
REPORT OF MARINE PRE-PURCHASE SURVEY

FOR THE VESSEL

"SEALESTIAL"

A

1985,37' Silverton, Convertible

PREPARED EXCLUSIVELY FOR

XXXXXXXXXXXXX
XXXXXXXXXXXXX
XXXXXXXXXXXXX
#XXXXXXXXXXXXX
ON
XXXXXXXXXXXXX

PICTURES

Boat pix

Boat pix

Boat pix

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Boat pix

DEFINITION OF TERMS

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

APPEARS:

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

FIT FOR INTENDED SERVICE:

Service for which it was designed and manufactured by the naval architect and or builder.

FIT FOR INTENDED USE:

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

SERVICEABLE:

Unit Operates As Intended by Manufacture

ADEQUATE:

Service is sufficient for specific requirements.

POWERS UP:

Power was applied only. Unit turned on. This does not refer to the operation of any system or component unless specifically indicated.

EXCELLENT CONDITION..... 5

New or like new. Item performs without flaw, and shows no cosmetic or structural discrepancies noted.

ABOVE AVERAGE CONDITION4

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

AVERAGE CONDITION 3

Unit has been kept in normal condition. Unit is completely serviceable with slight cosmetic or structural discrepancies noted.

FAIR CONDITION 2

Denotes that system, component or item is functional as is. With minor repairs needed. (Item should be monitored often)

POOR CONDITION..... 1

Unusable as is. Requires repairs or replacement of system, component or item should not to be considered functional as sighted.

ITEM CONDITIONS FOLLOWED BY AN (SF)

Indicates that a finding will be listed in the "Findings and Recommendations" section pertaining to that item.

USE OF N/S

Indicates the item was not sighted for inspection..

USE OF N/A

Indicates the item is not applicable or normally equipped with vessel.

FRP

Fiber reinforced polymer (plastic)

INTRODUCTION

Acting at the request of XXXXXXXXXXXX, the attending surveyor did attend onboard the vessel "SEALESTIAL", on APRIL 30, 2002, where the vessel lay afloat and dry-docked. The Hull Identification Number was verified from the vessel's transom. A Trial Run of the vessel was performed. An out-of-the water inspection of underwater machinery and the exterior of the hulls wetted surface area was performed. An engine Analysis was performed by this office. The reason for the survey was to evaluate the vessel's Present Condition and Estimate Its Present Fair Market Value And Replacement Cost. Ac & Dc Power was available and used to check operation of the systems specified in this report only. This vessel was surveyed without removal of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilge's and lockers, including locked compartments and or other fixed or semi-fixed items.

No reference or information should be construed to indicate any of the following.

- 1. Evaluation of the internal condition of the engines and the propulsion system's operating capacity.**
(Unless otherwise noted in the optional engine survey, latent defects may go unnoticed and may cause premature engine failure. Engine testing is normally limited to detection of wear and engine operating efficiency at that time).
- 2. Electronic equipment was checked only for power up. Complete operation of unit may not have been tested.**

Inaccessible areas would also preclude inspection. Buyer/owner is advised to open all such areas for inspection. Further no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above date, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied

NOTE: It is recommend that all diesel engines be surveyed by a qualified and certified "Diesel Engine Surveyor" to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc. Further recommend a sea trail be performed and evaluated by a competent marine surveyor and that the vessel is hauled out for dry dock inspection of hull and underwater machinery. (If not already performed or applicable)

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

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

GENERAL INFORMATION

SURVEY PREPARED FOR	XXXXXXXXXXXX
NAME OF VESSEL	“Sealestial”
SURVEY TYPE	Pre-Purchase Condition and Value Survey
OVERALL VESSEL RATING	Above Average Condition
ESTIMATED MARKET VALUE	XXXXXXXXXXXX
ESTIMATED REPLACEMENT COST	XXXXXXXXXXXX
YEAR/MAKE/MODEL	1985, 37 ft. Silverton Convertible
BUILDER	Silverton Marine
PLACE OF SURVEY	XXXXXXXXXXXX
DATE OF SURVEY	XXXXXXXXXXXX
HULL CONSTRUCTION	Molded FRP Solid laminate
HULL TYPE	Mod-V Surface Plaining Hull
PROPULSION SYSTEM	Twin 350 hp 8 Cyl Inboard (s)
FUEL TYPE	Gasoline
OWNERS INTENDED USE	Vessel Is Suitable for Coastal (0-50 NM) Recreational Cruising and Fishing as Indicated by Owner or “Owners Agent”

IMPORTANT NUMBERS

HULL IDENTIFICATION #	XXXXXXXXXXXX	Manufacture Installed HIN #
REGISTRATION / DOCUMENT #	N/S / XXXXXXXXXXXX	
ENGINE SERIAL (S) #	(P) XXXXXXXXXXXX	(S) XXXXXXXXXXXX
ENGINE HOURS	(P) XXXXXXXXXXXX	(S) N/S Hrs as Sighted on Meter
GENERATOR SERIAL #	(1) XXXXXXXXXXXX	(2)
GENERATOR HOURS	(1) UNKNOWN	(2)
LENGTH	37’ 0”	As Per “BUC, NADA POWER BOAT GUIDE” Reference Book
BEAM	14’ 0”	as sighted in manufactures documents
DRAFT	3’ 6”	As Per “BUC, NADA POWER BOAT GUIDE” Reference Book
DISPLACEMENT	Approx. 20,000 lbs. Dry	as sighted in manufactures documents
FUEL CAPACITY	310 Gals Total Combined	

COMMENTS

The above vessel was observed as an original manufacture’s design. Owner alterations or modifications were not observed to the vessel’s structure. The vessel was observed in above average condition, with an above average array of electronic gear.

CONSTRUCTION

<u>ITEM</u>	<u>RATING</u>	<u>COMMENTS</u>
HULL	4 SF	
Type		Modified-V Shaped Bottom , Surface Plaining Hull
Material / Structure		Molded FRP Solid laminate with Wood members encapsulated in FRP laminate
Finish		Off White Gelcote Resin
DECK	4 SF	
Construction		Molded FRP Balsa Cored Laminate
None Skid Surface		Molded in gelcote finish
Cleats		12" Cromed Bronze appears well secured with backing plates
Safety Railings		Mid profile, S. S. Rail , Runs amidships to bow
HULL TO DECK JOINT	4	
Type		Overlapping Cap (shoe Box)
Fasteners		Stainless screws sighted on 6 inch centers
Reinforcement		FRP tabbing bonded to inner hull/deck laminate With External Rub Rail
SUPERSTRUCTURE	4	
Type		Fly-Bridge , Constructed of Molded FRP laminate with folding S.S. bimini top
Enclosure		(4) Sided Wrap Around synthetic canvass With Clear Plastic Zippered In Windows

PROPULSION

MAIN ENGINE(S)	4	
Manufacture		Crusader Marine, Model Type is Twin CH 350, 454 C. I. D. V-8 Inboards,
Horsepower		350 hp Each
Transmission Type		Borg Warner Hydraulic Operated Clutch, In-Line Configured System
Exhaust System Type		Raw Water Cooled 4" Flexible reinforced hose and hull side exhaust discharge
Cooling System Type		Fresh Water Cooled With Heat Exchanger
GENERATOR (S)	4	
Manufacture		Main Onan Aux. N/A
Kilowatt Rating		Main 6.5 KW, Aux.
Fuel type		Gasoline
Separate Battery		(1) 12 volt lead acid filled
Sound box		Generator Is Not Equipped With Sound Box
FUEL SYSTEM	3	
Fuel Type		Gasoline
Tank 1		155 gal anodized aluminum tank.
Tank 2		155 gal anodized aluminum tank.
Aux. Tank		(0) N/A gal
Secured to Hull		Secured with metal straps
Fuel Lines / Shut Off Valves		Type A-1 USCG Approved Flexible Neoprene Hose Appears To Meet All Requirements For Service, Bronze quick acting valves at manifold system
Fuel Fills Grounded / Labeled		Ground Wire sighted, Tested Properly Grounded ,Fuel Fills Are Properly Labeled "GAS"
STEERING SYSTEM	4	
Station Locations / Type		Fly-bridge helm only, Hydraulic pressurized system
Lines, Fittings, Cables		Flexible high pressure hydraulic neoprene hose
ENGINE CONTROLS	4	
Lever Type		Independant Controls For throttle / Gear Controls
Lines, Fittings, Cables		Red Jacket Internal Push / Pull Cables
Ignition type / neutral lock out		Keyed Ignition Switch With Neutral Lock-Out Switch

ELECTRICAL

DC VOLT SYSTEM 3

Voltage & Batteries 12 volts negative ground, With (3) group 27 Lead Acid Filled, Deep Cycle Cells
 Wiring Appears Adequately Sized and Well Routed, With Independent Breakers and Fuses
 Terminal Protection & Switching Batteries have Full Protective Boxes & (2) Rotary Paralleling switch,
 Battery Charger System 40 Amp Guest, 3 Bank System

AC SYSTEM 4 SF

System Voltage/ Circuit Protection (2) 30 Amp Circuits With Main Buss and Independent Breakers
 And Visual Polarity Indicator Lamps
 Wiring Appears Adequately Sized and Well Routed
 Outlets / Ground Fault Protection 15 amp Household Type, Appear Adequately Placed,
 Outlets Are Not Protected by Ground Fault Circuits
 Shore Cords & Connection(s) (2) 50' 30 Amp Yellow Weather Resistant Cord, (2) Plastic Weather Resistant Connector

ACCOMMODATIONS

CABIN 4

Sleeping Capacity (4) Adults and (2) Children Sized Berths
 Heads & Showers (1) Seperate Stand Alone Shower And Toilet,

GALLEY 4

Reefer 110/ 12 Volt, With Automatic Voltage Switching full size Stand Up Household Type
 Unit Is Equipped With 12 Volt Isolation Switch
 Stove / Oven 2 burner electric / alcohol Flush Mounted
 Microwave Sharp Carousel With Turntable And Surface Mounted On Counter Top.
 Ice maker

POTABLE WATER SYSTEM 4

Capacity / Pump Approx. 100 Gal Capacity in molded plastic tank With a 12 volt Rotary Diaphragm
 Automatic Presurized System
 Lines And Fittings Reinforced Vinyle Hose
 Water Heater Approx. 6 Gal 110 volt Electric Automatic System

SANITATION 4

Toilets / Holding System (1) 12 Volt Electric Macerating Type, 20-40 Gal Poly Tank, With
 Manual Macerator Ovbd and Deck Suction Discharge

ADDITIONAL GEAR:

ELECTRONICS

Vhf Radio (Main) 4 Shakespeare, S E 2550 M D Digital LCD Display
 Vhf Radio (Aux.) N/A
 Hailer N/S SF Vhf Radio Is Equipped With Feature.
 Loran/ GPS (Main) 5 Garmin G P S Map 210 Chart Map System.
 Loran/ GPS (Aux.) N/A
 Compass (Main) 5 One (1) 4" Ritchie With Analog Display Unit Appears Back-Lit and Oil Filled.
 Compass (Aux.) N/A
 Depth Sounder (Main) 4 Standard Horizon Digital LCD Display
 Depth sounder (Aux.) N/A
 Chart Plotter 5 Main G P S Unit Is Chart Map System.
 Radar (Main) 4 Raytheon Pathfinder 2500 Mariner With 7" CRT Video Display
 Radar (Aux.) N/A
 Fishfinder (Main) 5 SF Interphase Probe. Echoscans Series. SN # 641-U-8717 Digital LCD Display
 Fishfinder (Aux.) N/A
 Speed Log N/A G P S Unit Displays Speed.
 Security Alarm N/A
 TV / VCR 4 (Salon) 13" Color TV Only (Additional TV's) (1) 13" Color TV Only
 Stereo 4 (Salon) 12 Volt Am/Fm/Cass Player with (4 or more) Speakers (Helm) N/A
 Other

SAFETY GEAR:

SAFETY GEAR (USCG REQUIRED):

Life Jackets (P.F.D.)	4	(9) Adult, (2) Child Sized Type II Serviceable Units sighted
Throw-able Device	4	Required type IV Device Was Sighted, Unit Is Serviceable Device Is Equipped With Floating Retrieval Line
Fire Extinguishers (Portable)	4	(3) Total Serviceable Type BC -1 Sighted Onboard, (2) Total Required To Meet Regulations.
Visual Distress Signals (V.D.S.)	4	(3) Serviceable Flares Sighted, (3) Required To Meet Regulations (12) Total Sighted Onboard
Sound Device	4	Fixed Mounted 12 Volt Air Horn
Navigation Lights	2 SF	Nav Lights Do Not Meet Federal Requirements
Engine Room Ventilation	4	Powered Exhaust Blowers and Natural Venting
Flame Arrestor (Gas Only)	4	Unit Sighted Clean, Meets Requirements
Oil & Garbage Placard	5	Both Sighted Properly Displayed.
Rules of the Road Text	N/A	Not Required For Vessel Size
First Aid Kit	N/S SF	Not Equipped, Recommend Installation

ADDITIONAL RECOMMENDED SAFETY GEAR

Life Raft	N/A	Vessel Not Equipped, , , Next Date of inspection
Man OVBD Retrieval System	4	Life-ring Is Equipped with 25'+ of Floating Line
Bilge Pumps	3	(2) Electric Auto Float And Manual Switch Operated Pumps Were Observed Serviceable,
Back Up Bilge Pump/ Alarm	N/S SF	Vessel is Not Equipped With Emergency Pump System, Vessel Not Equipped With High water Alarm, Recommend Install.
Searchlight	3 SF	Fixed Mounted 12 Volt Powered Remote System
Carbon Monoxide Detector	2 SF	Battery Operated System
Eng. Room Fire System	N/S	Not Equipped, Recommend Installation
Anchor System	4	30 Lbs. Danforth Anchor With Approximately 10' Chain And 300' 5/8" Nylon Line. Vessel Is Also Equipped With A Remote Operated Rope/Chain Windlass.,
E.P.I.R.B.	N/A	Not Sighted Onboard Unit is recommended for all craft that venture out past 20 miles of land, or have personnel onboard with health concerns
Engine Kill Shut-Downs	N/A	Keyed Ignition Switch
Gasoline Vapor Detector	3 SF	Sentry 415 Electronic Gas Vapor Detector.
Other		

BELOW WATERLINE:

HULL 4 SF

Bottom Paint	Black Anti Foulant Paint
Hull Material (Wetted Surface)	Molded FRP Solid laminate
Swim Platform	Teak Planked Equal In Width Of Transom with Swim Ladder
Trim Tabs	Single Cylinder Hydraulic Tab System With Manual Helm Controls
Through-Hulls	Cast Bronze Construction , Appear Well Secured With External Strainers On Intakes

PROPULSION INBOARD 4

Propeller (S)	(Main) Bronze (24)" X (27)" Pitch (3) Blade (Spare) N/A
Shaft (S)	(Main) 1 1/2" Stainless Steel Approx. 6' In Length. (Spare) N/A
Shaft Support (S)	(Main) Single Caste Bronze Flush Mounted Strut (Mid) N/A
Strut Bearing (S)	Naval Bronze and Black Neoprene Rubber / Approximate Service Life: Port 80 % / Stbd 80 %
Rudder (S)	Cast Bronze Plate type Appears Well Secured And Appears Adequately Sized For Craft
Galvanic Anode Protection	Hull N/A, Shaft 90 %, Rudder 90 %, Trim Plates 90 %, Estimated Service Life 90 %.

ENGINE SURVEY (CONT.):

POWER BALANCE OUTPUT EFFICIENCY:

Computer power balance testing is determined at rpm's between Idle and 2500 rpm. The percentage listed below indicates the amount of loss each cylinder drops when this cylinder is shorted out. Higher readings indicate a higher power output in comparison to each of the remaining cylinders.

LEAK-DOWN EFFICIENCY:

Leak-down testing is conducted normally to diagnose specific cylinders that do not perform to adequate levels during the above power balance test

Engine maintenance history is normally not investigated nor is the manufactures recall lists inspected for each production run. It is highly recommended purchaser request such information from present owner or manufacture as needed.

R = INDICATES EXCESSIVE BLOW-BYE AT CYLINDER RINGS

I = INDICATES EXCESSIVE BLOW-BYE AT INTAKE VALVE

E = INDICATES EXCESSIVE BLOW-BYE AT EXHAUST VALVE

H = INDICATES EXCESSIVE BLOW-BYE AT HEAD GASKET OR BLOCK CASTING

PORT ENGINE				STBD ENGINE				AUX. ENGINE / GENERATOR			
Cyl	PWBL	LKDN	Excessive blow-by	Cyl	PWBL %	LKDN	Excessive blow-by	Cyl	PSI	LKDN	Excessive blow-by
1	8.2	%		1	7.3	%		1		%	
2	8.5	%		2	7.1	%		2		%	
3	8.6	%		3	7.5	%		3		%	
4	8.2	%		4	7.2	%		4		%	
5	8.5	%		5	7.8	%		5		%	
6	8.1	%		6	7.2	%		6		%	
7	7.9	%		7	7.8	%		7		%	
8	8.2	%		8	7.4	%		8		%	

ESTIMATED MAIN PROPULSION CONDITIONS

	<i>PORT</i>	<i>STBD</i>
<i>COMBUSTION EFFICIENCY</i>	Above average condition	Above average condition
<i>SAFETY RATING</i>	Above average condition	Above average condition
<i>COOLING EFFICIENCY</i>	Above average condition	Above average condition
<i>COSMETIC APPEARANCE</i>	Above average condition	Above average condition

END OF ENGINE ANALYSIS

FINDINGS AND RECOMMENDATIONS

Deficiencies noted under “SAFETY / LEGAL DEFICIENCIES “ should be addressed before vessel is next underway. These findings represent an **Endangerment to Personnel and / or the Vessel’s Safe and Proper Operating Condition.** Findings may also be in **Violation of U.S.C.G. Regulations.**

Deficiencies noted under “DEFICIENCIES NEEDING ATTENTION” should be corrected in the near future (Within 1 Year) to maintain standards and to help the vessel retain or increase its value.

Deficiencies noted under “SURVEYORS RECOMMENDATIONS” are items that do not require timely repair.

A. SAFETY / LEGAL DEFICIENCIES

FUEL TANK VENTS:

BOTH FUEL TANK VENTS WERE NOT EQUIPPED WITH FLAME CONTROL SCREENS. LACK OF PROPER VENTING MAY POSE A POTENTIAL SAFETY CONCERN AND OR EXPLOSIVE CONDITION IE: DURING SHRINK WRAPPING VESSEL. ITEMS NOT IN COMPLIANCE WITH FEDERAL REGULATIONS FOR IGNITION PROTECTION ON GASOLINE VESSELS.
(RECOMMEND ALL FUEL VENTS BE REPLACED WITH NEW STAINLESS STEEL COMPONENTS, APPROVED AND SUITABLE FOR FUEL VENT USE ON MARINE CRAFT.)

NAVIGATIONAL LAMPS:

LIGHTS DO NOT MEET FEDERAL & STATE REQUIREMENTS FOR PROPER OPERATION AT NIGHT, ONE OR MORE LAMPS DOES NOT ILLUMINATE WHEN ENERGIZED. (RECOMMEND FURTHER INSPECTION OF WIRE CONNECTIONS, FUSES, SWITCHES & BULBS. REPAIR OR REPLACE AS NEEDED TO MAKE ALL LAMPS OPERATIONAL)

FUEL SYSTEM:

FUEL LINES ARE NOT EQUIPPED WITH ANTI-SIPHON VALVES AT TANK FITTING. LINES RUN BELOW THE NORMAL LEVEL OF FUEL IN TANK. ANY LEAKS OR FRACTURED IN LINES CAN ALLOW FUEL TO CONTINUALLY DRAIN OR SIPHON INTO BILGE SPACE.
(RECOMMEND EACH FUEL LINE FITTING BE EQUIPPED WITH ANTI-SIPHON VALVES AS REQUIRED BY FEDERAL REGULATIONS. FOR GASOLINE VESSELS)

GENERATOR BILGE BLOWERS:

BLOWER SYSTEM IS NOT EQUIPPED WITH CONTROLS TO POWER BLOWERS FROM LOCAL STARTING PANEL IN SALON. ITEMS SHOULD BE LOCATED WITHIN SEVERAL INCHES OF GENERATOR OPERATING CONTROL SWITCHES. (RECOMMEND INSTALLATION OF SWITCH CONTROLS TO PROVIDE OPERATORS WITH NEEDED CONTROLS TO ENERGIZE EXHAUST BLOWERS AND DISCHARGE ANY POTENTIAL EXPLOSIVE FUMES PRIOR TO START-UP.)

G.F.C.I. 110 VOLT PROTECTION:

GROUND FAULT PROTECTION OF 110 V OUTLET IN HEAD, GALLEY, AND WEATHER DECK AREAS WAS NOT OBSERVED PRESENT OR OPERATIONAL. OUTLETS MAY POSE A POTENTIAL SHOCK HAZARD TO PERSONNEL AS ITEMS ARE WITHIN REACH OF A WATER SOURCE.
(RECOMMEND REPLACEMENT OF OUTLET WITH NEW GROUND FAULT PROTECTED OUTLET, PROTECTION IS NEEDED AS A WATER SOURCE IS PRESENT AND MAY BE A SHOCK HAZARD TO PERSONNEL DURING NORMAL USE).

FIRST AID KIT

VESSEL IS NOT EQUIPPED WITH AN ADEQUATELY SIZED FIRST AID KIT. OPERATOR, PASSENGERS & CREW SHOULD ALSO BE INSTRUCTED ON ITS LOCATION AND CONTENTS PRIOR TO GETTING UNDERWAY.
(RECOMMEND PURCHASE OF A LARGE TYPE KIT FILLED WITH ITEMS THAT MAY BE NEEDED FOR ALL POSSIBLE EMERGENCIES. WHEN EMERGENCY HELP MAY BE LIMITED.)

B. DEFICIENCIES NEEDING ATTENTION

VHF RADIO:

UNIT EXPERIENCES SIGNAL NOISE AND LOSSES RECEPTION EFFICIENCY WHEN FISH FINDER IS ENERGIZED. APPEARS POSSIBLY DUE TO INTERNAL FAULT IN FISHFINDER OR REQUIRES INSTALLATION OF AN ELECTRONIC NOISE REDUCTION CIRCUIT. (RECOMMEND UNIT BE FURTHER INSPECTED AND REPAIRED OR CIRCUIT EQUIPPED WITH NOISE REDUCTION CIRCUITRY).

GAS VAPOR DETECTOR:

UNIT DOES NOT PROPERLY TEST AND ILLUMINATE THE "DANGER" LAMP. ITEM MAY NOT BE COMPLETELY SERVICEABLE AND MAY GIVE A FALSE SENSE OF SECURITY. (RECOMMEND UNIT BE FURTHER TESTED AND REPAIRED OR REPLACED AS NEEDED.)

BILGE VENT HOSES:

BILGE BLOWER VENT HOSES IN FORWARD ENGINE SPACE IS PARTIALLY COLLAPSED AND OBSERVED WITH SEVERAL TEARS IN FLEXIBLE CORRUGATED HOSE. BLOWER EFFICIENCY IS LIKELY REDUCED AND MAY GIVE A FALSE SENSE OF SECURITY AND SERVICEABILITY.

(RECOMMEND ENTIRE LENGTH OF BOTH HOSES BE REPLACED AS NEEDED TO MAKE FULLY SERVICEABLE.)

BACK-UP BILGE PUMPS:

AFT BILGE AREA IS NOT EQUIPPED WITH A BILGE WATER SERVICE DISCHARGE PUMP OR BACK UP EMERGENCY BILGE SYSTEM. (RECOMMEND INSTALLATION OF (2) BILGE PUMP SYSTEMS, WIRED INDIVIDUALLY AND EQUIPPED WITH FLOAT SWITCHES. (1) PUMP AND SWITCH SHOULD BE MOUNTED SEVERAL INCHES ABOVE MAIN UNIT AND BE ELECTRICALLY WIRED TO A HELM LOCATED ALARM, CAPABLE OF WARNING OPERATOR AND NEARBY DOCK PERSONNEL OF A HIGH BILGE WATER LEVEL)

GENERATOR COOLING SYSTEM:

1. SYSTEM OBSERVED WITH LOW COOLANT LEVEL. LEVEL WAS FILED DURING COURSE OF INSPECTION AND NO VISIBLE LEAKS WERE OBSERVED. SYSTEM SHOULD BE MONITORED OFTEN AND FURTHER TESTED IF COOLANT LEVEL REQUIRES FREQUENT REFILLING.
2. SYSTEM IS NOT EQUIPPED WITH A RECOVERY CANISTER. HEAT EXCHANGER OVERFLOWS ARE NOT EQUIPPED WITH COOLANT RECOVERY CANISTERS, COOLANT IS ALLOWED TO DISCHARGE DIRECTLY INTO BILGE WATER AND EVENTUALLY BE PUMPED OVERBOARD AND CONTAMINATE THE MARINE ENVIRONMENT. INSTALLED UNITS WILL ALSO PROVIDE AN EASILY VISIBLE FLUID LEVEL DURING ENGINE MONITORING.

(RECOMMEND COOLANT RECOVERY CANISTERS BE INSTALLED TO ALLOW RECOVERY OF EXPANDING COOLANT AND PROVIDE A MEANS OF QUICKLY INSPECTING COOLANT LEVELS WHEN ENGINES ARE COLD OR HEATED).

MAIN ENGINE COOLING SYSTEMS:

SYSTEM IS NOT EQUIPPED WITH A RECOVERY CANISTER. HEAT EXCHANGER OVERFLOWS ARE NOT EQUIPPED WITH COOLANT RECOVERY CANISTERS, COOLANT IS ALLOWED TO DISCHARGE DIRECTLY INTO BILGE WATER AND EVENTUALLY BE PUMPED OVERBOARD AND CONTAMINATE THE MARINE ENVIRONMENT. INSTALLED UNITS WILL ALSO PROVIDE AN EASILY VISIBLE FLUID LEVEL DURING ENGINE MONITORING.

(RECOMMEND COOLANT RECOVERY CANISTERS BE INSTALLED TO ALLOW RECOVERY OF EXPANDING COOLANT AND PROVIDE A MEANS OF QUICKLY INSPECTING COOLANT LEVELS WHEN ENGINES ARE COLD OR HEATED).

C. SURVEYORS RECOMMENDATIONS

HULL FINISH:

SMALL AREA OF IMPROPER REPAIR NOTED AT PORT CORNER OF TRANSOM. AREA IS OF A COSMETIC CONCERN AND SHOULD BE REPAIRED AS DESIRED TO INCREASE VESSEL'S VALUE OR COSMETICS.)

HULL LAMINATE BELOW WATER LINE:

THREE(3) AREAS OF AIR VOID POCKETS FOUND BETWEEN GELCOAT AND FIRST LAMINATE. APPEARS CAUSED DURING LAY-UP IN MANUFACTURING PROCESS. (2) AREAS ARE LOCATED ON BOTH SIDES OF AFT KEEL APPROX. 6" FROM AFT EDGE (1) LOCATED ON STARBOARD SIDE BOW AREA APPROXIMATELY 6' AFT OF STEM AND APPROXIMATELY 3' OFF CENTERLINE..

VHF HAILER:

HAILER FEATURES IN VHF RADIO IS NOT OPERATIONAL. (REPAIR AS DESIRED.)

SPOT LIGHT:

ONE OF the (2) lamp ELEMENTS DOES NOT ILLUMINATE when unit is energized. (RECOMMEND BULB BE REPLACED AS DESIRED.)

RAY NAV LORAN:

UNIT SIGHTED STORED IN DRAWER. ITEM WAS NOT TESTED FOR SERVICE AS HARDWARE WAS NOT EQUIPPED ON VESSEL. ITEM IS REDUNDANT AND LIKELY NOT USED FOR NAVIGATION

PROPELLERS:

VESSEL DOES NOT REACH THE RPM RANGE AT WIDE OPEN THROTTLE RECOMMENDED BY ENGINE MANUFACTURE. ALTHOUGH ENGINES OPERATE IN AN ABOVE AVERAGE CONDITION, LONG TERM USE IN THIS OVERLOADED CONDITION WILL ELEVATE INTERNAL CYLINDER TEMPERATURES AND POSSIBLY CAUSE INTERNAL PRE-IGNITION AND OR DETONATION DAMAGE. (RECOMMEND PROPELLER PITCH BE REDUCED BY 1-2 INCHES AS NEEDED TO ELEVATE THE WIDE OPEN THROTTLE RPMS WITHIN A RANGE OF 4200-4400 RPMS. .

SUMMARY AND VALUATION

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

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

The following is the accepted marine grading system of condition:

"EXCELLENT (BRISTOL) CONDITION",

Is a vessel that is maintained in mint or Bristol fashion - usually better than factory new - loaded with extras - a rarity.

"ABOVE AVERAGE CONDITION",

Has had above average care and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION",

Ready for sale requiring light additional work and normally equipped for her size.

"FAIR CONDITION",

Requires usual yard maintenance to prepare for sale.

"POOR CONDITION",

Substantial yard work required and devoid of extras.

"RESTORABLE CONDITION",

Enough of the vessel's hull and engine exists to restore the boat to a useable condition.

AS A RESULT OF MY INVESTIGATION, AS SHOWN IN THE "SYSTEMS" AND "FINDINGS & RECOMMENDATIONS" SECTION OF THIS REPORT OF SURVEY, AND BY VIRTUE OF MY EXPERIENCE, MY OPINION IS;

OVERALL VESSEL RATING; *Above Average Condition*

STATEMENT OF VALUATION

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

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

A. Buyer and seller are typically motivated.

B. Both parties are well informed or well advised, and each acting in what they consider their own best interest.

C. A reasonable time is allowed for exposure in the open market.

D. Payment is made in terms of cash in U.S. Dollars or in terms of financial arrangements comparable thereto; and

E. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

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

XXXXXXXXXXXX

*** XXXXXXXXXXXX DOLLARS ***

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

"ESTIMATED REPLACEMENT COST" of the subject vessel is:

XXXXXXXXXXXX

*** XXXXXXXXXXXX DOLLARS ***

SUMMARY

In accordance with the request for a marine PRE-PURCHASE CONDITION AND VALUE SURVEY of the 1985, 37 ft. Silverton Convertible, "SEALESTIAL" for the purpose of evaluating ITS PRESENT CONDITION AND ESTIMATING ITS FAIR MARKET VALUE AND REPLACEMENT COST. I herewith submit my conclusions based on the preceding report. The subject vessel was personally inspected by the undersigned on XXXXXXXXXXXX, and was found a well constructed, and a comfortable vessel, the vessel is in Above Average Condition. Other than the discrepancies noted in the body of the report, the surveyed vessel described in this report, is considered to be "Fit For Its Intended Service And Suitable For Its Intended Use", of Recreational Cruising and Fishing (as indicated by owner or representative).

SURVEYOR'S CERTIFICATION

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

The statements of fact contained in this report are true and correct.

The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and is my personal, unbiased professional analyses, opinions, and conclusions.

I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

Compensation is not contingent upon the reporting of a predetermined value, direction in value or a direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.

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

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

• ATTENDING SURVEYOR

Patrick J. Dender S.A.M.S./ AMS # 557

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