

# BRYAN SHROCK MARINE SURVEYING

Marine Surveyor & Consultant

1982 Marinette 28 Sportsman

***28 Sportsman***



MEMBER of THE SOCIETY OF ACCREDITED MARINE SURVEYORS

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# Report of Marine Survey

Of The Vessel

***28 Sportsman***

**1982 Marinette 28 Sportsman**

Conducted by

Bryan A. Shrock \*\*SAMS Accredited Marine Surveyor # 1375

Marine Surveyor & Consultant

PREPARED EXCLUSIVELY FOR:

April 29, 2024

MEMBER of THE SOCIETY OF ACCREDITED MARINE SURVEYORS

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# I. INTRODUCTION

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## SCOPE OF SURVEY

Acting at the request of \_\_\_\_\_ (owner), the attending surveyor did attend onboard the **28 Sportsman** beginning on April 29, 2024 @ 0900 hrs. where a Condition & Value Survey was conducted at the owner's residence on South Bass Island, Ohio, while the vessel was stored on the hard outside on a trailer. An out-of-the water inspection of the underwater machinery and the exterior of the hull's wetted surface area WAS performed. The Hull Identification Number (HIN) WAS verified from the transom. The vessel's top sides, super structure, cabin spaces and machinery spaces were inspected. 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. Larry Knaser (owner) was in attendance for the survey.

This vessel was surveyed without removals 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.

A photo section is included with this report. Additional photos are available upon request.

NOTE: It is recommended and understood that all gas engines be surveyed by a qualified technician to determine the condition of cylinders, hoses, belts, wiring, fuel system and any electrical/electronic components.

## CONDUCT OF SURVEY:

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

**The American Boat & Yacht Council (ABYC) is a non profit member based organization that develops voluntary global standards for the design, construction, maintenance and repair of recreational boats. Per the ABYC, 90% of the boats on the water are built to ABYC Standards.**

# I. INTRODUCTION

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The use of moisture meters when inspecting fiberglass reinforced plastic (FRP) construction must be viewed as just one way of determining or testing the integrity of the material. Moisture meters can be adversely influenced by, but not limited to, surface moisture, paint containing metal content (such as anti-fouling paint), imbedded metal plates, any imbedded metal, water laying in the bilge, vinyl striping or names and metal tanks immediately behind the substrate being tested. A combination of moisture meter use, percussion hammering and visual inspection must all be used to form a judgement about a substrate or system. THE only way for a potential buyer to know absolutely about the condition of a substrate is with the use destructive testing to obtain a core sample of the suspected substrate. This is accomplished with ONLY the permission of the boat owner and the service of a skilled technician.

Use of asterisks (\*) in the GENERAL INFORMATION section will indicate:

\* Per Power Boat Guide, Manufacturer's Specifications or Internet Research.

\*\* See SUMMARY & VALUATION section.

\*\*\* Per United States Coast Guard Documentation

\*\*\*\* Per Buc Book

NOTE:

1. This report is issued for the exclusive use of the individual(s), financial institution(s) and/or insurance company(ies) as may be specifically identified (named) upon this surveyor's report and may contain information that is privileged, confidential and exempt from disclosure under applicable law. Any entities or persons that are not identified herein are hereby advised that any dissemination, distribution or copying of this report is strictly prohibited; no such entity or person shall have any right to rely upon the contents of this surveyor's report. The observations, findings and comments contained in this report are what were observed on this date(s). The surveyor can not be held liable for modifications, changes, damage and ongoing deterioration after the date(s) of this report.

2. In the event that this surveyor is called upon, after rendering a Marine Survey Report, to explain, modify or supplement the report, or its contents, or should the surveyor be called upon to render expert advice, testimony or to provide survey expertise in any litigation, (or not), the surveyor will be compensated by the owner/insured in accordance with the fees customarily charged in the surveying industry.

LIMITED LIABILITY:

1. The survey, which is the subject of this report, was conducted in accordance with generally accepted marine standards, and criteria utilized in the marine surveying industry. Persons or entities entitled to rely upon this report are advised that this surveyor is not an engineer, marine architect, electrician or mechanical

# I. INTRODUCTION

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technician, nor does he possess any specialized knowledge beyond the skill commonly possessed by others in the same employment.

2. The surveyor shall have no liability for consequential damages, no liability for personal injury damages, no liability for property loss damages, no liability for punitive damages, all of which shall be deemed to have been knowingly and voluntarily waived upon use of this survey report.

3. In no event shall the legal liability of the undersigned exceed the fee paid for this survey report, regardless of claims or suits and regardless of whether under theory or tort, contract products liability admiralty or otherwise.

ATTENDING SURVEYOR:

Bryan A. Shrock, SAMS AMS # 1375

## II. GENERAL INFORMATION

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### GENERAL INFORMATION

DATE OF SURVEY: ..... April 29, 2024

SURVEY PREPARED FOR: ..... (owner)

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NAME OF VESSEL: ..... No name on transom.

TYPE OF SURVEY: ..... Condition and Value.

OVERALL VESSEL RATING: ..... AVERAGE CONDITION

ESTIMATED MARKET VALUE: ..... \$ 16,000.00 \*\*

ESTIMATED REPLACEMENT COST: ..... \$ 108,500.00 \*\*\*\*

YEAR/MAKE/MODEL OF VESSEL: ..... 1982 Marinette 28 Sportsman

HULL IDENTIFICATION NUMBER (HIN): ..... ALC814061182

STATE VALIDATION STICKER NUMBER: ..... Ohio 189430 (Expired March 1, 2024)

STATE REGISTRATION NUMBER: ..... OH 4076 DL

OWNER'S NAME: .....

OWNER'S ADDRESS: .....

PLACE OF SURVEY: ..... Same as above.

DATE/TIME OF SURVEY: ..... April 29, 2024 @ 0900 hrs.

HULL MATERIAL: ..... Constructed of welded aluminum.

HULL TYPE: ..... Deep V planing hull with moderate dead rise aft.

LENGTH OVER ALL: ..... 28' 0". \*\*\*\*

BEAM: ..... 11' 0". \*\*\*\*

DRAFT: ..... 2' 0". \*\*\*\*

DISPLACEMENT: ..... 5,000 pounds. \*\*\*\*

PROPULSION SYSTEM: ..... Single inboard gasoline engine.

FUEL CAPACITY: ..... 98 gallons, typical of this model.

DC POWER: ..... Yes, two (2) 12 volt lead acid batteries.

## II. GENERAL INFORMATION

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FRESH WATER CAPACITY: ..... **No freshwater system sighted.**

HOLDING TANK: ..... **Small portable sanitation unit.**

INTENDED USE: ..... **Hauling freight and materials.**

The owner is considering donating the vessel to Boat Angels.



## II. GENERAL INFORMATION

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### DEFINITION OF TERMS:

The terms and words used in this report have the following meanings as used in this Report of survey:

ACCESSIBLE - able to be reached or entered.

ADEQUATE - satisfactory or acceptable in quantity or quality.

APPEARS - 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.

AS BEST THAT CAN BE OBSERVED - a complete inspection could not be accomplished. A side or side(s) of a system or item could not all be observed or inspected. The system or item was out of reach. The system or item was not readily accessible.

AS INTENDED - functioned, performed or operated as intended. As intended from the factory. According to accepted marine principles and practices. System or item performed its intended task as designed.

DELAMINATION - when layers of fiberglass cloth and resin separate from each other or from the core sandwiched between layers, usually caused by physical stress to the fiberglass surface which splits the surface skin and allows water to enter the laminate and travel into the core.

FIT FOR INTENDED USE - use for which is intended by Survey Purchaser (present or prospective owner).

FUNCTIONAL - working or operating. Designed to be practical and useful, rather than attractive.

IMMEDIATELY ACCESSIBLE - capable of being reached in an emergency, without delay. Visible.

MINOR - small. Does not require immediate attention. Cosmetic. A future repair may be required.

MAJOR - large, high quantity. The condition needs immediate attention. A repair should be made sooner than later.

NOT TESTED - the quality, performance or reliability of a system or specific item was not checked. Current conditions or restrictions prevented the system from being checked.

OPERABLE - able to be used according to manufacturer's recommendations. The system can perform its basic intended function.

OPERATIONAL - in use or ready for use.

PERMANENTLY INSTALLED - securely fastened so that tools, such as wrenches and screwdrivers, must be used for removal.

## II. GENERAL INFORMATION

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### DEFINITION OF TERMS:(*continued*)

POWERS UP, POWERED UP - the unit turned on. The system was connected to power and turned on. The system may not have been completely tested or could not be completely tested on the day of the survey.

PROPERLY INSTALLED (installed properly) - materials, equipment, components, devices, or other improvements set up for use or service according to the appropriate standards for the material or equipment to function, operate or perform in a safe, effective and correct manner.

PROPERLY SECURED - correctly or satisfactorily fixed or attached firmly so that it cannot be moved or lost. Using industry standards per ABYC or CFRs.

READILY ACCESSIBLE - capable of being reached quickly for operation, renewal or inspections without requiring those to whom ready access is requisite to actions such as to use tools, to climb over or remove obstacles, or to resort to using portable ladders, and so forth. Easy to view or reach.

SERVICEABLE - fulfilling its function adequately. Usable.

VISUAL, VISUALLY - the inspection was visual with no other means of testing that could be done. No prediction can be made as to how long the item or system will be serviceable.

**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

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## HULL DECK AND SUPERSTRUCTURE

### HULL CONSTRUCTION

#### MATERIAL:

The vessel is constructed of welded aluminum panels.

#### EXTERIOR HULL:

The hull sides are constructed of welded aluminum panels with a white painted finish with blue sheer stripes and waterline.

Cosmetic scratches and minor dents were sighted on each hull side.

Cosmetic paint repair areas were sighted on each hull side.

No stress cracks or broken welds were visible on the day of survey.

#### BULKHEADS:

The forward bulkhead of the engine space is plywood reinforced with aluminum gussets and supports, serviceable.

#### STRINGERS:

A grid system of longitudinal stringers and transverse cross members are constructed of welded aluminum.

This grid system is visually properly welded and integrated into the hull structure.

#### TRANSOM:

Welded aluminum panel, painted white, is mostly damage free.

#### BILGE:

The aluminum bilges have a grey insulating coating applied which is showing some deterioration and peeling.

The bilge floors have a dirty, oily appearance.

#### KEEL:

An aluminum fin is visually properly welded and integrated into the aluminum bottom, serviceable.

### DECK CONSTRUCTION

#### TYPE:

Cockpit, side and bow decks are constructed of aluminum and painted white. The surfaces are damage free and serviceable.

When walking the decks and deck panels, no flexing was noted underfoot.

# III. SYSTEMS

## HULL DECK AND SUPERSTRUCTURE

### HULL-TO-DECK JOINT

TYPE:

As observed in the engine space, the joint is a sandwich style, joined with a welded seam. The exterior joint is protected by an polished aluminum finish gunwale banding. Other than typical, incidental scuffs and scratches, the gunwale rail system is mostly damage-free and serviceable.

### DECK FITTINGS

BOW RAIL:

A modular, stainless steel bow rail is securely mounted and runs the perimeter of the bow and side decks, serviceable.

COCKPIT RAIL:

A modular stainless steel hand rail is securely mounted around the perimeter of the aft cockpit.

VENTILATION:

Stainless steel ventilators installed on each side of the superstructure allow fresh air into the engine compartment.

Plastic flexible ductwork is installed at the vents and routed to the lower bilge spaces, is properly routed and serviceable.

DECK DRAINS:

Cockpit deck drains are directly drained overboard at the transom.

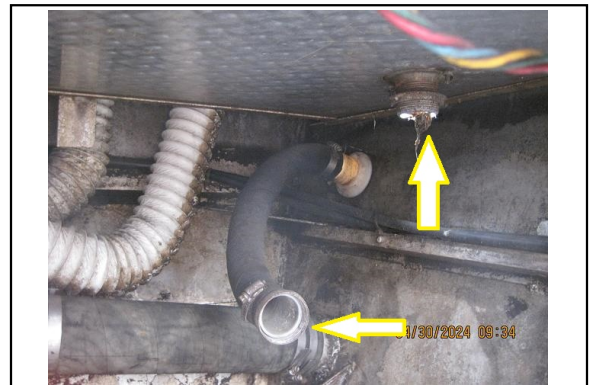
As sighted in the aft bilge compartment, the starboard drain hose is disconnected from the deck fitting, which will allow deck water to drain directly into the bilge.

**\*B.1**

As sighted in the aft bilge compartment, the starboard drain hose is disconnected from the deck fitting, which will allow deck water to drain directly into the bilge.



**Aft cockpit starboard drain.**



**Starboard deck drain hose is not properly**

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### DECK FITTINGS(*continued*)

#### CHOCKS AND CLEATS:

A stainless steel center bow bit is securely mounted at the bow deck.  
Stainless steel chocks are securely mounted at the bow to guide mooring lines to the center bit.  
Stainless steel cleats are securely mounted and located at the breast, spring and stern positions.  
When physically grabbed on to, no movement or flexing was noted, secure and in serviceable condition.

#### HATCHES:

A Bomar hatch is located in the forward bow deck that provides natural ventilation, light and an escape route.  
No moisture intrusion was noted from the interior, at the time of survey.

#### GRAB RAIL:

Stainless steel grab rails are securely mounted on each side of the hard top, serviceable.  
Stainless steel grab rails are securely mounted on each side of the steps leading down to the forward cockpit.  
A stainless steel grab rail is securely mounted around the perimeter of the aft cockpit.

### SUPERSTRUCTURE

#### MATERIAL:

Superstructure consists of aluminum decks, cabin house and hard top.

#### WINDOWS/WINDSHIELD:

Windshield consists of two (2) panels of safety glass, framed in aluminum, securely fastened to the superstructure.  
Side windows of safety glass can slide open, functional and serviceable.

#### CANVAS AND SUPPORT STRUCTURE:

A back drop cover was installed from the hard top down to the forward cockpit.  
Per the owner, the back drop is "newer" and is in clean, damage free and serviceable condition.  
The cover is made of blue sunbrella and clear vinyl isinglass in good condition.

#### SUPERSTRUCTURE HOUSE TO DECK JOINT:

Cabin house is securely welded to the hull structure, with no visible cracks or imperfections noted.

#### AFT COCKPIT:

The aft cockpit deck is constructed of aluminum diamond plate panels.  
The deck is securely supported with aluminum framing.  
Hatches are manually raised to offer access to the aft bilge compartment and engine compartment.  
The deck and hatches exhibited no flexing while walking over the surfaces.  
The aft cockpit deck is open and suitable for charter fishing, hauling freight and hauling materials.  
2 blue storage boxes are located on the aft cockpit deck.

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### SUPERSTRUCTURE(*continued*)

#### FORWARD COCKPIT:

Access to the forward cockpit is steps down from the upper aft cockpit.  
A dinette table and bench seating facing fore and aft provides passenger seating.  
The captain's seat is securely mounted to a teak wood storage cabinet.  
The helm is located at the starboard forward dash.  
The helm is constructed of wood, with black composite dash panels.  
The upper dash houses the throttle & shift controls, electronics and compass.  
The mid dash houses the engine gauges.  
The helm wheel is located at the lower helm.  
A panel of DC switches is located at the captain's right hand.  
A keyed ignition switch is located on the starboard side of the dash.



**Forward cockpit.**

### ADDITIONAL EQUIPMENT AND ACCESSORIES

#### BOAT TRAILER:

The vessel was stored on a steel dual axle trailer.  
The trailer was well fitted to the vessel.  
A mechanical winch can assist when launching and retrieving the vessel.  
Recommend a complete inspection of the trailer before hauling the boat over the road.



**Trailer is nicely fitted to the boat. Bottom**

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### FISHING EQUIPMENT

#### RAW WATER INTAKE:

A raw water intake and sea cock are located to starboard aft of the engine. The sea cock is a ball valve and was in the CLOSED position. The sea cock was showing some damage. Only a stub of a rubber hose was sighted on the intake.

#### \*B.2

The sea cock is a ball valve and was in the CLOSED position. The sea cock was showing some damage.



**Abandoned raw water intake.**

## CABIN APPOINTMENTS

### INTERIOR DESCRIPTION:

#### INTERIOR LAYOUT:

Access to the forward cockpit is steps down from the aft cockpit. Port passenger seating is at a dinette table with bench seating fore and aft. The captain's bench seat is securely mounted to starboard on a teak wood storage cabinet. The cabin area/V berth is located forward of the helm and dash.

#### CABIN BRIGHT WORK:

The cabin space has white composite wall panels and tan cloth cushions. The cushions are dirty and showing age.

#### WATER INTRUSION SIGNS:

As inspected around the side windows and windshield, no signs of water intrusion could be detected at the time of survey.  
As inspected around the hatch in the V berth, no signs of water intrusion could be detected at the time of the survey.

# III. SYSTEMS

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## CABIN APPOINTMENTS

### INTERIOR DESCRIPTION:(*continued*)

#### STORAGE AREAS:

Storage can be found under the helm seat, the dinette and aft of the dinette and captain's seat.

#### ACCOMMODATIONS:

A V berth is located forward of the front cabin bulkhead.

#### HEADS:

A portable sanitation unit (porta potty) is located under the V berth.

## PROPULSION

### MAIN ENGINES

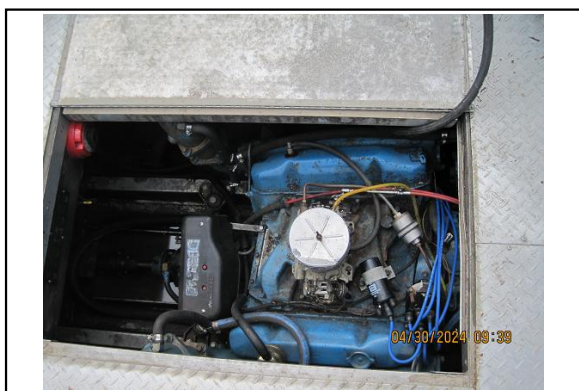
#### ACCESS:

The main engine can be accessed by manually lifting three (3) deck panels of the aft cockpit deck.

#### MANUFACTURER:

The main engine is a Chrysler 440, V-8 cylinder engine.

The engine is 440 cubic inch displacement and rated at 330 horsepower.



**Main engine.**

#### SERIAL NUMBERS:

The serial number was not sighted.

#### INDICATED HOURS:

As observed at the mechanical hour meter at the helm: 3,313 hours.

The engine was reportedly rebuilt in approximately 2017.

Unknown how many hours have been logged since the rebuild.

#### THROTTLE CONTROLS:

Mechanical Teleflex throttle lever was exercised.



# III. SYSTEMS

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## PROPULSION

### MAIN ENGINES *(continued)*

#### ENGINE MOUNTS AND STRINGERS:

A grid system of aluminum longitudinal stringers and transverse members are integrated into the bilge compartment from the transom to the forward bulkhead of the engine compartment.

The grid system is securely welded to the bottom and side hull plating.

Chrysler engine mounts are securely bolted thru the stringers.

#### BILGE FLOOR:

The bilge spaces below the engines are dirty with what appears to be dry oil and belt residue.

Recommend cleaning these spaces and monitor on a regular basis.

#### LUBRICATION:

As checked at the dipstick, oil level is acceptable.

#### VENTILATION:

Natural air ventilators are installed into the aft port and starboard hull sides.

Plastic, flexible ductwork is properly supported from the hull side vents to the lower bilge spaces, serviceable.

#### BILGE BLOWERS:

The bilge blower system is not operable.

#### EXHAUST SYSTEM:

The raw water cooled exhaust system consists of cast iron manifolds & risers, rubber hose connections, iron Y pipe with in-line fiberglass mufflers.

The system is visually properly clamped, connected, routed and serviceable.

The exhaust system was operable when briefly testing the engine.

#### NOTE:

As stated previously, it is always advisable to have a trusted and certified marine technician to inspect engines and machinery if further questions and concerns remain.

The engine was briefly tested and ran for approximately 2 minutes.

The engine started easily.

# III. SYSTEMS

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## PROPULSION

### COOLING SYSTEM

#### TYPE:

Raw water cooling with raw water exhaust.

Cooling is accomplished by raw water drawn in through the thru hull intake and circulated through the engine block.

Exhaust water goes through manifolds and a system of rubber hoses, connecting piping, fiberglass mufflers and through the outboard transom exhaust ports.

All associated exhaust hoses are visually properly clamped, routed, supported and serviceable.

#### HOSES AND CLAMPS:

Reinforced rubber exhaust hose double clamped and well routed and supported, where sighted.

Raw water supply hoses on the engines are visually properly clamped, routed, supported and serviceable.

#### BELTS AND PULLEYS:

Belts and pulleys are visually properly installed, adjusted and serviceable.

#### SEACOCKS AND STRAINERS:

Intake, sea cock and strainer are constructed of bronze alloy, located aft and to port of the engine.

The strainer is circular with a glass top, located to port and aft of the engine.

The sea cock is a gate valve type, is functional and is accessible.

Black rubber intake hose is properly clamped, routed and supported, in serviceable condition.

#### NOTE:

The engine was briefly tested.

Exhaust water was flowing from the exhaust ports.

### TRANSMISSIONS

#### MANUFACTURER:

Velvet Drive model 10-18-001. Ratio 1:1.

Hydraulic lines and hoses are properly connected, routed and supported, as best that can be observed.

No drips or leaks were detected on the day of survey.

Teleflex mechanical shift lever at the helm was exercised.

#### NOTE:

Inspection of the transmission was of a visual nature.

The engine and transmission was not tested, due to the vessel being stored on the hard.

# III. SYSTEMS

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## FUEL SYSTEM

### MAIN ENGINE(S) FUEL SYSTEM

#### MATERIAL:

A welded aluminum gas tank is located aft of the engine under the aft cockpit deck. The tank ID tag was not sighted. Typical tank capacity is 98 gallons for this model of Marinette. As sighted at the neck of the gas tank, the fill hose is showing age and could be original.

#### \*C.1

As sighted at the neck of the gas tank, the fill hose is showing age and could be original.

#### DECK FILL:

The deck fill is clearly labeled GAS and located at the aft port gunwale deck.

#### VENT LOCATION:

A fuel vent is located in the aft port hull side. The vent has sustained some impact damage.

#### \*C.2

The gas vent at the aft port hull side has sustained some impact damage.



**Port hull fuel vent showing some damage.**

#### FUEL FILTERS:

A remote-mount, spin-on fuel/water separator is securely mounted to a deck support of the engine compartment.

The copper supply line is visually properly clamped and routed to the separator.

An in-line fuel filter is visually properly connected near the carburetor.

No leaks or fumes could be detected, associated with the fuel system, at the time of survey.

#### NOTE:

Due to the location of the fuel tank and the nature of the installation, a complete visual inspection of each side, top and bottom of the tank could NOT be accomplished.

Past or present damage, corrosion, repairs or any other deficiency could very well be concealed.

Inspections and observations of the fuel tank, lines and components were of a visual nature only.

The engine and fuel system were not tested, as the vessel was stored on the hard.

# III. SYSTEMS

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## ELECTRICAL SYSTEMS

### ELECTRICAL SYSTEM (DC SYSTEM)

#### VOLTAGE:

Lead acid battery powered 12 volt system.

#### BATTERIES:

Two (2) 12 volt, group 24 lead acid batteries are securely mounted in plastic boxes in the aft port engine compartment.

The batteries could not be dated.

The cables are captive lug, secured with hex nuts to clean terminals.

The batteries were powered up and operable at the time of survey.

#### BATTERY TESTING:

The batteries were tested with a Viking hand held tester.

The batteries were 100% charged, but the battery health was poor.

#### \*C.3

Per the Viking tester, the batteries were 100% charged, but the battery health was poor.

#### MAIN BATTERY SWITCHES:

The main battery switch is a red Perko rotary switch located in the aft engine compartment.

The switch was ALL and operable for the survey.



**Battery switch.**

#### PANEL:

The DC Accessory panel is located at the captain's right hand at the starboard helm.

The toggle switches control pumps, lights, electronics, wipers, blower and horn.

#### BREAKERS/FUSES:

A fuse panel for the helm functions is located behind the dash panel, accessed from the cabin.

The panel is nicely organized and labeled, serviceable.

# III. SYSTEMS

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## ELECTRICAL SYSTEMS

### ELECTRICAL SYSTEM (DC SYSTEM)(*continued*)

#### ROUTING/SUPPORT:

As sighted in the engine compartment, wiring and cables are properly connected, routed, supported and secure, as best that can be observed.

The wiring behind the dash panel is properly connected, supported and labeled.

#### CHARGING SYSTEM (ALTERNATOR):

The alternator is labeled SAE J1171 MARINE, and presumed to be ignition protected.

#### NOTE:

Inspection of electrical wiring, cables, breakers, fuses, etc., was of a visual nature only.

Other than powering up systems, no other mechanical, physical or electronic testing of any kind was performed during the survey.

The DC electrical system was operable on the day of survey.

## SANITATION

### SANITATION (BLACK WATER)

#### MANUAL OR ELECTRIC TYPE:

Manual flush portable sanitation device mounted under the forward berth, not tested.

#### M.S.D TYPE USCG SYSTEM:

The on board marine sanitation device is Type III in classification, meaning the head is plumbed to a holding tank designed to hold waste until it's pumped out by an approved shore station.

The sanitation device is known as a "porta potty", is self contained with its own water. The capacity is approximately 5 gallons.

#### DISCHARGE HOSES AND CLAMPS:

Only a short length of the hoses could be seen in the head area, but was visually properly routed, supported and connected properly.

#### PUMP-OUT LOCATION:

The deck pump out is clearly marked WASTE and located at the starboard bow deck.

#### NOTE:

The porta potty was not removed from its mounting bracket for a complete inspection.

The integrity of the waste tank could not be verified.

Due to the vessel being out of the water and in storage, with no water available, the sanitation system could not be thoroughly flushed and verified.

Due to the nature of the installation and location of the waste holding tank, a complete inspection of the top, bottom and sides could not be accomplished.

# III. SYSTEMS

## STEERING SYSTEM

### STEERING SYSTEM

**TYPE:**

Steering is hydraulic. A Sea Star helm wheel is located at the starboard helm. Hydraulic input lines are routed to the aft bilge compartment, connected to a Sea Star hydraulic cylinder. The cylinder is connected to the steering arm of the rudder. Where could be sighted, no leaks could be sighted at the hydraulic lines or cylinder. When tested at the helm wheel, the wheel turned freely with the rudder responding.

**UPPER RUDDER BEARING SUPPORT:**

The rudder port is welded aluminum tubing with rubber hose and a plastic compression packing gland, is visually serviceable.

**NOTE:**

The steering was responsive when tested, but a more complete test should be performed at sea trial.

## GROUND TACKLE

### GROUND TACKLE

**ANCHORS:**

A Danforth anchor and approximately 150 feet of 1/2 inch nylon line is stored in a plastic bin, located in the starboard forward engine compartment.

## ELECTRONICS AND NAVIGATION EQUIPMENT

### ELECTRONICS AND NAVIGATION EQUIPMENT

**VHF:**

A newer Standard Horizon VHF marine radio is securely mounted overhead of the starboard helm, powered up and received the weather broadcast. An eight (8) foot Shakespeare antenna is securely mounted to the center of the hard top.



**VHF marine radio powered up.**

# III. SYSTEMS

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## ELECTRONICS AND NAVIGATION EQUIPMENT

### ELECTRONICS AND NAVIGATION EQUIPMENT *(continued)*

#### CHART PLOTTER:

A newer Humminbird Helix 8 chart plotter is mounted at the helm station, powered up. The unit provides chart plotting, sonar and fish finding functions.



**Humminbird chart plotter powered up.**

#### COMPASSES:

One (1) 6 inch Ritchie compass is mounted at the dash, serviceable.

#### NOTE:

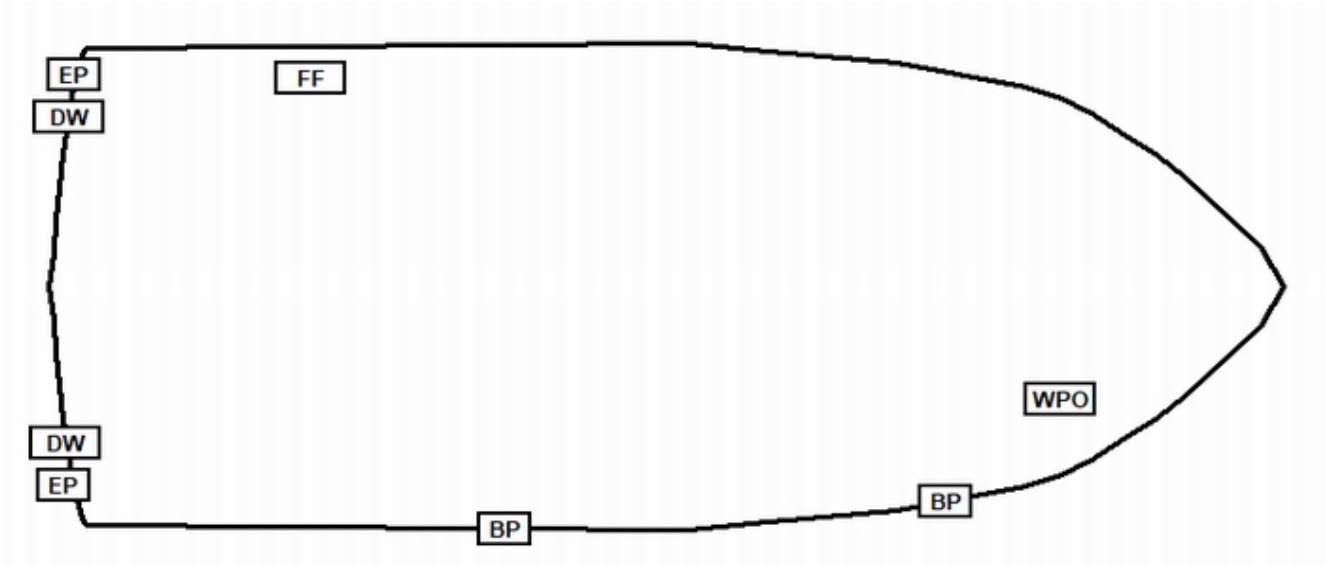
Electronics were tested for power up only. Actual depth, navigation and sonar functions should be verified at a sea trial.

# III. SYSTEMS

## THRU-HULLS

### THRU-HULLS:

THRU-HULLS ABOVE WATER LINE (DIAGRAM):



Abbreviation	Description
BP	Bilge Pumps
DW	Deck or well drain
EP	Exhst Ports
FF	Fuel fill
WPO	Waste pump out

**\*\* Red Icon(s) with white text indicates inoperable item.**

### NOTE:

Deck fill fittings are stainless steel and are properly installed, labeled and serviceable, as best that can be observed.

White plastic thru hull drains are installed properly and are serviceable, as best that can be observed.

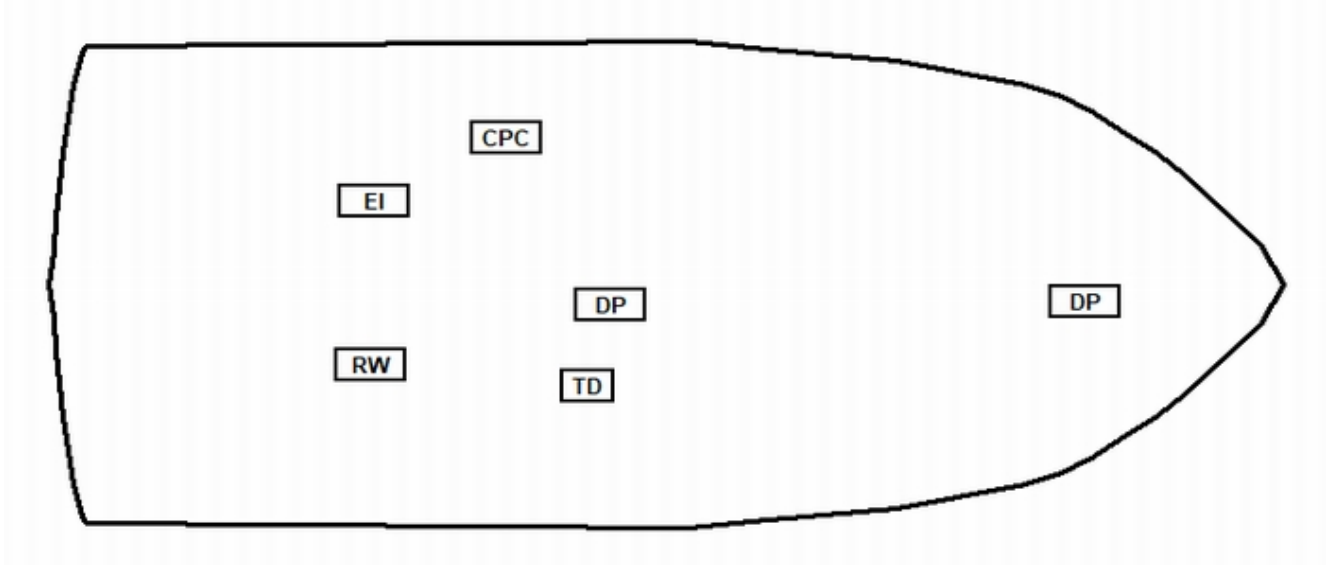


# III. SYSTEMS

## THRU-HULLS

### THRU-HULLS:(continued)

THRU-HULLS BELOW WATER LINE (DIAGRAM):



Abbreviation	Description
CPC	Capac sensor
DP	Drain plug
EI	Engine intake
RW	Raw water intakes
TD	Transducer

**\*\* Red Icon(s) with white text indicates inoperable item.**

**NOTE:**

Transducer and Capac sensor are both visually properly installed.  
Raw water intakes are visually damage-free and serviceable.

# III. SYSTEMS

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## BONDING SYSTEM

### BONDING SYSTEM

#### MAIN BONDING CONDUCTOR:

There is not a proper main bonding conductor on the vessel. None of the thru hulls or underwater machinery have green bonding wires attached.

Sacrificial anodes are installed on the keel, shafts and trim tabs, all are showing minor corrosion.

A Capac monitor is located at the helm that is designed to monitor the presence of stray current in the water around the vessel, not tested.

No signs of stray current corrosion could be detected at the out-of-water survey.

## SAFETY EQUIPMENT

### SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

#### NUMBER AND TYPE OF PFD'S:

4 Type I adult PFD's were sighted in the cabin.

Per USCG and local regulations, always have the proper number and size PFDs for all persons on board.

Always have PFD's readily accessible.

#### NUMBER OF THROWABLE PFD'S:

One (1) Type IV-U.S.C.G. approved throwable ring is located in the cockpit.

#### FIRE EXTINGUISHERS:

A large B-2 fire extinguisher was stored in the cockpit. No current inspection tag was sighted.

#### **\*C.4**

A large B-2 fire extinguisher was stored in the cockpit. No current inspection tag was sighted.

#### VISUAL DISTRESS SIGNALS:

A flare kit with pistol and 12 gauge shells was found under a port dinette bench seat.

The shells expired in November of 2023.

#### **\*A.1**

All day/night visual distress flares and shells are expired.

#### SOUND DEVICES:

The electric trumpet horn was operable.

#### POWER EXHAUST BLOWERS:

The 12 volt powered blower motor was NOT operable.

#### **\*A.2**

The 12 volt powered blower motor was NOT operable.

# III. SYSTEMS

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## SAFETY EQUIPMENT

### SAFETY EQUIPMENT (UNITED STATES COAST GUARD)(*continued*)

#### NAVIGATION LIGHTS:

This vessel displays legal navigation and anchor lights.  
The navigation and anchor lights were NOT operable.

#### **\*A.3**

The navigation and anchor lights were NOT operable.

#### "NO OIL DISCHARGE" PLACARD:

Yes, found properly displayed on the back of the helm seat.

#### "TRASH DISPOSAL" PLACARD:

Yes, found properly displayed on the back of the helm seat.

### AUXILIARY SAFETY EQUIPMENT

#### BILGE WATER ALARM AND SAFETY SWITCHES:

None sighted. It is highly recommended that on boats with enclosed accommodations, that a high water alarm be installed indicating that bilge water is approaching the maximum bilge water level.

#### FIRST AID KIT:

Yes, located under a port dinette bench seat.  
Check and refresh the contents as necessary.

#### CARBON MONOXIDE DETECTOR:

No carbon monoxide detector was sighted in the cabin space.  
The cabin space is currently being used for storage.  
If the cabin space is ever to be used for sleeping, a CO detector **MUST** be installed wherever a sleeping berth is located.

#### BOARDING LADDER:

No boarding ladder is mounted at the transom or found stored on the vessel.  
Recommend keeping a portable boarding ladder on board or some means of retrieving a person from the water.

### BILGE PUMPS

#### LIST:

Per the helm dash panel, the vessel is equipped with 2 bilge pumps.  
Control switches for each pump allow for MANUAL or AUTOMATIC operation.  
A Rule 2000 pump and float switch are located under the engine. The pump was NOT operable manually, but was operable with the float switch.  
A Rule 2000 pump and float switch are located in the forward bilge in the cabin. The pump was operable manually, but NOT operable with the float switch.

#### **\*C.5**

A Rule 2000 pump and float switch are located under the engine. The pump was NOT operable manually, but was operable with the float switch.

# III. SYSTEMS

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## SAFETY EQUIPMENT

A Rule 2000 pump and float switch are located in the forward bilge in the cabin. The pump was operable manually, but NOT operable with the float switch.

## OUT OF WATER INSPECTION

### BELOW WATERLINE MACHINERY

#### PROPELLER(S):

Single screw, three (3) blade, bronze alloy propeller, size 14 X 14.

The propeller is visually clean and damage-free, as best that could be observed.

The prop is securely mounted with double nuts, but was missing a cotter pin to prevent the nuts from slipping off.

#### \*C.6

The prop is securely mounted with double nuts, but was missing a cotter pin to prevent the nuts from slipping off.

#### PROPELLER SHAFT(S):

Constructed of stainless steel, 1 1/4 inches in diameter and is visually damage free.

Shaft turns freely in the strut and cutlass bearing, and is properly centered in the shaft tube.

#### STRUTS:

Aluminum V type, securely bolted to the bottom, serviceable.

#### RUDDER(S) MATERIAL:

A stainless steel rudder is installed through the bottom rudder port.

The rudder is secure and turned freely when testing the steering wheel.

#### SKEGS:

An aluminum skeg was retrofitted to the vessel that provides protection for the running gear.

The skeg is securely bolted and mounted.



**Running gear with skeg.**

# III. SYSTEMS

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## OUT OF WATER INSPECTION

### BELOW WATERLINE MACHINERY(*continued*)

#### TRIM TABS:

Stainless steel Bennett trim tab blades and black plastic hydraulic cylinders are securely mounted at the transom.

Bennett hydraulic pump is securely mounted in the aft bilge compartment, is operable and contained a normal level of fluid.

The plastic cover of the pump is damaged, but the pump remains serviceable.

Hydraulic lines are properly connected, routed and supported. No leaks could be detected at the time of survey.

Tabs responded when operated from the helm dash rocker switches.

#### TRANSDUCERS:

A single flush mount bottom transducer is securely mounted through the starboard mid ship bottom.

A Capac sensor is visually mounted at the port mid ship bottom, which monitors the presence of any stray electrical current in the surrounding water.

#### STRAINERS/SCOOPS/SCREENS:

The raw water engine intake securely mounted to the aft port bottom.

A raw water intake is integrated into the starboard aft bottom.

#### SACRIFICIAL ANODES:

Strips of anode material are attached to the aluminum keel are showing waste but are serviceable.

Sacrificial anodes on the shaft, rudder and skeg are showing waste but are serviceable.

### CONDITION OF HULL (WETTED SURFACE)

#### CONDITION OF BOTTOM:

The bottom is constructed of welded aluminum panels.

As visually inspected, the bottom was not dented. No cracks of the welds could be visually detected.

The bottom was NOT inspected with ultrasound or any other extraordinary methods.

The vessel was sitting on a full bunk trailer, which prevented a complete inspection of the bottom.

#### CONDITION OF BOTTOM PAINT:

The bottom is painted with black anti fouling paint.

The paint appeared to have been freshly applied.

Per the owner, the bottom was recently refinished and coated with epoxy barrier coating & black anti fouling paint.

# 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 23) VISUAL DISTRESS SIGNALS:

FINDINGS	RECOMMENDATIONS
All day/night visual distress flares and shells are expired.	Comply with USCG regulations for Visual Distress Signals. Provide a currently dated distress kit.

### A.2 (PAGE 23) POWER EXHAUST BLOWERS:

FINDINGS	RECOMMENDATIONS
The 12 volt powered blower motor was NOT operable.	Repair or replace as necessary.

### A.3 (PAGE 24) NAVIGATION LIGHTS:

FINDINGS	RECOMMENDATIONS
The navigation and anchor lights were NOT operable.	Troubleshoot and repair as necessary.

## B. OTHER DEFICIENCIES NEEDING ATTENTION:

### B.1 (PAGE 9) DECK DRAINS:

FINDINGS	RECOMMENDATIONS
As sighted in the aft bilge compartment, the starboard drain hose is disconnected from the deck fitting, which will allow deck water to drain directly into the bilge.	Properly connect the hose so that deck water will drain overboard.

## IV. FINDINGS AND RECOMMENDATIONS

### B. OTHER DEFICIENCIES NEEDING ATTENTION:

#### B.2 (PAGE 12) RAW WATER INTAKE:

FINDINGS	RECOMMENDATIONS
<p>The sea cock is a ball valve and was in the CLOSED position.</p> <p>The sea cock was showing some damage.</p>	<p>Recommend installing a new sea cock or securely plug off the raw water intake.</p> <p>Monitor the raw water intake during and after launching the boat.</p>

### C. SURVEYOR'S NOTES AND OBSERVATIONS:

#### C.1 (PAGE 16) MATERIAL:

FINDINGS	RECOMMENDATIONS
<p>As sighted at the neck of the gas tank, the fill hose is showing age and could be original.</p>	<p>Give consideration to replacing the gas fill hose.</p>

#### C.2 (PAGE 16) VENT LOCATION:

FINDINGS	RECOMMENDATIONS
<p>The gas vent at the aft port hull side has sustained some impact damage.</p>	<p>Further investigate and determine if the vent is still serviceable.</p>

#### C.3 (PAGE 17) BATTERY TESTING:

FINDINGS	RECOMMENDATIONS
<p>Per the Viking tester, the batteries were 100% charged, but the battery health was poor.</p>	<p>Give consideration to installing 2 new batteries.</p>

#### C.4 (PAGE 23) FIRE EXTINGUISHERS:

FINDINGS	RECOMMENDATIONS
<p>A large B-2 fire extinguisher was stored in the cockpit. No current inspection tag was sighted.</p>	<p>Get the fire extinguisher inspected or provide 2 new hand held fire extinguishers for the vessel.</p>

#### C.5 (PAGE 24) LIST:

FINDINGS	RECOMMENDATIONS
<p>A Rule 2000 pump and float switch are located under the engine. The pump was NOT operable manually, but was operable with the float switch.</p> <p>A Rule 2000 pump and float switch are located in the forward bilge in the cabin. The pump was operable manually, but NOT operable with the float switch.</p>	<p>Troubleshoot and repair as necessary.</p> <p>Make sure the pumps are both operable manually and automatically.</p>

# IV. FINDINGS AND RECOMMENDATIONS

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## C. SURVEYOR'S NOTES AND OBSERVATIONS:

### C.6 (PAGE 25) PROPELLER(S):

<b>FINDINGS</b>	<b><i>RECOMMENDATIONS</i></b>
<b>The prop is securely mounted with double nuts, but was missing a cotter pin to prevent the nuts from slipping off.</b>	<i>Install a cotter pin into the end of the prop shaft.</i>



# V. SUMMARY AND VALUATION

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## **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 the survey has been completed and the findings have been organized in a logical manner. The rating of condition has been developed by **BUC RESEARCH** and accepted in the marine industry. The rating is for a vessel at the time of survey which determines the adjustment to the range of base values in the **BUC USED BOAT PRICE GUIDE**. Values used are for a similar vessel sold within a given time period, as a consideration to determine the Market Value. Other methods to determine value may be used such as listing prices online, Sold Boats.com, The Power Boat Guide and market comparable values.

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:**

AVERAGE CONDITION

# V. SUMMARY AND VALUATION

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## 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.

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:

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

**APPRAISAL METHODOLOGY:** Establishing a fair market value is very subjective and can be influenced by many factors. Accepted sources can be consulted such as the Buc Book, NADA, Sold Boats.com, internet pricing, local brokers, etc. Consulting with the Buc Book, an industry standard for establishing fair market values, we must first establish the Buc condition and the region from which the boat is from. The **28 Sportsman** is judged to be in AVERAGE condition and located in the fresh water Great Lakes Region. The Buc Book provides a fair market value range of **\$ 9,900 up to \$ 11,200**. Base on past experience and surveys, this vessel would typically sell for up to **\$ 15,000** in this region. The trailer that is included with this vessel is valued separately at **\$ 3,000**.

Taking into consideration the results of this report, the above pricing data, the optional higher horse power engine and the trailer, the FAIR MARKET VALUE will be **\$ 16,000**.

Therefore, 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:

**\$16,000 Dollars**  
*Sixteen Thousand Dollars*

## V. SUMMARY AND VALUATION

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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:

**\$108,500 Dollars**

*One Hundred Eight Thousand Five Hundred Dollars*

# V. SUMMARY AND VALUATION

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## **SUMMARY:**

In accordance with the request for a marine survey of the **28 Sportsman**, 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 April 29, 2024 and per Buc Book standards and this surveyor's experience, the vessel is judged to be in AVERAGE CONDITION. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies listed should be attended to in a timely fashion.

# V. SUMMARY AND VALUATION

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## **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:



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Bryan A. Shrock, SAMS AMS \*\*Survey Report Date: April 29, 2024

# VI. PHOTOGRAPHS



**Port hull side.**



**Transom.**



**State license and registration.**



**HIN number verified from the transom.**

# VI. PHOTOGRAPHS



**Running gear with skeg.**



**Trailer is nicely fitted to the boat. Bottom paint is in good condition.**



**Port hull fuel vent showing some damage.**



**Cosmetic damage at the port stern corner.**

# VI. PHOTOGRAPHS



**Bow deck.**



**Hard top.**



**Aft cockpit.**



**Newer blue canvas back drop.**



## VI. PHOTOGRAPHS



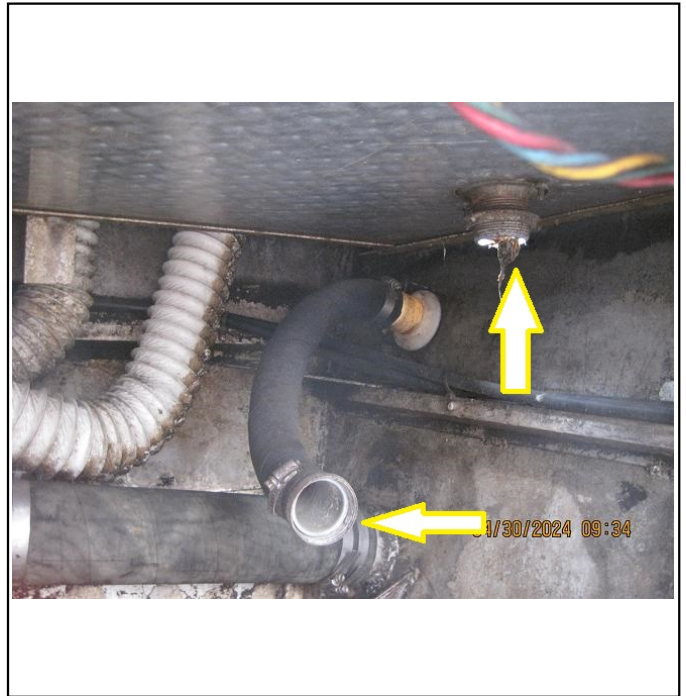
**Aft bilge compartment.**



**Trim tab hydraulic pump.**

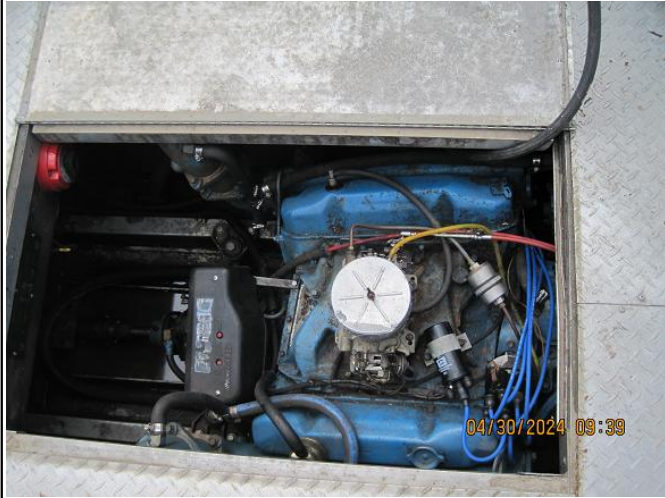


**Aft cockpit starboard drain.**



**Starboard deck drain hose is not properly attached.**

# VI. PHOTOGRAPHS



**Main engine.**



**Raw water engine intake hose.**



**Raw water engine intake and gate valve.**



**Battery switch.**

## VI. PHOTOGRAPHS



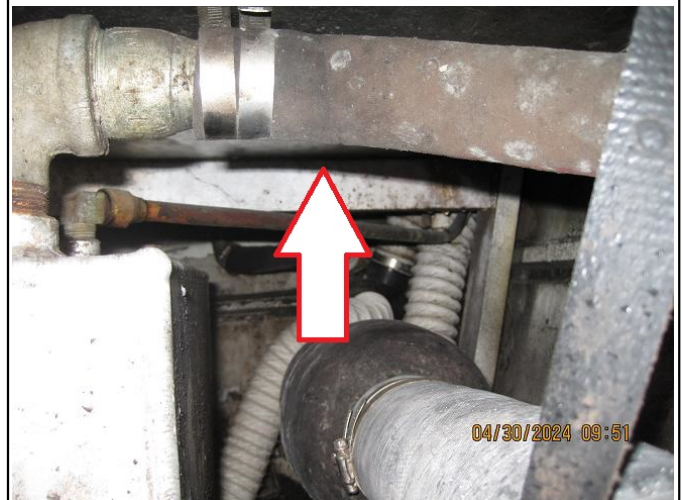
**Abandoned raw water intake.**



**Remote mount engine fuel filter.**

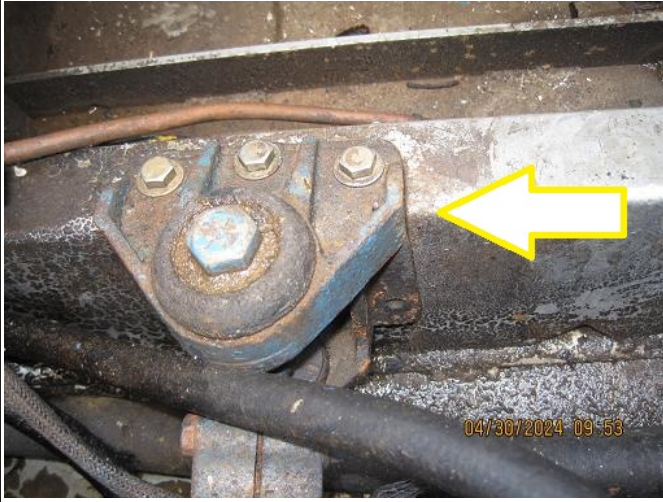


**Fuel filter located near the carburetor.**



**Gas fill hose at the gas tank neck.**

## VI. PHOTOGRAPHS



**Engine mount is securely bolted into the aluminum stringer.**



**Forward cockpit.**



**Port side dinette.**



**Starboard helm and dash.**

# VI. PHOTOGRAPHS



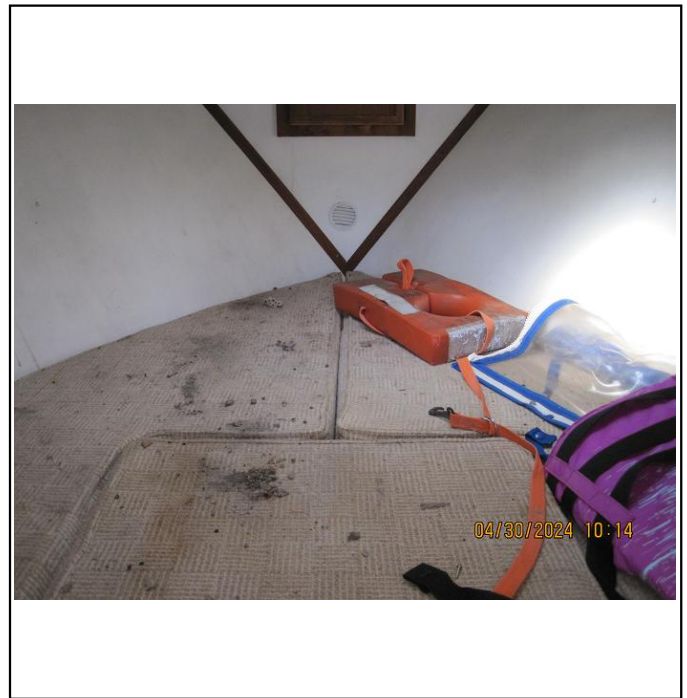
Engine hour meter.



Humminbird chart plotter powered up.



VHF marine radio powered up.



Forward cabin.