



Report of Marine Survey

Vessel: 1995 Carver 440 Aft Cabin Motor Yacht

Purpose: Condition & Valuation



Customer: [REDACTED]

Date of Survey: September 20th, 2022

Location: [REDACTED] Pottsboro TX

Prepared and Conducted by: Captain John Seckman

SAMS Surveyor Associate – USCG 1600 Master

[REDACTED]

Scope of Survey

Name of party requesting survey:	[REDACTED]
Vessel Owner:	[REDACTED]
Scope of Survey:	Vessel was surveyed for condition and valuation purposes.
How was Vessel Observed:	Vessel was observed in the water. Vessel not hauled out.
Lake-Test:	No, a lake-test was not performed.
Parties present at time of the survey:	Surveyor, Owner
Weather at time of survey:	Clear & Sunny. 90 degrees F. Wind < 10mph
Vessels intended use:	Cruising and recreation on freshwater lakes.

Survey Standards

Standards Followed – Survey was completed using federal regulations and amendments issued and enforced by the United States Coast Guard under the authority of the United States code of federal regulations (CFR title 33 & 46). The American Boat and Yacht Council (ABYC) recommendations and voluntary standards, as well as the standards set forth by the National Fire Protection Association (NFPA-302) were used as reference to complete your survey. These standards are generally used and followed by all boating manufacturers.

Explanation of Inspection Comments

See the findings page for details on anything found to be un-serviceable or damaged. If a component on the vessel is not listed in this survey then it was not inspected. Locked components or otherwise inaccessible areas were not inspected. This vessel was surveyed without removal of any parts. No determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto.

This survey represents the condition of the vessel as-is, on the day the survey was performed.

RED	Red recommendations are <u>priority A</u> . These need to be addressed immediately as they pertain to the safety/regulatory requirements and safe navigation of the vessel.
BLUE	Blue recommendations are <u>priority B</u> . These relate to maintenance and standard findings that need to be addressed.
GREEN	Green recommendations are <u>priority C</u> . These do not pertain to the safe operation of the vessel and are minor in nature. Thus, they can be addressed at the owner or clients' discretion.

NOTE: Vessel is considered fit for its intended use *ONLY* after all **Priority A** recommendations have been corrected. In addition ALL **Priority B** recommendations should be addressed in order to bring the vessel to current safety standards and ensure safe navigation and operation.

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Vessel Particulars

Vessel YR/Make/Model: 1995 Carver 440 Aft Cabin Motor Yacht



Starboard Side

Port Side

Vessel Name: "Sanity Check"

Hailing Port: Mckinney TX

Hull ID number verification: CDRCA039B595



Transom (Starboard Aft Corner)

USCG Documentation#:	1181572
State Validation sticker:	2018 TX NOTE: State validation sticker expired. Renew sticker.
Registration valid and sighted on vessel hull as per regulations:	No. See above finding.
Vessel Type:	Fiberglass Motor Yacht w/Flybridge & Semi-Vee Hull Configuration
Manufacturer:	Carver Boat Corporation, Hopkins MN (Div of Marquis Yachts)
Year of Vessel:	1995
Length of Vessel:	<i>Length overall:</i> 44' 7"
Vessel Draft:	4' 3"
Vessel Beam:	15'
Vessel Weight:	28,500 pounds

Top Exterior Deck & Hull

Hull Construction Material:	Molded fiberglass over unknown coring.
Hull Surface:	White colored gelcoat along hull sides with vinyl striping (green/blue) at waterline. NOTE: (1) Striping is nicked in several areas on both sides of vessel. (2) Hull sides are oxidized. Buff and wax for cosmetic purposes.
Rub Rail:	White rubber rub rail with stainless insert covering hull to deck joint, well secured. Normal wear and tear sighted but no significant damages or missing pieces.
Transom:	Conventional frp transom with attached swim platform.
Swim Platform:	Molded frp swim platform attached onto transom. NOTE: Starboard aft side of swim platform is crushed in 12" area. Repair as needed.

Main Deck – Hardware & Fittings

Deck Construction Material:	Molded Fiberglass over wood coring.
Deck Surface:	White gelcoat with molded non-skid. NOTE: Deck is delaminated in 12"x12" area around water fill pipe on starboard side of bow. Repair.

Stanchions/Grab Rails:

1” tubular stainless steel grab-rails with stanchions surrounding forward deck to cockpit. Well secured with no bends, damage or deformation sighted. Approximately 36” high.

Scuppers/Deck Drains:

Deck drain fittings are secured and hoses are properly clamped and routed overboard.

Fill/Pump-out Fittings:

All deck fittings are properly marked as per ABYC recommendations. Located on main deck in the following areas: (1) Fuel Fill –Port & Stbd Midships (2) Water Fill – Bow (3) Waste – Port & Stbd Midships

Anchor/Chain Locker:

Located on bow. Accessible via hatch in forward berth. Mostly clean and dry.

Anchor Roller:

Attached stainless anchor roller at bow. Well secured and serviceable. **NOTE:** Lock not sighted on anchor. Equip anchor/rode with locking mechanism to prevent accidental release.

Anchor Windlass:

“Maxwell” 12v anchor windlass located at bow. Operational using foot pedals at bow. **NOTE:** Anchor windlass switch at flybridge is not operational. Repair.

Line Cleats:

Stainless horn style cleats. Well secured to deck and serviceable.

Deck Hatch(s):

Single 24”x24” square shaped “Bomar” deck hatch on forward bow. No leakage or damages sighted.

Escape Hatch:

18”x24” “Bomar” escape hatch located at transom mounted centerline. Accessible via aft berth. No damages sighted.

Cabin Windows:

Glass windows along cabin sides with porthole(s) below rub rail. No damages sighted.

Boarding Ladder:

Stainless drop-down telescoping boarding ladder mounted on underside of swim platform. Operational and complies with ABYC recommendations.



Transom

Bow/Forward Deck

Cockpit – Flybridge – Helm

Cockpit:	Staircase on port side of swim platform lead to aft cockpit where there is room for seating/entertaining, cabin door and steps that lead to flybridge.
Flybridge/Helm:	Molded steps in aft cockpit lead to flybridge with helm station and seating.
Hard-Top/Arch:	FRP radar arch at flybridge with hard-top extending aft and covering cockpit with doors on each side allowing egress to forward deck(s).
Deck/Sole:	Faux teak tan colored “Sea-Dek” throughout aft cockpit and flybridge. Average condition.
Cockpit Enclosure:	Snap-on black colored canvas and clear isinglass cockpit enclosure. Good overall condition.
Windshield/Wipers:	Plexi-glass five piece windscreen at flybridge. Two wipers for forward facing cabin windows. No damages sighted.
Cabin Door:	Metal framed glass bi-fold in aft cockpit leads to cabin salon area. Opens and closes properly, no damages sighted.
Engine Hatch:	Manual lift engine hatch cover in salon. Opens and closes properly.
Exterior Seating:	Flybridge equipped with swiveling captains chair and bench type seating. Aft cockpit has outdoor patio style furniture. Vinyl cushions are white in color and in average overall condition. NOTE: Helm seat at flybridge and sun-pad vinyl is in poor condition and covered in cracks and rips. Repair as needed.
Refrigerator:	“Hair” 12v/110v refrigerator and “Uline” icemaker in aft cockpit. NOTE: Ice maker and refrigerator in aft cockpit are not operational. Repair as needed.
Wet-Bar:	Wet-bar with sink, faucet and cabinetry located at flybridge.

Navigation & Helm Electronics

Navigation Electronics:

Type	Description	Location	Powers on?
Lowrance HDS10	Chart/GPS/Sonar	Flybridge Helm	Yes
Lowrance HDS7	Chart/GPS/Sonar	Flybridge Helm	Yes
Lowrance 3500	2” depth gauge	Each Helm	Yes
Standard Horizon Eclipse	VHF Radio	Each Helm	Yes

Compass:	“Ritchie” 6” magnetic compass at each helm station. Serviceable.
Spotlight:	“Jabsco” 12v spotlight mounted at bow with controls at helm station. Operational.
Navigation Lights:	Port/Starboard/Stern/Mast/Anchor lights. NOTE: (1) Stern light not operational. (2) Navigation lights not operational from switch at flybridge helm station. Repair.
Courtesy Lights:	12v courtesy lighting throughout cockpit, in engine space and on underside of hard top. NOTE: Overhead light bulb in aft cockpit is broken. Repair as needed.
Antennas:	VHF, Radar and GPS antennas mounted on radar arch.

Engine Instruments & Controls

Throttle/Shift Controls:	Morse analogue throttle and shifter controls.
Blower Controls:	Blower controls located at each helm station and main power panel in salon.
Engine Status Gauges:	Analogue gauge(s) for rudder angle, fuel level, engine temp, alternator voltage and oil pressure.
Engine Tachometers:	4” digital engine tachometers with built-in hour meters.
Bilge Pump Switch(s):	Bilge pump switches (3) to manually activate bilge pumps at each helm station.
Trim Tab Controls:	“Bennet” trim tab rocker switches at each helm station.



Flybridge Helm



Cabin Helm

Entertainment Electronics

Stereo(s):	12v "Sony" stereo located at flybridge. Powers on.		
Speaker(s)/Subwoofer(s):	NO#	Type	Location
	4	6.5" Alpine Speakers	Cockpit
	4	6.5" Speakers	Cabin
Television(s):	NO#	Type	Location
	1	Sony 55" Flatscreen	Salon

Cabin & Interior

Summary of Interior Cabin:	
	Cabin door leads to salon with room for seating and entertaining. Galley located forward midships on starboard-side. Staterooms and heads located forward and aft.
Fabric/Cushions:	Good overall condition.
Lights/Fixtures:	(12v/110v) Lighting throughout cabin. Operational.
Floor Covering:	Wood overlay throughout cabin. Good overall condition.
Headliner:	White colored vinyl and trim covering overhead and bulkheads. Average condition, no leakage or damages sighted.
Joinery:	Wood cabinetry throughout cabin space with multiple cabinets, drawers and storage hatches. All checked were dry and mostly clean.
Stateroom(s):	Two berths: (1) Aft "master" berth with king sized mattress and private head (2) Forward "V" shaped berth with queen sized mattress.



Salon from Doorway



Salon Looking Aft

Galley

Location:	Located starboard midships in cabin.
Countertop:	Formica countertops, white in color. Average overall condition.
Stove:	110v "Princess" electric three burner stove with oven.
Refrigeration:	"GE" 110-volt refrigerator.
Sink/Faucet:	Molded sink with faucet. Plumbing under sink is secured and properly routed.
Microwave:	110v "Sharp" microwave.

Head(s)

Summary:	Two heads: (1) Forward on starboard side. (2) Aft on starboard side.
Toilet(s):	Vacu-flush toilet in each head. Water provided via onboard tank. NOTE: (1) Forward toilet is clogged. (2) Aft toilet is not operational. Repair toilets.
Counter/Sink:	Vanity with countertop, cabinetry, sink and faucet. Plumbing secured under sink.
Power Vent:	Ventilation blower in each head.
Shower(s):	Each head has enclosed shower stall(s) with folding glass door.
Sump Box/Pump:	Two sump boxes, one for each head: located forward and aft in cabin bilge. Hoses are secured to box(s) with stainless clamps. Shower water and a/c condensate drain into box(s). NOTE: Aft sump box pump is not operational. Repair.

Air Conditioning

NO/Type/Location:	NO#	Brand	Type	Location	Powers on?
	1	Marine Air	Marine Reverse Cycle	Fwd Berth	No
	2	Marine Air	Marine Reverse Cycle	Salon	No
	3	Marine Air	Marine Reverse Cycle	Aft Berth	Yes

Thermostat(s):	Three digital control panels: one in forward berth, one in aft berth and one in salon.
Drip Trays:	Units have drip trays.
Condensate Drain:	Drains to sump box(s) located in cabin bilge.
A/C Pump:	110v "March" a/c raw water pump. Powers on, no leakage sighted. Hoses are secure.
Tested:	NOTE: (1) Salon air conditioner is not operational. (2) Forward air conditioner is not operational. Repair as needed.

D.C Electrical System

Voltage System:	12v												
Vessel Batteries:	<table border="1"> <thead> <tr> <th>NO#</th> <th>Brand</th> <th>Type</th> <th>Size</th> <th>Secured</th> <th>Location</th> </tr> </thead> <tbody> <tr> <td>5</td> <td>Duralast</td> <td>Vented Lead Acid</td> <td>29</td> <td>Box w/lid</td> <td>Engine Space</td> </tr> </tbody> </table>	NO#	Brand	Type	Size	Secured	Location	5	Duralast	Vented Lead Acid	29	Box w/lid	Engine Space
NO#	Brand	Type	Size	Secured	Location								
5	Duralast	Vented Lead Acid	29	Box w/lid	Engine Space								
Battery Notes:	NOTE: (1) Generator battery is not secured. Secure battery to sole using straps and equip with lid comply with ABYC E11. (2) Boots not sighted on positive battery terminals. Equip each positive battery terminal with red colored rubber boot to comply with ABYC E11.												
Connectors:	Ring, spade or crimp on connectors sighted for wiring connections. No twist nuts sighted. No corrosion sighted on battery posts.												
Charging System:	Alternators on engines. Additionally, there are two 110v "C-Charger" 60 & 10 amp battery chargers. Battery chargers were powered on at the time of the survey, and are ignition protected as per USCG requirements.												
Battery Monitor:	Located at main power panel in salon.												
Distribution Panel:	Located in salon on bulkhead with flip style switches, combined with AC power panel.												
12v Wiring:	Stranded insulated wire. All wiring sighted that was accessible for inspection was secured every 18" and routed as per ABYC E11 recommendations.												
Isolator Switch(s):	Rotary style "Guest" battery isolator switches.												

Overcurrent Protection:

NOTE: Orange wire coming off positive terminal on generator battery has no fuse. Equip conductor with fuse within 7" of the battery terminal to comply with ABYC E11.

A.C. Electrical System**Voltage System:**

50 amp – 110/220 volt

Shore Power Inlets:

Two 50-amp shore power inlets located at transom on port side. Inlet(s) are well secured with no corrosion or burn marks sighted.

Shore Power Cord(s):

Two 50-amp shore power cords. **NOTE:** Locking ring not sighted on shore power cord(s). Equip each shore power cord with locking ring.

Shore Power Breaker:

Yes the main breaker is located within 10' of the shore power inlet and in compliance with ABYC recommendations.

Power Selector Switch:

Slide Generator/shore-power selector switch located at main power panel in salon.

Distribution Panel:

Located in salon on bulkhead, combined with DC power panel.

A.C. Usage Meter:

Located in main power panel. Analogue type, displays Amps and Volts. Operational.

GFCI Outlets:

All wet outlets are protected by GFCI.

A.C. Wiring:

Insulated stranded wire. Secured every 18" as per ABYC recommendations. Wiring is properly terminated. No wire nuts or loose connections sighted where accessible for inspection. **NOTE:** Due to limited access complete inspection not possible.

Generator**Manufacturer/Model:**

Manufacturer: Kohler **Model:** 10E **KW Output:** 10

Serial Number:

400057

Hour Meter:

6,379 hours as per hour meter on unit.

Hoses/Clamps:	Serviceable condition. No cracks sighted. Hoses are properly clamped with stainless hose clamps where applicable.
Belts/Pulleys:	Belt condition is serviceable. No cracks or splits sighted. Pulley/belts appear to be in line.
Cooling System:	Raw water and closed cooled with heat exchanger and thru-hull seacock. Raw-water travels through heat exchanger and then out exhaust. Coolant level full.
Fuel Supply Lines:	USCG A1 fuel hose, no cracks or leaks where accessible for inspection. Stainless hose clamps sighted at all connections.
Oil level/Condition:	Mostly clean and full. No indication of water.
Mounts/Beds:	Generator mounted in tray located midships centerline in engine space. Well secured to support mounting.
Exhaust Piping:	Wet exhaust hose and fiberglass muffler. Hoses are properly routed and securely double clamped. No cracking, leaks or splits sighted.
Generator Tested:	Yes, generator was started and ran for approximately ten minutes. No issues observed.



Generator



Serial # Placard

Propulsion System

Propulsion Type:	Inboard Direct Drive
NO#/Type/Cylinders:	<i>NO#:</i> Two <i>Type:</i> Gasoline Engine <i>Cylinders:</i> 8 <i>Size:</i> 8.2 L
Make/Model/Serial:	<i>Make:</i> Crusader <i>Model:</i> 502 XL <i>Port Serial:</i> Unable to determine <i>Starboard Serial:</i> 96314

Engine Horsepower:

420 horsepower each.

Engine Hours:

Port: 418 **Starboard:** 346 as per hour meters build into tachometers at helm dash. **NOTE: Hour meters are incorrect. Tachometers and port engine block was replaced. Actual number of engine hours unknown.**

Hoses and Clamps:

Hoses are securely clamped and are in serviceable condition with no cracking sighted where accessible for inspection.

Belts and Pulleys:

Belts are serviceable. No cracks or splits sighted. Pulleys/belts appear to be in line.

Cooling System:

Closed cooled with heat exchanger. Coolant level full as per expansion tank(s).

Oil Level/Condition:

Clean and full on each engine. No indication of water.

Fuel Filter:

Engine mounted fuel/water separator for each engine. No leakage sighted. **NOTE: Recommend replacing fuel filters on a yearly basis.**

Flame Arrestor:

Yes, each engine has a USCG approved flame arrestor installed and they are both clean.

Fuel Supply Lines:

USCG type A1 fuel hose from tank to fuel pump. **NOTE: Complete inspection not possible due to fuel hose covered in wire loom. Be advised.**

Engine mounts/beds:

Engine mounts appear to be well secured to the support stringers. Percussion tested where accessible, no delamination detected.

Engine Ventilation:

Four inline 12v blowers and natural ventilation. See "Critical Safety" section of survey report for details.

Engine Started:

Yes, the engines were started and ran for approximately five minutes. No issues observed.



Starboard Engine

Port Engine

Exhaust System

Discharge Location:	Transom sides.
Piping/Clamps:	Wet exhaust hose and fiberglass piping. Hoses are secured with two clamps at each connection as per ABYC recommendations. No leaks, cracks or splits sighted where accessible for inspection.
Muffler(s):	Fiberglass mufflers. NOTE: Due to limited access unable to inspect.
Manifold/Riser(s):	Serviceable condition, no excess corrosion, cracks or leakage sighted.

Transmissions

Make/Model:	<i>Make:</i> Velvet Drive <i>Type:</i> Direct Drive
Serial Numbers:	Unable to obtain due to limited access
Stuffing Box(s):	Traditional non-dripless shaft packing gland. Boots and clamps are in serviceable condition, minimal leakage sighted.
Transmission Fluid:	NOTE: Transmissions are leaking fluid into bilge. Repair both transmissions.

Fuel Tankage

NO#/Tank Location:	Two tanks located midships-aft on outboard sides in engine space.
Tank Type/Capacity:	5052 Aluminum. Estimated at 150 gallons each.
Fuel Supply Line(s):	USCG A1 fuel hose from tank to fuel pump. No cracks or splitting sighted. NOTE: Complete inspection not possible due to wire loom/limited access.
Vent Line/Location:	Each tank vents to hull side through bulkhead fitting.
Fill line Hose Type:	USCG type A2 fuel fill hose. NOTE: Due to limited access, unable to perform complete inspection.

Tank Secured:	Tanks are secured as per ABYC recommendations.
Tank Condition:	Good where accessible for inspection. <i>NOTE: Due to limited access, unable to perform complete inspection.</i>
Manufacturers Label:	<i>NOTE: Due to limited access, unable to perform complete inspection.</i>
Shut-off/Distribution Valves:	Not sighted.

Fresh Water Tankage

NO#/Tank Location:	Single freshwater tank located in forward bilge.
Type/Capacity:	<i>NOTE: Due to limited access unable to inspect.</i>
Tank Secured:	<i>NOTE: Due to limited access unable to inspect.</i>
Tank Condition:	<i>NOTE: Due to limited access unable to inspect.</i>
Water Pump:	12v water pump. Powers on and pressurizes water lines.
Supply Lines:	Grey pvc piping for all water connections. No leaks or loose fittings sighted where accessible for inspection.
Vent Location:	Hull side through bulkhead fitting.
Monitor System:	Located in each head. Powers on.

Black Water/Holding Tank(s)

Vessel MSD Type:	MSD USCG Type I.
NO#/Tank Location:	Two holding tanks (one for each head) located: 1) Starboard midships in engine space 2) Aft centerline under aft berth.

Tank Type/Capacity:	5052 Aluminum. Estimated at 20 gallons each.
Tank Secured:	Yes. <i>NOTE: Due to limited access unable to inspect aft holding tank. Be advised.</i>
Tank Condition:	Good where accessible for inspection, no leaks sighted. <i>NOTE: Due to limited access unable to inspect aft holding tank. Be advised.</i>
Sanitation Lines:	Ribbed sanitation hose. Average condition, no cracks sighted where accessible for inspection. Securely clamped.
Tank Level Monitor:	Located in each head. Powers on.
Overboard Capable:	Yes, system is capable of being discharged overboard through macerator and thru-hull. Seacock valve is closed and locked as per law on inland waterways.

Water Heater(s)

NO#/Tank Location:	One hot water heater. Located midships in engine space on starboard side.
Type/Manufacturer/Capacity:	<i>Type:</i> 220v household hot-water heater <i>Manufacturer:</i> Whirlpool <i>Capacity:</i> 19 gallons
Ignition Protected:	<i>NOTE: Hot water heater is not ignition protected. Remove and replace with marine grade ignition protected hot-water heater.</i>
Exchanger Hose:	No, not equipped with exchanger hose.
Relief Valve:	Yes, unit equipped with pressure release valve that drains into bilge.
Tank Tested:	No, water heater was not tested.

Steering System

Manufacturer:	Seastar
Steering Type:	Hydraulic w/steering wheel

Lines and Fittings:	Flex hydraulic lines with compression fittings. No leaks sighted where accessible to be inspected.
Steering Tie Bar:	Steel lateral bar connects rudder steering arms. Well secured.
Rudder Stock:	Stainless. NOTE: Bonding wire on port rudder is detached. Re-attach bonding wire to rudder.
Packing glands:	NOTE: Both rudders leak slightly. Repair/tighten rudders so they do not leak.

Interior Hull & Structural Components

Vessel Bilge:	Mostly clean and dry.
Inside of Transom:	Secure with no cracks or separation sighted where accessible for inspection.
Hull to Deck joint:	Overlap (shoe box type). Rub rail covering hull to deck joint, secured with stainless screws and backing plate. Elastomeric compound sighted in hull to deck joint. No leaks sighted where accessible for inspection. NOTE: Access limited, complete inspection not possible.
Bulkhead(s):	Athwartships reinforcement enhanced by structural bulkheads bonded to the hull with Fiber Reinforced Plastic (FRP). All tabbing appears serviceable and sound with no cracks or separation of tabbing sighted in any compartments. No visual evidence of movement sighted in any bulkhead where accessible for inspection.
Stringer(s):	Hull stiffness provided by FRP longitudinal stringers that run the length of the vessel. Stringers sighted in the engine compartment and cabin bilge, are well glassed into hull where accessible for inspection. Stringers sounded with hammer appeared sound with no delamination, separation, cracks, or splitting sighted. Limber holes appear to be adequately sealed where sighted.

Below Waterline Thru-Hull Fittings

Number/Type/Location:				
NO#	Type	Location	Used For	Condition
1	Bronze Ball Valve	Engine Space	Starboard Engine	Serviceable
2	Bronze Ball Valve	Engine Space	Port Engine	Serviceable
3	Bronze Ball Valve	Engine Space	Air Conditioner	Serviceable
4	Bronze Ball Valve	Engine Space	Generator	Serviceable
5	Bronze Ball Valve	Engine Space	Raw-water Washdown	Serviceable
6	Bronze Ball Valve	Midships Bilge	Waste Discharge	Serviceable

Condition:

Seacock valves securely bedded/mounted through the vessel hull. Valves are operable. Grounding wires are attached. Some green corrosion sighted but nothing excessive.

Hoses:

Marine rubber wire reinforced hose. **NOTE: Generator raw water hose from strainer to generator is in poor condition. Replace hose.**

Strainer(s):

Bronze strainer with sight-glass for each engine, generator and air conditioner. **NOTE: Air conditioner raw-water strainer is dirty. Clean strainer.**

Above Waterline Thru-Hull Fittings**Hull Sides:**

Marelon and metal molded bulkhead fittings. Used for: Engine exhaust, generator exhaust, air conditioner, deck drains, grey water and bilge/sump drains. No damages sighted.

Critical Safety Components**Bilge Pump(s):**

NO#	Brand/Model	Location	Secure?	Float Switch?	Operable?
1	Rule 1100	Forward Bilge	Yes	Yes	Yes
2	Rule 1500	Midships Bilge	Yes	Yes	Yes
3	Rule 1500	Aft Bilge	Yes	Yes	Yes

Bilge Pump Comments:

NOTE: Midships bilge pump – hose is cracked and water spurts out of side and back into bilge. Replace bilge pump hose.

Bilge Blower(s):

Four blowers located in the engine space on outboard sides. **NOTE: Starboard engine room blower – hose is detached from motor and motor does not power on. Repair blower.**

Portable Fire Extinguishers:

NO#	Brand/Model	Size	Location	Mounted?	Gauge full?
1	Kidde B1	8lb	Aft Cockpit	Yes	Yes
2	Kidde B1	8lb	Flybridge	Yes	Yes

Fire Extinguisher Comments:

Vessel complies with USCG requirements with regards to the amount of portable fire extinguisher required onboard (2).

Fixed Halon/Clean Agent:

“Seafire” halon bottle located in the engine compartment. Bottle is securely mounted on bulkhead and gauge reads full. **NOTE: Fixed fire extinguisher in engine space has outdated certification tag. ABYC A-4 and NFPA 302 recommends that fixed fire protection systems be inspected and reweighed at one year intervals and tagged accordingly.**

Carbon Monoxide Detectors:

NO#	Type/Model	Location	Powered on?
1	Safe T Alert CO	Forward Berth	Yes
2	Safe T Alert CO	Aft Berth	Yes

Notes:

NOTE: Recommend equipping vessel with smoke detector and placing near galley and fume detector in engine space to comply with NFPA 302 and ABYC recommendations.

Safety Related Equipment & Accessories**Life Jacket's (PFD):**

Type	NO#	Location	Condition
Type I PFD	4	Flybridge	Serviceable
Type II PFD			
Type IV Throw Cushion			
Ring Life Buoy	2	Aft Cockpit	Serviceable

Life Jacket Notes:

USCG requires vessel to be equipped with one PFD per person onboard vessel and one type IV throw cushion to comply with law. Be advised.

Horn/Sound Signaling Apparatus:

NOTE: Horn is not operational. Repair horn to comply with USCG requirements.

Pollution Placard:

Pollution placard sighted permanently affixed to vessel and displayed as per law.

Visual Distress Signals:

Vessel is on recreational inland lake and therefore not required to have visual distress signals as per CFR.

Ground Tackle**Vessel Anchor(s):**

Galvanized danforth style anchor. Approximately 40 lb. Rigged to windlass on bow.

Chain/Line/Length:

Approximately 100' of chain sighted in anchor locker, rigged to windlass.

Trim Tabs & Thrusters**Trim tabs:**

Bennet hydraulic trim tabs mounted on outboard side of transom with controls at helm station. Pump located in aft bilge, full on fluid with no leakage sighted.

Summary of Findings

Priority A Findings

1. NOTE: State validation sticker expired. Renew sticker.
2. NOTE: Orange wire coming off positive terminal on generator battery has no fuse. Equip conductor with fuse within 7" of the battery terminal to comply with ABYC E11.
3. NOTE: Hot water heater is not ignition protected. Remove and replace with marine grade ignition protected hot-water heater.
4. NOTE: Horn is not operational. Repair horn to comply with USCG requirements.

Priority B Findings

1. NOTE: Deck is delaminated in 12"x12" area around water fill pipe on starboard side of bow. Repair.
2. NOTE: Stern light not operational.
3. NOTE: (1) Forward toilet is clogged. (2) Aft toilet is not operational. Repair toilets.
4. NOTE: Aft sump box pump is not operational. Repair.
5. NOTE: (1) Salon air conditioner is not operational. (2) Forward air conditioner is not operational. Repair as needed.
6. NOTE: (1) Generator battery is not secured and lid is missing. Secure battery to sole using straps and equip with lid to comply with ABYC E11. (2) Boots not sighted on positive battery terminals. Equip each positive battery terminal with red colored rubber boot to comply with ABYC E11.
7. NOTE: Locking ring not sighted on shore power cord(s). Equip each shore power cord with locking ring.
8. NOTE: Transmissions are leaking fluid into bilge. Repair both transmissions.
9. NOTE: Bonding wire on port rudder is detached. Re-attach bonding wire to rudder.
10. NOTE: Both rudders leak slightly. Repair/tighten rudders so they do not leak.
11. NOTE: Generator raw water hose from strainer to generator is in poor condition. Replace hose.
12. NOTE: Air conditioner raw-water strainer is dirty. Clean strainer.
13. NOTE: Midships bilge pump – hose is cracked and water spurts out of side and back into bilge. Replace bilge pump hose.
14. NOTE: Starboard engine room blower – hose is detached from motor and motor does not power on. Repair blower.
15. NOTE: Fixed fire extinguisher in engine space has outdated certification tag. ABYC A-4 and NFPA 302 recommends that fixed fire protection systems be inspected and reweighed at one year intervals and tagged accordingly.

Priority C Findings

1. NOTE: (1) Striping is nicked in several areas on both sides of vessel. (2) Hull sides are oxidized. Buff and wax for cosmetic purposes.
2. NOTE: Starboard aft side of swim platform is crushed in 12" area. Repair as needed.
3. NOTE: Lock not sighted on anchor. Equip anchor/rode with locking mechanism to prevent accidental release.
4. NOTE: Anchor windlass switch at flybridge is not operational. Repair.
5. NOTE: Helm seat at flybridge and sun-pad vinyl is in poor condition and covered in cracks and rips. Repair as needed.
6. NOTE: Ice maker and refrigerator in aft cockpit are not operational. Repair as needed.
7. NOTE: Navigation lights not operational from switch at flybridge helm station. Repair.
8. NOTE: Overhead light bulb in aft cockpit is broken. Repair as needed.
9. NOTE: Hour meters are incorrect. Tachometers and port engine block was replaced. Actual number of engine hours unknown.
10. NOTE: Recommend equipping vessel with smoke detector and placing near galley and fume detector in engine space to comply with NFPA 302 and ABYC recommendations.

Vessel Condition & Value

Values are dependent on the limiting conditions and assumptions noted in this report. These values are statements of opinion. No guarantee can be given that these opinions of value will be sustained or that they will be realized in an actual transaction. Fair Market Valuation was determined by comparing cost and market data analyzed from BUC, ABOS, NADA and various boat sale's websites. Data was reviewed and actual reported sales figures were taken into consideration upon deciding upon value. Price Guide "book" values were also taken into consideration. Estimated Replacement cost was determined using information obtained from ABOS and local dealer prices using same or similar make and model with similar equipment options.

BUC Fair Market Value in "Buc" Condition:	Value as per NADA Average Retail:	What Closest Comparables have listed/sold for:	What Closest Comparables are currently listed for:
\$115,500 - \$127,000	\$117,450	1997 Carver 440 MY – Listed for \$129,900 (03/19), sold for \$120,000 (05/19) – TX	1996 Carver 440 MY – Listed for \$129,900 - NY
		1995 Carver 440 MY – Listed for \$134,900 (08/21), sold for \$131,250 (11/21) - MO	1995 Carver 440 MY – Listed for \$179,900 - IL
		1997 Carver 440 MY – Listed for \$129,900 (03/21), sold for \$120,000 (05/21) – KY	1993 Carver 440 MY – Listed for 79,900 - TX

Vessel condition was determined upon completion of the survey, and review of all survey information.

Vessel was compared to other vessels of the same age and model. Condition Ratings are as follows:

Excellent	<i>New or in Like-New Condition</i>
Above Average	<i>Has been well cared for, requires minimal to no repairs and comes with extra electronic gear or add-ons.</i>
Average	<i>Ready for sale but needs maintenance, repairs, cleaning or updates.</i>
Below Average	<i>Needs significant maintenance, repairs or service.</i>
Bad Condition	<i>Un-Seaworthy, Dangerous.</i>

Vessel Condition	Average Condition
Estimated Fair Market Value	\$118,000.00
Estimated Replacement Cost	\$951,500.00

NOTE: Vessel is considered fit for its intended use ONLY after all **Priority A** recommendations have been corrected. This valuation is based on the vessel's apparent condition on the date of survey and assumes that the vessel's engine and other installed equipment not proven during the survey inspection are in fact operational. Discoveries made as a consequence of additional testing/inspection procedures may significantly lower this valuation. Also, there is no warranty given, or implied, for the future use or life of the engine or machinery described herein.

Surveyors 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 that favors the cause of the client, the amount of the value estimate, the attainment of stipulate result, or the occurrence of subsequent event. I have made a personal inspection of the vessel that is the subject of this report. This report should be considered as an entire document. No single section is meant to be used except as part of the whole.

This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied nor does it warrant the future condition of the vessel. IT IS A STATEMENT OF THE CONDITION OF THE VESSEL AT THE TIME OF THE SURVEY ONLY. The marine surveyor will not instruct the buyer to "purchase" or "not to purchase" the vessel being surveyed in this report. It is the buyer's sole responsibility to make a buying decision on the vessel described in this survey report. In the unlikely event of dissatisfaction with the content of the survey, with severe errors contained in the survey report or by omission of significant information in the report, the sole and maximum remedy shall be limited to the amount of fee received for this survey. The report is only a statement of opinion and is neither a guarantee nor a warranty of the condition of the vessel, its hull, machinery, unforeseen or undetected damages or other conditions that may exist. If the owner or the buyer has not specifically directed this marine surveyor to inspect the underside of the hull and transom and made arrangements for a haul-out, than this marine surveyor cannot make any judgment of the condition of the underside hull, the transom or the underwater running gear of this vessel in this survey report. Full payment of the survey shall constitute acceptance of these terms.



ATTENDING SURVEYOR: _____ (John Seckman)

DATE OF REPORT: **09-20-2022**

US Coast Guard Licensed 1600 Ton Master - License# 2677286

Society of Accredited Marine Surveyors - *Surveyor Associate*

