

# Manitou Boatworks & Engineering

## Marine Surveying and Consulting

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### GENERAL INFORMATION

To: \_\_\_\_\_ Date: \_\_\_\_\_  
Address: \_\_\_\_\_ Telephone: \_\_\_\_\_  
\_\_\_\_\_ Fax: \_\_\_\_\_  
Work: \_\_\_\_\_ Cell: \_\_\_\_\_  
E-mail: \_\_\_\_\_

### VESSEL INFORMATION

Owner: \_\_\_\_\_ Broker: \_\_\_\_\_  
Vessel Name: \_\_\_\_\_ Location of Survey: \_\_\_\_\_  
Type of Survey Required: \_\_\_\_\_  
Hull ID Number (HIN): \_\_\_\_\_  
Year / Model / Type: \_\_\_\_\_  
Manufacturer / Builder: \_\_\_\_\_ Material: \_\_\_\_\_  
LOA: \_\_\_\_\_ LWL: \_\_\_\_\_ Beam: \_\_\_\_\_ Draft: \_\_\_\_\_  
Gross Ton: \_\_\_\_\_ Net Ton: \_\_\_\_\_ Displacement: \_\_\_\_\_  
Power: \_\_\_\_\_  
Hailing Port: \_\_\_\_\_ Normal Vessel Berth: \_\_\_\_\_  
Vessel Usage: \_\_\_\_\_ Navigational Limits: \_\_\_\_\_  
  
Original Cost: \_\_\_\_\_ Purchase Price: \_\_\_\_\_  
Market Value: \_\_\_\_\_ Replacement Cost: \_\_\_\_\_  
Engine Value: \_\_\_\_\_

**Marc W. Nugent**, B.S.E., S.A., M.M.S.

## SUMMARY

On June 29, 2007 I performed a Condition and Valuation Survey on a 1997, 370 Sea Ray Sundancer. The vessel was docked at Northwest Marina in Charlevoix, Michigan. The vessel was delivered to Irish Boat Shop in Charlevoix for a haul-out the same day. The vessel's underside was inspected and then delivered back to Northwest Marina. The vessel was found to be in above average condition with a few issues that are discussed in the survey.

Along with the survey a compression test was performed and short sea trial. The vessel was given a Fair Market Value based on its condition, equipment, and location. I have expanded on the FMV towards the end of the summary section. I used ABYC recommendations as guidelines throughout the survey, and have included a list of ones used.

### **HULL**

The hull was constructed of (FRP) Fiber Reinforced Plastic, in this case fiberglass. The hull was well constructed and did not show any signs of major damage or repairs. The exterior of the hull was finished with an off-white gelcoat above the waterline. The gelcoat contained little or no oxidation. The vessel was outfitted with a PVC and stainless steel rub rail. The thru-hulls above the waterline were PVC and measured for height above the waterline, to determine if they were in compliance with ABYC guidelines. I feel all thru-hulls above the waterline satisfy the requirements to not contain any seacocks.

The hull below the waterline was found to be in good condition with no major damage. The underside had been coated with a modified ablative anti-fouling paint. The paint was in fair condition with what appeared to be one season of use. I feel the paint is satisfactory for this season in the local environmental conditions. The keel of the vessel contained no signs of past groundings. The transom of the vessel was sounded and tested with a moisture meter to determine any signs of water penetration. There were a few small areas that contained moisture readings that lead me to believe that a few pieces of hardware should be resealed. The transom drain plug, transom zinc mount and port trim tab contained slightly higher readings than the majority of the transom. I would recommend that these items be resealed over the next year.

The transom was equipped with an extended fiberglass swim platform. The platform appeared well secured and in good condition. The platform contained a small locker that was equipped with a stainless steel swim ladder. The vessel was equipped with a stainless steel dingy davit system, which operated on a purchase system to raise the dingy from the water. A dingy was currently being support by the system and appeared to function well. The dingy was not part of the current survey.

The bilge areas of the vessel were clean and contained no signs of resting water. The vessel's stringers and bulkheads were all found to be solid and in good condition. There was limited access to many of the vessel bulkheads and internal stringers. It appeared that marine grade plywood was used in reinforcing the major structural components. The main stringers and bulkheads were sounded and tested with a moisture meter. An area on the forward engine compartment bulkhead, or firewall, was found to contain a high level of moisture. The area was contained between the two inboard stringers, and 24-inches above the lower bilge. The area was first detected by sounded and then confirmed with a moisture meter. The area was then tested from the forward side of the bulkhead, behind the water heater. When the forward area was tested the same concussion was made. There were no signs of why the water was penetrating the bulkhead. There was an area of the bilge that was not accessible under the water heater. I would remove the heater and see if the compartment is holding water. The water had migrated down the two inboard stringers towards the engine mounts. The moisture meter read increasing levels starting at the forward engine mounts toward the bulkhead. The levels recorded in the lower center area of the bulkhead were extremely high. There appeared to be a slight amount of delamination in the lower section of the bulkhead, and there were no signs of any delamination in the stringers. It is important that the source of the problem is determined to prevent future damage.

## **DECK**

The deck of the vessel was found to be in excellent condition with no major damage. The deck and vessel surfaces above the hull were constructed with an off-white gelcoat. The gelcoat was designed with a non-skid surface on all walkways. The surface was in good condition with no damage found. The deck surface was tested with a moisture meter to determine areas signs of

leaking hardware. The vessel contained all stainless steel hardware across the deck of the vessel. The hardware was found to be through bolted, and secure. The vessel contained a large stainless steel bow, anchor pulpit that was through bolted to the bow of the vessel. I would recommend that the pulpit and the chain guards be resealed to prevent any future water penetration. The vessel was outfitted with a 12VDC windlass system, which was not tested during the survey. The vessel was equipped with a large anchor locker, which was outfitted with a rubber gasket that was in poor condition. I would recommend that the rubber gasket be replaced to keep the deck from draining into the anchor locker.

The remaining deck surfaces were moisture tested and compared with similar areas. All stanchions and hardware appeared solid and in good condition. The second from aft stanchion deck plate on the port side contained a small gap that water could penetrate through the through bolts. I would recommend that this plate be resealed and tightened to prevent any future leaking.

The cockpit of the vessel was well laid out and in excellent condition. The vessel was designed with a double captain's bench, two single port benches, and a large C-shaped aft bench. The surfaces were all finished in a marine vinyl, which was in excellent condition. The cockpit was designed with a gelcoat, non-skid surface. The vessel was equipped with removable carpet for the entire cockpit area. The carpet was clean and in good condition. The vessel was equipped with a small wet bar. The vessel contained a walk through transom door to access the swim platform. The sole contained six removable hatches to supply excellent access to the engine compartment. All hatches appeared in good condition and fit tightly together.

The vessel was designed with a composite sliding companionway door. The door was locking and opened and closed easily. The cockpit was equipped with a bimini top and sloping aft deck canvas. The canvas was in good condition and appeared not to contain any leaks. The windows were in fair to good condition with slight UV damage and small scratches. The zippers were all in excellent condition, which made the canvas easy to install and remove.

## MACHINERY

The vessel was equipped with twin Mercruiser 7.4-Liter MPI inboard engines. The 8-cylinder gas power engines were rated for 330-horsepower and appeared in excellent condition. The engine was secured to the main stringer using aluminum “L” brackets and aluminum backing plates. The engine mounts were thru bolted to the brackets and stringers. The vessel was equipped with an analog hour meter installed with the tachometers. The hour meters read 433, and 434-hours at the time of survey. The vessel was equipped with a raw-cooling system with an internal fresh system. The cooling system used all marine grade hoses and stainless steel hose clamps. The fluids appeared to have been changed recently and were all full and clean. The engines appeared to be slightly low on coolant. The bilges under the engines were equipped with drop clothes. It appeared there was small coolant leaks under each engine. The starboard engine contained spots of oil on the clothes that would suggest a small oil leak.

The engines were compression tested during the survey. The vessel was started at the dock and let run until both engines reached operating temperature. All spark plugs were removed, labeled and tested for gap spacing. The recommend gap is 0.035-inches. All plugs were between 0.035-0.040-inches. The spark plugs were the same model that was recommend from the engine specifications, which were AC-MR43T. The compression tests were consistent between cylinders and suggested both engines were operating as suggested. The compression test results are listed below.

### Port Engine:

#7: 165psi    #8: 165psi  
#5: 168psi    #6: 160psi  
#3: 165psi    #4: 160psi  
#1: 165psi    #2: 165psi

### Starboard Engine

#7: 160psi    #8: 155psi  
#5: 158psi    #6: 160psi  
#3: 162psi    #4: 155psi  
#1: 162psi    #2: 160psi

The vessel was equipped with ZF Hurth transmissions, which shifted smoothly underway. The fluids were full and clean, which suggested little use since they were changed. The throttles and shifts operated well and engaged smoothly. The vessel was equipped with all analog gauges at the helm. The gauges were operating well and easy to read. The engine room was equipped

with an automatic fire system. The Halon system appeared charged but did not contain any service dates. The engine compartment was equipped with a 12VDC lighting system, and a 12VDC blower system. The blowers removed air from the port and starboard engine compartment. The compartment was designed with port and starboard natural ventilation. The vessel was equipped with three 12VDC bilge pumps. All pumps were equipped with an auto float switch and was able to be operated from a single switch at the helm, there was no water in the bilge areas to test the pumps during the survey.

The running gear was inspected during the haul-out of the vessel. There were no signs of grounding or damage to the gear. The vessel was equipped with 3-blade bronze propellers. The propellers did not contain any pitting due to cavitation or electrolysis. The stainless steel shaft was in good condition with no pitting and appeared not to contain any damage. The props could be turned easily by hand and spun evenly between the cutlass bearings. The bearing appeared in fair to good condition with normal wear. The bronze strut was in good condition and was thru bolted to the underside of the hull. There were no signs of leaking occurring around the strut. The vessel contained zinc anodes on the transom, trim tabs and running surface. The anodes appeared in good condition with minimum wear. The trim tabs were tested and found to be responsive and operate well. The vessel was equipped with a dripless shaft log that appeared in good condition.

## **FUEL SYSTEM**

The vessel was outfitted with twin aluminum fuel tank, each rated at 138-gallons. The fuel lines were all marine grade rubber hose, and used bronze fittings. The fill and vent hoses were marine grade rubber and contained double stainless steel clamps. The vessel was outfitted with a Mercury fuel-water separator. The vessel was equipped with fuel shut-offs in the engine compartment below the center hatch. The shut-offs were clearly labeled and easy to operate. The vessel was equipped with port and starboard fuel gauges. The analog gauges read full during the survey. Both fuel tanks were bonded and vented to their respective sides.

## **ELECTRICAL**

The vessel was equipped with a DC and AC electrical systems. The AC and DC systems were visually inspected with some of the equipped operated. The vessel was connected to shore-power while the vessel was at the dock. The 12-volt DC system contained five batteries, which were connected as three different banks. The batteries were stored above the bilge sole in the engine compartment. The batteries were secured using battery trays, though no lids were used. The batteries did not contain any purchase dates; and were not load tested during the survey. All battery cables appeared in good condition with no corrosion or damage. The terminal connectors on the cables were standard at the time of production, though under today's standard an enclosed connector is recommended. I have attached an ABYC drawing under the recommendations.

The vessel charging system appeared in excellent condition and contained voltage meters at the helm, and main DC panel. The vessel was equipped with 65-amp engine alternators to be used as the vessel primary charging system. The vessel was also equipped with a Pro Mariner 30-amp auxiliary charging system. The twin 125V, 30A shore power connections contained main disconnect breakers and reverse polarity lights, at each connection. The main AC panel contained voltmeters and amp-meters for each line. The vessel's wiring appeared in excellent condition, which was all coded and accessible. The vessel was equipped with GFI outlets on each circuit. The GFI outlet was tested from the vessel cabin outlets, and found to trip when tested.

The vessel was equipped with a Westerbeke gasoline generator. The generator was found to operate and start well. The generator can be operated from the main AC panel, and contains a bilge blower switch at the panel. The vessel is protected at the main AC panel so the generator cannot be operated while the vessel is operating off shore-power. The generator was run during the survey and equipment was tested off the generator-supplied power. The generator was recorded to have 252-hours on it during the survey. The fluids were tested and found to be in good condition.

The vessel was equipped with the following optional electronics and equipment.

- Raytheon Ray210 VHF
- Raytheon 600xx Chart Plotter
- Raytheon ST6000+ Autohelm
- Raytheon Nav398 GPS/Loran
- Raytheon Raydata (Tridata)
- Raytheon RL9 Radar
- Clarion w/ CD changer stereo
- Cruisair Air Conditioning 120V
- Lewmar 12V windlass
- (2) Panasonic 13" TV w/ VHS
- Atwood 120V 6-gal water heater
- 12VAC Central Vacuum system

## **INTERIOR**

The interior of the vessel was in excellent with very little wear and tear. The vessel was designed with three berth areas. The master queen sized V-berth forward, and a convertible aft and salon berths. The upholstery throughout the cabin was in excellent condition and showed no wear. All windows contained window covering, and contained no signs of past leaks. The headliner, and wall coverings were in excellent condition with no signs of damage. The vessel used carpet throughout, which was in good condition with a few minor stains. The carpet was protected with snap-on canvas covers throughout. The galley contained the average equipment.

- Norcold DE541 120/12V refrigerator
- Panasonic 120VAC microwave
- Keyon 3-burner 120VAC stove

The vessel was outfitted with 12VDC pressurized fresh water system. The vessel was equipped with an estimated 70-gallon plastic water tank, secured under the V-berth. The plumbing was constructed of marine grade PVC hose. The galley, cockpit and head used PVC overboard discharge hose. The thru-hulls above the waterline were all PVC with no seacocks. The water system was tested during the survey and found to operate well. The water heater was tested and found to produce very hot water. The water heater was not outfitted with an engine circulation system. The vessel was equipped with tank measuring systems for the fresh and black water tanks.

The vessel was equipped with a black water system. The vessel was designed with a 28-gallon plastic waste tank in the engine compartment. The vessel was equipped with a 12VDC flush head system. The head was activated, and found to operate well. The waste hoses were all marine grade PVC and used stainless steel hose clamps. Te vessel was equipped with a macerator, though was not tested during the survey.

The engine compartment was also equipped with a gas vapor detector, which was installed at the helm. The vessel contained Carbon Monoxide detector installed in salon. The detector was powered from the 12VDC system, and sounded when the test button was activated.

## **FAIR MARKET VALUE**

There are three independent methods to determine the fair market value of a given vessel. The first is a Cost Approach; this incorporates the replacement cost of the vessel and then applies suitable depreciation to determine the fair market value. There are three types of depreciation that must be included, Physical, Technical, and Economical.

The second is an Income Approach; this looks at the current stream of income that is generated by the vessel. This works well for most commercial vessels, but is not useful when dealing with a recreational vessel.

The third and last is a Market Approach; this includes finding a comparable vessel in the region and gathering information on what they have been bought and sold for *recently*. This is normally the best approach when dealing with a recreational or pleasure boat. In my findings, many vessels were equipped with similar engine packages that had sold in this and other markets. I had to account for the condition and options installed on the vessel. I double-checked these figures with BUC and Soldboats.com to end up with an accurate figure. When taking all this into effect, I believe, I have reached a FMV that is representative to the vessel and the market it is in.

*This Survey is prepared and submitted in good faith. It is a description of the condition as then found, examined and visible. The surveyor assumes no responsibility for any defects and shall be held harmless for any subsequent conditions arising. This survey does not guarantee either expressed or implied, the condition of the above surveyed vessel.*



Surveyor's Signature

Marc Nugent, B.S.E., S.A.

Submitted without Prejudice

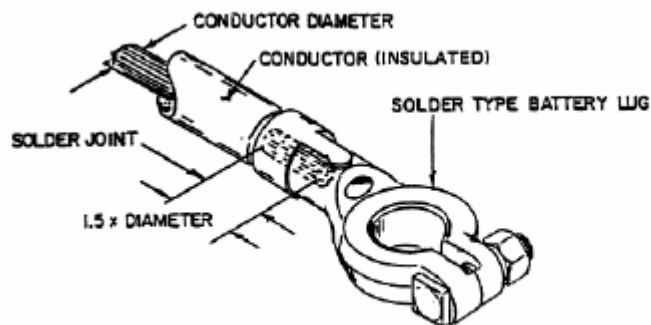
## RECOMENDATIONS

- Replace rubber gasket around anchor locker
- Reseal stainless steel anchor pulpit and chain guards on deck
- Seal small hairline cracks in gelcoat around starboard, above waterline exhaust thru-hull
- Inspect bilge area under water heat, make sure area is not trapping water
- Make sure water does not continue to penetrate firewall bulkhead
- Service fire extinguisher system (Halon) and label with service dates
- Reseal underwater exhaust thru-hulls
- Reseal transom drain plug and zinc mount
- Reseal port trim tab
- Tighten and reseal, second from aft, stanchion deck plate on port side
- Check for coolant leak on starboard and port engine
- Check for small oil leak on starboard engine
- Battery cable connectors used leave exposed cable, I would recommend that the example below be used

### 10.8 WIRING

10.8.1 Battery wiring shall conform to the Installation section of [ABYC E-11, AC and DC Electrical Systems On Boats](#).

10.8.2 Connectors to battery terminals shall be made with fitted connectors providing secure mechanical and electrical connections as required in the Wiring Connections' section of [ABYC E-11, AC and DC Electrical Systems On Boats](#). Spring clips or temporary clamps shall not be used.



## REFERENCES

### **ABYC – American Boat and Yacht Council**

A-3 Galley Stoves

A-3.5 General Requirements

A-4 Fire Fighting Equipment

A-4.6 Requirements – Portable and Semi-Portable Extinguishers

A-4.7 Requirements – Fixed Fire-Portable Extinguishers

E-2 Cathodic Protection

E-2.5 General Application of Cathodic Protection

E-10 Storage Batteries

E-10.7 Installation

H-24 Gasoline Fuel System

H-24.5 Requirements in General

H-24.6 Flexible Fuel Hose

H-24.7 Fuel Line Supports

H-24.8 Valves

H-24.10 Installation – Fuel Tank

H-24.11 Connections – Fuel Hose

H-24.13 Tank Vent Systems

H-24.18 Gasoline Fuel Tanks

H-41.6 Life Rails, Deck Rails, Stern Rails, Bow Rails

P-6.5.1 Propeller Shaft – Diameter

TA-27 Batteries and Battery Chargers

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ABYC referenced the following organizations:

ANSI – American National Standards Institute

ASTM – American Society for Testing and Material

CPSC – US Consumer Products Safety Commission

CFR – Code of Federal Regulations

EPA – Environmental Protection Agency

NFPA – National Fire Protection Association

ORC – Offshore Racing Council

UL – Underwriters Laboratories



*Tranquility*

### 37' Sea Ray Sundancer

- Year: 1996
- Last Listed Price: US\$ 109,000 (04/07)
- **Sold: US\$ 94,000 (05/07)**
- Located in Saugatuck, MI
- Hull Material: Fiberglass
- Engine/Fuel Type: Twin Gas
- YW# 1863-1598956
- Central/Exclusive Listing
- Available for co-brokerage
- Sold



*Click on image to enlarge*

### 37' Sea Ray 370 SUNDANCER

- Year: 1997
- Last Listed Price: US\$ 144,900 (04/07)
- **Sold: US\$ 140,000 (05/07)**
- Located in Michigan City, IN
- Hull Material: Fiberglass
- Engine/Fuel Type: Twin Gas
- YW# 54869-1701588
- Central/Exclusive Listing
- Available for co-brokerage
- Sold



*Click on image to enlarge*

### 37' Sea Ray 370 Sundancer

- Year: 1998
- Last Listed Price: US\$ 139,900 (03/07)
- **Sold: US\$ 132,000 (06/07)**
- Located in St.Clair Shores, MI
- Hull Material: Fiberglass
- Engine/Fuel Type: Twin Gas
- YW# 55969-1621281
- Central/Exclusive Listing
- Not available for co-brokerage
- Sold

Prepared By: Marc Nugent on July 01, 2007

SEA RAY BOATS, KNOXVILLE, TN,			
Model Year	1997	Hull Material	Fiberglass
Model	SUNDANCER 370	Hull Configuration	Deep Vee
Length Overall	40' 1"	Draft	2' 8"
Length On Deck	37' 6"	Beam	12' 7"
Boat Type	Express   Open	Weight	17000 lbs.
Engine Type	Vee-Drive Twin 340G Mercury Marine/Mercruiser	Ballast	

The information presented here is believed to be reliable but not guaranteed. For various reasons, including the subjective nature of vessel evaluations and the possibility of incomplete or inaccurate information regarding comparable vessels and sales thereof, we do not make any warranties whatsoever regarding this report, and WE EXPRESSLY DISCLAIM ALL WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. BUC does not provide expert witness testimony.

Current Retail Value Range	\$125,000-\$137,500 92nd edition.
Fair Retail Value Adjusted for <u>BUC Condition</u> in the Great Lakes & North Central area	\$124,500-\$137,000
Replacement Value	\$314,500

All prices in US Dollars.

## HULL CONSTRUCTION

Type of Construction: \_\_\_\_\_ Condition: \_\_\_\_\_  
General Condition: \_\_\_\_\_ Condition: \_\_\_\_\_  
Exterior Paint/Finish: \_\_\_\_\_ Condition: \_\_\_\_\_  
Underbody: \_\_\_\_\_ Condition: \_\_\_\_\_  
Type of Steering: \_\_\_\_\_ Condition: \_\_\_\_\_  
Rudder Post & Fittings: \_\_\_\_\_ Condition: \_\_\_\_\_  
Keel: \_\_\_\_\_ Bulb/Exterior Ballast Weight: \_\_\_\_\_  
Keel Bolts: \_\_\_\_\_ Condition: \_\_\_\_\_  
Grounding Provision: \_\_\_\_\_ Condition: \_\_\_\_\_  
Corrosion/Electrolysis Protectors: \_\_\_\_\_ Condition: \_\_\_\_\_  
Transom: \_\_\_\_\_ Condition: \_\_\_\_\_  
Swim Platform: \_\_\_\_\_ Condition: \_\_\_\_\_  
Underwater Heat Exchangers: \_\_\_\_\_ Condition: \_\_\_\_\_  
Bilges: \_\_\_\_\_ Condition: \_\_\_\_\_  
Stringers: \_\_\_\_\_ Condition: \_\_\_\_\_  
Interior Ballast: \_\_\_\_\_ Condition: \_\_\_\_\_  
Cockpit Sole: \_\_\_\_\_ Condition: \_\_\_\_\_  
Hull Canvas: \_\_\_\_\_ Condition: \_\_\_\_\_

## Deck

Finish: \_\_\_\_\_ Non-Skid: \_\_\_\_\_ Condition: \_\_\_\_\_  
Companionway: \_\_\_\_\_ Condition: \_\_\_\_\_  
Deck Hardware: \_\_\_\_\_ Condition: \_\_\_\_\_  
Hatches: \_\_\_\_\_ Condition: \_\_\_\_\_  
Lockers: \_\_\_\_\_ Condition: \_\_\_\_\_  
Seats: \_\_\_\_\_ Condition: \_\_\_\_\_  
Upholstery: \_\_\_\_\_ Condition: \_\_\_\_\_  
Canvas Enclosure: \_\_\_\_\_ Condition: \_\_\_\_\_  
Canvas Boots or Covers: \_\_\_\_\_ Condition: \_\_\_\_\_  
Mast Step & Boot: \_\_\_\_\_ Condition: \_\_\_\_\_

**Hardware:**

Rub Rail: \_\_\_\_\_ Thru Bolted? Y N Condition:  
Bow Rail: \_\_\_\_\_ Thru Bolted? Y N Condition:  
Stern Rail: \_\_\_\_\_ Thru Bolted? Y N Condition:  
Stanchions: \_\_\_\_\_ Thru Bolted? Y N Condition:  
Life Lines: \_\_\_\_\_ Condition:  
Grab Rails: \_\_\_\_\_ Condition:  
Cleats: \_\_\_\_\_ Thru Bolted? Y N Condition:  
Chocks: \_\_\_\_\_ Thru Bolted? Y N Condition:

**MACHINERY**

Engines: \_\_\_\_\_ Fuel: \_\_\_\_\_ Cyl. \_\_\_\_\_ H.P. \_\_\_\_\_  
Serial NO. \_\_\_\_\_ Hours \_\_\_\_\_ Condition:  
Mounting: \_\_\_\_\_ Condition:  
Oil Level: \_\_\_\_\_ Condition:  
Fuel Lines: \_\_\_\_\_ Condition:  
Injectors/Pumps: \_\_\_\_\_ Condition:  
Carburetor: \_\_\_\_\_ Condition:  
Cooling System: \_\_\_\_\_ Condition:  
Hoses: \_\_\_\_\_ Clamps: \_\_\_\_\_ Condition:  
Thru Hulls: \_\_\_\_\_ Shut off valves? Y N Condition:  
Exhaust System: \_\_\_\_\_ Condition:  
Hoses: \_\_\_\_\_ Clamps: \_\_\_\_\_ Condition:  
Thru Hulls: \_\_\_\_\_ Shut off valves? Y N Condition:  
Turbochargers: \_\_\_\_\_ Condition:  
Transmission: \_\_\_\_\_ Condition:  
Serial Number: \_\_\_\_\_ Ratio: \_\_\_\_\_ Fluid: \_\_\_\_\_

**INSTRUMENTATION**

Tachometer: \_\_\_\_\_ Condition:  
Temperature: \_\_\_\_\_ Condition:  
Oil Pressure: \_\_\_\_\_ Condition:  
Voltmeter: \_\_\_\_\_ Condition:  
Hour: \_\_\_\_\_ Condition:

**ENGINE COMPARTMENT**

Bilge Pump(s): \_\_\_\_\_ Shut off valves? Y N Condition:  
Natural Ventilation: \_\_\_\_\_ Condition:  
Blower(s): \_\_\_\_\_ Condition:  
Auto Fire Extinguisher: \_\_\_\_\_ Condition:  
Lights: \_\_\_\_\_ Condition:  
Electrical Equipment Ignition Protected: \_\_\_\_\_  
Engine(s) and Drive(s) Accessibility: \_\_\_\_\_

**RUNNING GEAR**

Shaft: \_\_\_\_\_ Condition:  
Shaft Log: \_\_\_\_\_ Condition:  
Strut: \_\_\_\_\_ Condition:  
Propeller: \_\_\_\_\_ Condition:  
Galvanic Protection: \_\_\_\_\_ Condition:  
Rudder: \_\_\_\_\_ Condition:

**CONTROLS**

Steering System: \_\_\_\_\_ Condition:  
Shift: \_\_\_\_\_ Condition:  
Throttle: \_\_\_\_\_ Condition:  
Helm: \_\_\_\_\_ Condition:  
Auto Pilot: \_\_\_\_\_ Condition:

**FUEL TANKS AND SYSTEMS**

Tank(s): \_\_\_\_\_ Condition:  
Installation: \_\_\_\_\_ Condition:  
    Vented: Port? Y   N      Starboard? Y   N  
    Bonded: Port? Y   N      Starboard? Y   N  
Fill Hose: \_\_\_\_\_ Clamps: \_\_\_\_\_ Condition:  
Fuel Lines: \_\_\_\_\_ Clamps: \_\_\_\_\_ Condition:  
Shut Off Valves: \_\_\_\_\_ Condition:  
Filter(s): \_\_\_\_\_ Condition:  
Fuel Gauge: \_\_\_\_\_ Condition:

**ELECTRICAL SYSTEM, DC**

Batteries: \_\_\_\_\_ Condition:  
Installation: \_\_\_\_\_ Condition:  
Cables: \_\_\_\_\_ Condition:  
Isolator Switch: \_\_\_\_\_ Condition:  
Wiring: \_\_\_\_\_ Condition:  
Coded? Y   N      Secured? Y   N      Accessible? Y   N  
Charging Circuit: \_\_\_\_\_ Condition:  
Auxiliary Charging System: \_\_\_\_\_ Condition:

**ELECTRICAL SYSTEM, AC**

Auxiliary Generator: \_\_\_\_\_ K.W. \_\_\_\_\_ Fuel: \_\_\_\_\_  
Serial No: \_\_\_\_\_ Condition:  
Installation: \_\_\_\_\_ Grounded: \_\_\_\_\_ Condition:  
Main Disconnect Circuit Breaker? \_\_\_\_\_ Condition:  
Shore Power: \_\_\_\_\_ Condition:  
Grounded? Y   N      Covered? Y   N      \_Locking? Y   N  
Main Disconnect Circuit Breaker? Y   N      \_\_\_\_\_ Condition:

## ELECTRICAL APPLIANCES

Hot Water Heater: \_\_\_\_\_ Condition:  
Grounded? Y N      Circuit Breaker? Y N      Relief Valve? Y N

Refrigeration: \_\_\_\_\_ Condition:  
Installation? Y N      Breaker? Y N      Grounded? Y N

Stove: \_\_\_\_\_ Condition:  
Installation? Y N      Breaker? Y N      Grounded? Y N

Microwave: \_\_\_\_\_ Condition:  
Installation? Y N      Breaker? Y N      Grounded? Y N

Air Conditioning System: \_\_\_\_\_ Condition:  
Installation? Y N      Breaker? Y N      Grounded? Y N

Cooling: \_\_\_\_\_ Pump(s) \_\_\_\_\_ Condition:  
Hoses: \_\_\_\_\_ Clamps \_\_\_\_\_ Condition:  
Thru Hulls? Y N      Shut Off Valves? Y N      Condition:

## ELECTRONICS

VHF Radio: \_\_\_\_\_ Fused? Y N      Condition:  
SSB Radio: \_\_\_\_\_ Fused? Y N      Condition:  
Loran: \_\_\_\_\_ Fused? Y N      Condition:  
GPS: \_\_\_\_\_ Fused? Y N      Condition:  
Depth Sounder: \_\_\_\_\_ Fused? Y N      Condition:  
Anemometer: \_\_\_\_\_ Fused? Y N      Condition:  
Radar: \_\_\_\_\_ Fused? Y N      Condition:  
EPIRB: \_\_\_\_\_ Fused? Y N      Condition:  
Compass: \_\_\_\_\_ Fused? Y N      Condition:  
Stereo System: \_\_\_\_\_ Fused? Y N      Condition:

## AERIALS

VHF Radio: \_\_\_\_\_ Condition:  
SSB Radio: \_\_\_\_\_ Condition:  
Loran: \_\_\_\_\_ Condition:  
GPS: \_\_\_\_\_ Condition:  
Radar: \_\_\_\_\_ Condition:  
Am/FM Stereo: \_\_\_\_\_ Condition:

**ELECTRICAL ACCESSORIES**

Navigation Lights: \_\_\_\_\_ Fused? Y N Condition:  
Masthead Lights: \_\_\_\_\_ Fused? Y N Condition:  
Anchor Lights: \_\_\_\_\_ Fused? Y N Condition:  
Spot Light: \_\_\_\_\_ Fused? Y N Condition:  
Deck Lights: \_\_\_\_\_ Fused? Y N Condition:  
Cabin Lights: \_\_\_\_\_ Fused? Y N Condition:  
Cigarette Lighter: \_\_\_\_\_ Fused? Y N Condition:  
Horn: \_\_\_\_\_ Fused? Y N Condition:  
Windlass: \_\_\_\_\_ Fused? Y N Condition:  
Waste Pump(s): \_\_\_\_\_ Fused? Y N Condition:  
Fresh Water Pumps: \_\_\_\_\_ Fused? Y N Condition:  
Horn: \_\_\_\_\_ Fused? Y N Condition:  
Bilge Pump(s): \_\_\_\_\_ Fused? Y N Condition:  
Blower(s): \_\_\_\_\_ Fused? Y N Condition:

**LPG OR CNG SYSTEMS**

Tank(s): \_\_\_\_\_ Shut Off Valves? Y N Condition:  
Lines: \_\_\_\_\_ Condition:  
Regulator? Y N Pressure Gauge? Y N Condition:  
Locker: \_\_\_\_\_ Condition:  
Properly Vented To The Outside Of Boat? Y N

## ACCOMODATIONS

### Berths

Number: \_\_\_\_\_ Location: \_\_\_\_\_

Sole: \_\_\_\_\_ Condition:

Bulkheads: \_\_\_\_\_ Condition:

Wall Coverings: \_\_\_\_\_ Condition:

Headliner: \_\_\_\_\_ Condition:

Windows/Portlets: \_\_\_\_\_ Condition:

Cabinetry: \_\_\_\_\_ Condition:

Furnishings: \_\_\_\_\_ Condition:

### Salon

Sole: \_\_\_\_\_ Condition:

Bulkheads: \_\_\_\_\_ Condition:

Wall Coverings: \_\_\_\_\_ Condition:

Headliner: \_\_\_\_\_ Condition:

Windows/Portlets: \_\_\_\_\_ Condition:

Cabinetry: \_\_\_\_\_ Condition:

Furnishings: \_\_\_\_\_ Condition:

### Galley

Sole: \_\_\_\_\_ Condition:

Bulkheads: \_\_\_\_\_ Condition:

Wall Coverings: \_\_\_\_\_ Condition:

Headliner: \_\_\_\_\_ Condition:

Windows/Portlets: \_\_\_\_\_ Condition:

Cabinetry: \_\_\_\_\_ Condition:

Furnishings: \_\_\_\_\_ Condition:

## Heads

Number: \_\_\_\_\_ Location: \_\_\_\_\_

Sole: \_\_\_\_\_ Condition: \_\_\_\_\_

Bulkheads: \_\_\_\_\_ Condition: \_\_\_\_\_

Wall Coverings: \_\_\_\_\_ Condition: \_\_\_\_\_

Headliner: \_\_\_\_\_ Condition: \_\_\_\_\_

Windows/Portlets: \_\_\_\_\_ Condition: \_\_\_\_\_

Cabinetry: \_\_\_\_\_ Condition: \_\_\_\_\_

Furnishings: \_\_\_\_\_ Condition: \_\_\_\_\_

Toilets: \_\_\_\_\_ Condition: \_\_\_\_\_

Intake Lines(s): \_\_\_\_\_ Clamps: \_\_\_\_\_ Condition: \_\_\_\_\_

Discharge Lines(s): \_\_\_\_\_ Clamps: \_\_\_\_\_ Condition: \_\_\_\_\_

Vented Loops: \_\_\_\_\_ Condition: \_\_\_\_\_

Thru Hulls: \_\_\_\_\_ Shut Off Valves? Y N Condition: \_\_\_\_\_

Holding Tank(s): \_\_\_\_\_ Condition: \_\_\_\_\_

Deck Pump Out Installation: \_\_\_\_\_

Portable Water System: \_\_\_\_\_ Condition: \_\_\_\_\_

Tank(s): \_\_\_\_\_ Condition: \_\_\_\_\_

Plumbing: \_\_\_\_\_ Condition: \_\_\_\_\_

Shower(s): \_\_\_\_\_ Condition: \_\_\_\_\_

Sink(s): \_\_\_\_\_ Condition: \_\_\_\_\_

Drain Lines: \_\_\_\_\_ Thru Hulls(s): \_\_\_\_\_ Condition: \_\_\_\_\_