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ABYC



**SOCIETY OF ACCREDITED
MARINE SURVEYORS®**

A.M.S. # 1111

Appraisal for Wellcraft 2800 Martinique



Date inspected Sept 16, 2022 (visual, nondestructive survey)

Yacht Location: [REDACTED] Hingham Ma. 02043

Petitioner's Name: [REDACTED]

Address: [REDACTED]

Type: Cabin/ Express cruiser with Volvo Inboard/ outboard drive

Federal Documentation # n/a State registration #MS 7611 BE

LOA: 29' 10" (with swim platform) LWL: 24' approx. Beam: 9' 6" Draft: 17" drive up 28" drive down

Displacement: 9000 lbs. (dry) Ballast: no Hull # WELCLA20D202

Year Built: 2002 Builder: Wellcraft Marine Sarasota Florida

Max. Speed of Yacht: 46Mph 28.8 Mph cruise report

Estimated present value of vessel, & equipment- \$ 43,750 .00 Original cost- \$ 110,136.00

Motor; Volvo Penta 8.1 GI 420 HP gasoline powered with Volvo I/O drive

Trailer: no

Vessel was inspected Ashore () Afloat (X) Owner present (yes)

Purpose for survey Appraisal for donation

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28' Wellcraft Martinique Express Cruiser

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General Condition Hull & Topsides:

Bottom - not sighted as boat was in the water

Rudder/s – integral with inboard out board drive material - aluminum

rudder profile and type – I/O exposed with outboard drive

Propeller – not sighted number of blades: 3 material – stainless steel

Under water Through hull fittings – ok

Engine Water Intakes – ok, Integral with drives Exhaust tubes - ok, Integral with drive

Swim/ transom platform – good, plastic with swim ladder.

Port topsides - V-good, no scrapes, scratches or evidence of major repair

Starboard topside - V-good, no evidence of major repair

Topside color - White Accent paint – Black

scrapes/chips/spider cracks – none noted name & port location- on transom

Decks:

Forward deck- solid, good condition finished in gelcoat with molded nonskid surface

Color- white construction - Molded fiberglass with foam core

cracks/voids/imperfections - none

Cockpit sole – molded composite fiberglass with molded in nonskid surface, condition good

After deck – fiberglass forward of motors, with deck shower, solid & in good condition

bowrail - good, stainless hand rails - good, stainless

Self bailing cockpit – yes

Cockpit hatch - good, fiberglass Locking Mechanisms – yes, all functional

companion way - good, sliding poly-carbon door with locking mechanism

fore-deck hatch – good cabin skylight – good, all locks worked

bridge windshield – good material – safety glass with aluminum frame

port-lights/windows – good, safety glass. cabin trunk – slightly raised & integral with fore deck

trim – white vinyl, V-good condition mooring cleat/s - good, stainless

stern cleats - good, stainless Throttles & shift controls - good

helm wheel – Stainless with hydraulic steering, in good condition

Construction:

Hull - Molded fiberglass with foam & glass longitudinal stiffeners.

Lay-up - Polyester resin alternating layers of roving and mat & e-glass in stress areas, hand laid up.

Exterior finish – Polyester gelcoat condition - good

Frame size and material – n/a Bulkhead material – molded fiberglass liner

Hull to Deck joint type – flange type with white plastic cap & rubber insert

Engine Beds – fiberglass over foam, good condition

Decks : molded fiberglass with foam reinforcement as necessary

pattern type – molded non skid condition- good

Cockpit sides – white fiberglass with vinyl, in good condition

Fore cabin hatch- good Cockpit sole- fiberglass with carpet covering condition good.

Transom - good material – molded fiberglass

Cabin overhead construction- fabric covered fiberglass.

Cabinetry material- fiberglass liner

Cabin sole – fiberglass liner condition V- good

Rigging, Canvases & Covers:

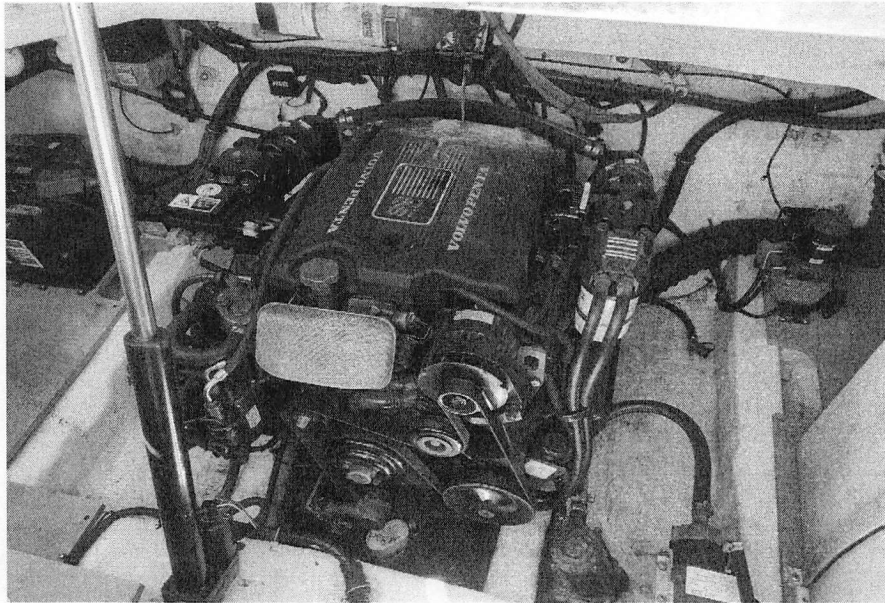
Bimini top – good, Tan Yacht Acrylic, as new condition made on a strong metal frame

Side curtains– good, clear plastic Aft curtain– not sighted

Seat cushions – V-good, some are new 2022

1. cover material - vinyl on deck, bridge, & below & forward v-berth

note: The bridge enclosure on this vessel is well fitted, tight and provides full standing headroom.



Engines & Machinery:

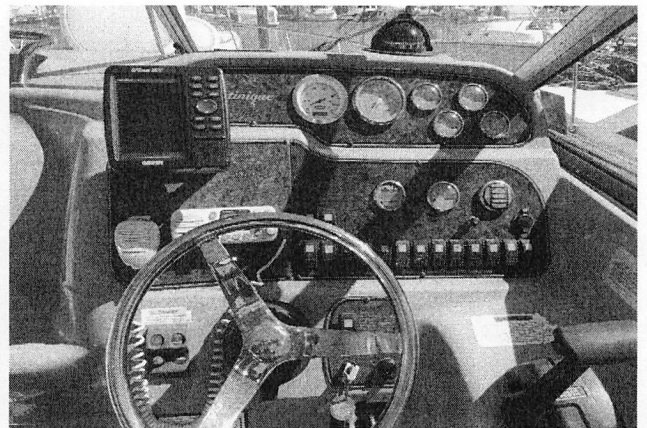
Engine: Volvo Penta 8.1 GI 420 HP gasoline powered with Volvo I/O drive

Condition : Clean & orderly with low hours, the engine started right up within 4 seconds & shifted smoothly into forward neutral & reverse. It was well maintained, no evidence of corrosion.

Fuel lines - good, of acceptable type (NMMA standard)

All gauges energized with start up and read within acceptable range when tested @ the helm station.the

Layout:



Layout description – Swim platform with swim ladder all the way aft. Next forward is the engine room with cockpit shower & swing boarding door to port with wrap around cockpit seat to starboard. Next to starboard is the Helm station with passenger sofa across to port. Companionway is next with AC panel & switch controls to port and an enclosed head across to starboard with sink & shower. A double berth/cabin is immediately aft under the helmstation. The galley is area next forward complete with refrigerator, cook top stove, microwave and sink with pressurized water. A dinette with table is

across to port with a double berth all the way forward. up seat back/berths for extra sleeping accommodations & outboard shelves. All the way forward there is a hatch to access the forward chain locker. The boat has an attractive full weather enclosure with an SS frame and tan "Sunbrella" fabric.

Interior locks & fasteners - good,
piping

Interior Trim - v-good, white vinyl with black

Tanks & Plumbing :

Fresh water tank - 35 gallon, tank (manufacturer specs)

vent – yes, aft topside

Fuel tank (s) - 100 gallon (mfg. Spec.) aluminum secured with tie downs beneath cockpit

fill – aft

vents – yes

Waste tank – 28 gallon (mfg. Spec.) in engine room

vent - yes

pump-out – side deck

macerator/discharge – no

Seacocks – 1, good .

Galley sink - good, drains overboard above the waterline

Pressurized water system - yes

Head – manual in toiler room below to starboard plumbed directly to the waste holding tank with deck pump-out only USCG Complaint - Yes

Bilge pump(s) - yes, float switches

Domestic pressure water – yes, to the galley, head & deck shower

Electrical

Battery #1 - 100 amp lead/acid by "A-1 engine room to starboard

#2 - 100 amp lead/acid by "A-1" in engine room to starboard

Both batteries were properly secured with rubber boots on the terminals

Main/selector switch – yes

12 volt switch panel – yes breaker box in electrical locker below to port of companionway

110 volt switch panel – yes, breaker box in electrical locker below to port of companionway

110 volt/12 volt dc charger- yes, 30 amp by " ProMatic" charger mounted below

Electronic engine monitors – yes, full instrumentation @ helm station

Horn – yes

Windshield wiper – yes to starboard

refrigeration - yes, with locking door, the fridge was working

Stove – mounted single burner AC stove top, not tested

Cabin lights- all ok

Cockpit lighting – not tested in dylight

Head vent – yes, portlight

Stereo system - yes, by “Clarion” stereo with CD changer & speakers mounted above & below decks

Air conditioning system - yes

Generator – no

note: All AC plugs observed below decks were GFI type. The system was not be tested on site.

Instruments & Communications

Full instrument panel for engines at helm station

Compass – yes, hard mounted by “Danforth” at helm station with 4” card

VHF – yes, “Standard Horizon” mounted in the helm station, tested out fine

VHF antenna – mounted on fiberglass radar arch to starboard

GPS – Garmin 182 C gps/map

Radar – no

Computer - no

Cell phone - no

Ground tackle:

anchor #1- Danforth

#2 - no

chain – yes, rigged to anchor length undetermined through windless & deck pipe

storage location – on deck locker forward

Windlass- yes by “Maxwell”

Nice through deck anchoring system with angled bow roller

Safety & Required Equipment

Flares – stored in locker below decks All OK & in date through November 2022.

extinguishers – yes 2

approved types - Yes

Life Jackets – yes, many of approved type were aboard and in good condition

Oil Placard – in engine room

Trash Placard – not sighted

Throwable buoy with retrieving line- not sighted

CMO detectors- not sighted

Navigational lights – yes

Anchor light – yes

search light- yes, helm adjustable on bow

Additional Gear & Equipment

Fenders – stored in locker

Dock lines - yes

First aid Kit – yes in cabin locker

Shore power chord – yes,2

Boat hook – not sight

BBQ grill – not sighted

Water hose – not sighted

Fishing Gear – not sighted

Summary:

Overall this boat is in very nice condition. She has been equipped with many convenience and navigation items, for a vessel of her size and represents a great “well found” vessel for her condition and size. All engine fired right up & shifted perfectly. All mechanical systems have been well maintained & all wiring and other systems have been well taken care of with a solid ongoing maintenance program. Her decks & topsides are attractive and in good condition. She is clean, well organized and outfitted. All seat, bunk cushions and canvas cockpit enclosures were tight and in great shape and contribute favorably to the over all value, serviceability & marketability of the boat.

Wellcraft has been quite successful building reliable, attractive, contemporary boats which combine good performance with plenty of comfort. Built on a solid fiberglass hull with 9-foot, 2-inch beam, the 2800 Martinique features an open-plan interior made possible by the absence of most structural cabin bulkheads. Additional features included a wrap around cockpit dinette along with a sunning couch to port. Fiberglass radar arch with overhead bimini top complete with front, side & aft curtains. The angled bow anchor roller with electric windless are some nice additional features.

A great performer equipped with a Volvo 3.1 engine & I/O drive system. With 420 HP she should cruise around 28 with a top speed around 46MPH. An 20 degree bottom deadrise aft insures that these boats run fast & dry, The modified V hull and modern chine design deflects spray downward further contributing to hydrodynamic lift & stability at speed. Performance requires that weight is saved wherever possible and that go's doubly, above the waterline. Use of composite construction and component liners, help in this regard as well as streamlining production time and allow the addition of some great gear with out skyrocketing price or weight.

In summary, there were no major findings. This boat appeared in good, turn key condition and any deficiencies were in the area of updating Coast Guard required equipment or normal preventative maintenance. This vessel may be good, well above average condition.

Findings & Recommendations:

The following recommendations are listed in order of priority. Any items listed below should be attended to for the vessel to be sound and in compliance with regulations and standards by the USCG, ABYC and NFPA.

- 1. THIS VESSEL SHOULD HAVE A TRASH DISPOSAL PLACARD MOUNTED IN THE GALLEY AREA BELOW DECKS. (USCG regulation CFR-33) see pg. 8**
- 2. CMO DETECTORS ARE REQUIRED IN SLEEPING AREA RECOMMENDED (ABYC, Standard, sections 13.1 and 13.3 of NFPA 302) see pg. 8**

Scope

This inspection performed without prejudice, and for the exclusive use of [REDACTED] This was a visual inspection. There were no borings or destructive or ultrasonic tests performed on the hull, deck, bulkheads or any other structural members. No compression or hydro tests were performed. The machinery and electrical systems were not tested other than as mentioned within this report. Calibration or accuracy was not tested on shipboard compasses or other instruments. Any problems mentioned within this report are **in no way** intended to present a poor impression of the vessel or to detract from her value. They are mostly things normally encountered on vessels of this size, age and type. They are communicated as a professional service to the client who has requested this report and they are communicated to him for his purpose of assessing & maintaining condition and value of the vessel as well as of keeping her safe and sound. This report is not a guarantee or warranty either expressed or implied that other undetected faults or defects could not exist.

STANDARDS

Recommendations made within this report were based on Standards set by the American Boat and Yacht Council (ABYC) as contained in their Standards and Recommendations for Small Craft, the National Fire Protection Association (NFPA) fire protection Code, Section 302, The United States Coast Guard Regulations, CFR Title 33 and 46 as taken from Rules and Regulations for Recreational Boats published by ABYC, along with requirements set by State & local authorities & USSAILING where applicable.

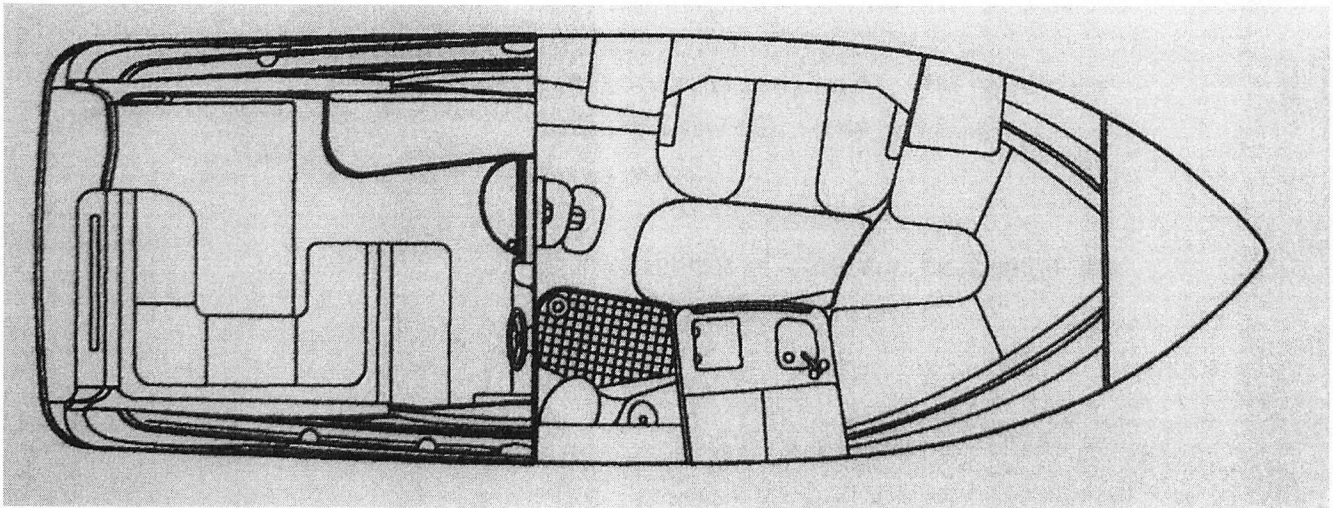
Recommendations made by/to ABYC and NFPA 302 Standards are voluntary but are strongly recommended. USCG and Government regulations used are required for un-inspected vessels operating within inland or coastal waters of the United States.

Valuation:

The market value determined within this report should be considered as the price that could be obtained with a willing buyer and seller, with out either party being compelled to buy or sell the vessel. This valuation also assumes that both parties have been reasonably well informed of any pertinent information relative to the yacht and that the vessel would have been offered on the open market for a reasonable amount of time (a minimum of 30 days). This value also assumes all equipment to be operational and the overall condition of the vessel to be neat, clean and orderly (as described by BUC) unless otherwise noted within this report. Whenever practical major upgrades or deficiencies on machinery or equipment will be

calculated and included in the overall value of the vessel.

The approach used to determine the market price of the vessel has been based on industry guides such as BUC and NADA, records of recent comparable sales where available, consultations with selected yacht brokers, and a review of asking prices of the yacht's sister ships nation and on occasion world wide. All values have been adjusted for additional equipment beyond or short of what would be considered "average" for a vessel of this type & size and all prices are calculated & stated in US Dollars.



Hull # WELCLA20D202

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