



# ADRIAN J. VOLNEY, INC.

Marine Surveyor-Yacht Consultant

655 Barnacle Court, Englewood, FL. 34223

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Active Memberships: **ABYC, NFPA, SNAME, BOAT US, TBM**

## 2009

### Sea Ray 44 Sundancer

### "No Name"



GENERAL CONDITION, INSURANCE RISK  
AND VALUE SURVEY



**GENERAL CONDITION, INSURANCE RISK AND VALUE  
SURVEY**

**of the vessel**

**XXXXXXXXXX**

**a**

**2009**

**Sea Ray 44 Sundancer**

CONDUCTED BY

**Adrian J. Volney  
Marine Surveyor**

**Adrian J. Volney Inc.**

PREPARED EXCLUSIVELY FOR:

**XXXXXXXXXX**

February 25, 2022



# REPORT OF SURVEY Adrian J. Volney, Inc.

655 Barnacle Court, Englewood, FL. 34223

Mobile: (941) 356-3639. | Website: [adrianvolney.com](http://adrianvolney.com)

**Active Memberships: ABYC, NFPA, SNAME, BOAT US, TBM**

February 25, 2022

File: 2276011

## General Condition and Value Survey

To: XXXXX XXXXX  
XXXXXXXXXXXXX  
XXXXXXXXXXXXX

Mobile Phone: XXXXXXXX  
Email: XXXXXXXXXX

### I. GENERAL

Name of Vessel: "No Name"  
Hull Number: XXXXXXXXXXXXX  
Registration No: XXXXXXXX [DCL# XXXXX | Exp 6/2022]  
Type: 44 Sundancer  
Survey Conducted At: XXXXXXXX and later to Marine Max Haul-Out Facility at 1601 Ken Thompson Parkway both in Sarasota, FL.  
Designer: Sea Ray Boats.  
Builder: Sea Ray Boats, Knoxville, TN. USA.  
Model Year: 2009

LOA: 45'0"	Beam: 14'0"	Draft: 3'6" dry
Approx. weight: 22,500 lbs. dry		

**Estimated Fair Market Value: (Approximately \$375,000.00)**

*Market value based on vessel's structurally and mechanically good condition, **very clean condition**, market demand for size, type, and model combined with lacking inventory, fixed extra cruising gear on board, good quality electronics as seen, and with all major recommendations complied with as per hull survey and independent mechanical reports.*

**Replacement Value: (Approximately \$1,000,000.00)**

**Vessel to be used for:** Private and Pleasure  
**Navigation Limits:** Inland, Coastal, Offshore Islands, Island Passage Capabilities  
*(Note: See Insurance Policy)*

## II. HULL

- Topsides:** Molded fiberglass with sandwich core construction and gel coat finish.  
**Condition:** Sound and clean where inspected. [Detail around through hulls especially to Port side]
- Decks & Superstructure:** Molded fiberglass with sandwich core construction and gel coat finish.  
**Condition:** Sound to the hammer where sounded.
- Hull Bottom:** Molded fiberglass with antifouling bottom paint applied.  
**Deep V with propeller pockets.**  
**Condition:** Sound to the hammer where sounded.  
**Comment:** Bottom paint still protecting hull from major marine growth and recently touched up.
- See Suggestions
- Deadrise Aft:** 19°
- Frames & Fastenings:** Partial bulkheads and partitions with fiberglass bondings.
- Interior:** Hardwood soles, composite bulkheads, cherry trim and panels, vinyl overheads and Corian counters.  
**Comments:** [Moisture meter readings tested normal or within acceptable readings where applied to overhead and side panels.](#)
- Hull Number:** ***See hull number photo and rubbing on page .....23.....***

## III. FITTINGS & EQUIPMENT

- Canvas Covers:** Forward windshield and full aft deck cover, three (3) sided canvas at helm with hard glass and other covers seen stored on board.
- Deck Hardware:** Stainless steel and aluminum.

<b>Steering Gear:</b>	Electronic. <a href="#">(Proven functional)</a>
<b>Ground Tackle:</b>	Plow type with all chain at bow. <div style="border: 1px solid black; padding: 2px; display: inline-block;">See Suggestions</div>
<b>Anchor Windlass:</b>	“LoFrans” (12) Volt 1000 watt DC vertical type. <a href="#">(Proven functional)</a>
<b>Compass:</b>	Ritchie <a href="#">(Proven functional)</a>
<b>Horn:</b>	Electric. <a href="#">((See Recommendations))</a>
<b>Anchor &amp; Running Lights:</b>	12 Volt DC. <a href="#">(Proven functional or with power)</a> <a href="#">((See Recommendations))</a>
<b>Life Jackets:</b>	Eight (8) Adult Type II and Coast Guard (CG) approved.
<b>Life Rings:</b>	One (1) ring type and CG approved.
<b>Distress Flares:</b>	CG approved day and night type V-pistol. Out-dated as of 9/2011 and 4/2020. <a href="#">((See Recommendations))</a>
<b>Marine Toilets:</b>	Two (2) 12 Volt DC and vacuum type with fresh water flush. <a href="#">(Both proven with power)</a> <a href="#">((See Recommendations))</a>

**Air Conditioning System:** Three (3) Cruisair and reverse cycle.  
(Proven functional)

**Infrared Heat Gun Test Performed as follows:**

<b>IV. GALLEY</b> Salon	- Cold Cycle	- 47°F
# Main Salon	- Heat Cycle	- 92°F+
# Forward Cabin	- Cold Cycle	- 45°F
# Forward Cabin	- Heat Cycle	- 101°F
# Helm	- Cold Cycle	- 50°F
# Helm	- Heat Cycle	- 99°F+

**Clean or replace dust filters.**

**Location:** Starboard side and opposite main salon dinette.

**Type of Stove:** Two (2) burner electric.  
(Proven functional)

**Refrigeration:** Independent Waeco refrigerator and freezer.  
(Proven functional)

**Hot Water:** Approximately ten (10) gallon electric.  
(Proven functional)

## V. MACHINERY

**Main Engine Location:** Under aft deck.

**Number & Type:** Twin diesel at 425HP each at 3,000 rpms.

**Make:** Cummins.

**Model No:** Port: QSB 425 HO  
Starboard: QSB 425 HO



**Serial No:** Port: 46853429  
Starboard: 46853207

**Reduction Gear:** ZF

**Ratio:** 1 • 4 : 1

**Model Nos:** 105-S

**Serial Nos:** Port: 2081200  
Starboard: 20378450

**Engine Condition:** Appears clean and well maintained.  
**Comment:** Recent service reported; however, not seen by hull surveyor. [See notes by mechanical inspector]

**See Mechanical Report performed by:**

Jon, Independent Marine Mechanic from Jon Diesel LLC of Sarasota, FL.

***Special Note: To positively identify overall engine condition, both gas and diesel engines should be surveyed professionally by a marine mechanic. This is an owner's decision only. What was observed at this inspection does not qualify as an engine survey and makes no findings concerning the engine. Hull Surveyor, Adrian J. Volney and Adrian J. Volney, Inc. will not be responsible for not bringing attention to the condition of the engine or any future problems or malfunctions that may appear after the date of the survey.***

**Engine Bed:** Molded fiberglass stringers.

**Engine Cooling System:** Fresh water.

**Exhaust Line:** Wrapped stainless steel to flex hose and raw water cooled.

**Exhaust Silencer:** Through pod drives.

**Engine Generator:** Alternator and (12) Volt DC each. (Proven functional)

**Blowers:** 12 Volt DC. (Proven functional)

**Fuel Filters:** Single Racor 900 each main engine and 500 for auxiliary generator.

**Controls:** Electronic.

<b>Propeller:</b>	Four (4) bladed forward and three (3) aft and counter rotating. <a href="#">Tested within limits of acceptability.</a>
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**Propeller Shafts:** Stainless steel.

**Struts:** Pod drives.

**Zincs:** One (1) plate at transom.  
Four (4) plates at trim tabs.

**Rudders:** Twin pod type drives.  
**Condition:** Good where inspection possible.  
**Comment:** Install new pins to each lower fin.

**Bilge Pumps:** Four (4) 12 Volt DC and automatic.  
[\(Proven functional\)](#)

**Audible High Water  
Bilge Alarm:** [\(Proven functional\)](#)

**Sea Valves:** 90° type.  
((See Recommendations))

**Engine Hours:** Port: 00717.0  
Starboard: 00722.0

**Auxiliary Generator  
Engine Hours:** 00869.1

**Sea Trial Run Data Performed by:**

Adrian J. Volney, Hull Surveyor and Jon, Independent Marine Mechanic from Jon Diesel LLC of Sarasota, FL.

## VI. ELECTRICAL

<b>Battery Charger:</b>	PD2140 Inteli Marine. (Proven functional)
<b>Auxiliary Generator:</b>	ONAN Diesel.
<b>Location:</b>	Port side and outboard of port engine.
<b>Model No:</b>	9MDKBL – 4561D
<b>Serial No:</b>	E080178132
<b>Kilowatts:</b>	9
<b>Voltage:</b>	120/240
<b>No. of Cylinders:</b>	3
<b>RPM:</b>	1800 rated.
<b>Cooling:</b>	Fresh water.
<b>Exhaust Line:</b>	Flex hose and raw water cooled.
<b>Storage Batteries:</b>	Four (4) Interstate Group #31 → engine and house. <div style="border: 1px solid black; padding: 2px; display: inline-block;">See Suggestions</div>
<b>Lighting:</b>	(12) Volt DC and 110/240 AC shore and auxiliary. (Proven functional or with power) <u>[See Miscellaneous Notes]</u>
<b>Battery Installation:</b>	In secured trays at port and starboard engine room with boot covers.
<b>Wiring:</b>	Thermo plastic and stranded copper wire. <b>Condition:</b> Appears good where inspection possible.
<b>Circuit Breakers:</b>	12 Volt DC and 110/240 AC breakers.
<b>Ground:</b>	Negative.

**Important Note:**

**Identifying the condition of electronic equipment requires an inspection by qualified electronics personnel. This is the responsibility of the owner only. As your hull surveyor, I encourage you to have all of your electronics professionally inspected and proven in good functional order. Your hull surveyor, basically starts or fires up all units on board where possible and may only verify power and basic function to same. Electronic interfacing of one component, to or with the other, is neither carried out, nor is a computer function or evaluation performed. All electronic functions, (including but not limited to) satellite navigation, telephone and TV operation, must be proven by qualified personnel. Hull surveyor will not be held responsible for any of the above and can recommend qualified companies or individuals if needed.**

### **AUXILIARY GENERATOR ELECTRICAL DIAGNOSTIC INSPECTION & RECORDINGS**

# Volts under ½ Load: 117.3

# Cycles under ½ Load: 60.00

**Normal is 60.**

# Volts under ¾ Load: 117.1

# Cycles under ¾ Load: 59.90

# Amps under ¾ Load Line 1:  
Load:

12

20

At ½

# Amps under ¾ Load Line 2:  
Load:

45

30

At ½

# Temperature at Engine:

# Temperature at Oil Pan:

# Temperature at Exhaust:

# Oil PSI:

See Engine Inspection Report

# Rpm's under load:

1800 rated.

# Polarities:

[Tested normal when using a three \(3\) wire outlet analyzer.](#)

**Comments:** Auxiliary generator appeared to run well and delivered the electrical demands required of it at this time.

For detailed information on this engine, see mechanical survey performed by Jon, Independent Marine Mechanic from Joh Diesel LLC of Sarasota, FL.

## Main Engine Meter Recordings

### Sea Water Temperature: 72°F at surface

# Port: Rpm cruise meter:	2500	Stbd: Rpm cruise meter:	2500
# Port: Meter full load:	3020	Stbd: Meter full load:	3010
# Port: Oil PSI:	20.9 – 49.3	Stbd: Oil PSI:	21.5 – 49.3
# Port: Temp.at meter:	165 – 178°F	Stbd: Temp.at meter:	165 – 180°F
# Port: Volts:	13.6	Stbd: Volts:	13.6
# Port: Temp.at oil pan:	See Engine Report	Stbd: Temp.at oil pan:	See Engine Report
# Port: Temp.at exhaust:	See Engine Report	Stbd: Temp.at exhaust:	See Engine Report
# Port: Temp.at trans:	See Engine Report	Stbd: Temp.at trans:	See Engine Report

### Gps Readings while underway:

<b>Gps @</b>	600 Rpm speed	-	5.5 Knots
<b>Gps @</b>	1,000 Rpm speed	-	8.5 Knots
<b>Gps @</b>	2,000 Rpm speed	-	16.3 Knots
<b>Gps @</b>	2,500 Rpm speed	-	26.6 Knots
<b>Gps @</b>	Full Load	-	36.0 Knots

For detailed information on these engines, see mechanical survey performed by Jon, Independent Marine Mechanic from Jon Diesel LLC of Sarasota, FL.

## VII. FIRE FIGHTING EQUIPMENT

**Portable Extinguisher:** Four (4) Sea-Fire ABC type dry chemical.

**Built-in System:** FE-241 Clean Agent. [Located at forward engine room]

**Date of Inspection:** No recent. [\(\(See Recommendations\)\)](#)

**Note: Gas & Diesel Engine spaces with fixed fire extinguishers.  
NFPA/ABYC.**

**A placard shall be affixed at each helm location and shall provide the following information:  
“If fixed fire extinguishing system discharges, shut down engines, generator and blowers.”  
A remote discharge indicator shall be installed at each helm location.**

## VIII. TANKS

**Fuel:** Diesel.  
**No. & Capacity:** Two (2) and approximately.....

335 gallons

**Shape:** Rectangular and shaped with hull.

**Materials:** Aluminum alloy.

**Location:** Port and starboard engine room forward.  
**Condition:** Appears in good condition where inspection possible; however, are not full and condition of upper welds, seams or fittings above present fuel lines as well as, back side and under tanks cannot be guaranteed. Have tanks topped up and thoroughly inspected at this time.

**Water Capacity:** Single (1) and approximately.....

100 gallons

**Location:** Above bilge and under aft cabin bed center line.

**Material:** Molded plastic.  
**Condition:** Appears good where inspection possible.  
Have water tested.

**Holding Tank:** Molded plastic and located to starboard engine room aft and approximately.....

42 gallons

**Note:** *To positively identify overall tank condition, whether it be fuel, water, or holding tanks, one must pressure test according to the manufacturer's specifications. This is an owner's decision only. From what was observed at this inspection, all tanks appeared in good condition unless otherwise noted in this report. No fuel oil residue could be observed in bilges at this inspection. Suggest owners and captains determine the actual usable capacity of each tank.*

**IX. COMMENTS**

This is to certify that Adrian Volney, the undersigned, at the request of Keith Crutcher and for the account of Underwriters and Financial Institutions concerned proceeded on 2/25/2022 to

5721 Riegels Point Road and later to Marine Max Haul-Out Facility at 1601 Ken Thompson Prkwy both in Sarasota, FL and there did survey the vessel afloat and up on dry dock for the purpose of ascertaining particulars and conditions of said vessel “No Name“ a Sea Ray 44’ Sundancer of model year 2009. *On examination found as follows:*

As far as may be ascertained from a general overall examination of said vessel while hauled out, afloat, and on a trial run, without making removals or opening up parts normally concealed, it is the opinion of the surveyor that the hull, machinery, and equipment are in apparent good condition, over and above recommendations, at this inspection.

## X. RISK STATUS

This vessel appears in good condition for age and type reflecting apparent good care and maintenance by its present owner(s). Vessel meets CG, NFPA, and ABYC standards if the recorded recommendations are complied with as marked with an asterisk (\*) in the body of this report.

## XI. SURVEYOR’S NOTE

In my opinion this vessel appears very favorable → **in compliance with applicable recommendations.** The comments, notes, suggestions, and /or recommendations in this report are made in accordance with accepted marine practice, USCG regulations, ABYC (American Boat & Yacht Council Safety standards for small craft), and /or NFPA (National Fire Protection Association standard 302 inclusive.) **The USCG regulations are mandatory.** The ABYC & NFPA standards are voluntary, but compliance with these standards may be required by various insurance companies, lending institutions, etc.

## XII. STATE OF FLORIDA REQUIREMENTS

Effective October 1, 1994, boaters are prohibited from discharging raw sewage into fresh water or within coastal salt water limits. Coastal salt water limits are defined as nine (9) nautical miles on the Gulf Coast and three (3) nautical miles on the Atlantic Coast. On all vessels, MSD’s now in use that are capable either of flushing raw sewage directly overboard or of being pumped into a holding tank shall set the valve to direct all waste to the holding tank. The valve directing the sewage shall be secured with a tie, lock, or strap.

**NOTE: Have holding tank pumped out, flushed, and disinfected at this time.**

[See Miscellaneous Notes]

### XIII. EXTRA EQUIPMENT ON BOARD VESSEL AS SEEN AT TIME OF SURVEY

#### OPTIONAL EQUIPMENT ON BOARD VESSEL AS WELL AS GENERAL INVENTORY

#### MISCELLANEOUS COMMENTS FOLLOW:

No Name 44 Sea Ray Sundancer | Hull No. SERF1971F809  
 Engine Hours: Port 717 / Starboard 722 | Generator Hours: 869.1

#### HULL DECK AND SUPERSTRUCTURE

- # *\*Port anchor locker hatch latch is frozen. [Service as needed]*
- # *\*Both latches on the transom boot door require adjustment.*
- # *\*Port side of bow plastic vents showing broken louvers. (see photo).*
- # *\*Port POD raw water intakes missing a few strainer bars. (see photo).*
- # Swim ladder in good condition.
- # Hull, deck, and cockpit fiberglass in good condition.
- # Deck rails and hardware in good condition.
- # Windshield, windows, and seals in good condition.
- # Deck hatches and portholes in good condition.
- # Topsides and rub rails in good condition.
- # Bottom paint in good condition.
- # PODS and props in good condition. [See notes on loose fins]
- # Five (5) zincs in fair condition.
- # Three (3) through-hulls below waterline.
- # Raw water intakes are clear.

#### GROUND TACKLE

- # Plough type anchor with all chain.



- # Windless - (Proven Functional)
- # No spare anchor. **[See suggestions]**

### **CABIN APPOINTMENTS**

- # Bimini canvas and Bimini windows, all in good condition.
- # All canvas covers and snaps in good condition.
- # **\*Crack in forward berth mirror. [Have replaced]**
- # **\*Sliding door to forward berth will not close. [Investigate further & have freed up & proven]**
- # Headliner and wall treatment in good condition.
- # Wood floors, doors, and cabinetry in good condition.
- # Carpets and carpet covers in good condition. # Mats and fabrics in good condition.
- # Deck pad with cover in good condition.
- # Interior and exterior seating in good condition.

### **ELECTRICAL SYSTEMS**

- # Power hatch lift – (Proven Functional) # Power windshield vent - (Proven Functional)
  - # Power cabinet swing-down hatch for salon TV - (Proven Functional)
  - # Engine room lights and blowers - (Proven Functional)
  - # All interior and exterior lighting - (Proven Functional)
  - # **\*Light in forward closet stays on. [investigate. Could be hidden switch]**
  - # Two (2) underwater lights - (Proven Functional) # Sony stereo - (Proven Functional)
  - # 18" Insignia TV - (no signal) | 24" Insignia TV - (no signal) (Both Proven with Power)
  - # 21" Samsung TV - (has signal) | 21" Dynex TV - (has signal) (Both Proven Functional)
  - # Jwin DVD players – (Proven with Power)
- 
- # Sharp microwave – (Proven Functional)
  - # Euro Kera two (2) burner electric stove - (Proven Functional)
  - # Waeco freezer - 5.3°F (Proven Functional)

- # Waeco refrigerator - 27.7°F (Proven Functional)
- # Norcold cockpit refrigerator - 40°F (Proven Functional)
- # Heat and air conditioning (A/C) system - (Proven Functional)

## FRESH WATER SYSTEM

- # ***\*Toilet pumps at random continue to cycle. \****
- # ***\*Aft guest toilet cycles off & On – ( Work in progress ) ((See recommendations)) \****
- # Aft toilet, sinks, and showers - (Proven Functional)
- # All bilge pumps - (Proven Functional)
- # Cockpit bar sink and transom shower - (Proven Functional)
- # Water heater takes a draw.
- # Water pressure - (Proven Functional)
- # No odor in vessels potable water system.
- # ***\*Shower sump pump is functional but leaks into bilge. [Service as needed]***
- # ***\*Check heavy rust water stain on inside and outside of hull. (Port side forward of engine room through hull discharge. (See photos) ((See recommendations))***

## ELECTRONICS AND NAVIGATION EQUIPMENT

- # ***\*Stern light – (Not Functional) \****
  - # ***\*Starboard navigation light – (Not Functional) \* ((See recommendations))***
  - # Port navigation light - (Proven Functional)
  - # Anchor and steaming lights - (Proven Functional)
  - # Windshield wipers and washers - (Proven Functional)
- 
- # ***\*ACR spotlight is functional but one (1) of two (2) bulbs is out. [Replace bulb & prove]***
  - # ***\*Horn – (Not Functional) ((See recommendations)) \****

- # Trim tabs - (Proven Functional)
- # POD controls - (Proven Functional)
- # Ritchie compass in good condition.
- # Smart Craft vessel view engine data screen - (Proven Functional)
- # Radar - (Proven Functional)
- # Raymarine Ray 240 VHF radio - (Proven Functional)
- # Handheld ICOM VHF radio – (Proven with Power)
- # Raymarine E120 navigation screen - (Proven Functional)
- # Auto pilot - (Proven Functional)

### SAFETY EQUIPMENT

- # Audible High water alarm - (Proven Functional)
- # **Two (2) Seafire ABC type fire extinguishers full, mounted, no tags. \***
- # **One (1) Seafire ABC type fire extinguisher full, mounted, no tag but with a badly \*  
rusted bottom. # Fixed auto fire extinguisher at engine room. ((See recommendations)) \***
- # **Two (2) launcher guns with six (6) large red aerial flares Exp. 9/2011 \***
- # **| six (6) large red aerial flares Exp. 4/2020. ((See recommendations)) \***
- # Three (3) carbon monoxide alarms - (Proven Functional)
- # Eight (8) adult type II life jackets and CG approved.
- # **EPIRB requires service & registration.**
- # Ship's bell.
- # **\*No smoke alarms. ((See recommendations)) \***
- # *Life ring & CG approved in good condition.*

## XIV. RECOMMENDATIONS TO BE COMPLIED WITH AT THIS NEW OWNERSHIP

***Determination of the value and condition of this vessel is based upon the owner's compliance to all of the recommendations cited here. Furthermore, no guarantees are made by Adrian J. Volney, Hull Surveyor, concerning the evaluations and repairs done by other professionals on this vessel. This includes, but is not limited to, engine surveys, electronics evaluation, and tank condition. Obtaining these evaluations by qualified personnel is the owner's responsibility and the results of their findings is solely their responsibility.***

### **Coast Guard**

- \* Document "A Waste Management Plan" on board vessel with new owner take over. See info sheet accompanying survey report.
- \* Have put aboard vessel, up-to-date CG approved day and night distress flares before going to sea. Present observed outdated.

### **Electrical/Electronics**

*If not performed at this time, have an electronics evaluation done by a person qualified to do so. All of the recommendations made should be complied with. Adrian J. Volney, Hull Surveyor, cannot be held responsible for the quality of said findings nor the results of any work done.*

- \* Vessel's main horn did not appear to function when tested. Investigate further and put back into working condition before any further cruising.
- \* Have repaired, non-functional starboard (green) navigation light as well as stern (white) light before vessel goes to sea.

### **Mechanical**

*If not performed at this time, have a mechanical survey done by an independent marine mechanic. All of the mechanics recommendations should be complied with. Adrian J. Volney, Hull Surveyor, cannot be held responsible for the quality of said mechanic's findings nor the results of any work done.*

- \* Have all recommendations complied with as per independent mechanical inspection through: Jon Diesel LLC.

### \* Pump Maintenance

- One (1) head vacuum pump observed cycling off and on while turned on (guest head). Investigate further and repair and service as needed.

- Discharge MSD pump out, runs intermittently when breaker is in on position. The above observed even though rocker switch is in off position at main panel. Investigate further. Could be faulty switch.

### **Safety**

\* Have at least one (1) or more smoke detectors installed on vessel that is listed to UL217 (as per NFPA update for vessels 26' or larger with sleeping accommodations). Install and maintain according to manufacturer's instructions.

\* Have all portable and fixed fire extinguishers serviced and tagged for 2022- 2023 to meet NFPA and ABYC standards. This is a yearly procedure. (No recent seen)

## **XV. MISCELLANEOUS OBSERVATIONS**

*Recommendations not considered life threatening or severe enough to warrant immediate attention but should be addressed at new owner's convenience.*

### **Mechanical**

# 1-1/2" ID hoses to and from heads now cracking externally. See to and from pump out as well as to and from vacuum pumps. (Suggest obtaining an estimate)

# At next haul out, renew heavily rusting through hull discharge over to port side topsides. Bleeding heavily from the inside as well. See directly under blower scoop aft of amidships.

# Install new pins to each pod drive. Now loose.

# Even though all sea valves appear to be in good condition, some tested hard to move by bare hands. See especially valves to pods. Exercise all sea valves throughout vessel at this time and suggest performing on a quarterly basis.

## **XVI. SUGGESTIONS TO ENHANCE, INCREASE SAFETY AND VESSEL EFFICIENCY**

### **Electrical/Electronics**

# Have all engine and house batteries independently load tested for overall condition and life expectancy. Replace as where & if needed.

**Mechanical**

# Have main engines, gears, and auxiliary generator serviced professionally at this time. Log all work from here on. [See Mechanical Report]

**Safety**

# Have put aboard vessel, spare anchor complete with required chain and nylon rode.

**Shipwright/Other**

# Open up aft Bimini top and check for overall condition, fit, and function.

# Even though bottom paint was recently touched up, a noticeable build up now evident of old paint at random locations, especially at water line. Some time in the future and when time permits, have all old paint removed before application of new.

*References on following page.....*

**REFERENCES**

The following list covers most of the important governing and testing bodies in boating relating to standards and guidelines.

ABS            American Bureau of Shipping  
                  45 Eisenhower Drive, Paramus, NJ 07653-0910

1-201-368-9100

- ABYC American Boat and Yacht Council, Inc.  
3069 Solomon's Island Road, Edgewater, MD 21037  
1-410-956-1050
- ASTM American Society for Testing and Materials  
1916 Race Street  
Philadelphia, PA 19130
- NFPA National Fire Protection Association  
470 Atlantic Avenue  
Boston, MA 02210
- SAE Society of Automotive Engineers, Inc.  
400 Commonwealth Drive  
Warrendale, PA 15096
- UL Underwriters Laboratories, Inc.  
207 East Ohio Street  
Chicago, IL 60611
- USCG United States Coast Guard  
Department of Transportation  
Commander Fifth Coast Guard District  
Federal Building, 431 Crawford Street  
Portsmouth, VA 23705
- USSA United States Sailing Association  
Box 209  
Newport, Rhode Island 02840-0209  
1-401-849-5200

*Conditions of Acceptance on following page.....*

## **CONDITIONS OF ACCEPTANCE**

This report is submitted in good faith by Adrian J. Volney, Inc. and constitutes a description of the condition of the vessel as observed by the surveyor at the time of the inspection.

Unless otherwise mentioned, a visual inspection only has been performed without removal of panels, furniture or fixed equipment as described in this report.

All conclusions and opinions concerning this vessel that are set forth in this report were prepared by the surveyor whose signature appears on this report.

It is to be understood that the surveyor and Adrian J. Volney, Inc. assume no responsibility for any defects not reported and shall not be held liable for errors and omissions nor for any defects which may emerge at a later date.

No changes to any part or content of this report shall be made by anyone other than the surveyor, and the surveyor shall have no responsibility for any such unauthorized changes.

This report is for the exclusive use of the person or organization on whose behalf the report was prepared. This person or organization may copy and distribute the report as needed to conclude a purchase, settle a claim, obtain repair estimates, financing and insurance. The rights to the use of this report may not be sold or transferred to a third party without written permission by the surveyor. Adrian J. Volney, Inc., reserves all rights to this report and its contents and the distribution of same contents.

This report does not warrant (expressly or implicitly), or guarantee the condition of the above vessel, or its parts. Any liability shall not exceed the amount of the cost of the appraisal itself paid by the customer. You and your assigns hereby exempt and release the undersigned surveyor and Adrian J. Volney, Inc. from any and all liabilities, claims, demands, actions or causes of action whatsoever arising out of any damage, loss or injury to the vessel or to any person.

This report is not to be used for any purpose unless payment in full has been received by Adrian J. Volney, Inc. The use of and payment for this report implies an acceptance of all the above mentioned conditions.

## **DISCLAIMER**

Surveyor cannot be held responsible for damage or defects (hidden) where the eye cannot see through acts of God in the past; for example: hurricanes, tornadic activity such as water spouts, excessive wind damage, hail, and lightning strikes, etc.





## **XVIII. REPORT CONDITIONS AND WAIVER**

This report is issued subject to the condition that it is understood and agreed that neither this office nor any surveyor or any employee thereof, is under any circumstances whatsoever to be held responsible in any way for any error in judgment, default or negligence, nor for any inaccuracy, omission, misrepresentation or misstatement in this report, and that the use of this report shall be construed to be an acceptance of the foregoing conditions.

The market and replacement values cited in this report is based on the average selling price of a vessel of this type and size, according to material at hand, considering all extras and accessories fairly depreciated. These values are intended for insurance and financial evaluation and are not intended to influence the purchaser or non-purchaser of a vessel.

This survey is based on the facts presented and discovered and based on the undersigned's opinion, with no warranty either specified or implied. This survey is issued without prejudice to the rights of whom it may concern.

Safe and happy boating always.

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*Adrian J. Volney* \_\_\_\_\_  
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**Adrian J. Volney, President**  
Adrian J. Volney, Inc.

**Active Memberships: ABYC, NFPA, SNAME, BOAT US, TBM**

*(The following pages contain useful information for all boat owners and are not a part of the survey, but are included as a service to our valued customers)*

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# Definition of BUC CONDITION

**BUC CONDITION defines a boat that is ready for sale requiring no additional work.**

*We are not referring to the average boat that needs work. We specifically refer to the condition to which dealers and private individuals usually prepare their vessel in order to culminate the sale at what they determine to be the best market price-to-reconditioning ratio.*

## **A Boat In BUC CONDITION has:**

A clean bilge and clean bottom, free of dry rot, fittings, shafts, struts, wheels, rudders and other hardware in good condition. Deck, superstructure joiner work and hull are tight and free of leaks. Paint, varnish and gel coats are clean and smooth, free of wrinkles, cracks, gouges, not requiring excessive waxing or buffing. All electronic and mechanical accessories are in good operating order including tanks and lines, its head, ventilation, wiring, lighting and flotation meet the local or federal standards that could influence its selling price.

## **An Engine or Motor In BUC CONDITION is:**

In good working condition with no oil or water leaks and meets standard compression test. Starter, coils, magneto, spark plugs, and wiring must be free and clean of corrosion. Shafts, bearings and other moving parts are to be free and true with no excessive vibration and show evidence of lubrication. Propellers are to be free of nicks and have true pitch. Water pump, gas lines, fittings, hoses, strainers, gaskets are tight and free of leaks and jet and outboard fittings functioning properly. Paint should be free of scorching or blisters due to overheating. Carburetor and other peripherals should be properly tuned and functioning in good order.

## 1 GFCIs: Protect Yourself from Electric Shock

The shock hazard that results from faulty 110 V AC electrical equipment is especially dangerous around water. Wet shoes or bare feet, perspiration, wet decks, and water in the bilge are the worst possible conditions for coming in contact with electricity. Add to this worn or abused electrical drills /sanders/buffers or damaged power cords and the result could be lethal. Any piece of electrically powered equipment, portable or installed, can develop an internal fault if a wire comes in contact with the cabinet or case, making it electrically charged.

An especially dangerous setting that has claimed lives in the past is working with a power tool from a float or dinghy or grabbing a wet dock line with a power tool or cord in the other hand. Plugging into a GFCI virtually eliminates the shock hazard. To go one step further in case you have to plug in where there is no GFCI available, replace old power tools with modern double insulated" models that eliminate risk of fatal shock from the tools. Better yet, try cordless tools. They are safest of all, convenient to use, and eliminate the charged extension cord which seems to have a Labrador Retriever's affinity for getting overboard.

The value of a GFCI is that it protects against shock in a way that a standard breaker (or fuse) cannot. A GFCI senses the current flow in both the hot and neutral wires. It compares the flow in the wires and detects an imbalance such as your body accidentally providing an electrical path. When it detects an imbalance of 5mA (mill amperes), it opens the circuit (turns it off) before any harm is done.

Boating safety standards call for GFCIs in certain locations on boats. The American Boat and Yacht Council (ABYC) standard has called for the use of GFCIs in boats since 1977. So does the National Fire Protection Association (NFPA) standard which states:

1"Ground-fault circuit-interrupters (GFCIs) may be used on any single-phase AC circuit and shall be used for all receptacles in the head, galley, and machinery spaces and on weather decks." In 1other words, any place

where a person is likely to contact water and electrical equipment 1simultaneously is a good place for GFCI protection. ("Shall" in safety standards language means mandatory to comply with the standard.)

A circuit breaker that incorporates a GFCI is sometimes installed in an electrical panel board in place of a standard (non-GFCI) type of breaker. Or a GFCI can be added to a circuit in addition to the already installed breaker. A GFCI-type receptacle can be installed in the bulkhead replacing the old receptacles innards. Each receptacle on that same circuit will be protected by the one GFCI. They are inexpensive, as electrical equipment goes, with prices ranging from \$23.95 for a receptacle mount type.

If they are so good, why not use them everywhere in a boat? The gadgets are so sensitive that they are intolerant of worn wiring and damp conditions typically found in boats. Very minor current leaks, that may not present a serious shock threat, can trip a GFCI-a nuisance that most skippers don't want to contend with. Minor leaks, however, should be located and corrected. With 120v/60Hz current, the level necessary to prevent a male adult from releasing his grip (let-go current) is 8-9 mA (A GFCI trips at 5 mA). It only takes about 6 mA for an adult female and less for children. For this reason, the receptacle mount and portable type are more practical for boats. The handiest type for working around a boat is a portable, plug-in model that you can use in any receptacle. That way, you know the tool or extension cord being used is protected. It senses only what you plug in, not the less-than-perfect boat wiring. It is available at BOAT/U.S. Marine Centers and through the Boating Equipment Catalog.

Insist on GFCI's to be standard equipment in the head, galley, machinery spaces, and on deck in a new boat and consider adding them on older boats. When BOAT/U.S. underwriters pointed out to a manufacturer that their boats were lacking GFCI breakers, their engineers reflected and said thanks for the reminder. "It is a good idea" they said, that they had simply overlooked



**ENFORCED AS OF AUGUST 1, 1990**

**A WASTE MANAGEMENT PLAN  
IS REQUIRED BY THE U.S. COAST GUARD  
ON ALL SHIPS OVER 40 FEET IN LENGTH\* THAT AT ANYTIME  
OPERATE OUTSIDE THE TERRITORIAL SEA (3-MILE) LIMIT.**

**\*Length means horizontal distance between the foremost part of a ship's stern  
to the aftermost part of its stern, excluding fittings and attachments.**

**THE LAW**

1. Each manned oceangoing ship\* of 40 feet or more in length, that is documented under the laws of the United States or numbered by a state and that is engaged in commerce or is equipped with a galley and berthing is required to carry a Waste Management Plan.
2. The master or person in charge of a ship shall insure that THE SHIP IS NOT OPERATED unless a Waste Management Plan is on board the ship and that each person handling garbage follows the plan.
3. Each Waste Management Plan must be in writing and provide the discharge of garbage by means that meet Annex V of MARPOL 73/78, the Act to Prevent Pollution from Ships.
4. Describe procedures for collection, processing, storing, and discharging garbage.
5. Designate the person who is in charge of carrying out the plan.

\*Oceangoing ship under Annex V of MARPOL is a ship operated under the authority of the United States or operated at anytime seaward of the outermost boundary of the territorial sea of the United States.

**ACCEPTABLE WASTE MANAGEMENT PLANS****\* PLAN 1**

Vessel Name \_\_\_\_\_  
Person in Charge \_\_\_\_\_

**SOLID WASTE MANAGEMENT PROCEDURES:**

ALL the garbage generated on the vessel is put in a garbage bag and disposed of in the trash containers at the harbor at the end of each trip (or is given to the tender vessel to take to shore for disposal). All crew members have been oriented to the requirements of the Annex V by the captain and all new crew are specifically shown in the MARPOLV Placard and told to keep all refuse stowed on board. Passenger orientation to the vessel includes being shown the location of the trash receptacles and being informed of refuse discharge laws.

**\* PLAN 2**

Vessel Name \_\_\_\_\_  
Person in Charge \_\_\_\_\_

**SOLID WASTE MANAGEMENT PROCEDURES:****If the vessel is outside of 12 miles from shore:**

All the garbage with the exception of food materials and paper is put in a garbage bag to be hauled to the dockside trash receptacle at trip's end. Food materials and paper generated in the galley are collected in a bucket (or in a paper bag or cardboard box) and the bucket emptied over the side (or the food-filled bag or box is thrown overboard) by a crew member.

**If the vessel is within 12 miles of shore returning to shore:**

ALL refuse materials are put in a garbage bag and at the end of the trip are hauled up to the dockside trash receptacle.

**CREW EDUCATION:** At the beginning of each session all crew members are reminded of the refuse discharge laws and shown the MARPOL V Placard. Crew is told that it is vessel policy to stow all garbage materials on board except for food and paper when the vessel is outside of 12 miles. The captain informs all new crew and passengers of the rules governing the vessel including refuse laws and refuse handling.



## **1 IS THERE A DIFFERENCE BETWEEN #2 DIESEL FUEL AND MARINE GRADE DIESEL?**

**YES!** #2 fuel oil has low specifications defined by the petroleum industry.

#2 diesel fuel contains certain amounts of water, carbon and gum residues, sulfur, paraffin wax and other impurities which are not removed in the refining process. These factors either alone or combined with Florida's climate can cause substantial problems in the operation of diesel powered yachts.

**WATER** is present in all diesel fuel. In addition to the moisture that remains through the refining and shipping process, additional water accumulates from condensation and improper storage. Moisture causes corrosion, algae growth, clogged filters and ultimately injector nozzle deterioration and complete engine failure.

**SULFUR** content has also increased in #2 diesel fuel through the use of lower grade of crude oil used to produce #2 diesel fuel. The increased sulfur content enhances corrosion which leads to increased engine wear. High sulfur in #2 diesel fuel is evident in the transom soot that appears on the transom of a yacht.

**ALGAE** forms with three elements that are present in #2 diesel fuel. These elements are air, water and a low grade fuel such as #2 diesel. Florida's climate and the low specifications for #2 diesel becomes a "Breeding Ground" in which severe diesel algae growth develops. Once the algae growth begins filters clog and Engine performance becomes affected.

## **1 WHAT IS THE ALTERNATIVE TO #2 DIESEL?**

**MARINE GRADE DIESEL FUEL** is the answer to the yacht owners problem. Marine Grade Diesel is defined by the petroleum industry as a high grade filtered fuel with highest specifications known as Marine Gas Oil. Marine Grade Diesel (M.G.O.) is coalesced to remove 100% of any water present and filtered to 2 1/2 microns to remove any contaminate matter, This filtration process allows only the highest grade of fuel to be dispensed. This process guarantees the customer that no water or contaminate matter exists. By eliminating the water content, corrosion, clogged filters and injector nozzle deterioration is minimized.

Marine Grade Diesel (M.G.O.) also contains several additives which meet the higher specifications required. Marine Grade Diesel (M.G.O.) contains a sulfur neutralizer which allows the engine to perform more efficiently and is recognized by reduced transom soot and an overall increase in performance.

Marine Grade Diesel (M.G.O.) also contains a microbicide which prohibits diesel algae spores from growing and developing serious problems inside the fuel tank which leads to clogged filters and injector problems. The added protection of a microbicide and continued treatment will eliminate the possibility of diesel algae.

Marine Grade Diesel (M.G.O.) achieves a cetane rating of 45 which is several points higher than most #2 fuel oils sold at marinas and fuel oil companies, the 45 rating is recommended by most major marine engine manufacturers to assure the best operational performance from the engine.

Marine Grade Diesel (M.G.O.) meets the highest standards set by petroleum industry through filtration, coalescing, and additives, Marine Grade Diesel offers the boat owner the highest quality fuel available. The difference between #2 fuel oil and Marine Grade Diesel (M.G.O.) can be compared to boating in the desert or boating in Florida's beautiful waterways.

**THERE IS NO COMPARISON!**

Helping the boating public always. -

Through the kind cooperation of Longboat Fuel Company of Sarasota, Fuel Specialist





## Typical Power Consumption of Electrical Loads (12 Volts)

Anchor light.....	1.0 amp	Masthead light.....	1.0-1.7 amps
Anchor windlass.....	80-300 amp	Radar .....	4.0-8.0 amps
Autopilot.....	1-30 amps	Refrigeration (typical) .....	5.0-7.0 amps
Bilge blower.....	2.5 amps	Running lights (port, starboard, and stern)	3.0 amps
Bilge pump.....	5.0 amps	Sat-Nav .....	0.2-0.8 amp
Cabin fan.....	1.0 amp	Spreader lights.....	8.0 amps
Cabin light (Incandescent) .....	1.5-3.5 amp	SSB (receive) .....	1.5-2.0 amps
Depthsoundar.....	0.1-0.5 amp	(transmit).....	25-35 amps
Fluorescent light.....	0.7-1.8 amp	Strobe light.....	0.7 amp
Freshwater pump.....	5.0 amps	Stereo/tape deck.....	1.0 amp
Spotlight.....	10.0 amps	VHF (receive) .....	0.7-1.5 amps
Knotmeter.....	0.1 amp	(transmit) .....	5.0-6.0 amps
Loran.....	1.0-1.5 amp	Wind speed Indicator.....	0.1 amp

Note: Inverters and microwave ovens are absent from this list. That's because modern inverters consume mere milliamps of power, while a microwave's energy consumption varies with the size of the unit and the way it is used.

## Daily Power Requirements (12 Volts) Of A Hypothetical Cruising Boat Anchored Off A Bahamian Beach

Equipment	Rating	Hours of Use (in 24 hours)	Total Load (in 24 hours)
6 lights.....	1.5 amps each	2 hours each – 12.....	18 amp-hours
1 refrigeration compressor.....	5 amps	10 hours.....	50 amp-hours
Masthead navigation lights.....	1.5 amps	8 hours.....	12 amp-hours
2 tans.....	1 amp each	5 hours each =10.....	10 amp-hours
VHF radio, tape deck, etc.....	2 amps total	5 hours total.....	10 amp-hours
<b>TOTAL 100 amp-</b>			
<b>hours</b>			

**Notes:**

1. Power consumption will vary enormously according to the boat's intended cruising area; refrigeration and tan usage in northern climates will be a fraction of that in the tropics.
2. Large items of occasional and short-term use, such as an electric anchor windlass, can in most instances be ignored, since they have little impact on the overall picture. On the rare occasions where sustained use is required, as in breaking out a deeply embedded anchor, the engine can be run during operation to provide a charging backup.

