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## Marine Survey Report

2006 Pursuit 3370 Offshore  
named

“XXXXXX”



**Confidential Self-Contained Report prepared exclusively for:**

**Mr. xxxxxxxxxxxx**

**xxxxxx**

**xxxxxxxxxx**

**Effective Date: March 29, 2011**

**Date of Report: April 4, 2011**

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## **Purpose of the Survey**

At the request of Mr. xxxxxxxxx, the undersigned marine surveyor did attend the vessel named "XXXXXX", a Pursuit 3370 Offshore of fiberglass construction, when hauled and blocked for winter storage, and afloat at the Nichols Yacht Yard, Mamaroneck, NY

The purpose of this marine survey was to determine - insofar as possible within the limitations of visual and physical accessibility, through non-invasive and non-destructive means - the condition of the vessel's structure, its systems, its equipment and its cosmetic appearance for pre-purchase considerations.

Guidelines used for the survey were the Rules and Regulations for Recreational Boats, as excerpted from the *United States Code (USC)* and the *Code of Federal Regulations (CFR)* published by the American Boat and Yacht Council (ABYC), as well as the *Standards and Technical Information Reports for Small Craft*, also published by the ABYC, and *NFPA 302: Fire Protection Standard for Pleasure and Commercial Motor Craft*, published by the National Fire Protection Association (NFPA).

An assessment whether the vessel is in full compliance with all of the rules, regulations and standards was beyond the scope of the survey.

No evaluation was made of the vessel's stability or other design aspects.

For the Scope of Survey, see **Appendix A**.

For Terms and Definitions used in this report, see **Appendix B**.

Where in this report recommendations have been made, it should be noted that recommendations related to the USC and the CFR are mandatory, while recommendations made to ABYC and NFPA standards are voluntary.

Recommendations marked \*\*\* relate to the USC, the CFR and/or State laws and are legal requirements

Recommendations marked \*\* relate to ABYC and/or NFPA standards and other safety issues.

Recommendations marked \* relate to maintenance issues and upgrades.

## **Report Compliance**

This self-contained Report is in compliance with the Recommended Survey Report Content of the Society of Accredited Marine Surveyors (SAMS) and the 2010-2011 Uniform Standards of Professional Appraisal Practice and Advisory Opinions (USPAP).

The assignment was carried out in accordance with the Codes of Ethics of the Society of Accredited Marine Surveyors (SAMS) and USPAP.

Fees for this assignment are for the inspection of the vessel, market research and analyses, and preparation of this report. These fees are in no way contingent upon any future use of the document.

See **Appendix H** for Surveyor's Credentials.

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## **Summary**

This signed report represents the complete findings of the survey and supersedes any and all prior conversations, statements and representations whether verbal or in writing. The information provided therein is confidential and for the exclusive use of the Client whose name and address appears on page one of this report and those lenders and underwriters considering financing or insuring the vessel for the named Client only.

The report is not transferable to any other person or entity. Subsequent buyers of the vessel are excluded as third parties and Muntz Marine Surveyors, LLC and/or the attending Surveyor are excluded from any liability to any third party.

The vessel appeared to be a standard production version of a Pursuit 3370 Offshore; no unusual modifications or changes were observed.

The vessel was fitted with a generator and a bow thruster, which were options at the time of construction.

The vessel had been well maintained and at the time of the survey, the vessel appeared to be structurally sound and in above average condition overall for its age, except where noted, with only a few significant repairs and modifications to be made.

There was no readily detectible evidence of previous damage or submersion and/or inadequate quality of repairs

Searches of the "USCG Recall Notice Database", the BoatUS "On Watch Database" and the BoatUS "Consumer Protection Database" revealed no recalls on this particular model and model year.

The vessel was manufactured prior to enactment of some of the current ABYC and NFPA recommendations. This survey report addresses those recommendations thought to be necessary for safety, but does not suggest complete compliance with current requirements or standards.

For a Summary of Recommendations see **Appendix I**.

With the recommendations related to regulatory issues (marked \*\*\*), industry standards and other recommended safety issues (marked \*\*) implemented, the vessel should be considered suitable for its intended service with limitations imposed by design and construction if operated in a seamanlike manner by a knowledgeable master and crew.

The ultimate responsibility for the maintenance and safe operation of this vessel lies with the owner and master.

Recommendations concerning maintenance and upgrades (marked \*) should be considered normal maintenance or improvements to be done by a prudent owner.

When further inspections and repairs have been recommended, they should be made to the current Codes of Federal Regulations and/or professional industry standards by competent professional and qualified craftsmen, and when applicable, to any manufacturer's recommendations.

A prudent purchaser of a vessel would obtain additional inspections and estimates for repairs for consideration in the course of a purchase.

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## **Valuation**

Estimated Market Value in cash, free of encumbrances, at its current location and at the time of the inspection (in US dollars): **\$ 145,000**

Estimated Replacement Cost New (in US dollars): **\$ 230,000**

The **Market Value** given herein is defined as the estimated highest price that can be obtained by a willing seller from a willing buyer, with neither being compelled to sell or buy, at the time of the inspection and the vessel having been offered on the open market for a reasonable time.

The assigned valuation assumes that components, systems or equipment, not accessible or proven during the inspection, were in fact serviceable and/or operational. Discoveries made as a consequence of recommended additional testing or inspection procedures may significantly lower this valuation

The methodology used to arrive at the Market Value was a market value analyses with adjustments made for the vessel's equipment and overall condition, using:

- comparisons with sales prices of similar boats recently reported by Soldboats.com and/or listed in current publications and internet brokerage sites
- standard industry pricing guides such as "BUC ValuProfessional" and/or the N.A.D.A.. Appraisal Guide and/or the Power Boat Guide, and/or
- current asking prices on YachtWorld.com and/or listed in current publications and internet brokerage sites.

The **Replacement Cost New** is the estimated retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer, or in the event that an exact replacement is not available, the cost of a new comparable vessel from another manufacturer. The cost included in this report is based on BUCValuPro with adjustments for equipment as found necessary.

This figure does not necessarily reflect available discounts or sales practices, fluctuation in international currency exchange rates, sales taxes, etc.

Valuations are provided for use by underwriters and lenders only. Valuation opinions are subject to prevailing economic conditions, both general and those specifically relating to local patterns of competition, consumer intensity, payment terms, etc. Parties having a secured interest in the valuation of the vessel should periodically review the currency of the valuation basis, in order to protect their financial interests. See **Appendix E** for Market Analyses.

## **General Information**

**Listing broker:** xxxxxxxxxxxx

**Date of survey:** hauled survey March 24, 2011; in water survey and sea trial March 29, 2011

**Weather during survey:** March 24: 45°F, sunny, light breeze  
March 29: 28-48°F, sunny, breezy

**Survey was conducted by:** Jan W. Muntz, SAMS-AMS # 832

**Survey was attended by:** Client, Owner

### **Comments:**

At the time of the survey the Owner agreed to correct a number of deficiencies found during the survey. The surveyor attended the vessel again on April 4, 2011 to follow up on these issues. **See Appendix F.**

## Vessel Particulars

**Name of vessel:** "XXXXXXXX"

**Hailing port:** xxxxxxxx

**Owner:** xxxxxxxxxx

**Type:** express cruiser with twin 250 hp outboard motors

**Builder:** Pursuit Boats, Ft. Pierce, FL

**Model:** Pursuit 3370 Offshore

**Model year:** 2006

**Year of manufacture:** 2005

**Hull ID number:** SSUxxxxxG506 (embossed in transom) (secondary HIN in anchor locker) See **Appendix C** for pictures.

**State registration number:** xx xxxx xx

**Validation decal:** NY DMV, expiring April 30, 2011

**LOA:** 35' 1"      **Beam:** 10' 6"      **Draft:** about 2' 4"

**Displacement:** 10,670 lbs (with outboards)

**Engines:** twin Yamaha 250 four-stroke outboards

**Fuel capacity:** 310 gallons

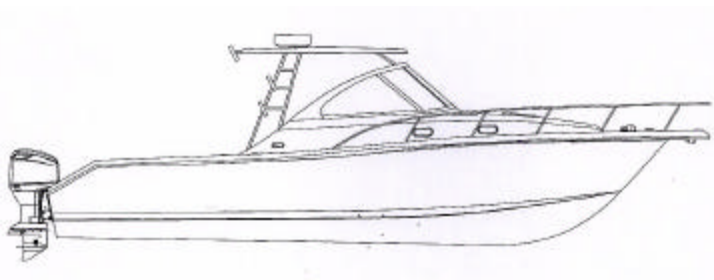
**Potable water capacity:** 30 gallons

**Holding tank(s) capacity:** 18 gallons

**Colors:** off-white topsides, superstructure and deck; double black and gold boot stripes; black antifouling.

**Intended service:** recreational cruising in inland and near coastal waters

**Navigation limits:** Underwriter determined



### **Comments:**

Measurements, capacities and weights were taken from available published information (Power Boat Guide). No actual measurements were made by the surveyor. Actual draft and bridge clearance must be established by the operator of the vessel.

## Design and Construction

**Design:** production express cruiser in deep-V configuration with hard-chine, raked stem with integrated anchor platform, lifting strakes, transom with motor well, raised bridge deck, semi-enclosed operating station with hard top, cabin trunk and cockpit Deadrise aft 21°.

Propulsion was by twin outboard motors

**Hull:** fiber reinforced plastic (FRP), gelcoat finish

**Interior structure:** molded FRP liner, stringers, transverse partitions and joinery bonded to the hull.

**Decks:** anti-skid FRP with core material; gelcoat finish

**Cockpit:** integral part of deck molding

**Superstructure:** integral part of deck molding

**Hull-to-deck-joint:** shoe-box type, incorporating a rub rail

**Toerail:** integral with deck molding

**Rubrail:** PVC with stainless steel striker



**Comments:**

The vessel generally appeared to have been built to accepted recreational marine industry production standards and practices at the time of its construction, using commonly accepted materials.

**Hull, Deck and Superstructure**

The hull was sighted from all sides, to the extent space around the vessel would allow. The hull and deck moldings appeared to be as manufactured and showed no evidence of having been materially modified to make the vessel different from its production sister ships.

Hull and deck moldings were sounded at random with a phenolic mallet for evidence of possible structural problems such as voids, soft core material or delamination.

Moisture meter readings were taken randomly at clean and dry locations with a Protimeter Aquant. It should be noted that moisture meter readings on a fiberglass vessel are only indicators and are not absolute since the composition of the laminate, surface coatings and the anti-fouling bottom paint may greatly affect the readings.

**Topsides and Transom**

The topsides were found to be symmetrical overall, fair and smooth without indications of hard edges or stress and with only minimal flutter and no visible print-through sometimes observed in laminated FRP products.

There was no readily visible evidence of collision damage.  
The finish of the topsides was the original gelcoat.  
The gelcoat had been well maintained and was in good cosmetic condition, except for a few minor scratches and some minor gelcoat crazing.

Soundings did not reveal voids or delamination.  
Moisture meter readings were unremarkable.

**Bottom**

The bottom was clean without marine growth or excessive layers of paint.  
A fresh coat of anti-fouling paint (Interlux Micron CSC) had been applied recently.  
The Owner represented that when he bought the boat about 4 years ago, the bottom was not coated.  
He also represented that at that time he applied a barrier coat before applying anti-fouling paint.

There were no obvious indications of grounding damage, stress, traumas or repairs.

Soundings did not reveal voids or delamination.  
Moisture meter readings were unremarkable.

A careful visual examination of the bottom showed no evidence of (osmotic) blisters. It should be noted however, that small blisters can often only be observed if the bottom paint would have been removed. This was not done.  
Small blisters can shrink upon hauling a vessel so they may not have been evident.  
The causes of various forms of blistering are complex and absence of blisters at this time is no guarantee that no blisters will develop at a later time.

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The development of blisters depends on many factors such as the temperature and salinity of the water, the quality of the workmanship and the lay up schedule of the fiberglass, type of resin used when the vessel was built, etc.

Dry storage appears to have a limiting effect on the development of blistering and/or its progress

**Trim tabs:**

The trim tabs were in good repair and in good working order.

**Corrosion Control:**

**Sacrificial anodes:** one on transom, one on each trim tab, one skeg on each outboard motor (all new)

**Impressed current system:** no

**Galvanic isolator:** yes; with status monitor

**Bonding:** through-hulls, fuel tanks and deck fuel plates

**Deck, cockpit and superstructure**

The gelcoat finish of deck, cockpit and cabin trunk was generally in good condition.

No significant cracks were observed, but light chalking of the gelcoat was noted.

Moisture meter readings were unremarkable.

Soundings were crisp.

**Interior structure**

Access to the interior structure was limited by liners, cabinetry, furniture, tanks and other equipment and was only inspected where visible. No attached materials were removed during the inspection.

Where inspected, the interior structure was secure.

The hull-to-deck joint was inspected and was free from stress, damage or obvious leaks where accessible

**Steering Gear and Bow Thruster**

**Steering gear:** Seastar hydraulic steering with pump at the helm; hydraulic cylinder actuating a tie bar connecting the tiller arms of the motors

**Bow thruster:** Vetus; model TSL 125; 5 ½" diameter

**Auto pilot:** Simrad AP-26

**Comments:**

Steering gear, bow thruster and auto pilot were in good working order, but a small leak from the hydraulic cylinder of the steering gear was noted.

**Recommendation:** *Replace seal of hydraulic cylinder of steering gear.\**

**Through-Hulls, Seacocks and Plumbing**

**Through-Hulls and Seacocks:** Marelon and bronze below static waterline

**Hoses:** reinforced flexible hoses; double clamped,

**Emergency wood plugs:** no

**Transducers:** polycarbonate and bronze depth sounder and speedometer/log

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**Comments:**

The location of the through-hulls is shown in **Appendix D**.

Not all through-hulls may have been located due to positioning of stands and limited access to the bilges and/or the inside of the hull.

All seacocks operated easily.

The polycarbonate transducers were inspected for signs of stress or damage and neither was observed.

All hoses were found to be serviceable from external visual examination, with no signs of failure and were retained with double clamps except the discharge galley and head sinks.

**Recommendation:** *Provide discharge of galley and head sink with a second hose clamp.\*\**

No wood plugs were observed.

**Recommendation:** *Attach tapered wood plugs of the correct size to each through-hull below the waterline for emergency use. It is Good Marine Practice to close all seacocks located below the waterline while the vessel is left unattended, whether alongside a dock, at anchor or at a mooring. Exercising the seacocks will also prevent them from seizing up.\**

### **Hatches, Portlights and Windows**

**Deck hatches:** three

**Opening portlights/portholes:** two on each side of the cabin trunk

**Windshield at operating station:** tempered safety glass; electrically operated front vent; wipers; washer system

**Companion door:** acrylic glass sliding door

**Comments:**

The hatch in the forward cabin was of adequate dimensions to serve as an emergency escape hatch.

Hatches and opening portlights were opened at random

Hatches, portlights, windows and sliding access door were in good repair.

### **Operating Station and Cockpit**

**Lay-out:** console, swiveling and adjustable (fore and aft) helm seat, L-shaped passenger seat to port, fold down seat in rear of cockpit, cooler box, wet bar and storage locker, livewell in transom, tackle locker, fishbox below cockpit sole, hard top with side curtains and clear front connector

**Controls:** steering wheel with hydraulic helm; shift and throttle levers, trim tabs, bow thruster, windlass, search light, horn, bilge pumps, panel lights, open/close center windshield, wiper, washer, cockpit lights, lazarette light, navigation/anchor lights, hardtop light, spreader light, fuel gauge selection. Helm breaker panel.

On aft cockpit panel switches for raw water washdown, livewell circulation pump, aerator livewell, fish box macerator.

**Instrumentation:** engine instrumentation, navigation equipment, VHF, Automatic Fire extinguisher display unit.

**Comments:**

Controls and instruments were in good cosmetic condition.

The upholstery was in serviceable condition.

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## **Rails, Stanchions and Ladders**

**Pulpit:** single stainless steel

**Rails:** single stainless steel around fore deck and side decks

**Stanchions:** stainless steel attached to toe rail

**Height:** 25"

**Hard top tubing:** aluminum

**Grab rails:** stainless steel at transom

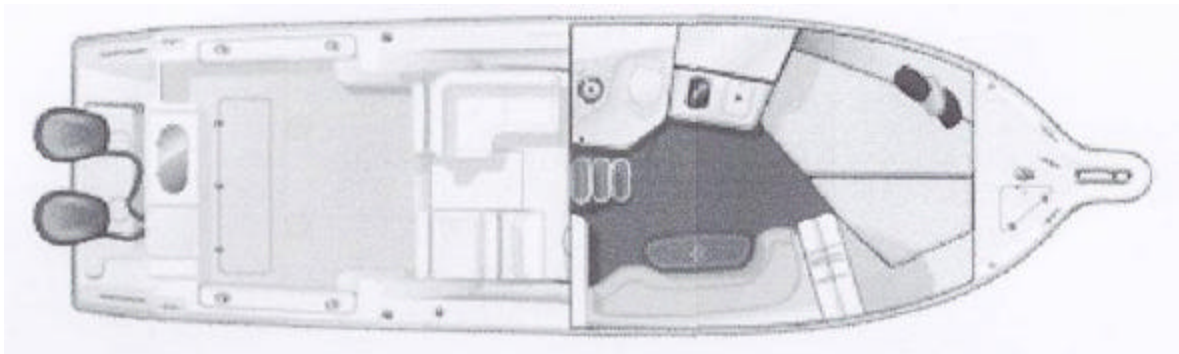
**Swim ladder:** telescoping ladder fitted to swim platform

### **Comments:**

Pulpit, stanchions and rails were secure.

## **Accommodation**

### **Lay-out:**



### **Comments:**

The accommodation was clean and well maintained.

Furniture and cabinetry were found in good repair.

The teak and holly cabin sole remained in good condition.

The condition of the upholstery was good

No internal water leakages were observed.

### **Galley Furnishings:**

**Counter top:** Corian

**Sink:** single

**Stove:** 120V electric single-burner, make Kenyon

**Refrigeration:** Norcold dual voltage refrigerator

**Microwave:** Tappan

### **Comments:**

All appliances were in good working order.

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## **Fresh Water System**

**Tanks:** two polyethylene tanks

**Pumps:** Shurflo plumbed to head, galley, wet bar in cockpit, cockpit shower, window washers

**Accumulator:** no

**Water heater:** 6 gallons

**Safety valve:** yes

**Dockside water connection:** yes

**Piping:** reinforced clear PVC hoses

### **Comments:**

The water heater was leaking, probably as result of inadequate winterizing.

The Owner represented that the heater would be replaced.

Leaving the vessel unattended while connected to dockside water supply, may lead to sinking of the vessel if a ship board water hose or piping breaks or develops a leak.

***Recommendation:*** *Install a water limiting meter in the dockside water supply and set it for 200-300 gallons and/or disconnect or disconnect the supply hose when vessel is left unattended and mount a warning label to that effect near the dockside connection. \**

## **Raw Water Systems**

**Pumps:** - Washdown pump  
- Live well pump  
- Aerator pump live well  
- Macerator fishbox  
- AC cooling water pump

**Piping:** reinforced hoses

### **Comments:**

All pumps powered up

## **Head/Sanitation System (MSD's)**

**Heads:** electric VacuFlush

**Discharge:** to holding tank and pump out from deck

**Holding tanks:** VacuFlush polyethylene; capacity 18 gallons

**Level indicator:** Tankwatch 4 panel in head

### **Comments:**

The Vacuflush system was working, but the water flushing of the head could not be proven at the time of the survey.

## **Heating, Ventilation and Air Conditioning**

**Air conditioning units:** one reverse cycle; make Taylor Marine Air; **BTU:** 10,000

**Powered ventilation genset compartment:** one blower

**Natural ventilation engine compartment:** yes

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**Comments:**

The air conditioning system was functional in heating mode, but the capacity of the system was not measured.

The ambient temperature was below 50 degr. F and therefore the cooling function could not be tested.

### **Bilges and Bilge Pumping**

**Electric bilge pumps:** two sets of two 1500 gph bilge pumps

**High bilge water alarm:** no

**Sump pumps:** Rule 500 in sump box.

**Comments:**

Each bilge pump set comprised a manually activated pump and one activated by a float switch (the switch of the forward bilge pump was Jabsco Hydro Air switch).

Both pump sets were functioning.

The spud connecting the hose to the sump box was broken and should be repaired.

### **Outboard Motors**

**Make:** Yamaha

**Date of manufacture:** port 05/05  
starboard 06/05

**Model:** port: LF250TXR  
starboard: F250TXR

**Engine ID:** port: 6P3 100xxxxxK  
starboard: 6P2 100xxxxx K

**Type:** four stroke

**Power:** 250 hp

**No. of cylinders:** V6

**Propellers:** stainless steel; three-bladed, marked port 19 M; starboard 19 ML

**Steering:** hydraulic cylinder activated by hydraulic pump at the helm

**Controls:**

**Emergency ignition stop switch with lanyard:** yes

**Instrumentation:** Yamaha multifunctional Tachometer, Fuel management gauge and Speedometer gauge

**Comments:**

The outboard motors were checked out by Yamaha dealer xxxxxxxx when the vessel was hauled and blocked on March 25, 2011.

Reportedly the scope of the inspection was:

- Compression test.
- Start and run engines.
- Hook up laptop computer to run diagnostic program.
- Run diagnostic program and download information.
- Check for signs of water in engine oil.
- Check for signs of water in lower unit gear oil.
- Check Yamaha gauge functions.
- Operate engine power trim system.
- Inspect external parts of the engine for any unusual salt corrosion.

The dealer reported that:

- The compression tests were normal
- The results of the diagnostic tests were normal
- The diagnostic records revealed that there was an abnormal reading of the fuel intake pressure sensor when the engine hours were 79.1 (starboard) and 125.8 (port). Since this only occurred once and did not happen again, Catalano was not concerned about this issue
- A discrepancy was noted between the engine hours as downloaded from the ECM (253 hrs (port) and 256 hrs (starboard)) and as per the tachometer at the operating station (432 hrs (port and 427 hrs (starboard) )
- A leak was noted of the trim rods of both motors
- the Warranty History revealed that the power head and the computers of both engine had been replaced in 2007, which explains the discrepancy of the running hours

The engines and their installation were visually inspected by the undersigned surveyor; no diagnostic analyses were made.

The Owner represented that he had replaced the seals of all four tilt cylinders.

At the time of the survey on March 29, no leaks were observed.

A leak was noted at the steering cylinder. The Owner represented that he would investigate this further.

### Genset

**Location:** under livewell

**Make:** Westerbeke. **model:** 5.0 BCG

**Output:** 5.0 kW @ 1800 rpm

**Type:** gas

**Serial number engine:** xxxxxxxxx

**Serial number generator:** xxxxxx

**Cooling:** fresh water.

**Hours of operation:** 96.5 hrs on meter

**Generator panel:** in accommodation with start, stop and blower switches, shore power/ generator selection switch

#### **Comments:**

The genset set was visually inspected only; no diagnostic analyses were made.

The genset showed some corrosion and flaking paint.

The crankcase oil was checked and was to its mark and clear.

The coolant was at normal level.



The Owner represented at the time of the survey that the engine was hunting and that a mechanic would investigate this further. Therefore the genset was not operated at the time of the survey.

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## **Exhaust System Genset**

**Type:** wet exhaust system

**Lines:** wet exhaust rated hoses

**Double clamped:** yes

**Muffler:** Vetus waterlift type

**Comments:**

The exhaust hoses were in good condition where visible.

No staining or leaks were observed in the exhaust lines.

## **Fuel System (gasoline)**

**Tanks:** two aluminum

**Fuel gauges:** at operating station

**Filters:** fuel filter/water separator for each motor and generator engine

**Fill hoses:** markings not visible

**Fuel shut-off valves:** on tanks

**Anti-siphon device:** yes

**Gasoline detector:** no

**Grounding:** fuel tank and deck fill fitting

**Comments:**

The tank(s) were largely inaccessible and were only partially filled and therefore they could not be fully checked for leaks. No gasoline odors were noted at the inspection covers

Little of the fuel hoses was visible.

Where visible their condition was serviceable.

### **Important Note:**

Ethanol is increasingly being used as an additive to gasoline, called E-10.

Ethanol acts as a detergent, loosening rust, debris and other gunk inside tanks and fuel lines. This may clog filters, restricting fuel flow and leading to hard starting and stalling of engines.

Its solvent characteristics cause ethanol to dissolve certain types of resin of FRP fuel tanks, and to remove resins and plasticizers from some plastic and rubber materials.

Fuel hoses will not last as long, even if they meet SAE J1527 rating and more frequent replacement may be in order.

Since ethanol is hygroscopic and absorbs water, aluminum and steel fuel tanks may start to corrode.

Water contaminated fuel can cause engines to run badly.

When E-10 gasoline sits for long periods, the ethanol separates from the gasoline (phase separation). An engine won't run on a water saturated ethanol solution.

**Recommendation:** *Inspect tanks, hoses, O-rings and other plastic or rubber parts in the fuel system frequently for leakage or deterioration.*

*Fuel filters should be replaced frequently. If not already installed, a fuel/water separator filter should be installed.*

*When the vessel is laid up, the fuel tank(s) should be **completely** empty, or topped off to 95% (allowing for expansion).*

*There are gasoline additives on the market such as E-Zorb that claim to address phase separation issues. Before using these additives, the engine manufacturer should be consulted.*

*Once phase separation occurs, additives and water separators can't help and the only remedy is to have gasoline/ethanol/water pumped from the tank.\**

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## **Electrical System**

### **12 Volt DC System**

**Power source:** two group 31 flooded cell engine batteries, one group 31 flooded cell house battery, one group 31 flooded cell electronics battery

**Location:** compartments under port and starboard cockpit steps

**Secured:** in acid proof, trays, with tie-down straps

**Battery switches:** on/off switches for each battery; parallel switches engine batteries; parallel switch house/electronics batteries

**Battery charging system:** by engine alternators or battery charger powered by generator or shore power

**Battery monitor:** no

**Battery isolator:** Voltage Sensitive relay (VSR)

**Cross-over relay:** yes

**Battery cables:** PVC coated with swaged lugs and fitted with terminal covers

**Boots at battery terminals:** yes

**TV/ telephone jacks:** yes

**Power distribution:** DC panelboard in accommodation with branch circuit breakers, Volt meter with selection switch, and water tank level gauge. Switch panel and distribution breaker panel at the operating station.

### **Comments:**

All batteries were reportedly new in 2009.

The batteries were not load tested but appeared to be in good repair.

The battery cables were provided with boots, but the secondary battery terminals did not have protective caps.

**Recommendation:** *Provide the ungrounded secondary battery terminals with caps (ABYC E-10.7.7).\*\**

All 12 VDC circuits were tested and were functional..

The proper functioning of the hard top light could not be checked in the bright daylight.

The vessel was equipped with two underwater Halogen lights which were functioning.

The Owner represented that the battery exchange relay had been making a clocking sound and that this would be checked out by an electrician.

### **120 Volt AC System**

**Power sources:** shore power, generator

**Shore power inlet:** 30 Amps

**Shore power disconnect breaker:** double pole **Within 10 feet of inlet:** yes

**Shore power cords:** 30 Amps

**Whole-boat Equipment Leakage Circuit Interrupter (ELCI):** no

**Circuits:** one

**Reverse polarity indicator:** yes; with relay causing main breaker to trip if reverse polarity

**Battery charger:** - make: Charles Industries 40 A; 5000 SP series

-Amp meter: yes

- Ignition protected: yes

- Internal fuse DC charging and two circuit breakers, one for each battery bank output wire

**Generator control panel:** with "break before make" cross over switch

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**Power distribution:** AC panel in accommodation with main and branch circuit breakers, Volt and Amp meters

**Receptacles:** GFCI protected in head and galley

**Comments:**

Shore power inlet and cable were serviceable and there were no signs of over-heating.

All 120 VAC circuits were tested and found functioning

The GFCI receptacle in the head did not power up.

**Wiring**

The wiring of the 120VAC system was tested with an Ideal Sure Test Circuit Analyzer ST-2D:

- reverse polarity: ok
- ground-neutral connection: properly separated
- line impedance hot and neutral: less than 1 Ohm
- ground integrity: line impedance hot plus ground less than 1 Ohm
- voltage drop: less than 7% at 15 Amps

**Ground Tackle and Mooring Equipment**

**Anchor roller:** anchor platform with stainless steel fitting and single Marithane roller

**Windlass:** electric 12-Volt, make Maxwell, vertical with chain gypsy, operated from operating station

**Anchors and rode:** plow anchor, 20 lbs (estimate), with polymer ¼ " chain and ½ " braided nylon rode

**Anchor/chain locker:** in forepeak

**Spare anchor:** .no

**Chainstopper:** stainless steel lanyard

**Mooring equipment:** three stainless steel cleats at each side

**Comments:**

The windlass was securely installed and functioning.

The visible anchor chain and nylon rode were serviceable, although they were not removed from the locker for a complete inspection.

**Recommendation:** *Pull up anchor rode from anchor locker and check its condition.\**

The pin of the shackle connecting the anchor to the anchor rode was not secured.

**Recommendation:** *The pin of the shackle connecting the anchor to the anchor rode should be moused.\**

**Recommendation:** *Provide vessel with a spare anchor and rode.\**

The ground tackle appeared adequate for this vessel in protected waters.

The mooring equipment appeared to be adequate and secure.

**Canvas**

**Curtains:** side curtains and clear front connector; aft curtain

**Comments:**

All canvas was in good condition

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## **Fire Fighting Equipment**

**Portable Fire Extinguishers:** four class BC size-I dry chemical

**Fixed Fire Extinguishers:** one FireBoy Automatic, clean agent FE241 in generator compartment

**Automatic and Manual operation:** automatic only

**Remote discharge indicator:** yes

**Service tags:** no

### **Comments:**

The number and type of fire extinguishers met USCG requirements.

ABYC standards call for class ABC portable fire extinguishers in stead of class BC.

**Recommendation** Upgrade the fire fighting equipment to ABYC and NFPA standards by replacing the class BC portable extinguishers by USCG approved size-I Class ABC extinguishers.

The Owner should inspect all fire extinguishers monthly and verify that they are securely mounted in prominent locations, gauges read correctly, safety pins are in place and seals are in unbroken condition. A tag should be attached showing the date of such maintenance check (ABYC A-4.Ap.5 and Ap.6).\*\*

## **Safety Equipment**

**Personal Flotation Devices (PFD's):** three adult USCG type II; four adult USCG type II

**Life ring/horse shoe:** yes

**Flares:** three aerals with flare launcher, seven hand held flares

**Distress flag:** no

**First Aid kit:** yes

**CO detectors:** Fireboy-Xintex

**Gasoline detectors:** no

**Smoke detector:** no

### **Comments:**

No throwable type IV flotation cushion or life ring was found onboard.

**Recommendation:** Equip vessel with at least one USCG approved type IV throwable cushion or lifering.\*\*\*

The service life of the flares had expired.

**Recommendation:** Equip vessel with at least 3 day and 3 night, or 3 day-and-night flares with current dates, in order to meet USCG requirements(33CFR 175.110).\*\*\*

An electric distress light meeting the standards of 46CFR 161.013 may be used instead of the requirements for night flares (33CFR 175.130).

An orange distress flag may be used instead of the requirements for day flares (33CFR 175.130).

The CO monitor in the aft berth was an empty shell.

**Recommendation:** Replace the Carbon Monoxide (CO) detector in the aft berth area and in de V-berth.

The power source of the detectors may be self-contained batteries or a direct connection to the energized side of the vessel's battery switch. The detectors should meet the requirements of UL 2034. If a circuit breaker is installed, it should be non-switchable. (ABYC A-24).

It would be prudent to also install a CO detector in the forward area of the accommodation. \*\*

NFPA recommends smoke detectors on boats with a length of 26 feet.

**Recommendation:** *Install a single station smoke alarm that meets UL-217 standards (Marine Technologies model SA-668M or equivalent), in each overnight sleeping space (NFPA 302-12.3).\*\**

## **Navigation Instruments/Electronics and Entertainment**

**Compass:** 3" Ritchie spherical

**Compass deviation chart:** not sighted

**Radar/GPS/Fishfinder:** Raymarine E 120 with open array antenna (with Navionic chart US NE Coast and Canyons)

**GPS:** Garmin 3006 C two Blue Charts New York and SE Florida

**VHF:** ICOM IC-502 in accommodation; Standard Horizon at operating station

**Depth finder:** Furuno RD 30

**Stereo system:** Clarion CMD4, FM/CD with 5 CD changer VCZ 625 and remote at helm, Sirius ready

**TV:** Sole 10" flat screen, model SLTV10MS1 w/DVD/CD

**Aerials:** two VHF, TV, radar and two GPS antennas

### **Comments:**

The instruments and entertainment systems powered up and appeared functional (unless otherwise noted), however no full technical testing or verification of functionality was conducted.

The TV powered up but no reception was obtained.

**Recommendation:** *Troubleshoot non-functioning TV.\**

The ICOM VHF in the accommodation powered up, but there was no reception.  
The starboard loudspeaker in the cockpit did not function.

No deviation card for the magnetic steering compass was sighted. An uncorrected compass can not be relied upon.

**Recommendation:** *Perform compass bearing checks with GPS readings and post a deviation card.\**

## **Various Navigation Equipment**

**Navigation lights:** side lights, masthead light/stern light/anchor light.

**Radar reflector:** no

**Sound Producing Devices:** electric horn **Bell:** no

**Navigation rules:** no

### **Comments:**

The navigation lights were functional. It was not assessed if the lights met all of the requirements of 33CFR 84 and 183, 46CFR 25, ABYC A-16, including range of visibility.

It was noted that the masthead light may be obscured by the radar antenna since the mast is somewhat short.

**Recommendation:** *Raise the masthead light so that it is not obscured by the radar antenna.\*\*\**

The International and Inland Navigation Rules require that a vessel at anchor shall exhibit during the day a dayshape in the form of a ball.

**Recommendation:** *Equip vessel with a dayshape in the form of a ball (Navigation Rules Annex I).\*\*\**

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## **Miscellaneous Equipment**

**Oil Discharge Prohibited Placard:** no

**Waste Discharge Prohibited Placard:** no

**Barometer:** no

**Clock:** no

**Spot/floodlight:** ACR on hardtop with remote control

:

**Various:**

Fenders, dock lines, cockpit cushions

### **Comments:**

Vessels 26 feet or more in length must have a Discharge of Oil Prohibited Placard fixed in a conspicuous place in each machinery space.

**Recommendation:** *Equip vessel with an Oil Discharge Prohibited Placard (33CFR 155.450).\*\*\**

Vessels 26 feet or more in length are required to display a Waste Discharge Placard in a prominent location.

**Recommendation:** *Equip vessel with a Waste Discharge Prohibited Placard (33CFR 151.59(b)).\*\*\**

## **Sea Trial**

**Date:** March 29, 2011

**Departure time:** 1340

**Returning time:** 14.30

**Where held:** Long Island Sound

**Wind:** NW 12

**Sea state:** about 1 foot

**Captain:** xxxxxxxx

**Other attendants:** xxxxxxxxxxxxxx

The engines started promptly and ran in forward and reverse gears at various speeds, without abnormal indications.

Throttle and gear shift functions appeared normal.

It was noted that the cooling water telltale of the port engine was notably weaker than the telltale of the starboard engine.

The Owner represented that he would investigate this further.

The engine was run about 15 minutes at 4,500 rpm without abnormal indications and for a few minutes at full throttle and achieved 5,700 rpm which is within the range specified by the engine manufacturer.

Speed at 4,500 rpm was 28 knots

The vessel tracked well without excessive adjustments of the helm.

Steering response was good.

The autopilot held course and responded to commands.

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## **Limiting Conditions**

The ownership and title of the vessel are assumed to be correct, as provided orally by the Client and/or documents provided to the Surveyor.

Descriptions are based on visual examination as set forth in section "Scope of the Assignment" of this report.

The findings, opinions and conclusions are based upon the best professional judgment of the undersigned surveyor.

If this report does not discuss a specific item, equipment or machinery, it is not covered by this survey.

The assigned valuation assumes that components, systems or equipment, not readily accessible or proven during the inspection, were in fact in good condition, serviceable and/or operational. If this hypothesis is not true, the value of the vessel may be significantly lower.

The opinion of value, herein, is only for the stated effective valuation date and only for the stated intended use and intended users.

The surveyor warrants that this report is a true and unbiased opinion of the vessel, based upon a visual inspection in the time allotted at the time of the inspection.

It is the nature of marine vessels that deterioration, wear, and accidents do occur and as such this report can only be indicative of the condition and value of the vessel at the time the inspection was conducted.

This report makes no representation and does not purport to describe any condition which may have changed since the date of the inspection and the recommendations herein are limited to those that, in the opinion of this surveyor, are reasonably necessary and appropriate, based upon the conditions and circumstances as they existed at the time of the inspection.

While every effort has been made to conduct a thorough inspection, there can be no guarantee or warranty, express or implied, as to the condition or suitability of the vessel and her equipment or machinery.

The surveyor does not warrant expressly or implied, or guarantee compliance of the vessel with all of the rules, regulations and standards mentioned in the section "Purpose of the Survey" of this report.

Valuations do not constitute any guaranty that these figures are attainable in actual current or future markets.

Muntz Marine Surveyors, LLC and /or the attending Surveyor assume no responsibility for any defects and is to be held harmless for conditions subsequently arising.

Sources used in the Scope of Work were carefully chosen, and are assumed to be reliable. No responsibility is taken by Muntz Marine Surveyors, LLC for the opinions rendered by the sources, or any errors in prices they generated.

This Report must be used by the intended users in its entirety or shall thus be invalid, and may not be reproduced, taken out of context, or made available for public use or distribution. The contents of the Report shall remain confidential.

The Report is not transferable to any other person or entity. Subsequent buyers of the vessel are excluded as third parties and Muntz Marine Surveyors, LLC and/or the attending Surveyor are excluded from any liability to any third party.

The Surveyor does have continuing obligations to securely retain this Report for up to seven years. Beyond that period of time, the document will not be retained and will be destroyed.

The delivery of this Report to the Client concludes the obligation of this assignment. Any additional services related to this or any new assignment would require a new Work Order.

### **Surveyor's Certification**

The undersigned Surveyor certifies, to the best of his knowledge and belief, that:

- 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 his personal, impartial, and unbiased professional analyses, opinions, and conclusions
- he has no present or prospective future interest in the vessel that is the subject of this report and no personal interest with respect to the parties involved
- he has no bias with respect to the vessel that is the subject of this report or the parties involved with this assignment
- his compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal
- his analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the *Uniform Standards of Professional Appraisal Practice* using methods recognized by the *American Society of Appraisers*, leading to an educated, unbiased, and defensible opinion
- he has made a personal inspection of the vessel that is the subject of this report
- no one provided significant appraisal assistance to the undersigned Surveyor

Respectfully submitted,



Jan W. Muntz, SAMS  
Accredited Marine Surveyor #832

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**Appendix A**  
**Scope of Marine Survey**  
**(Unless stated otherwise in the main body of the report)**

Guidelines used for this survey were the Rules and Regulations for Recreational Boats, as excerpted from the *United States Code (USC)* and the *Code of Federal Regulations (CFR)* published by the American Boat and Yacht Council (ABYC), as well as the *Standards and Technical Information Reports for Small Craft*, also published by the ABYC, and *NFPA 302: Standard for Pleasure and Commercial Motor Craft*, published by the National Fire Protection Association (NFPA). For sailing vessels the *Safety Recommendations for Cruising Sailboats (SRCS)*, published by US Sailing have been used to the extent they were applicable.

An assessment whether the vessel was in full compliance with all of the rules, regulations and standards was beyond the scope of the survey.

Analyses of inherent design and stability characteristics as performed by a naval architect were beyond the scope of this survey.

Hull and deck moldings were subjected to close visual inspection, random percussion soundings and moisture meter readings, unless prevented by weather conditions such as rain and freezing temperatures at the time of the survey and provided they were readily accessible.

If the vessel was inspected afloat it may not have been possible to perform percussion test or to take moisture meter readings of the topsides of the hull.

Moisture meter readings may be unreliable if the boat was hauled shortly before the survey. Core material of deck or hull, if any, was not be sampled.

Dirt, marine growth, paint buildup or corrosion may have restricted the Surveyor's ability to examine the hull of the vessel.

The interior structure of the vessel was visually inspected. Stringers were subjected to percussion tests and moisture meter readings to the extent they were readily accessible. The basic functions of systems and equipment was checked

Certain parts of the vessel's structure, systems and equipment could only be inspected after removing bulkheads, joinery, liners, cabin soles, tanks, etc. This would have been prohibitively time consuming, potentially destructive and costly to restore and therefore components requiring access with tools or by disassembly were not inspected.

The installation and external condition of machinery, plumbing, electrical systems and equipment were visually inspected only.

Complete inspection could only have been made by disassembly or by continuous operation. This was not done.

No mechanical tests were performed on propulsion or auxiliary equipment. No compression tests were performed.

No fluid samples were drawn, but may have been recommended.

No spray testing of deck, hatches and portlights was conducted.

No machinery, electronics, ancillary equipment, tanks or fittings were opened for internal examination.

The inspection of flexible piping was limited to the condition of its external casing and only where readily accessible for visual inspection.

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Machinery and equipment was only inspected while operating, if the Owner or the Owner's authorized representative (captain, broker, etc.) was present to operate the machinery and equipment, unless stated otherwise in the main body of this report.

Machinery and equipment such as laundry machinery, heating systems using diesel fuel or gasses, cook tops, ovens, reverse osmosis water makers etc have not been operated unless stated otherwise in the main body of this report.

If the vessel was blocked ashore, no machinery was operated.

If the vessel was in a state of winter lay-up, operation of winterized systems was precluded.

Propulsion and rudder shafts were not drawn for inspection, and engine/propeller shaft alignment was not checked.

Batteries and their installation were visually inspected, but the batteries were not load tested. The external condition of electrical wiring, connections and system installation was inspected to the extent that they were readily accessible. If proper shore power was readily available, the 120VAC wiring system was tested with an Ideal Circuit Analyzer. Electronic and electrical equipment was tested by powering up and observing basic functions. No measurements were taken; no calibrations or adjustments were made. A complete analysis of the vessel's electrical systems was beyond the scope of the survey.

A Corrosion Survey was beyond the scope of this survey.

Non-essential equipment, such as TVs, VCRs, CDs, stereos, cell phones, washers and dryers, dishwashers, heaters and airconditioning systems, auto pilot, sat phone, computers, faxes, sonar, etc. was not fully tested.

Anchor rodes were only fully evaluated if they were pulled up from the locker and laid out for inspection.

Bimini tops, awnings, winter covers, etc. that were not rigged or laid out for inspection, were not evaluated.

Minor issues, not materially affecting the value of the vessel may not have been addressed.

Latent defects may have existed that were not discoverable under normal inspection methods.

The survey report is not to be considered a complete inventory of the vessel's equipment.

Trailers, were only inspected if specifically agreed upon at the time of ordering the survey.

If so, the trailer was visually inspected only.

The fit of the boat on the trailer was only evaluated if the vessel was positioned on the trailer

Electric lights and electric trailer winches were only tested if the owner of the vessel made available a tow vehicle with matching trailer connectors.

Wheel bearings were not opened up for inspection. Brakes were not tested.

The pressure of the tires was not checked.

The inspection did not replace the mandatory inspection by the DMV.

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## **Appendix B** **Definition of Terms**

**Appeared:** means that a close or complete inspection and/or testing of the particular item or system, was not possible due to constraints imposed upon the surveyor e.g. no power available, the item was not clearly visible or readily accessible, the limits of non-destructing testing or the requirement not to conduct destructive tests, etc.

**Powered up:** means that the unit was turned on and powered up. Calibration or verification of proper operation was not done. It does not mean that the unit is fully operational or functional unless specifically stated in this report.

**Fit for Intended Service:** service intended by the Client and stated in the report.

**Good Marine Practice:** a time-honored practice, method or technical configuration that has proven to be practical, sound and/or to improve the safety of vessels and/or their crews.

### **Terms used in the context of describing the condition of a component or system:**

- **Poor Condition:** means that the item or system required more than minor attention, or had more than a few deficiencies, or was in need of service, repairs, or replacement.
- **Fair Condition:** means that the item or system was marginally serviceable, or cosmetically poor, but still functions. The term may also mean that the overall system is less than in good condition.
- **Serviceable or adequate condition:** means that the item or system was in reasonable condition and sufficient for a specific requirement.
- **Good Condition:** means that the item or system was nearly new, with only minor cosmetic or structural discrepancies.

### **Terms used in the context of describing the overall condition of a vessel:**

- **Restorable Condition:** means that enough of the hull and machinery existed to restore the vessel to useable condition.
- **Poor Condition:** means the vessel was unusable as is. It required repairs or replacement of systems, components, or other gear in order to be considered functional.
- **Fair Condition:** means that the vessel needed major additional work and/or additional equipment.
- **Average Condition:** means that the vessel was ready for its intended service, requiring no major or extensive additional work and was normally equipped for a vessel of its size and its intended service.
- **Above Average Condition:** means that the vessel had been cared for above average and/or was equipped with extra (electrical) equipment and electronic gear.
- **Excellent Condition:** means that the vessel was new or like new.

**USCG:** United States Coast Guard

**NMMA:** National Marine Manufacturers Association

**USC:** United States Code

**UL:** Underwriters Laboratories Inc.

**CFR:** Code of Federal Regulations

**NFPA:** National Fire Protection Agency

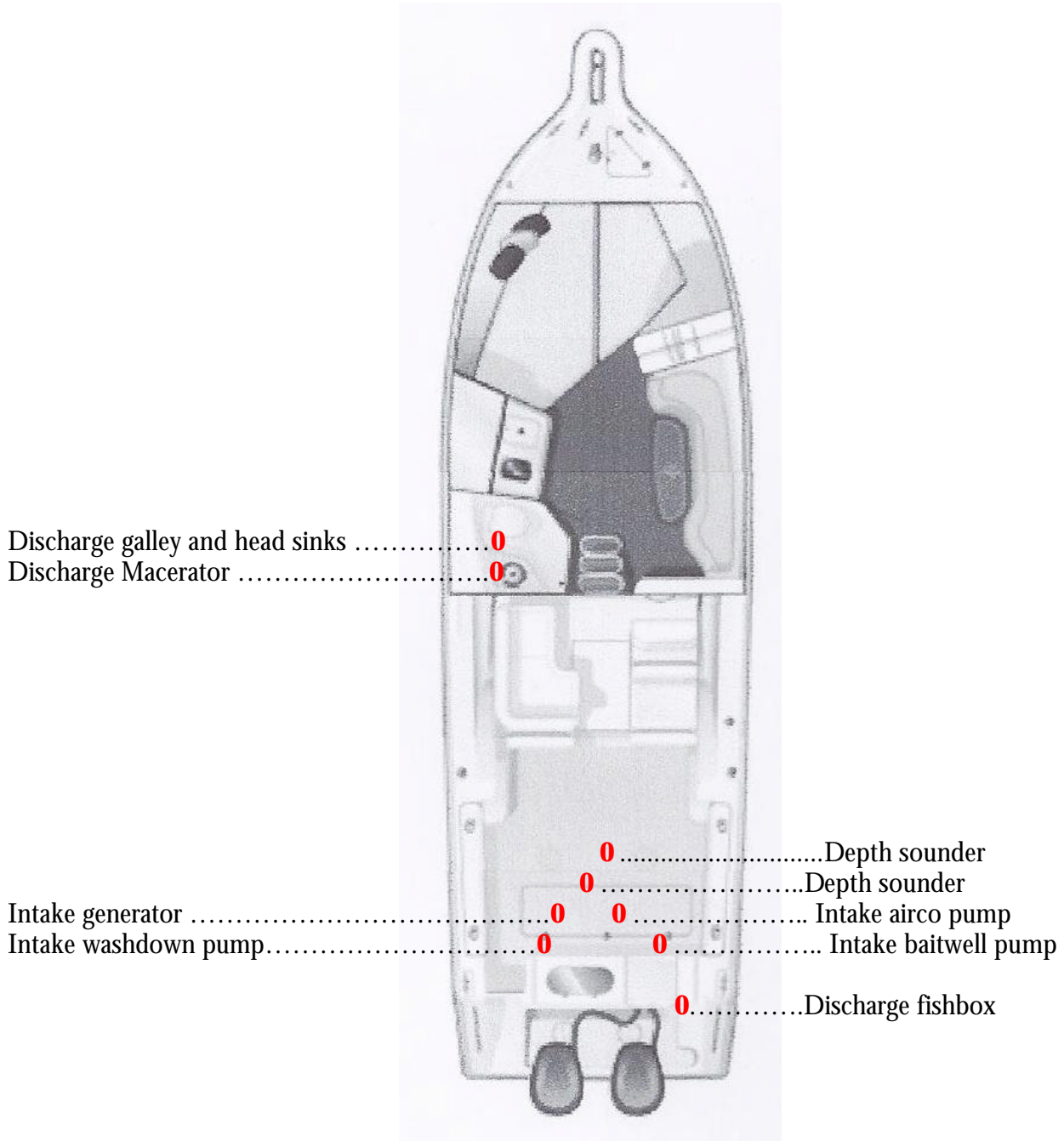
**ABYC:** American Boat and Yacht Council

**Appendix C**  
**Pictures of Hull Identification Numbers**

(Deleted in order to protect Client's Identity)

**Appendix D**  
**Schematic Location of Through-Hulls below Waterline**

Not all through-hulls may have been located due to limited access to the bilges and/or the inside of the hull.



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## **Appendix F** **Follow up**

**Date of follow up:** April 4, 2011

**Weather:** 45-50 °F, cloudy, light breeze

**Follow up was done by:** Jan W. Muntz, SAMS-AMS # 832

**Follow up was attended by:** xxxxxxxxxxxx

### **Fresh water system**

A new heater had been installed: make Seaward, model F 600, serial # 842795new heater.

The fresh water pump powered up and no leaks were noted in the system

The water heater was tested and was working.

The Owner had installed new faucets in the wet bar and head.

The fresh water flush of the head was functioning (Vacuflush system).

It was noted that the portside window washer was not working, most likely as result of clogging of the water hose or nozzle.

**Recommendation:** *Troubleshoot non- working portside window washer.\**

### **Sump pump**

The sump box with pump had been replaced. The pump was functioning.

### **Outboard motors**

The hydraulic steering cylinder had been replaced and no leaks were noted.

The Owner represented that he had cleaned out the hose of the cooling water telltale of the port motor. Both motors were run and the telltales appeared to be normal.

### **Genset**

The generator started easily.

Exhaust was clean and raw water discharge appeared to be normal.

After the start up it was hunting when no electrical loads were applied.

When loading it up with the air conditioning, it ran smoothly.

When loading it up further with the stove, water heater and bow thruster the voltage and frequency remained steady. It was operated for about 20 minutes.

When taking all loads off, the generator was hunting again.

The cause of the hunting could not be established, but a possible cause could be that the ethanol in the gasoline had caused water to separate from the gasoline (phase separation).

Pumping out all old gasoline and replacing it by fresh gasoline may solve the problem.

**Recommendation:** *Investigate cause of hunting of the generator.\**

### **Electric systems**

The Owner represented that the battery exchange relay had been checked out by an electrician.

No obvious malfunctioning was noted by the surveyor.

The GFCI receptacle in the head had been replaced.  
It was functional and the response time was 90 msec, which is normal.

### **Entertaining system/ Electronics**

The owner demonstrated that switching reception from the Standard Horizon VHF at the operating station to the ICOM VHF in the accommodation is done by tapping the transmit button when on any channel but the weather channels and visa versa.

The Owner had replaced two speakers of the stereo system in the cockpit. They were functioning.

The TV monitor and DVD player/disk changer were functioning, but no TV reception could be obtained. The Owner reported that probably a C-net cable between the control units was improperly wired.

**Recommendation:** *Troubleshoot non-functioning TV.\**

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## **Appendix F** **Approaches to Value**

There are three fundamental approaches to value: the Cost Approach, the Income Approach and the Market Comparison Approach. The Surveyor considered all three, and chose the Market Approach to Value as the method used in this Report of Appraisal to reach a value conclusion for this vessel. It is the appropriate method because comparable vessels have been sold and are available for sale in the current market place.

The **Market Approach** to Value is research and analysis comparing sales of similar vessels to permit comparison, estimating value by comparison with properties sold in the relevant market, with adjustments made for differences which affect value, such as condition and equipment of the subject vessel.

The **Income Approach** to Value is research and analyses of the present worth of anticipated income. This approach was rejected because the subject vessel is not an income producing property.

The **Cost Approach** is a method in which the replacement cost is depreciated based on the age of the subject vessel. The appraiser uses a depreciation rate determined by his experience. This method is inherently less accurate than the market analysis, because the current value obtained is very sensitive to the rate of depreciation applied.

The replacement cost used in a Cost Approach is defined as the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer, or in the event that an exact replacement is not available, the cost of a new comparable vessel from another manufacturer.

In view of the vessel's age and service, the Cost Approach was not considered an appropriate method. The surveyor determined there were a sufficient number of vessels of like age, size and class currently offered for sale as well as a sufficient number of reported sales of vessels of like or similar age, size and class as the subject boat to support a **Market Approach** method of valuation.

## **Appendix G** **Market Analyses**

The database of SoldBoat.com is the source used most often in the industry and is generally relied upon in the field.

In arriving at the estimated Fair Market Value of the subject vessel, actual selling prices of vessels of the same model reported by SoldBoat.com have been adjusted as far as practicable to reflect differences in specification, age and/or condition between the subject vessel and vessels used as reference.

Asking prices of vessels currently offered for sale on internet sites such as YachtWorld.com and estimates provided by standard industry pricing guides such as BUCValuPro, NADA and Power Boat Guide have also been used in arriving at the estimated Fair Market Value if there were an insufficient number of vessels of the same model in the SoldBoat.com database.

Asking prices of vessels offered for sale have been adjusted to reflect differences in specifications, age and/or condition and have also been discounted to reflect the negotiation between sellers and buyers in the purchasing process.

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Where insufficient market information was available for vessels of the same manufacturer and model, market information of comparable vessels having similar technical characteristics may have been used in arriving at the market value of the surveyed vessel.

If there is a wide divergence between actual prices of vessels sold and asking prices of vessels offered for sale, estimates provided by industry pricing guides have also been used in arriving at the market value of the surveyed vessel.

Estimates provided by these pricing guides do not reflect actual sales, but yacht brokers often do use these pricing guides when setting listed prices of vessels offered for sale and so do potential buyers when making offers.

Although the estimates provided by pricing guides may have a lag time between reality and current market value, these estimates do provide useful additional market information.

**SoldBoats.com** reports the following actual sale prices:

Six 2006 models sold in 2010 for \$ 122,500- \$ 180,000 Average \$ 145,000  
Average excluding highest and lowest \$ 142,000

**Yacht World.com** lists the following vessels for sale:

Six 2006 models asking \$ 139,000 to \$ 169,950 Average \$ 152,800  
Average excluding highest and lowest \$ 152,250

**BUCValuPro** provides the following estimates:

Used: boat \$101,000 - \$ 111,000 excl. outboards  
two 250 hp outboards: \$ 26,500

Replacement Value: - boat: \$ 182,500 excl outboards  
- 2010 model F250BTXR 4S outboard \$ 25,000 for each

**NADA** provides the following estimates:

Average retail: \$ 132,700 incl. outboards  
MSRP \$ 228,000 incl. outboards

**PowerBoat Guide** provides the following estimates:

Retail low US \$ 127,000  
Retail high US \$ 152,000

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## **Appendix H** **Surveyor's Credentials**

### **Current Occupation**

Principal Surveyor of Muntz Marine Surveyor, LLC (2002-present).  
Specializing in Pre-purchase Surveys, Insurance Surveys and Appraisals of recreational power and sail boats.  
In this capacity he surveyed several hundreds of recreational sail and power boats.

### **Education**

- **Delft University of Technology** in the Netherlands: *Master of Science in Naval Architecture* (1964)
- **Wooden Boat School**, Brooklin, ME (2001)  
Courses "Surveying of Fiberglass Boats" and "Marine Surveying as a Business"
- **Apprenticeship** with an experienced surveyor in RI (2001)
- **American Boat and Yacht Council (ABYC)**:
  - Course "Electric Systems"
  - Course "Engines"
  - Course "ABYC Standards"
- **American Society of Appraisers (ASA)**:  
Course National Uniform Standards of Professional Appraisal Practice (USPAP), class SE 100 and passed proctored test (2011)

### **Professional Memberships**

- **Society of Accredited Marine Surveyors (SAMS)**; *Accredited Marine Surveyor*
- **American Boat and Yacht Council (ABYC)**; *Standards Certified*
- **US Boat Technical Exchange**

### **Professional Experience**

- **Royal Netherlands Navy** (1964-1966)  
2<sup>nd</sup> Lieutenant. Naval Design Office; member of a team supervising the construction of frigates
- **Royal Van Ommeren Group**, Rotterdam, the Netherlands (1966-1997)  
The Van Ommeren Group was a diversified world wide operating company with interests in ocean shipping, tank barging, storage of liquid petroleum products, chemicals and gasses and other transport related activities.  
After merging with another company in this field, it became the world's largest independent tank storage company named **Royal Vopak**.
  - Naval Architect Ship Owning Division: Performed feasibility and design studies for new tonnage. Supervised the construction of ships at shipyards in Europe and Asia
  - President Ship Owning Division. Responsible for all aspects of ship operations
  - President Van Ommeren (USA). Coordinated and supervised the group's activities in the USA
  - Vice-President Tank Terminal Division. Responsible for the coordination of technical and environmental management of tank terminals in Europe and Asia
  - General Manager Gamatex, a major tank storage facility in the Port of Antwerp.

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**Affiliations**

**The Baltic and International Maritime Council (BIMCO)**, Copenhagen, Denmark (1980-1989)

BIMCO is an international organization of ocean shipping companies, providing information to its members on port conditions, international legislation and which develops standard contracts for the maritime transportation of goods.

- Chairman of the Executive Committee and member of the Board of Directors

**Bureau Veritas, Paris and Rotterdam** (1977-1986)

Bureau Veritas is one of the leading international classification societies, developing rules for the construction and equipment of ships and yachts and surveys ships and yachts under construction and in service.

- Member of the General Council
- Member of the Technical Committee
- Chairman of the Dutch Committee

**Netherlands Ship Owners Association**, The Hague, the Netherlands (1978-1986)

- Member of Commercial, Technical and Human Resources Committees

**Netherlands Sail Training Association**, The Hague, the Netherlands (1971-1978)

- Member of the Board of Directors
- Supervised the construction of a 106 foot schooner

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## **Appendix I** **Summary of Recommendations**

### **Recommendations related to USC and CFR's (legal requirements) \*\*\***

1. Equip vessel with at least one USCG approved type IV throwable cushion or life ring.
2. Equip vessel with at least 3 day and 3 night, or 3 day-and-night flares with current dates, in order to meet USCG requirements(33CFR 175.110)
3. Equip vessel with a dayshape in the form of a ball (Navigation Rules Annex I).
4. Equip vessel with an Oil Discharge Prohibited Placard (33CFR 155.450).
5. Equip vessel with a Waste Discharge Prohibited Placard (33CFR 151.59(b)).

### **Recommendations related to ABYC and/or NFPA standards and other safety issues \*\***

6. Provide discharge of galley and head sink with a second hose clamp.
7. Provide the ungrounded secondary battery terminals with caps (ABYC E-10.7.7).
8. Upgrade the fire fighting equipment to ABYC and NFPA standards by replacing the class BC portable extinguishers by USCG approved size-I Class ABC extinguishers.  
*The Owner should inspect all fire extinguishers monthly and verify that they are securely mounted in prominent locations, gauges read correctly, safety pins are in place and seals are in unbroken condition. A tag should be attached showing the date of such maintenance check (ABYC A-4.Ap.5 and Ap.6).*
9. Replace the Carbon Monoxide (CO) detector in the aft berth area and in de V-berth.  
*The power source of the detectors may be self-contained batteries or a direct connection to the energized side of the vessel's battery switch. The detectors should meet the requirements of UL 2034. If a circuit breaker is installed, it should be non-switchable. (ABYC A-24).  
It would be prudent to also install a CO detector in the forward area of the accommodation.*
10. Install a single station smoke alarm that meets UL-217 standards (Marine Technologies model SA-668M or equivalent), in each overnight sleeping space (NFPA 302-12.3).

### **Recommendations concerning regular maintenance and upgrades \***

11. Replace seal of hydraulic cylinder of steering gear.\*
12. Provide discharge of galley and head sink with a second hose clamp.
13. Attach tapered wood plugs of the correct size to each through-hull below the waterline for emergency use. It is Good Marine Practice to close all seacocks located below the waterline while the vessel is left unattended, whether alongside a dock, at anchor or at a mooring. Exercising the seacocks will also prevent them from seizing up.
14. Install a water limiting meter in the dockside water supply and set it for 200-300 gallons and/or disconnect or disconnect the supply hose when vessel is left unattended and mount a warning label to that effect near the dockside connection.
15. Inspect tanks, hoses, O-rings and other plastic or rubber parts in the fuel system frequently for leakage or deterioration.  
*Fuel filters should be replaced frequently. If not already installed, a fuel/water separator filter should be installed. When the vessel is laid up, the fuel tank(s) should be **completely** empty, or topped off to 95% (allowing for expansion).  
There are gasoline additives on the market such as E-Zorb that claim to address phase separation issues. Before using these additives, the engine manufacturer should be consulted.  
Once phase separation occurs, additives and water separators can't help and the only remedy is to have gasoline/ethanol/water pumped from the tank.*

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16. *Pull up anchor rode from anchor locker and check its condition.*
  17. *The pin of the shackle connecting the anchor to the anchor rode should be moused.*
  18. *Provide vessel with a spare anchor and rode.*
  19. *Troubleshoot non-functioning TV*
  20. *Perform compass bearing checks with GPS readings and post a deviation card.*
  21. *Troubleshoot non- working portside window washer*
  22. *Investigate cause of hunting of the generator.*
-