



June 9th, 2009
File # 09-109
CONDITION AND VALUATION SURVEY
Four Winns Horizon 200
Florida registration FL 5198 MW

OWNER:

ATTENDING:

Cecil Clark, Marine Surveyor, NAMS-CMS, No. 109-845, ABYC

REQUEST OF SURVEY

I, the undersigned surveyor, did on June 3rd, 2009, at the request of Charlotte Capitano, attend survey on the above named vessel while she lay hauled and on her trailer at

Gulf Breeze, Florida, 32561, for the purpose of determining the overall condition and valuation of the vessel, and report as follows.

GENERAL DESCRIPTION

Type vessel: Molded fiberglass, bow rider with single gasoline engine out drive propulsion

Builder: Four Winns
925 Frisbie Street
Cadillac, Michigan, 49601

Date built: 1999, Hull # FWNMD403D999

Dimensions: L.O.A., 20', 2" Beam 8', 1" Draft, 2', 8"
Weight, approximately 3,020 lbs.

Value: \$10,750.00 in present condition, as equipped, and including the trailer

SCOPE OF SURVEY:

This survey checked for compliance with U.S. Coast Guard regulations, ABYC, NFPA standards and practices, and general structural condition. It did not cover removal of machinery, tanks, sheathing, joiner work, upholstery, bulkheads, ceiling, fascia, or other fixed material or any area requiring disassembly to obtain access. Electronics were not checked for power up condition due to no battery power. External systems connected to the engine were examined, but the internal condition of the engine will require a mechanical survey by a qualified mechanic and generator technician. The engine mechanical condition is not intended to be a part of this survey.

HULL:

The hull is laid of solid fiberglass, with encapsulated wood longitudinal stringers fiberglassed into the hull bottom. Further strengthening is achieved by partial bulkheads and floor members athwartships fiberglassed to the bottom, and tabbed on both sides.

The bottom was inspected where accessible on the trailer, and was found to be in good condition, with no signs of osmotic blisters. It is a modified deep V configuration, with a deep forefoot tapering to a more moderate deadrise aft. The hull sides were inspected with no signs of previous damage or holing detected.

The interior of the hull was inspected where accessible, with the bilge areas being found to be in need of cleaning.

The hull bulkheads were inspected where accessible with no delamination present and no bulkheads found adrift.

The hull liner and superstructure are a separated cored molding which is bonded at the flange with fasteners and adhesive compound.

The profile of the vessel is that of a bow rider with raked bow, straight sheer, walk through windshield protected helm station with soft top, carpeted cockpit, and straight transom with attached molded fiberglass swim platform.

The interior layout of the vessel consists of an locker forward for anchor rode storage accessed through a hatch, aft of which is a bow seating area with port and starboard seating forward of eth walk through windshield. Aft of bow seating through the walk through windshield is the helm area to starboard with a sport steering wheel, engine controls, gauges, and switches for vessel systems. A companion seat was found opposite the helm to port with a console glove box forward along with a lift top storage area. A bench seat was found located aft of the helm and companion seats which lifts for access to storage. A large

sunpad/hatch at the aft cockpit affords access to the engine space, fuel tank, battery and wiring.

VENTILATION: Natural ventilation from an open configuration. The engine space is further ventilated by an ignition protected blower system. There was no evidence of excessive dampness, or excessive mildew found.

NAVIGATIONAL LIGHTS: Meets U.S.C.G. requirements as to configuration. Not tested due to no DC power at the time of survey.

POWER AND MECHANICAL: Propulsion is by a Volvo Penta model 5.0Gi raw water cooled, 305 cubic inch V8 gasoline engine of approximately 250 HP, with engine serial # 4110182401-3868945. The engine is fitted with an approved flame arrestor and has very little surface rust. The engine bed is encapsulated wood stringers, and pads, with bolted metal vibration dampening mounts. The engine is fitted with a water-separating fuel filter. The drive is through a Volvo model SX-Mi outdrive with a ratio of approximately 1.6 to 1, and serial#4232167671 with a three blade 14 1/2" diameter by 19" pitch propeller. All hoses, and bellows appeared to be sound, and the belts were in good condition and properly tensioned. The out drive paint is in fair condition. The trim and tilt pump was found adrift and will need to be secured. Wiring harness and all engine components appeared to be in very good condition. Full engine instrumentation was found mounted at the helm.

FUEL SYSTEM: Gasoline from an approved plastic tank of approximately 37-gallons capacity, located under the aft cockpit sole near the engine space, well secured, and properly bonded and vented. The tank is NFPA approved, with fuel lines of approved J1527 hose and the fuel fill deck mounted, clearly marked, and in compliance with specifications contained in section H-24 of the ABYC Standard and Practices for Small Craft for gasoline fuel systems.

STEERING: Teleflex type rotary head mechanical cable steering with engine driven power assist. All components in good condition, with no signs of corrosion. Steering was somewhat stiff and should be excercised. The steering system is installed in compliance with recommendations contained in section P-17 of the ABYC Standards and Recommended Practices for Small Craft pertaining to inboard steering systems.

**ELECTRICAL
SYSTEM:**

DC system, with DC power from one group 27 Deep Cycle 12 volt marine battery not connected at the time of survey. The wiring in the engine compartment is neatly arranged and bundled.

Wiring is approved size thermo-plastic and complies with ABYC specifications found in section E-11 for DC systems.

ELECTRONICS:

1. Four Winns proprietary depth sounder integral with dash, not proven due to no DC power
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**SAFETY
EQUIPMENT:**

1. Ritchie compass
 2. USCG flares and life jackets, stored off vessel at the time of survey
 3. Electric horn, not tested due to no DC power at the time of survey
 4. Rule 500 GPH automatic bilge pump, not tested due to no DC power at the time of survey
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**OTHER
EQUIPMENT:**

1. Fiberglass swim platform
 2. Fabric cockpit cover, and aft cockpit canvas, and clear vinyl enclosures, storage space under the helm area sole
 3. Cigarette lighter DC outlet/chart light at the helm
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TRAILER:

Galvanized steel tandem trailer by Four Winns trailers, VIN#42KBEWS25X2010392 with dual carpeted main bunks. The Florida tag# is C38 5QA. Tires are ST 205/75R14 mounted on galvanized sport rims. Bearing Buddy type positive pressure hub protectors are on each hub. The trailer is equipped with a Dico model 60 surge brake actuator with drum type surge operated brakes on one axle. The winch is a Shelby model 5405 with nylon strap. A large bow roller is mounted at the winch post. The axles and equalizers are galvanized steel with mild steel springs. The fenders are galvanized steel port and starboard. A side-mount Sea Sense jack is mounted near the tongue. All components are in fair to good condition. Overall condition of the trailer is fair to good.

Note: The hull and marine risk survey is conducted on an intensive basis with an effort to uncover as many deficiencies as possible.

Many of the recommendations contained in this report will be in the realm of normal and preventive maintenance.

These will not affect the structural integrity or soundness of the vessel, but will serve as a guide for maintaining the vessel in yacht condition.

All items listed under the following Comments and Recommendations section of this report that are preceded by an asterisk (**) are to be considered primary or critical recommendations that should receive first priority attention

RECOMMENDATIONS

1. **Install one size 1 fire extinguisher and service annually
 2. **Re-install DC battery system and prove all DC circuits
 3. **Secure adrift tilt and trim pump for outdrive
 4. **Replace wire nuts in the engine space with approved marine connectors
 5. **Keep USCG flares and life jackets on board at all times
 6. **Prudent seamanship dictates the presence of at least two anchors on board at all times
 7. **Prove the operation of trailer lights and trailer brakes prior to putting in over the road service
 8. **Re-pack trailer wheel bearings annually
 9. Clean bilge areas
 10. Paint any rusted areas of the engine, motor mounts and manifolds
 11. Buff faded gelcoat, cosmetic
 12. Repair damaged vinyl at the bench seat aft to starboard
 13. Buff hull sides
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CONCLUSIONS AND COMMENTS

At the time of this survey, this vessel was found to be in fair to good condition with no serious defects found that would affect its vessel soundness.

The value appearing on the first page of this report is based on figures and formulae contained in the BUC RESEARCH PRICE GUIDE for used boats and considers the age, size and type of vessel, its geographic location, and the overall condition in affixing a value.

This survey is for financial considerations only, and is not intended to influence either the purchase or rejection of this vessel, and is based on my opinion of the facts presented, and discovered, with no warranty either specified, or implied.

Latent defects, not to be found without the removal of sheathing, joiner work, deck covering, and or disassembling of machinery, plumbing, wiring, or other parts of this vessel are not intended to be part of this report.

The engine condition, although inspected visually at the time of survey, and found to be in very good apparent condition, is not considered part of this survey. Engine condition would need to be determined by a competent marine mechanic.

This survey is signed without prejudice to the rights of whom it may concern.



Cecil Clark, Marine Surveyor,
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ABYC Standards Certified

