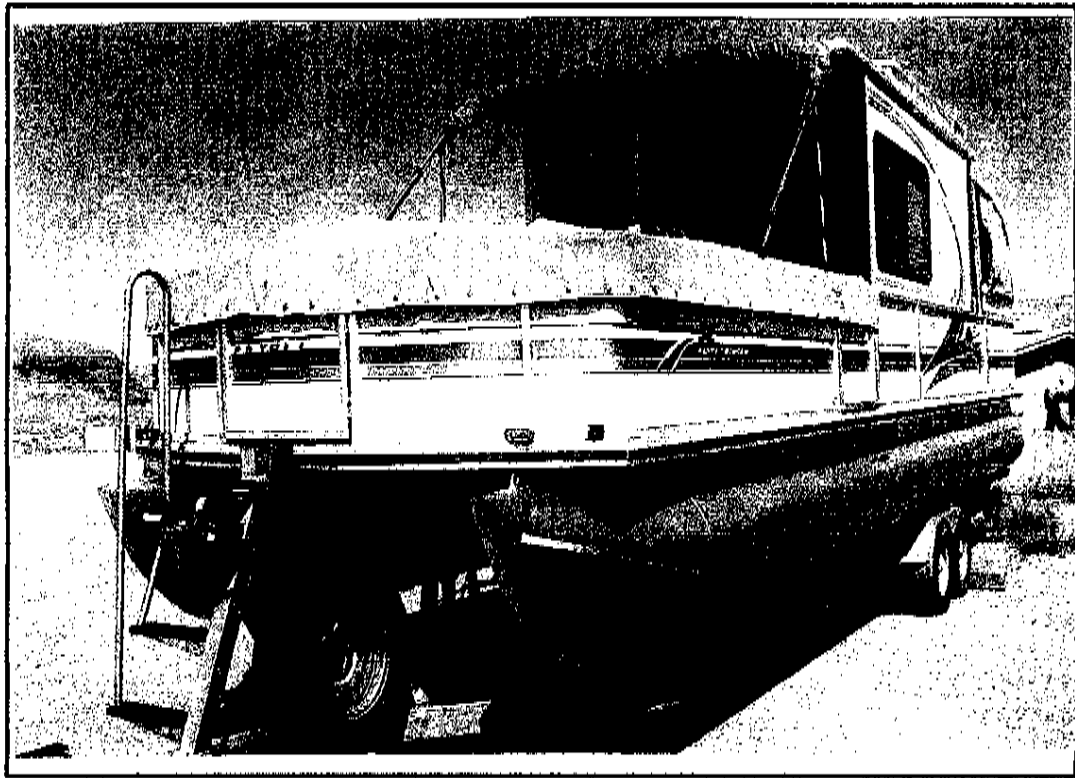


# **ADVANCED MARINE SURVEYS**

## **MARINE SURVEYOR**

**2002 Tracker 32 Party Cruiser Signature Series**

**Sun Tracker**



**MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS**

# **REPORT OF MARINE SURVEY**

**OF THE VESSEL**

***"Sun Tracker"***

**2002 Tracker 32 Party Cruiser Signature Series**

CONDUCTED BY  
Jeffrey Welker S.A.

INDEPENDANT MARINE SURVEYOR

PREPARED EXCLUSIVELY FOR:

BKassets

October 8, 2010

MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

## TABLE OF CONTENTS

---

SECTION	PAGE NO.
I. INTRODUCTION .....	1
II. GENERAL INFORMATION .....	2
III. SYSTEMS .....	4
HULL DECK AND SUPERSTRUCTURE .....	4
CABIN APPOINTMENTS .....	4
PROPULSION .....	5
FUEL SYSTEM .....	6
ELECTRICAL SYSTEMS .....	6
FRESH WATER SYSTEM .....	7
SANITATION .....	7
GROUND TACKLE .....	7
ELECTRONICS AND NAVIGATION EQUIPMENT .....	7
BONDING SYSTEM .....	8
SAFETY EQUIPMENT .....	8
OUT OF WATER INSPECTION .....	8
IV. FINDINGS AND RECOMMENDATIONS .....	9
V. SUMMARY AND VALUATION .....	12

# I. INTRODUCTION

---

## SCOPE OF SURVEY

Acting at the request of BKassets , the attending surveyor did attend onboard the 2002 Tracker 32 Party Cruiser Signature Series , "Sun Tracker" beginning on , October 8, 2010 where an "in-the-water-survey" WAS NOT conducted

The Hull Identification Number BUJ05457G102 WAS verified from the transom.

A sea trial WAS NOT performed.

An out-of the water inspection of underwater machinery and the exterior of the hulls wetted surface area WAS performed in the dry storage area at Bullfrog Marina, Lake Powell Utah

The reason for the survey, was to ascertain the physical condition and value of the vessel.

AC and DC power WAS NOT used to check operation of the electrical systems specified in this report only.

No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity.

Electronic equipment was checked for "power up" only.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items.

Locked compartments or otherwise inaccessible areas would also preclude inspection.

Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto.

This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned.

but it is not to be considered an inventory or a warranty either specified or implied.

**NOTE:** It is recommend and understood that all GAS engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

### OF SURVEY:

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

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

## II. GENERAL INFORMATION

---

### GENERAL INFORMATION

FILE NUMBER: .....	Tracker32
SURVEY PREPARED FOR: .....	BKassets.com
<hr/>	
NAME OF VESSEL: .....	"Sun Tracker"
TYPE OF SURVEY: .....	Insurance, Condition and Value
OVERALL VESSEL RATING: .....	**** AVERAGE
ESTIMATED MARKET VALUE: .....	\$17,200.00
ESTIMATED REPLACEMENT COST: .....	\$55,000.00
BUILDER: .....	Tracker/Playcraft Model: 32 Party Cruiser
MODEL YEAR: .....	2002 (As per HIN #)
MAKE OF VESSEL: .....	Pontoon boat
MODEL OF VESSEL: .....	32 Party Cruiser, Signature Series
HULL IDENTIFICATION NUMBER (HIN): .....	BUJ05457G102 (As per tag on starboard pontoon)
USCG DOCUMENTATION NUMBER: .....	Non documented vessel
STATE VALIDATION STICKER NUMBER: .....	CL2431FW (Expired 2008)
STATE REGISTRATION NUMBER: .....	CL2431FW (Expired 2008)
OWNER: .....	Mitch and Lisa Heuar
PLACE OF SURVEY: .....	Lake Powell Utah, Bullfrog dry storage
DATE/TIME OF SURVEY: .....	October 8, 2010 1:00pm to 4:00pm
HULL MATERIAL: .....	Aluminum
HULL TYPE: .....	Semi-Displacement, Pontoon
LENGTH OVER ALL (L.O.A.): .....	31.6 feet (As per measurements from surveyor)
(LOAD) LENGTH WATERLINE (L.W.L.): .....	30.0 feet (As per measurement from surveyor)
BEAM: .....	8.6 feet ( As per measurements from surveyor)
DRAFT: .....	Approximately 1.0 feet (As noted from water line)
DISPLACEMENT: .....	No documentation to verify.
PROPULSION SYSTEM: .....	Single Mercury 3.0 liter, Alpha One outdrive
FUEL TYPE: .....	Gasoline.
FUEL CAPACITY: .....	30 Gallons (As per tags on tanks)
AC POWER: .....	30 amp 125 volt
DC POWER: .....	Twelve (12) volt.
FRESH WATER CAPACITY: .....	Calculates to be 40 gallons
INTENDED CRUISING AREA: .....	Lake Powell

## II. GENERAL INFORMATION

---

### GENERAL INFORMATION *(Continued)*

INTENDED USE: ..... **Recreation**

#### 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 USE:**

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

**SERVICEABLE: ADEQUATE:**

Sufficient for a specific requirement.

**POWERS UP:**

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

**EXCELLENT CONDITION:**

New or like new.

**GOOD CONDITION:**

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

**FAIR CONDITION:**

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

**POOR CONDITION:**

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

**USE OF \*:**

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

## III. SYSTEMS

---

### HULL DECK AND SUPERSTRUCTURE

#### HULL CONSTRUCTION

**TYPE:** Semi-Displacement twin pontoon

**MATERIAL:** Aluminum

**EXTERIOR HULL:** Aluminum

**BULKHEADS:** Pontoons reinforcement enhanced by internal aluminum bulkheads  
Interior bulkheads: Wood paneling over wood frames.

**STRINGERS:** Aluminum C-channel beams welded, and bolted.  
Condition: Good

\* **BILGE:** [C1] Aluminum bilge area. Limber holes were sighted. Condition was dirty.

#### DECK CONSTRUCTION

**TYPE:** Plywood decking. Fore, aft, and under cabin

**MATERIAL:** Aluminum (deck beams) and plywood over for deck surface all screwed down.

**COCKPIT:** Main helm no flybridge.

#### DECK FITTINGS

**STANCHIONS:** Aluminum stanchions, run perimeter of fore and aft decks from boarding gate to boarding gate port to starboard.

**BOW PULPIT (BOW RAIL):** Aluminum stanchion with aluminum spray skirting.

**VENTILATION:** Forced and natural.

**DECK SURFACE:** Outdoor carpet. Signs of wear. Fair to Poor condition

**HATCHES:** Engine covers aft, storage containment, all appear serviceable.

**LIFE LINES:** Boarding gates, appear serviceable.

**CLEATS:** 9" aluminum cleats welded, appear serviceable.

**ANCHOR PLATFORM:** None sighted, anchors were sighted in the forward storage area.

**DAVITS:** None sighted

#### SUPERSTRUCTURE

**MATERIAL:** FRP (Fiber reinforced plastic) over plywood. Painted.

Note: The glue holding the FRP paneling to superstructure has separated and has created a rippled look on parts of the cabin. UV damage is also present.

**DECK HATCHES:** All open and secure.

**WINDOWS/PORTS/DOORS:** Large opening windows on the sides, large forward windshield. Sliding glass doors, fore and aft. All appear serviceable.

**FITTINGS AND HARDWARE:** All hardware for cabinets, doors and closets appear serviceable.

**JOINERY STRESS:** Small signs of settling, and separation on finish work. Average condition for a vessel of this age.

**CANVAS AND SUPPORT STRUCTURE:** Canvas cover for fore and aft decks. Aluminum frames.

Condition: Fair, with some signs of UV damage, and several holes throughout  
Bimini folded up with aluminum frame, appears serviceable.

**SUPERSTRUCTURE HOUSE TO DECK JOINT:** Signs of small separations Normal for a vessel of this age.

#### ADDITIONAL EQUIPMENT AND ACCESSORIES

**GENERAL EQUIPMENT:** Folding swim stairs appear serviceable.

Docking lights sighted appear serviceable.

**ACCESSORIES:** Skylight opens and appears serviceable

Note: Plastic cover has a few holes in it.

**DINGHY/TENDERS:** None sighted

**DOCK LINES:** Dock lines in average condition.

**AUXILIARY MOTORS:** None sighted.

**BOAT TRAILER:** Trailstar

Model: 2 axle with spare

Note: Trailer appears serviceable. Strap for manual winch is torn and tied back onto the clasp.

### CABIN APPOINTMENTS

#### INTERIOR DESCRIPTION:

**JOINERY AND FINISH:** The joinery and finish of the interior was average.

## III. SYSTEMS

### CABIN APPOINTMENTS

#### INTERIOR DESCRIPTION: *(Continued)*

**INTERIOR BULKHEADS:** The interior bulkheads appeared finely fit where sighted.

**WATER INTRUSION SIGNS:** None Sighted.

**STORAGE AREAS:** The cabinets, lockers, drawers, and shelving were ample for a vessel of this size.

**DOORWAYS:** Sliding glass doors, forward and aft.

**FABRIC AND CUSHIONS:** The general appearance of the cushions and fabrics reflect good care and normal wear and tear for a vessel of this age.

**FLOOR AND WINDOW COVERINGS:** Carpet inside with some stains sighted, pull down blinds on windows.

Note: Aft carpet was wet at time of survey, and some of the screws holding the blinds into position have pulled out of the wall.

**HEADS:** One (1) manual flush head, with type 3 MSD ( Marine sanitation device ) midship starboard side.

**SHOWERS:** There is stand up shower enclosures in the head and it drains overboard.

**FAUCET FIXTURES:** Faucet and fixtures in the galley were manual pump style. The shower in the head was demand pump 12 volt. Appeared serviceable and operable.

**LIGHT FIXTURES:** An adequate array of lighting fixture both 12 volt and 110 volt AC type throughout the vessel, provide the vessel with good lighting flexibility.

**CONDITION AND DEFICIENCIES:** The overall house keeping for this vessel was average. Lots of sand inside vessel at time of survey

#### GALLEY

**LOCATION:** Port midship

**SINKS:** Single stainless steel sink. Manual pump.

**STOVE/OVEN:** Origo

Model: alcohol/electric, 2 burner. Appears serviceable.

**HEAT PROTECTION (INSULATION):** Glass burner cover. Serviceable.

**MICROWAVE:** None Sighted.

**BARBECUE:** Folding portable type sighted. Appears serviceable.

### PROPULSION

#### MAIN ENGINES

**TYPE:** One (1) four cycle gasoline naturally aspirated engine.

**MANUFACTURER:** Mercury

Model: MCM 3.0 liter 180 CID

**SERIAL NUMBERS:** OM090225 (As per stamp on engine)

**LABELS AND NOTICES:** Required labels were in place and readable.

**HORSE POWER:** Approximately 180 rated hp.

**NUMBER OF CYLINDERS:** Four (4) in a straight line configuration

**INDICATED HOURS:** No hour meters sighted

**THROTTLE CONTROLS:** Mechanical lever/cable type, at helm station.

**FLAME ARRESTOR:** USCG approved.

**EMERGENCY SHUT DOWN:** Main helm key shuts off controls

**ENGINE MOUNTS AND BED:** Aluminum mounts appear serviceable.

**DRIP PANS:** None Sighted. Engine fluid and loose debris fall into bilge area.

**LUBRICATION:** Level and Condition: Appears serviceable. Filters: Engine mounted spin on/off canister type filters.

**VENTILATION:** Natural, flow ventilation provided by cowl vents. Appears adequate.

**BILGE BLOWERS:** Power blower with flexible pick-up tubing. Appears serviceable.

**EXHAUST SYSTEM:** Raw water cooled with cast iron risers and flexible connection six inch pipe. Then exiting through outdrive.

Hose to pipe connections are double clamped where sighted. Appear serviceable.

**LUBE TRANSFER:** Transfer hoses sighted.

**FUEL TRANSFER (PUMPS):** Engine mounted pump

**IGNITION PROTECTION:** All engine components appear to be marine grade, proving ignition protection.

#### COOLING SYSTEM

**TYPE:** Lake water type cooling with raw water cooled wet exhaust.

### III. SYSTEMS

---

#### PROPULSION

##### COOLING SYSTEM *(Continued)*

**HOSES AND CLAMPS:** Re-inforced rubber hoses well routed and supported, where sighted.

**BELTS AND PULLEYS:** Belts condition appears serviceable.

**SEACOCKS AND STRAINERS:** Raw water seacocks were ball valve type and were operable, and appear serviceable.

##### TRANSMISSIONS

**TYPE:** Inboard/outboard

**MANUFACTURER:** Mercury

Model: Alpha One

Serial #: OL993960 (As per tag on outdrive)

**DRIVE TYPE:** Single prop

**GEAR RATIO:** 2.00R (As per tag on outdrive)

**FLUID LEVEL AND CONDITION:** Not checked.

#### FUEL SYSTEM

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

**FUEL TYPE:** Gasoline.

**MATERIAL:** Plastic

**NUMBER OF TANKS:** One (1)

**TANKS CAPACITY:** 30 gallons (As per tag on tank)

**SECURED:** Secured

**MANUFACTURING LABEL:** The ABYC required labels were sighted on the fuel tank.

**FILL PIPE LOCATIONS:** Starboard, quarter. Marked for gas.

**FILL PIPE GROUNDED:** Appears to be properly grounded.

\* **FILL PIPE MATERIAL:** [CZ] USCG approved hose.

Note: Fuel fill hose is showing signs of UV damage. Cracked

**FILL PIPE FITTINGS:** Fill deck fitting clearly marked as to fuel type.

**HOSE CONNECTIONS, CLAMPS:** Appears serviceable where sighted.

**FUEL LINES AND FITTINGS:** Both supply and return are USCG type A1. Appears serviceable.

Note: Always check hose clamps to avoid any fuel leaks. None sighted at time of survey.

**FUEL MANIFOLD VALVES:** Ball type valves, operable.

**VENT LOCATION:** Flame screens sighted.

**SHUT-OFF VALVE:** Ball valve at tank. Appeared serviceable.

**FUEL PUMP TO CARB HOSE:** No, flexible hose sighted copper nickel type OEM manufacture supplied. Appears serviceable.

#### ELECTRICAL SYSTEMS

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

**VOLTAGE:** 12 volt system

\* **BATTERIES:** [B1] Twelve volt marine batteries, are not secured in acid proof containers, positive posts are not covered.

**PANEL:** Overcurrent Protection: Circuit breakers, and fused switches.

**BREAKERS/FUSES:** Fuses appear serviceable.

**ROUTING/SUPPORT:** Well supported and secured where sighted.

**CHARGING SYSTEM:** Alternators on main engine

**CHARGING SYSTEM (BATTERY CHARGER):** Marine grade 110 volt A.C.

Manufacturer: Statpower, Appears serviceable.

**OUTLETS:** 12 Volt outlets were of cigarette socket type. Appeared serviceable.

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

**SHORE POWER INLET:** Marincor 30 amp 125 volt, serviceable. Weather protected.

**SHORE POWER:** No shore power cords sighted.

**AC SOURCE SELECTOR SWITCH:** Switch type: Manual plastic circuit breakers

**CIRCUIT LOAD MONITORS:** None sighted

**WIRE TYPE (SIZE AND RATING):** Wiring appears to be mostly original wiring. All appears to be marine grade.

## III. SYSTEMS

---

### ELECTRICAL SYSTEMS

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

- \* **ROUTING:** [C3] Wires are mostly secured, but not in all locations of the vessel.
- POLARITY:** No power to test.
- GALVANIC ISOLATOR:** None Sighted.

### FRESH WATER SYSTEM

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

- STORAGE TANKS:** One (1) plastic type.
- CAPACITY:** Calculates to be 40 gallons
- ACCESS:** Good
- INSPECTION/CLEANING ACCESS:** Serviceable.
- FILL PIPE LOCATION:** Port side. Clearly marked.
- ACCUMULATOR TANK:** None Sighted.
- PUMPS:** Lake and fresh pumps are 12 volt demand diaphragm type and manual water pumps. Appears serviceable.
- FILTERS:** None Sighted.
- HOSES AND CLAMPS:** PVC pipe, and reinforced plastic tubing at various areas throughout vessel, plastic fittings. Appears serviceable where sighted.
- DOCK SIDE PRESSURE REGULATOR:** None Sighted.

### SANITATION

#### SANITATION (BLACK WATER)

- MANUAL OR ELECTRIC TYPE:** Manual, not checked for operation.
- NUMBER OF HEADS:** One (1)
- M.S.D TYPE USCG SYSTEM:** MSD U.S.C.G. Type III. (Holding tank). Porta Potti
- PUMP-OUT LOCATION:** Porta Potti
- HOLDING TANK:** Plastic
- CAPACITIES:** Small holding tank capacity, estimated to be less than three (3) gallons.

#### SANITATION (GREY WATER)

- BASINS, SHOWERS, HOSES AND CLAMPS:** The basins and showers on this vessel drain overboard.

### GROUND TACKLE

#### GROUND TACKLE

- ANCHORS:** Conventional anchors Danforth style Size: Approx: 15lbs. each. Ample amount of anchors for a vessel of this size, all appears serviceable.
- WINDLASS:** None Sighted.

### ELECTRONICS AND NAVIGATION EQUIPMENT

#### ELECTRONICS AND NAVIGATION EQUIPMENT

- VHF:** None sighted
- RADAR:** None Sighted.
- GPS:** None sighted
- DEPTH SOUNDER:** None sighted
- FISH FINDER:** None sighted.
- COMPASSES:** None sighted

#### ELECTRONICS (ENTERTAINMENT)

- STEREO SYSTEM:** Seaworthy  
Model: 9501, 12 volt am fm cd, appears serviceable.
- SPEAKERS:** Seaworthy speakers throughout appear serviceable.
- TELEVISION(S):** None sighted
- DVD:** None sighted

### III. SYSTEMS

---

#### BONDING SYSTEM

##### BONDING SYSTEM

**MAIN BONDING CONDUCTOR:** The bonding system is well established where sighted.

A separate bonding survey was not performed and surveyor did not use a corrosion meter to establish the level of protection.

Note: If a more detailed analysis is required the surveyor recommends a complete separate bonding system survey.

#### SAFETY EQUIPMENT

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

- \* **NUMBER AND TYPE OF PFD'S:** [A1] None sighted
- \* **NUMBER OF THROWABLE PFD'S:** [A2] None Sighted
- \* **FIRE EXTINGUISHERS:** [B2] An ample amount of extinguishers were sighted. Although the gauges read in the green, none of them had current tags.
- VISUAL DISTRESS SIGNALS:** No flares were sighted
- FLAME ARRESTORS:** USCG approved.
- POWER EXHAUST BLOWERS:** Operable, and ignition protected.
- NAVIGATION LIGHTS:** Not tested, put on check list before vessel is underway.
- INLAND NAVIGATION RULE BOOK< (12M-39'4"):** Rules of the road sighted
- "NO OIL DISCHARGE" PLAQUE:** Found properly displayed.
- TRASH DISPOSAL PLACARD:** Found properly displayed.

##### BILGE PUMPS

**LIST:** One (1) Diaphragm type, appears to be operable and serviceable.

#### OUT OF WATER INSPECTION

##### BELOW WATERLINE MACHINERY

- PROPELLER(S):** Prop was showing signs of damage on all three blades. No sparc sighted.
- SKEGS:** Good shape, appear serviceable.
- TRIM TABS:** None sighted
- PROPELLER PROTECTION:** None Sighted.
- THRUSTERS:** None sighted
- STRAINERS/SCOOPS/SCREENS:** Lake water pick up strainer appears serviceable.
- ZINCS:** Zincs and anodes were observed, appeared to be in good condition.
- OUTDRIVES:** Lower units appear serviceable, no leaks, did not check fluids.

##### CONDITION OF HULL (WETTED SURFACE)

**CONDITION OF BOTTOM PAINT:** Aluminum bottom was clean and in good condition at time of survey.

## IV. FINDINGS AND RECOMMENDATIONS

---

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

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

Deficiencies will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES
- B. OTHER DEFICIENCIES NEEDING ATTENTION
- C. SURVEYORS NOTES AND OBSERVATIONS

### A. SAFETY DEFICIENCIES:

FINDINGS	RECOMMENDATIONS
<p><b>A.1 (PAGE 8)</b>  <b>USCG requires an approved PFD for everyone onboard while underway.</b></p>	<p><i>You will need to supply a USCG approved vest for every person aboard the vessel. Life saving equipment must be readily accessible, must be in a containment legibly marked.</i>  <i>USCG: CFR-25.25-9</i>  <i>Comply with USCG Safety Regulations.</i></p>
<p><b>A.2 (PAGE 8)</b>  <b>No throwable PFD'S were found on board.</b></p>	<p><i>No person may use a recreational vessel 16 feet or more in length unless one (1) Type IV PFD is on board. CFR: 175.15 (B)</i></p>

## IV. FINDINGS AND RECOMMENDATIONS

---

### B. OTHER DEFICIENCIES NEEDING ATTENTION:

FINDINGS	RECOMMENDATIONS
<p><b>B.1 (PAGE 6)</b>  <b>Twelve volt marine batteries, are not secured in acid proof containers, positive posts are not covered.</b></p>	<p><i>To prevent accidental contact of the ungrounded (positive) battery connection to ground, each battery shall be protected so that metallic objects cannot come in contact with the ungrounded terminal.</i>            ABYC: E10.7.7            USCG:33 CFR 183.420 (b)            Cover the ungrounded terminal with a boot, or non conductive shield.            ABYC: E10.7.7.1            Install in a covered battery box.            ABYC: E10.7.7.            Each installed battery shall not move more than one inch in any direction when a pulling force of 90 pounds or twice the batteries weight whichever is less, is applied to battery horizontally.            ABYC: E10.7.4            USCG: 33 CFR 183.420 (a)            Provisions shall be made to contain leakage and spillage of battery acid            ABYC: E10.7.2            No more than four conductors shall be secured to any one terminal stud. If additional connections are necessary, two or more terminal studs shall be connected together by means of jumpers or copper straps.            ABYC: E11.16.4.1.11            Conductors shall be supported throughout their lengths or at least every eighteen inches.            ABYC: E11.16.4.1.10            Investigate further. Repair as necessary.</p>
<p><b>B.2 (PAGE 8)</b>  <b>An ample amount of extinguishers were sighted. Although the gauges read in the green, none of them had current tags.</b></p>	<p><i>The use of dry chemical,stored pressured, fire extinguishers should have a full maintenance check by a qualified service facility once a year, and tagged with a current date.</i>            USCG: CFR-25.30-10 CFR-25.30-10(G)(1)            Comply with ABYC and NFPA recommended standards for fire protection.</p>

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

FINDINGS	RECOMMENDATIONS
<p><b>C.1 (PAGE 4)</b>  <b>Bilge area was dirty at time of survey</b></p>	<p><i>Clean bilge area, inspect bilge, and remove any loose debris that could find its way to the bilge area and clog limbers or pumps.</i></p>
<p><b>C.2 (PAGE 6)</b>  <b>Fuel fill hose is showing signs of UV damage. Cracked. Needs to be replaced.</b></p>	<p><i>Flexible fuel fill hose, shall be USCG Type A1 or A2</i>            ABYC:H-24.12.6.1            Further investigate and replace as necessary.</p>

## IV. FINDINGS AND RECOMMENDATIONS

---

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

#### FINDINGS

#### RECOMMENDATIONS

**C.3 (PAGE 7)**

**Wires are mostly secured, but not in all locations of the vessel.**

*Conductors shall be supported throughout their length or shall be secured at least every eighteen inches  
ABYC: E-11.16.4.1.10*

## V. SUMMARY AND VALUATION

---

### STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

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

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

The following is the accepted marine grading system of condition:

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

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

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

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

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

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

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

**OVERALL VESSEL RATING:**           **AVERAGE**          

### STATEMENT OF VALUATION:

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

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

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

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

**\$17,200.00**

*Seventeen Thousand Two Hundred Dollars and Zero cents*

2. The "**ESTIMATED REPLACEMENT COST**" indicates the retail cost of a new vessel of the same type of vessel with similar equipment offered by the same manufacturer, or a manufacturer compatible to the original. "**ESTIMATED REPLACEMENT COST**" of the subject vessel is:

**\$55,000.00**

*Fifty Five Thousand Dollars and Zero cents*

## V. SUMMARY AND VALUATION

---

**SUMMARY:**

In accordance with the request for a marine survey of the "Sun Tracker" , for the purpose of evaluating its present condition and estimating its Fair Market Value.

I herewith submit my conclusion based on the preceding report.

The subject vessel was personally inspected by the undersigned

Subject to correction of deficiencies listed in section IV A. (Safety), the vessel appears serviceable

Other deficiencies list should be attended to in a timely fashion.

**SURVEYOR'S CERTIFICATION:**

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

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

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

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

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

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

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

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

Jeffrey D Welker S.A.