water, at a private residence in Belle River, Ontario, Canada; for the purpose of hull condition and marine market value. Any systems that were not commissioned at the time of survey were inspected



but not operated.

**BOTTOM:**

The bottom was sounded and inspected and found to be in good condition, showing no signs of corrosion, deterioration, or delamination of the fiberglass. All under water fittings and running gear were found to show no signs of deterioration due to galvanic action. The propeller blades were not aboard at time of survey. The outdrives were noted to be properly aligned and well secured. There were no signs of blisters. The bottom was measured for moisture content using a GPR-33 moisture meter. It read 10-12 on the meter. This would be considered good for a vessel of this age.

**TOPSIDES:**

The topsides were sounded and inspected and found to be in good condition, showing no signs of hard or abusive use. The topsides were found to show no signs of delamination. This vessel does not meet the ABYC recommendations H-41.9 for unassisted re-boarding of this vessel.

**DECKS:**

The decks were sounded and inspected and were found to be in good condition, showing no signs of delamination or deterioration in the fiberglass.

**INTERIOR:**

The interior of the vessel was inspected where accessible and found to be in good condition. All frames, partitions and bulkheads were inspected where accessible and found to be in good condition, showing no signs of weakness due to delamination or deterioration of the marine plywood or the fiberglass. There were signs of bad stringers, see Items Noted. All hoses were inspected where accessible and were found to be in good condition. The American Boat and Yacht Council, Chapter 24.7 recommends that the interior of vessels be equipped with a carbon monoxide detector (not a carbon monoxide alarm) installed in each accommodation space. This surveyor recommends that this vessel be equipped with a smoke detector. This vessel meets the USCG display regulations for discharge of oil and refuse.

**ELECTRICAL:**

The visible electrical equipment has not been installed according to good marine practices. The visible wiring has been inspected where accessible and found to be in good condition. The engine compartment was found to have an adequate ventilation system, but the bilge exhaust blowers were not in working order at the time of survey see Items Noted. One of the bilge pumps was in working condition during the survey but see Items Noted.

**ENGINES:**

The engines were inspected and showed no signs of oil or abuse. They were clean and free of grease, showing no signs of oil under the engines. This surveyor is not a qualified engine mechanic; therefore, it is always recommended that a qualified MerCruiser marine mechanic be retained to ascertain the operational condition of the

engines. The stringers were sounded and found to sound good. They were measured for moisture with the moisture meter. They read 10-20 on the meter. This would be considered good for a vessel of this age.

Fuel, holding, and water tanks were inspected where accessible and appear to be sound. No obvious leakage was noted; however, it is not known if the tanks were at full capacity at the time of the inspection. The tanks should be filled with their appropriate liquid and checked under full-tank status, or pressure tested to attest to their conditions.

The general condition appears good structurally, good cosmetically, and has been well maintained. Items Noted #4 and #8 in this survey need to be completed prior to its use. The other Items Noted and Recommendations in this survey should be done along with normal maintenance.

We, at Morman Marine Surveyors, stand behind our work. If there are any errors or omissions in this survey report, or if there are any perceived or real problems that surface upon delivery, or commissioning of the surveyed vessel, please notify our office immediately. The surveyor should be consulted before any service work is performed, or any expenses incurred. If any work is performed or expenses incurred without our prior knowledge we cannot be held responsible.

This survey was performed for [REDACTED] and is not intended for any other use except those related to [REDACTED].

The enclosed invoice reflects my fees for services rendered to date. Although I have exercised due diligence in accordance with generally accepted surveying and appraisal practices, I cannot be responsible for any costs or liability which you might incur. I will, upon your request, make myself available in the future to assist you for whatever related reason and I will, of course, make my notes and files available for that purpose. My fee for any future work will be based upon my then applicable hourly rate. Although I understand that you have retained my services for the purpose of establishing value of your vessel, it must be understood that any such valuation is subject to challenge and you are advised that my opinion of value is based upon appropriate investigation and market analysis which includes review of recent sales of comparable vessels.

**ESTIMATED REPLACEMENT VALUE: \$180,000**



**ESTIMATED CURRENT MARKET VALUE: \$92,000 to \$94,000**

Thank you,

Matt Morman  
Marine Surveyor  
SAMS, S.A.

