



The Boat Guy USA

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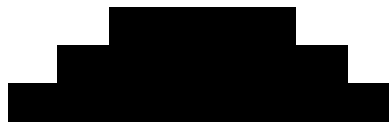
REPORT OF MARINE SURVEY

VALUATION APPRAISAL INSPECTION.

of the vessel
"The Rocket"



PREPARED EXCLUSIVELY FOR:



CONDUCTED BY:
Capt. Edward M. Torre.
on
November 7th, 2023

INTRODUCTION

REPORT INTRODUCTION COMMENTS:

This report is privileged and confidential to [REDACTED] and his interests only.

The scope of this survey is limited to visual observed inspection and standard non destructive methods common to this class of yacht survey. No intrusive methods are used. Visual inspection is limited to accessible areas only with no removal of normally fixed parts including fittings, tacked carpet, screwed or nailed panels or floorboards, instruments or other components.

Naval architecture and engineering analysis were not part of this survey. Furthermore, no determination of the stability characteristics or inherent structural integrity has been made, and no opinion is expressed with respect thereto, unless otherwise indicated herein.

This report reflects the observed condition of the vessel at the time of the survey. This vessel is subject to harsh natural marine environment and condition may change at anytime, therefore the information contained in this report is dated only to the time of the survey.

This survey does not constitute an inventory. Additional equipment may be noted on the report but is not considered a full inventory. This report is not a warranty or guarantee either expressed or implied that unforeseen and/or undetected defects or damage do not exist. This report is not a guarantee or warranty of the condition, value, or safety of the vessel or any of its individual parts. Complete compliance with, identification of, and reporting on all standards, codes, and regulations is not guaranteed.

This survey report represents the findings of the survey and supersedes any and all conversations, statements, and representations, whether verbally or in written form.

This survey will be held to the currently accepted standards for its class. Beyond that, the surveyor is not to be held liable for errors of any kind, including errors of omission, that might be construed as negligent, inaccurate, or as misstatement or misrepresentation. The surveyor reserves the right to amend or extend this report upon receipt of additional information.

The survey report is for the exclusive use of the client only. It is not intended for, or assignable to any other parties for any purpose

SCOPE & GENERAL INFORMATION

SURVEY REQUESTED BY

Client name:

[REDACTED]

Street address:

[REDACTED]

E-mail address:

[REDACTED]

Cellular phone:

[REDACTED]

SCOPE OF SURVEY

Type of survey:

VALUATION APPRAISAL INSPECTION.

Purpose of inspection:

Visually assess the general condition, installed equipment on the vessel and establish a fair market appraised value of said vessel for clients purpose.

NOTE: *This report is not intended to be a full condition survey for pre-purchase decision making or Insurance purposes but solely a value appraisal based on the general observed condition at time of inspection.*

Vessel inspected at:

[REDACTED]
Glen Cove, New York.

Inspection date:

November 7th, 2023.

Inspection time:

1200.

Date report written::

November 9th, 2023.

Appraisal requested by:

This appraisal was performed at the request of the owner [REDACTED] who was not present at the time of the inspection.

Conducted by:

Capt. Edward M. Torre.

How inspection conducted:

The vessel was surveyed in the water only while secured in her assigned slip. Note: *Visual inspection of hull and/or machinery/equipment below the waterline was not possible.*

Weather conditions:

Temp: 60-64F // Skies: o'cast // Wind: SW @ 10 kts / Humidity: 68 pct.

Moisture checks:

Moisture readings taken and referenced throughout the body of this report were taken with a Tramex Skipper Plus non-invasive moisture meter. All moisture readings are comparative to surrounding areas in terms of relatively dry, relatively moist, or relatively wet. A percussion hammer was used to test for delamination on hull, transom and top deck surfaces where accessible and noted.

CONDITION/VALUE

Appraised condition:

FAIR TO AVERAGE CONDITION.

Appraised value:

\$27,083 (See "Condition & Value Summary" section for additional details)

Appraisal comments:

This report is solely for the purpose of an appraisal opinion for value and should not be used to judge the seaworthiness of the vessel or its suitability for insurance. In addition, this report is not to be considered a detailed marine survey inspection and testing to determine functional condition of vessel systems, vessel safety or vessel operating condition for obtaining insurance or pre-purchase decision making. The cost to correct any defects discovered in the course of a full marine survey would have to be deducted from the value placed on the vessel in this report. Major vessel components and electronics were identified and listed only to the extent necessary for valuation purposes only, not for functionality. If a component is not identified in this report, it was not sighted or included in the overall appraisal evaluation.

Additional valuation details are located on the Appraisal Value Summary page.

Appraisal terms used:

- **ABYC:** The American Boat and Yacht Council is a non-profit, member organization, that develops voluntary global safety standards for the design, construction, maintenance, and repair of recreational vessels.
- **ACCESSIBLE:** Capable of being reached for inspection without the removal of permanent boat structures.
- **APPEARED:** 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, behind screwed down panels, or requirements not to conduct destructive tests).
- **CFR:** Code of Federal Regulations is a codification of the general and permanent regulations that were published in the Federal Registry by the Executive department and agencies of the Federal Government. It is divided into fifty titles that represent broad areas subject to federal regulations.
- **DELAMINATION:** Separation into constituent layers.
- **EXCELLENT CONDITION:** Denotes the system, component or item was in new or like-new condition.
- **FAIR CONDITION:** Denotes the system, component or item is functional as is, but is nearing the end of its service life (MONITOR OFTEN)
- **FUNCTIONAL/OPERABLE:** Functions as intended.
- **GOOD CONDITION:** Denotes the system, component or item shows minimal wear with possible minor cosmetic discrepancies.
- **HIN:** Hull Identification Number
- **NFPA:** The National Fire Protection Association is an international non-profit organization devoted to eliminating death, injury, property, and economic loss due to fire, electrical and related hazards.
- **NOT TESTED:** Indicates that a comprehensive inspection of the particular system, component, or item was attempted, but was not possible due to constraints imposed on the surveyor (e.g. no power, inability to remove panels, requirements not to conduct destructive tests, or limitations on the inspection time that were out of the surveyor's control)
- **POOR CONDITION:** Denotes the system, component or item requires repair or replacement to be considered fully useable.
- **POWERED UP:** Device was tested for Power Up only, not for full design functionality.
- **PROPERLY SECURED:** Stowed and/or fastened in an acceptable or suitable manner.
- **READILY ACCESSIBLE:** Capable of being reached quickly and safely for effective use under emergency conditions without the use of tools
- **RELATIVELY DRY:** Moisture meter readings (conductivity) observed in the range of about 0-40 on the Tramex Skipper meter, comparatively, in either shallow or GRP mode. No anomalous soundings were observed when percussion sounded with a phenolic hammer.
- **RELATIVELY WET:** Moisture meter readings (conductivity) observed above 75 on the Tramex Skipper meter, comparatively, in either shallow or GRP mode. Percussion sounding with phenolic hammer indicated strong evidence of a wet core and/or voids and/or delamination may be present.
- **SERVICEABLE:** Fulfilling its function or adequately (useable at the time of the survey)
- **PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.**

VESSEL INFORMATION

Vessel Yr/Make/Model: 1992 // Cruisers // 3020 Aria.

Vessel name: The Rocket.

Hull ID number: A true digital photograph of the hull ID number of the referenced vessel is shown here and was found located on the stbd quarter. Chalk was used to enhance the photo:
HIN: CRSUS1A81192.



State registration no: NY 6443 HE // Sticker: 50021246 // exp July '25.
Manufacturer/Builder: Cruisers Yachts, Oconto WI.
Month/Year built: September // 1991 (as taken from the HIN)
Vessel Specifications: **LOA:-**Length Overall: 30'-08" // **Beam:-** 10'-06" // **Draft:-** 3'- 0" (drives down) // **Weight/Displacement:-** 8,800lbs // **Deadrise aft:-** 20 degrees.
Source of Specs: Power Boat Guide.

Vessel description: The vessel "The Rocket" was a 1992, Cruisers Aria 3020. The vessel was an express cruiser with radar arch, and camper canvas enclosure. She featured a dinette convertible to V-berth forward, one head to stbd equipped with a marine toilet and a combined shower. The galley had solid surface counter tops, sink, single (1) burner alcohol/electric cook top. The vessel featured a large cockpit with U-shaped seating aft, a wet bar with ice maker and refrigerator. The helm station was located to stbd with a double wide, bolstered seat. Engine access was via a manual hatch in the cockpit sole. The vessel was powered by twin MerCruiser 7.4L engines, and Bravo one i/o stern drives.

HULL & TOPSIDE INSPECTION

HULL EXTERIOR -ABOVE WATER LINE

Condition summary:

- White gelcoat above and below the grey, rubber rub rail. Hand laid and molded fiberglass - (exact layup unknown)
- Hull cosmetics were found to be in generally good condition with nicks, scrapes and scratches not unusual for a vessel of this age.
- The FRP topsides above the waterline were sighted and found to be fair and sound with no visual evidence of hard spots. A phenolic hammer was used to check for delamination on the foredeck and no anomalies were found. (moisture meter not used) The deck was solid underfoot with no sponginess.
- A Fortress FX-11 danforth anchor with about six feet of chain and synthetic rode appeared to be in serviceable condition
- SS grab rails were secure
- Windshield was wrap around type with walk thru center panel. No cracks or separations were noted.

HULL BOTTOM

Condition summary: Not sighted.

HULL INTERIOR & STRUCTURAL COMPONENTS

Condition summary: Overlap hull to deck joint with elastomeric compound. Fasteners were sighted in the forepeak and engine compartment - were stainless steel spaced approximately every 8". No evidence of active leaks thru any part of hull to deck joint area was sighted.

EXTERIOR PHOTOS

Photos:



TOP DECK & SUPERSTRUCTURE

BRIDGE DECK / COCKPIT

Condition summary:

- Fiberglass, with Sea Deck overlay was in good condition - serviceable.
- Wetbar to port with refrigerator unit and ice maker to stbd (not tested)

Seating:

- U-Shaped aft cockpit seating
- Helm seats with bolsters

All cushions were in generally fair to good condition with no obvious rips, tears, or observable staining noted .

Canvas: Blue mooring cover and grey bimini top were in good serviceable condition.



HELM & NAVIGATION ELECTRONICS

NAVIGATION ELECTRONICS

Helm station:

Dual Combined Morse throttle/shift levers / Separate analogue gauges for port and stbd engines: Fuel/V/Temp/Oil and RPM ; magnetic compass (heading agreed with app) ; Garmin multi function chart plotter (powered up) / depth finder / VHF (powered up)

Switches for vessel functions included:

Horn ; blowers (powered up) ; bilge pumps ; cockpit lts ; navg lights ; trim tabs ; wipers.



CABIN INTERIOR APPOINTMENTS

MAIN SALON

Condition summary:

- Traditional layout with V-berth forward/convertible to dinette. A galley area was located to port and head to stbd with combined shower. Sole and headliner was carpeted, generally clean and dry.
- Seat cushions were in fair condition with some small tears noted ; 12 volt cabin lights throughout the vessel (powered up)
- The CO monitor did not appear to have power to it - ensure the unit is functional
- No evidence of previous leaks via the two (2) overhead hatches.

GALLEY

Condition summary:

Located to port and equipped with:
 Single burner alcohol and electric stove top (not tested) // Sink - with hot and cold water (heater not tested) // Countertop was in generally good condition with no observable scratches/gouges noted.

HEAD(S)

Head(s) type:

- One head located to port with molded FRP surface counter top, sink, shower, marine toilet and molded in frp floor. No cracks or separation sighted on the flooring.
- Toilet was marine type (not tested) // Sink/shower with a Rule pump and float switch was installed in a sump box located in the after machinery space (not tested)

ELECTRICAL SYSTEMS

D.C. ELECTRICAL SYSTEMS

D.C. Voltage system:

- Vessel was fitted with a 12 Volt system with a distribution panel and rotary selector switch.
- Battery Sets: Three (3) 12V Marine batteries located in the engine compartment
- Each battery was stowed in its own tray securely and conductors were properly color coded and secure. Recommend ensure the positive terminals are fitted with rubber boots and only max four (4) conductor terminals on a single battery terminal
- Charging system: Engine mounted alternator // battery charger - (powered up)
- Breaker(s)/fuse(s): D.C. circuits appeared adequately protected by branch or switched breakers and DC electrical system appeared to be tied into vessels electrical ground system using the engines as a common ground.



A.C. ELECTRICAL SYSTEMS

A.C. Voltage system:

- A.C. Voltage system: 30 Amp - 120 Volt system with one shore power inlet
- Branch breakers: A.C. circuits appeared adequately protected by branch breakers.
- Panel was fitted with an indicator light.
- GFCI protection was available on board. (not tested - recommend this be done regularly as part of routine maintenance and upkeep)

ENGINE COMPARTMENT / PROPULSION SYSTEM

MAIN ENGINE(S)

No./Type/Cylinders:

- Engine specifications Twin MerCruiser 7.4L/V8 engines ; dom of '91
- Engine serial no(s):
Port: OD710207 // Stbd: OD710232
- Engine(s) hours: (as sighted on helm gauges)
Port: 354.2 // Stbd 947
- Engines fitted with flame arresters

Drives: Said to be Bravo One (props and drives not sighted)
Serial per ID plate:
Port: OD662258 // Stbd: OD662257

The engine(s) and machinery were not operated for the purposes of this survey. Furthermore it is understood that the attending surveyor is not an engine/transmission surveyor. As such, I recommend that if desired, engines and transmissions be inspected by a qualified expert engine surveyor/mechanic who use sophisticated electronic tools specific to the make/model of engine(s) to determine the internal condition of engine performance and determine any repairs necessary of the engine(s), transmission gears, and pumps, heat exchangers, coolers, etc.



port



stbd

TANKAGE

FUEL TANK(S)

Condition summary:

- Two (2)
- Fuel tank labels indicated the tanks were manufactured in 1989 by Cruistar Metals and had a capacity of 100 Gal each. The tanks were constructed of AL 5052, located on outboard/port side of machinery space/compartments and mounted fore & aft.
- Tank(s) condition: Visually good (where accessible)

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

Condition summary:

- Navigation lights: vessel fitted with Red & Green sidelights & Masthead/anchor/sternlight (not tested)
 - Life Jackets(PFD's): More than eight (8) Adult sized, USCG Type II PFD's were sighted onboard. PFD's appeared serviceable with no tears, rips, or loss of flotation sighted.
 - Throwable type PFD's: One (1) USCG Type IV throwable PFD device was sighted on board vessel.
 - Visual Distress Signals: One day/night electric strobe ; Recommend three(3) day/night flares be carried aboard to comply with CFR 175.
 - Sound devices: Electric horn control at helm station was functional.
 - USCG placards: USCG mandated placards (Oil & Garbage) were posted.
 - Engine ventilation: Natural ventilation for engine space was provided // Power exhaust ventilation blower(s) were installed and were functional.
- Recommend safety equipment such as PFD's, sound devices etc .. be stowed in readily accessible areas and inspected regularly.*

FIRE FIGHTING EQUIPMENT

Condition summary:

- Dry Chemical Size II: - Two (2) 5B fire extinguishers were found onboard
- located adjacent to the helm and under the galley sink
 - Ensure all units are current and comply with current regulations and standards.
 - A SeaFire fixed system was located in the engine compartment. The bottle was in good condition with no major corrosion however it appeared to not be wired for operation and the unit did not appear to be recently inspected. NFPA 302 and manufacturer both recommend the system be inspected annually by a qualified technician.

PHOTO PAGES

PHOTO PAGE(S)

Inspection Photo's:





CONDITION & VALUE REPORT SUMMARY

Vessel Condition:

It is the Surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION after the survey is completed, and the findings have been organized logically.

The grading of condition developed by BUC RESEARCH and accepted in the marine industry for a vessel at the time of Survey determines the adjustment to the range of base values in the BUC USED BOAT PRICE GUIDE / BUCValuPro.com for a similar vessel sold within a given 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 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.

"BUC/AVERAGE CONDITION" ready for sale, requiring no additional work and typically equipped for her size.

"FAIR CONDITION" requires usual maintenance to prepare for a sale.

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

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

As a result of the Survey, as shown in the REPORT OF MARINE SURVEY & FINDINGS AND RECOMMENDATIONS sections of this report and by my experience, my opinion is that the vessel is in:

FAIR TO AVERAGE CONDITION

Statement of Valuation:

The Vessel Comparative Market Analysis is the most probable price in terms of money. A vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably, and assuming the price is not affected by undue stimulus.

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

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

The Boat Value Guide Comparison Calculation is an average of the Low and High values in each of the published current year value guides where the subject vessel is listed. BUC, ABOS, NADA, and Kelly Bluebook values may be considered. The Value Guides have a "condition" factor embedded in their values. The condition used in the guides should be indicated ("BUC CONDITION" per BUC definition etc.)

1) There were no other Cruisers 3020 or 3120 Aria's currently listed on the market. Similar models by other manufactures built in 1992 (such as Sea Ray 330 or Crusier 3370), that appeared to be in a range from FAIR to AVERAGE CONDITION were found on brokerage websites; YachtWorld.com, Boattrader.com, etc... The average listing price of these comparable vessels was \$28,500. Taking into account location, discount to ask price, condition, and equipment the adjusted value was \$25,650

2) [Soldboats.com](https://www.soldboats.com) listed one (1) comparable Cruisers 3020 Aria, built in 1994

Boat	Year	Sold Date	Sold	Sold Price	Listed	Listed Price	Boat Location
Cruisers Yachts 3120	1994	2-May-22	US\$	23,000	US\$	28,900	Eucha, OK, US

The vessels listing price was \$28,900, and the sold price reported was \$23,000. The differential represented about a 20 percent discount to the average asking price, and part of the calculation for how the "adjusted price" was calculated for the currently listed boats. It should be noted that this vessel was fitted with the smaller 5.7L Mercruiser option and Alpha drives which are much less desirable.

3) [BUCValuPro.com](https://www.bucvalu.com) places a 2023 Retail Range on a North Atlantic vessel in "FAIR TO AVERAGE BUC CONDITION" between \$26,500 to \$29,500.

Valuation Summary:

*Used boats are currently selling at higher prices than they have in the past. This is partly due to the carryover of Covid 19 pandemic and limited numbers of used boats currently on the market.

Comparable Approach:

Comparable Adjusted Listings: Average \$25,650 (adjusted)
[Soldboats.com](https://www.soldboats.com) data sold price: Average \$27,600 (adjusted for larger engines)
[BUCValuPro.com](https://www.bucvalu.com): Average \$28,000

Comparable Approach: Average \$27,083

Therefore, considering the overall condition, weighing the actual sales data, current listings data, reliability of the data, and the extent of the necessary adjustments. As well as the "as is, where is" condition of the vessel, its equipment as surveyed, it is my surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel & equipment is:

\$27,083

CONDITION & VALUE REPORT SUMMARY

SUMMARY

Per the request for a Marine Survey of the 1992 Cruisers 3020 Aria, "The Rocket" to evaluate its present condition and estimate its Fair Market Value, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on November 7th, 2023.

SURVEYOR'S CERTIFICATION & SIGNATURE:

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 stipulated 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 in confidence and for the exclusive use of [REDACTED] without prejudice to the rights and/or interests of other concerned parties and may not be used for any other purpose or relied upon by any other person.

ATTENDING SURVEYOR:



Capt. Edward M. Torre
Society of Accredited Marine Surveyors (SA)