

BOLZ MARINE SURVEY & CLAIMS, LLC
MARINE SURVEYOR AND CONSULTANT

1988 20' Champion Fish and Ski

1988 20' Champion Fish and Ski



INDEPENDENT MARINE SURVEY SERVICE

Report of Marine Survey

Of The Vessel

1988 20' Champion Fish and Ski

1988 20' Champion Fish and Ski

Conducted by
Bolz Marine Survey, Captain Gerry Mantia

INDEPENDENT MARINE SURVEYOR

Prepared For:



September 19, 2023

INDEPENDENT MARINE SURVEY SERVICE

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of [REDACTED], the attending surveyor did attend on board the **1988 20' Champion Fish and Ski "1988 20' Champion Fish and Ski"**, beginning on 9/19/2023 at 9:00 am to 10:15 am, where **an out-of-the water survey was conducted at [REDACTED] Forsyth, MO 65653**. The ship's papers were not on board. **The Hull Identification Number - TSB12659F888** 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. The reason for the survey was to ascertain the physical condition and value of the vessel.** DC power was 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 the removal of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open up all such areas for further 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 recommended and understood that all DIESEL/GAS engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

CONDUCT OF SURVEY:

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

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

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: BMS23_4604_Johnson.Laura_HIN # TSB12659F888

SURVEY PREPARED FOR: [REDACTED]

NAME OF VESSEL: 1988 20' Champion Fish and Ski

TYPE OF SURVEY: Condition and Value

OVERALL VESSEL RATING: ABOVE AVERAGE

ESTIMATED MARKET VALUE: \$10,500

ESTIMATED REPLACEMENT COST: \$39,00-

YEAR/MAKE/MODEL OF VESSEL: 1988 20" Champion Fish and Ski

HULL IDENTIFICATION NUMBER (HIN): TSB12659F888

HOME PORT: Bull Shoals, Missouri

HAILING PORT: Bull Shoals, MO

STATE REGISTRATION NUMBER: MO 5723 CJ

PLACE OF SURVEY: [REDACTED], Forsyth, MO 65633

DATE/TIME OF SURVEY: September 19, 2023

HULL MATERIAL: Fiberglass Reinforced Plastic

HULL TYPE: Deep Vee

LENGTH OVER ALL (L.O.A.): 20'-0"

BEAM: 7'-2"

DRAFT: 2'-6"

DISPLACEMENT: 1220 lbs

PROPULSION SYSTEM: Single 1987 Johnson V6 200 HP outboard

FUEL TYPE: Gasoline

AC POWER: Single 120 volt with 30 amp shore power

DC POWER: Two (2), 12 volt negative ground lead acid batteries

INTENDED USE/BUYER: Recreational near coastal cruising

INTENDED CRUISING AREA: Bull Shoals, Missouri

Asterisks * in this General Information section refers to the source of such information as follows:

II. GENERAL INFORMATION

* Per Manufacturer's Specifications

**Refer to Summary and Valuation Section

*** Per United States Coast Guard Documentation

**** Per Buck Book

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

INTERIOR HULL:

TYPE AND COMPOSITION:

Deep Vee hull composed of fiber reinforced plastic, reinforced by longitudinal fiber reinforced plastic over dimensional stringers and transverse bulkheads. The interior hulls support stringers, bulkheads, bilge area, and cabin floor compartments where visible, showed no signs of stress cracking or excessive wear. I did not see any signs of water intrusion. The transom wall showed no signs of stress cracking or water intrusion.

MATERIAL:

Fiber reinforced plastic.

EXTERIOR HULL:

The exterior hull is gel coated with custom graphics paint. The gel coat is slightly oxidized. and I did not see any signs of joinery stress at the hull to deck joints.

*B.1

The gel coat is slightly oxidized



(B.1) Forward stem view



Starboard forward chines



Port forward chines



Port side

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

INTERIOR HULL:(continued)

EXTERIOR HULL:(continued)



Port aft



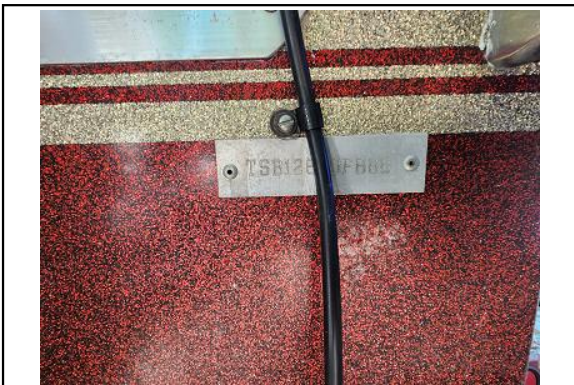
Port side



Starboard side

HULL ID NUMBER:

TSB12659F888



Hull Identification Number

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

INTERIOR HULL:(continued)

STATE IDENTIFICATION NUMBER:
MO 5723 CJ



State Identification Number

BRIDGE DECK

COCKPIT DESCRIPTION:

Open cockpit with forward and aft fishing seats. The overall condition of the cockpit upholstery, carpeting and fixtures appears in above average condition.



Aft live wells



Cockpit overview

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

BRIDGE DECK(continued)

COCKPIT DESCRIPTION:(continued)



Cockpit seating



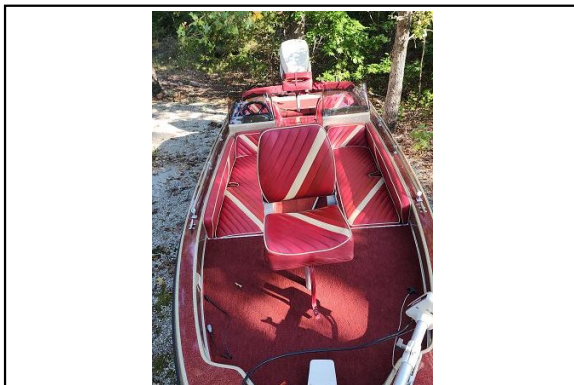
Capacity labels



Stowage with nav. light



Stowage with fenders, and paddle



Forward cockpit overview

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

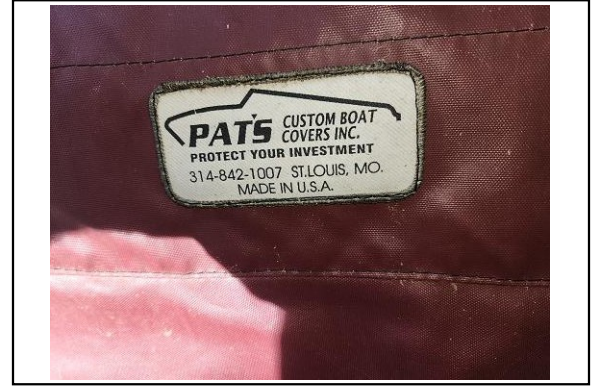
ADDITIONAL EQUIPMENT AND ACCESSORIES

CANVAS AND COVERS:

There is a new retractable Bimini top with boot cover that matches the interior color.



Vinyl mooring cover



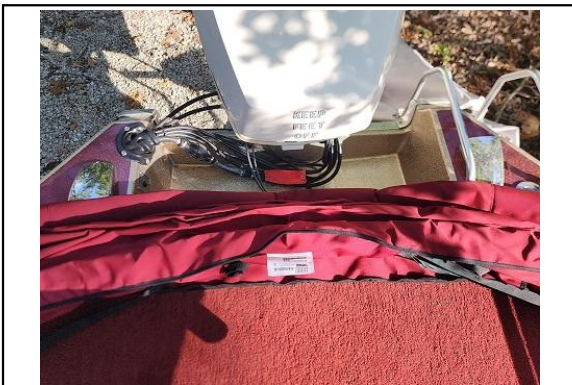
Custom cover



New Bimini top



Bimin specs



Bimini boot

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

ADDITIONAL EQUIPMENT AND ACCESSORIES(continued)

FENDERS/DOCKING LINES:

The fenders and lines are adequate for the vessel size.

PROPULSION

TYPE:

TYPE:

Single 1987 Johnson V6 200 HP outboard



Johnson trolling motor



V6 200 HP Outboard



Johnson GT 200



Outdrive bracket assembly

ENGINE SERIAL NUMBERS:

G7457648

III. SYSTEMS

PROPULSION

TYPE:(continued)

THROTTLE CONTROLS:

Single integrated, cabled throttle and shift lever. Neutral locking , and thumb control trim button.



Throttle, and gear shift

EMERGENCY SHUT DOWN:

Emergency shut down lanyard at the helm.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

TANKS/ CAPACITY/FUEL TYPE:

Dual fuel tanks, easily accessible, capacity unknown.



Dual fuel tanks

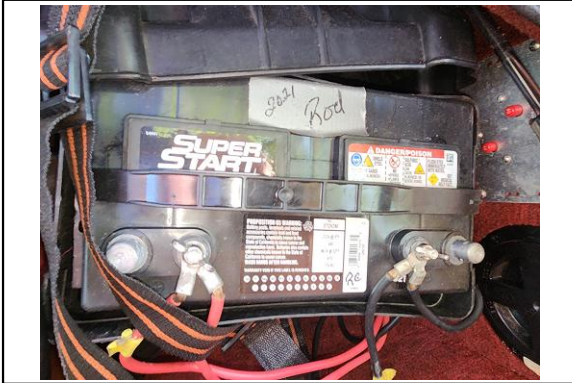
III. SYSTEMS

ELECTRICAL SYSTEMS

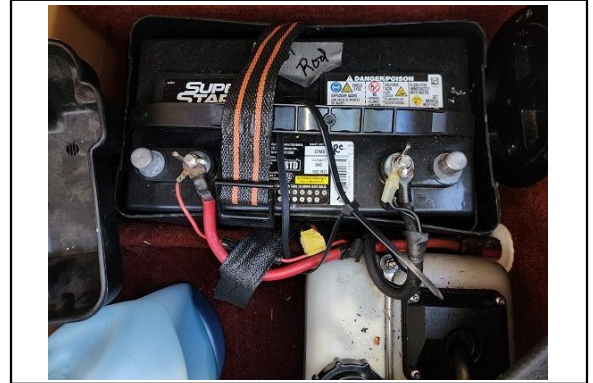
ELECTRICAL SYSTEM (DC SYSTEM)

BATTERIES/BANKS/VOLTAGE:

The batteries are secure with less than 1" of movement. The positive battery cables are secure with protective coverings.



Superstart battery



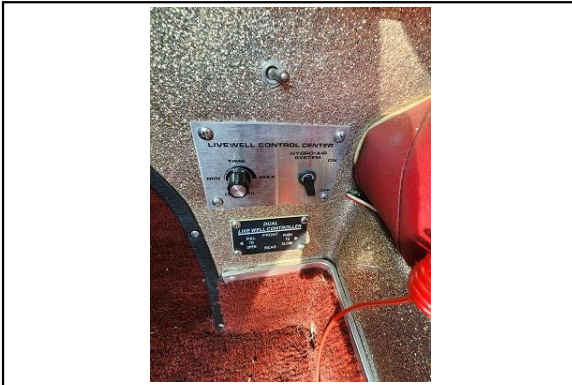
Superstart battery # 2

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

TANKS/CAPACITIES/LOCATION:

Forward and aft live wells.



Live well controls

III. SYSTEMS

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

NOTE:

The engine analog gauges at the helm were not tested under power. The DC component toggle style control switches at the helm were individually tested without any deficiencies noted.



Forward bow trolling controls



Dash electronics toggle switches



Analog gauges

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

FIRE EXTINGUISHERS:

A single hand held extinguisher is mounted under the helm. The extinguisher is expired past twelve years.

*A.1

The extinguisher is expired past twelve years.



Single hand held extinguisher



(A.1) Expired past twelve years

VISUAL DISTRESS SIGNALS:

No visual distress signals were sighted.

*A.2

No visual distress signals were sighted.

SOUND DEVICES:

I did not find a sound producing device on board.

*A.3

I did not find a sound producing device on board.

NAVIGATION LIGHTS:

The port red, starboard green, and mast navigational lights are functional.

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)(continued)

LADDERS:

Functional safety ladder at the swim platform.



Port aft safety ladder

AUXILIARY SAFETY EQUIPMENT

FIRST AID KIT:

I did not see a first aid kit.

*A.4

I did not see a first aid kit.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLERS/SHAFTS:

Stainless prop has slight dog ear bends at the tip on at least two of the blades.

*B.2

Stainless prop has slight dog ear bends at the tip on at least two of the blades.



Stainless prop



(B.2) Slight dog ear on prop

III. SYSTEMS

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY(*continued*)

PROPELLERS/SHAFTS:(*continued*)



Stainless blades



Prop seal appears secure

CONDITION OF HULL (WETTED SURFACE)

NOTE:

The overall condition of the bottom hull appears in above average condition with no signs of cracking, damage or blistering.



Transom drain plugs



Bottom hull in good condition

SEATRIAL REPORT

INTRODUCTION

INTRODUCTION:

The 1988 Champion 20' Fish and Ski was sea trial certified by Branson West Marine and Power Sports (11237 State Hwy 76, Branson West, MO 65737) on 7/24/2023. There were no deficiencies noted.

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:

A.1 (PAGE 13) FIRE EXTINGUISHERS:

FINDINGS	RECOMMENDATIONS
The extinguisher is expired past twelve years.	<i>Comply with USCG Code (46 CFR 25) Fire extinguishers must be current within 12 years. Vessels 26' to less than 40' with no fixed or expired fixed system require 2 B-I or 1 B-II.</i>

A.2 (PAGE 13) VISUAL DISTRESS SIGNALS:

FINDINGS	RECOMMENDATIONS
No visual distress signals were sighted.	<i>Comply with USCG Visual Distress Signals (33 CFR 175.101). Provide a flag for day light hours and an emergency electric light or flare kit for after dark.</i>

A.3 (PAGE 13) SOUND DEVICES:

FINDINGS	RECOMMENDATIONS
I did not find a sound producing device on board.	<i>Comply with USCG (33 CFR 83) Sound Producing Devices. Provide a sound producing device.</i>

A.4 (PAGE 14) FIRST AID KIT:

FINDINGS	RECOMMENDATIONS
I did not see a first aid kit.	<i>Recommend a USCG approved first aid kit be aboard.</i>

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.1 (PAGE 4) EXTERIOR HULL:

FINDINGS	RECOMMENDATIONS
The gel coat is slightly oxidized	No recommendations.

B.2 (PAGE 14) PROPELLERS/SHAFTS:

FINDINGS	RECOMMENDATIONS
Stainless prop has slight dog ear bends at the tip on at least two of the blades.	No recommendations.

NOTE: If cruising more than 25 nautical miles offshore it is also recommended that a USCG approved self-inflating life raft be fitted to the vessel. And a first aid kit and small manual water maker be added to the ships safety gear.

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 **BUCK 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 **BUCK 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:

ABOVE AVERAGE

V. SUMMARY AND VALUATION

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.

BUCK Value Pro, 123 rd edition

Fair retail value adjusted for better condition in the great lakes and midwest

\$10,500

Replacement value

\$39,000

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:

\$10,500

Ten Thousand Five Hundred Dollars

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

\$39,000

Thirty Nine Thousand Dollars

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the 1988 20' Champion Fish and Ski "1988 20' Champion Fish and Ski" for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on **9/19/2023**. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies list should be attended to in a timely fashion.

V. SUMMARY AND VALUATION

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.

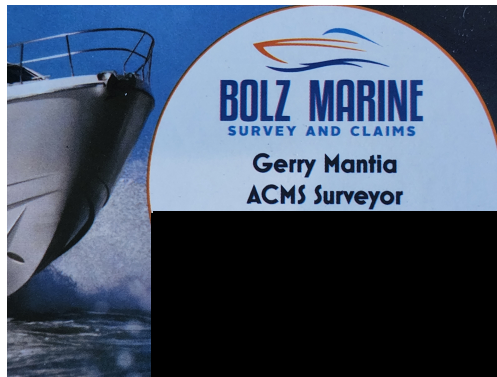
I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

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.

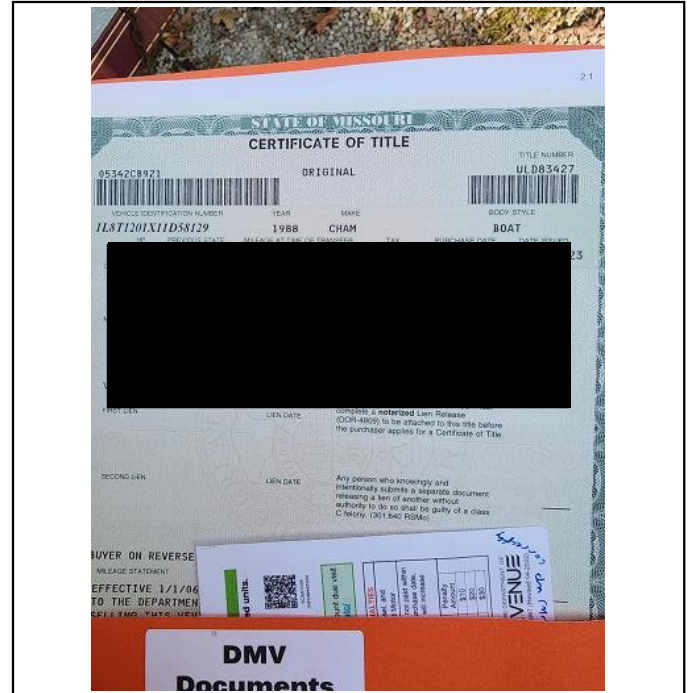
ATTENDING SURVEYOR:



VI. PHOTOGRAPHS



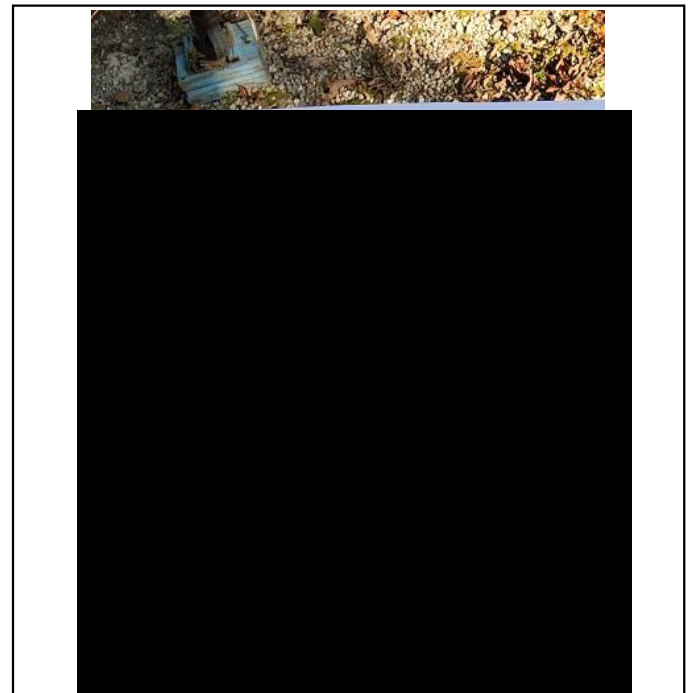
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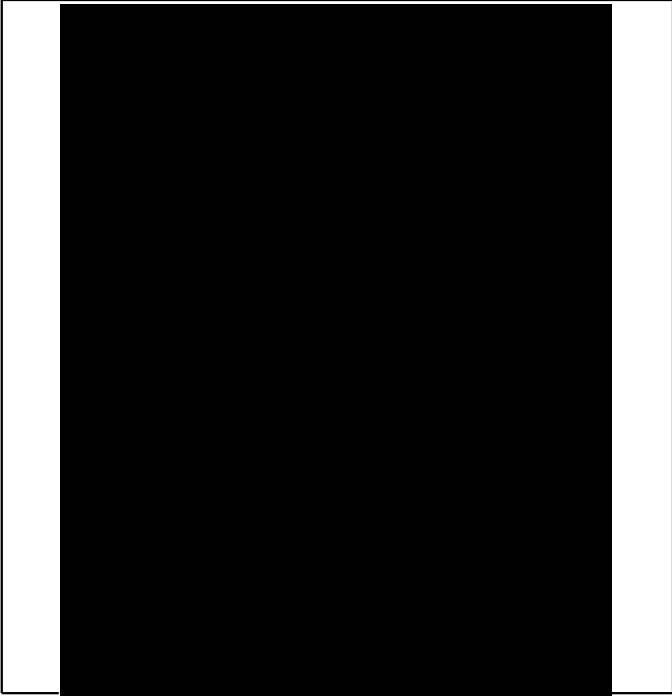


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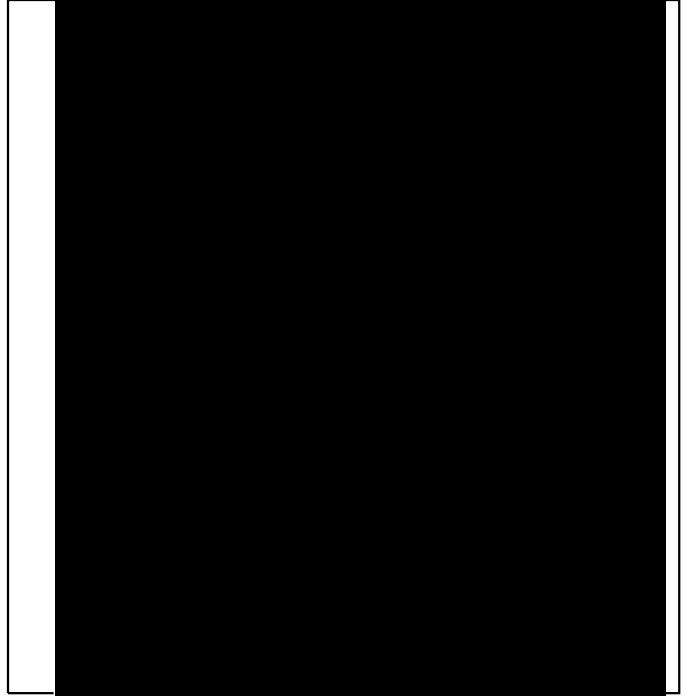


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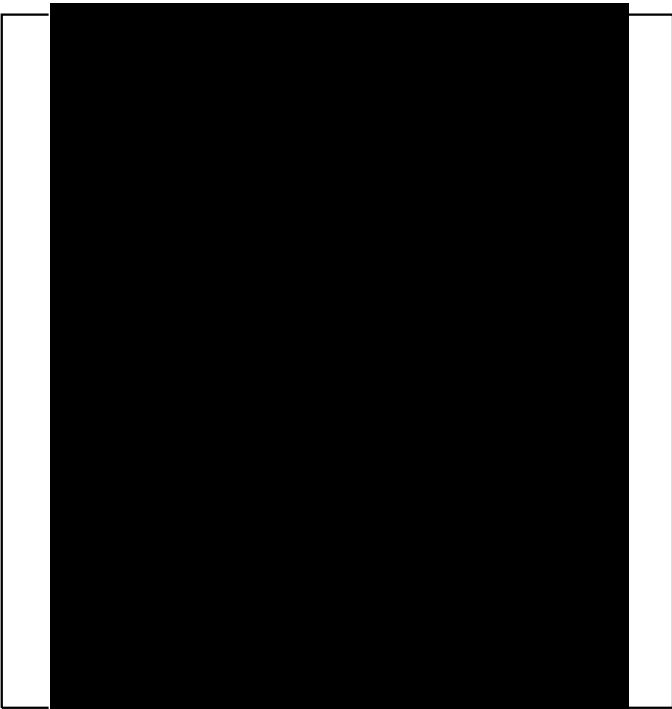
VI. PHOTOGRAPHS



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20230919_090909



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20230919_091133

VI. PHOTOGRAPHS



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20230919_091332



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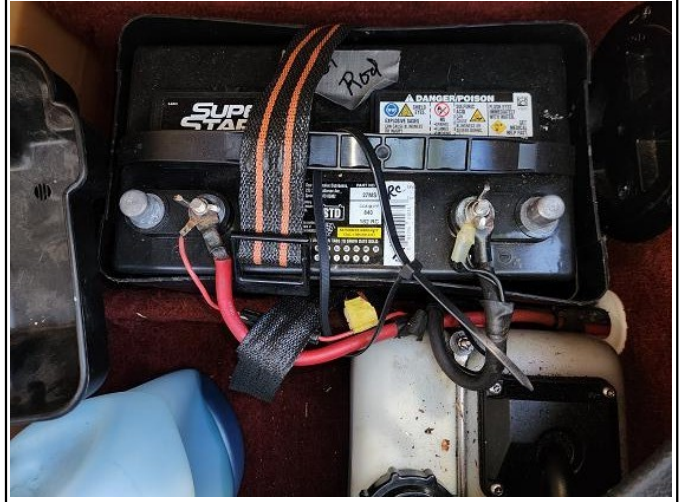


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VI. PHOTOGRAPHS



20230919_091817



20230919_091845



20230919_091914



20230919_091918

VI. PHOTOGRAPHS



20230919_092001



20230919_092010



20230919_092043



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VI. PHOTOGRAPHS



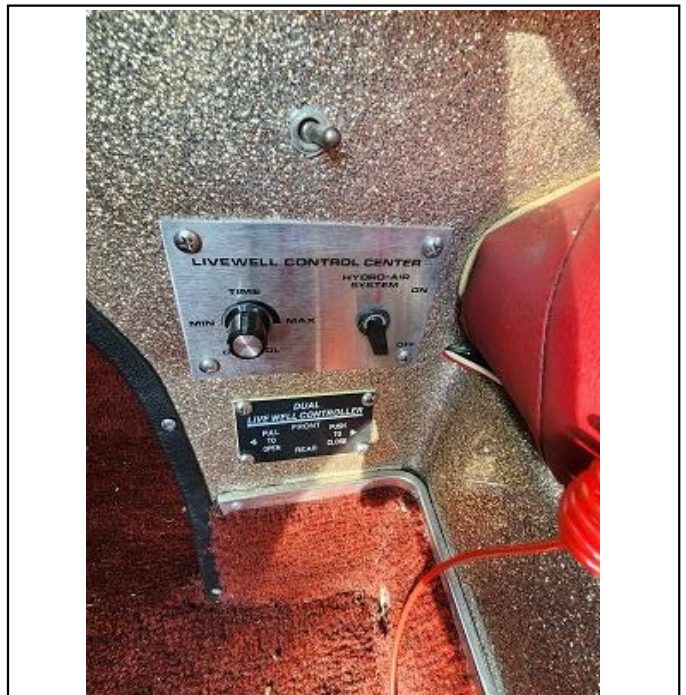
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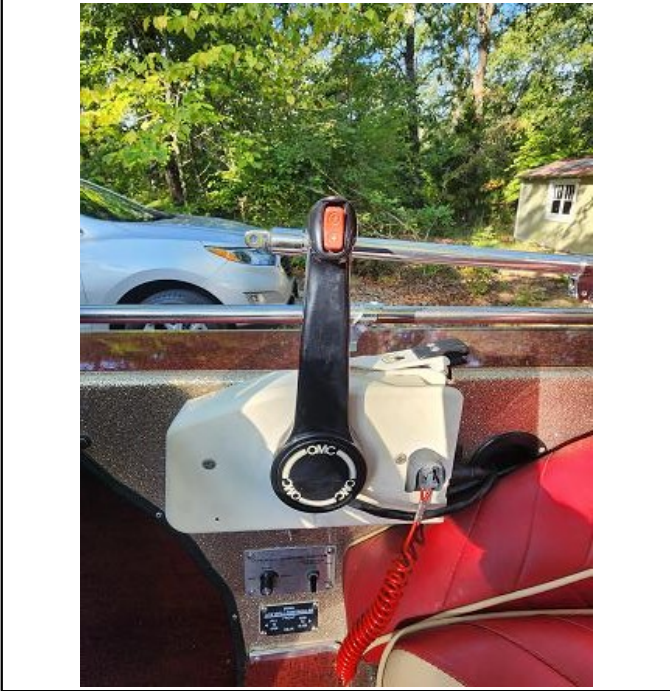


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VI. PHOTOGRAPHS



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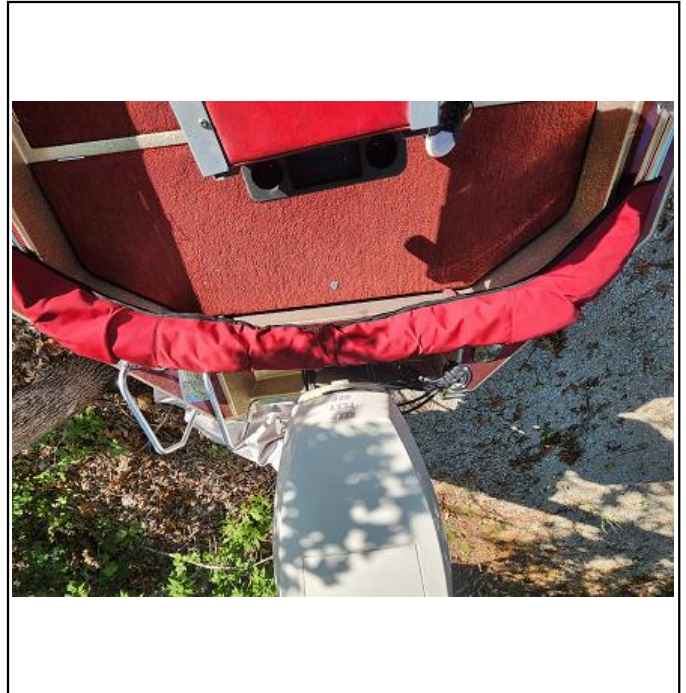


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VI. PHOTOGRAPHS



20230919_092354



20230919_092531



20230919_092701



20230919_092713

VI. PHOTOGRAPHS



20230919_092717



20230919_092723



20230919_092731



20230919_092733

VI. PHOTOGRAPHS



20230919_092737



20230919_092758



20230919_092801



20230919_092813

VI. PHOTOGRAPHS



20230919_092829



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VI. PHOTOGRAPHS



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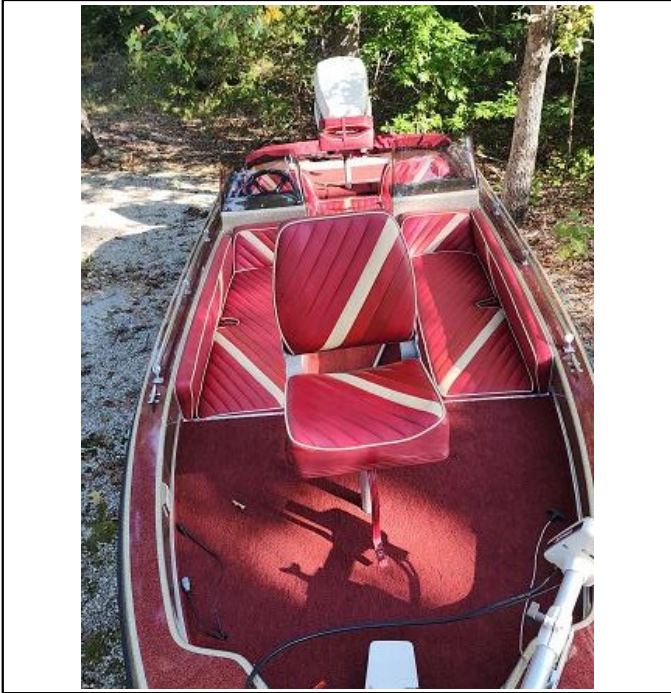


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VI. PHOTOGRAPHS



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