

Captain Vic's Marine Services

CVMS-210526

M/V Wellcraft St Tropez 3200

23 May 2026



Condition and Valuation Survey

THIS IS TO CERTIFY that the undersigned Marine Surveyor did on 29 April 2022, at the request of [REDACTED] inspect the captioned 1993 Wellcraft St. Tropez 3200 ; a twin screw, gasoline powered, fiberglass vessel while afloat in its boathouse at [REDACTED] [REDACTED] Tacoma, Washington 98466 in order to ascertain its general condition and valuation.

Attending Survey

[REDACTED] Owner/Client

Mr. Victor J. H. Suttmeier IV A.M.S. ~ Society of Accredited Marine Surveyors

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Vessel Particulars and Summary

Registered Ownership: [REDACTED]
Owner's Address: [REDACTED]
Year: 1993
Hull No: WELC7411C393
Beam: 11' 8"
Displacement: 10,300 lbs
Potable Water Capacity: 76 gal.
Estimated Cruising Speed: 18 knots
Hailing Port: Tacoma, Washington
Built in 1993 by Wellcraft Boats a Division of Rec Boats Industries in Cadillac, Michigan.
Registration No. WN 8904 NE
Length: 31' 8"
Draft: 2' 10"
Fuel Capacity: 270 gal. Total
Total Horsepower: 600 Hp.
Flag: USA
Intended Service: Recreational

All specifications above are from USCG documents or other reference data and not measured during survey. Official numbers were verified on hull.

Overall Condition: Good

Estimated Current Market Value as equipped: \$23,600.00 USD
New Replacement Cost per BUC ValuPro: \$180,000.00 USD

Housekeeping: Good

Protective Coatings: Good

Structural: Serviceable in all inspected areas

Machinery: Appears Serviceable

The machinery was found to be clean with minimal surface corrosion and/or oil deposits. Machinery was **not** viewed while operating.

Definition of Terms

Excellent Condition: New or lightly used, with no cosmetic or structural discrepancies.

Good Condition: Functional as is, with only minor cosmetic discrepancies.

Fair Condition: Functional as is, minor repairs may be required.

Poor Condition: Requires repair or replacement.

In need of restoration: Requires extensive work to make usable.

Serviceable: In satisfactory condition for intended use.

(*) – See Findings and Recommendations

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Scope of Survey

Circumstances of Survey

The WELLCRAFT 3200 was inspected while afloat in its boat house. The topsides (hull), topside (decks and house) and transom were inspected by visual examination, moisture meter and/or percussion testing. Moisture meter testing was done with a Protimeter™ Aquant digital moisture meter. All accessible compartments were opened or entered.

A formal sea trial was **not** conducted. Machinery and equipment was **not** viewed while operating. Machinery, tanks, belts, hoses, and piping were visually inspected where normally accessible. No disassembly, sampling, analysis, compression testing, or pressure testing was performed. Mechanical survey completed and furnished by others.

Locked compartments or otherwise inaccessible areas were not inspected. This vessel was surveyed without the removal of any parts, fittings, tacked carpets or liner materials, screwed or nailed boards or panels, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items.

No determinations of stability characteristics have been made and no opinion is expressed thereto. This survey report represents the condition of the vessel on the date specified above, and is the unbiased opinion of the undersigned; it is not to be considered as an inventory or warranty, either specified or implied.

Standards

The mandatory standards promulgated by the United States Coast Guard (U.S.C.G.), under the authority of Title 46 United States Code (USC); Title 33 and Title 46 Code of Federal Regulations (CFR), NVIC 8-87 for the inspection and repair of FRP vessels, the standards of the National Fire Protection Association (NFPA), and the voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC), have been used as guidelines in the conduct of this survey, but complete compliance with all such standards is not guaranteed.

Intended Users

This survey is prepared for the exclusive use of the clients whose names appear on Page 1. This report is not transferable to any other person or entity. The intended users of this report and appraisal are the clients, lenders and the underwriters considering insuring this vessel for these clients only.

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Design Characteristics

Construction

Fiber Reinforced Plastic (FRP) Hull, FRP over wood frames, stingers, intercostals, transverse and longitudinal members for the underbody and topsides, Cored FRP topside (decks, cabin sides, and cabin tops). No suspect areas were observed in any interior compartments entered unless specifically noted.

Hull scantlings considered normal for vessel's intended service.

Superstructure: Solid and cored FRP

Bulkheads: Marine Grade Ply wood paneling and built in cabinetry.

Hand Rails: Minimum 28" height from deck single welded stainless steel pipe handrails and pipe stanchions on top of toe rails on foredeck only.

Superstructure and Accommodations

Topsides (hull)

Visual and percussion testing of the transom and topsides (hull) found them in good – serviceable condition with no evidence of voids, delamination or blistering. The flare and shear were fair and smooth to the eye with no evidence of impact or abrasion on the stem.

Weather Decks and Topside

Visual, percussion and moisture meter testing of the non skid coated cored FRP weather decks and topside found them to be in serviceable condition. Higher than average moisture meter readings were evident on the starboard foredeck and the aft area of the cockpit. (*) The foredeck was stable to the hammer with no flex, area should be monitored. The aft cockpit was spongy to the foot and dull to the hammer. Cockpit is usable but will require re-coring in the future.

Superstructure

Visual inspection and moisture meter testing of the FRP superstructure found the superstructure to be in good – serviceable condition with no higher than average moisture meter readings.

Accommodations

Entering the cockpit through the centerline gate is a helm station foreword to the starboard, bench seating aft to each side and hatches accessing the engine compartment. Access to the cabin is foreword to the port side. Entering the cabin to starboard is the galley with a single basin sink, hot and cold pressure water, a 120 VAC electric single burner stovetop and microwave, a 120 VAC/ 12 VDC refrigerator. To port is a full marine toilet compartment (head) with shower. Foreword is a convertible settee to starboard and a built in couch to port. In the bow is a queen size berth with a 18" X 18" escape/ventilation hatch overhead.

Helm Station

The starboard side helm has clear 360 deg. visibility, full engine instrumentation and controls. The shift and throttle controls operated smoothly. All electronics (listed below) are thoughtfully laid out, within easy reach and neatly installed.

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Propulsion and Auxiliary Systems

Main Engines

The WELLCRAFT 3200 is powered by twin Mercruiser™ 7.4 litre 8 –cylinder, 12VDC electric start, fresh water cooled with heat exchangers, 300 hp. each gasoline engines. The meters show 723.6 hours on the port and 723.0 hours on the starboard engine. Serial numbers were obscured, no disassembly was done to reveal them. All hoses sighted on the engine are of marine grade and along with the belts, no cracking; checking or excessive wear was evident. The stringers and engine beds, where accessible, were percussion tested with elevated moisture meter readings. The stringers were in serviceable condition. The engines were not started.

Engine Exhaust Systems

Wet type exhaust on the main engines exiting through inline mufflers to the port and starboard sides. The water cooled exhaust manifolds and risers appeared to be in serviceable condition. There was evidence of iron oxide corrosion (rust) from the riser to manifold gaskets. (*) No evidence of cracking. Double all stainless steel hose clamps were sighted at all exhaust connections.

Drive Train

Borg Warner™ V-drives with PSSI™ dripless propeller shaft glands.

Fuel System

Two, independent aluminum fuel tanks of 135 gallons each with manually operated shut-off valves at the tanks, copper piping, distribution manifold, fuel and water separating filters, flex lines at the engine and screened vents on tanks. The fuel tanks were clean, properly grounded and showed no signs of corrosion on the visible exterior.

Ventilation Systems

Natural and mechanical type for the engine compartment consisting of two 3” diameter blowers. Blowers were tested for and did have proper operation. Natural and mechanical type for accommodations and pilot house with forced draft circulation through 12VDC fans or through doors, port light windows and vent openings. The vessel is equipped with a Heater Craft™ engine supplied hydronic heating system and a Marine Air™ 16,000 btu reverse cycle heater/air conditioner for climate control. Units not tested

Engine Controls

Factory push/pull cable type with single levers for throttle and reverse gear operation. The controls operated smoothly from lock to lock.

Steering System

Single station cable steering from the starboard side helm station. The steering operated stiffly from lock to lock. Most likely from lack of use.

Potable Water System

One poly tank located under the foreword berth carrying 76 gallons of potable water (reported) with shut-off valves at the tanks, copper, and plastic piping, fittings, one 11 gallon electric/engine heat water heater with pressure relief valve, and one Jabsco™ 12 VDC electric powered pressure unit.

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Marine Sewage Disposal System

One, Jabsco™ manual marine toilet with One 28 gallon (reported) poly black water holding tank installed in the engine compartment with deck level pump out, Y valve and macerating overboard discharge pump.

This system meets USCG type III regulations (33 CFR 159) as long as overboard discharge remains closed and locked within 3 miles of shore and all NDZ's. (No Discharge Zones)

Dewatering Systems

Two 12VDC electrically powered submersible bilge pumps with manual and automatic float switches. One Rule 1500 GPH located in the cabin and one Rule™ 1500 GPH in the aft engine compartment bilge. Automatic switches are located next to the pumps. Float switch power is not supplied directly from batteries. (*) Pumps were tested for and did have proper manual operation. The aft bilge pump had proper automatic operation but the forward did not. (*) Float switch needs to be replaced.

Anchoring Gear and Ground Tackle

One horizontal style 12 VDC powered anchor winch. One 20 lb. Danforth style anchor with unknown length of ½" synthetic nylon rode. Anchor and rode should be stored always at the ready with the bitter end of the rode made fast to the vessel and the shackles seized to prevent accidental loss of ground tackle.

Electrical Systems

AC Systems

30A/120volt power supplied from dockside shore power. The system contains a main switch panel, reverse polarity indicator, distribution/breaker panel, switch boxes, motor control boxes, marine type and standard household type interior fixtures were sighted. All wiring sighted was of marine grade and run neatly throughout and secured at least every 18". GFCI circuits were sighted in the galley and head. All outlets sighted were checked for and showed proper polarity and operation of the GFCI.

DC Systems

12 Volt DC house power is supplied by two group size GC2 6 VDC flooded lead acid type storage batteries wired in series. 12 VDC start power is supplied by two group size 31 flooded lead acid type storage batteries. The start/house batteries are charged by engine driven alternators while underway. The house/start batteries are charged by a 120 VAC battery charger while connected to shore power. The house/start batteries are contained in acid-resistant boxes, secured from movement and covered. Battery installation meets ABYC Standard E-10.7. The house 12VDC system contains a distribution panel, with switches and circuit breakers or fuses for branch circuits, voltmeter and ammeter. All wiring sighted was of marine grade, properly sized and run neatly throughout.

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Safety Equipment

Alarm Systems

An audible alarm system is installed on the main engines for low oil pressure and high cooling temperature

A high water bilge alarm system was not sighted. (*)

Navigational Aids

Full testing of all electronics was not done. All units powered up unless otherwise noted.

One, Lowrance™ Model: X-104 GPS chart plotter/depth sounder

One, Ritchie™ Model: 4" diameter, magnetic steering compass.

Area Charts were not sighted onboard.

Communications

One, West Marine™ Model: VHF marine radiotelephone.

One, Kenwood™ Model: KRC-2005 AM/FM/Cassette stereo system.

Pollution Control Placards

Oil Discharge Prohibited Placard (CFR 155.450): Mounted in the engine compartment.

Garbage Discharge Placard (CFR 151.59): Mounted in the Galley.

Waste Management Plan (CFR 151.57): Not Required vessel under 40'

Required Lights and Signaling Apparatus

Red and green 10 pt. side lights properly screened; white 12 pt. stern light; one white 32 pt. anchor light. The lights were tested for and did have proper operation.

A 12 VDC electric horn is mounted on the cabin top. The horn was tested for and did have proper operation.

Life Saving Gear:

Four Type II personnel flotation devices were sighted onboard.

Expired Day/Night Visual distress devices (flares) were sighted on board. (*)

Smoke / Carbon monoxide Detectors

No single station smoke detector was sighted onboard. (*)

No single station carbon monoxide detector was sighted onboard. (*)

Portable Fire Fighting Apparatus

Three, 2.5 lb. dry chemical type U.S.C.G. approved A-B-C portable fire extinguishers were sighted loose onboard. All showed full charge but did not have current certification tags and were at the end of their useful service life. (*)

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Accessories

Cockpit canvas with isinglass windows and Bimini Top in good serviceable condition.

Recommendations

Navigation Limits

It is the opinion of the undersigned the WELLCRAFT 3200's hull, machinery, and on-board equipment would be in satisfactory condition for cruising Inland protected waters including lakes, rivers, bays, sounds as her original design intended (weather and sea conditions permitting) after below recommendations and non standard conditions are complied with; good seamanship and ordinary practice of seamen is observed in the navigation, and maintenance of the vessel described herein.

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Findings and Recommendations

Finding	Recommendation
1) No Visual Distress Devices (Flares) sighted onboard.	Maintain onboard prior to undertaking navigation a minimum of three current dated USCG approved day/night safety flares as required per 33CFR175.25.
2) Outdated Single Station Smoke / CO detector sighted onboard.	Maintain onboard Single Station Smoke and CO detectors which are to be located inside the main cabin on vessels over 26' with accommodation areas designed for sleeping, per NFPA 302 and ABYC A-24.7.2
3) Fire extinguishers loose and out of certification.	Properly mount and all extinguishers certified yearly as required per 46 CFR 25.30-20 and recommended per ABYC A-4 Ap.5.4.2
4) No High Water Bilge Alarm system sighted onboard.	A high water bilge alarm should be installed which is suggested for vessels over 26' with enclosed accommodation compartments as recommended per ABYC H-22.7.3.
5) Bilge pumps wired through main battery switch.	Rewire bilge pumps with float switch power supplied directly from the battery as recommended per ABYC H-22.8
6) Forward bilge pump float switch inoperable.	Replace float switch.
7) Riser gaskets showing signs of leakage.	Replace as necessary.
8) Higher then average moisture meter readings on the starboard foredeck and aft cockpit deck.	Repair as necessary.

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Comments

It is the owners responsibility to equip the vessel with all federally and locally approved safety and life saving equipment as required by all regulatory agencies prior to undertaking any navigation, including but not limited to certified life jackets and other flotation devices, safety flares, fire extinguishers, first aid kits, charts, garbage and oil discharge plaques, etc.

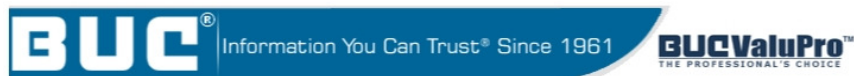
It's the opinion of the under signed that the original construction of the M/V WELLCRAFT 3200 is of good quality from a well known – respected builder. Deferred maintenance was evident throughout the inspection.

The following items had little or no – access:

- ~Beneath and outboard of all tankage (hull structure).
- ~Behind all ceilings, bulkheads, and headliner in overheads (deck beams and other structural members)
- ~Areas behind secured paneling or flooring or cabinetry
- ~Beneath cabin sole
- ~Beneath engine, machinery, and other fixed components within the machinery space and bilge area (keel, deck beams, and frames)
- ~ All spaces and compartments inaccessible due to stowage of equipment/personal belongings and non removable structures.
- ~All electrical wiring – components and or fuel lines, tankage, piping, and related components.
- ~All helm control cables, linkage, or hoses.
- ~All hull fastenings.
- ~All structural framing or hull members.

Comparables

- 1996 Wellcraft 3200, Listed Boats.com, Asking \$32,500.00, New Canvas enclosure
- 1993 Wellcraft 3200, Listed Yachtworld.com, Asking \$26,000.00, Comparable condition
- 1993 Wellcraft 3200, Soldboats.com, Sold 08/2025 \$24,750.00 comparable condition



CAPTAIN VIC'S MARINE SERVICES LLC			May 23, 2026
WELLCRAFT BOATS, CADILLAC, MI, USA (MIC: PWE,WEL,XLD) DIV OF REC BOAT INDUSTRIES			
Model Year	1993	Hull Material	Fiberglass
Model	ST-TROPEZ 3200	Hull Configuration	Semi Vee (Modified Vee)
Length Overall	31' 8"	Draft	2' 10"
Length On Deck		Beam	11' 8"
Boat Type	Cruiser Open	Weight	10300 lbs.
Engine Type	Inboard Twin 300G Crusader	Ballast	

The information presented here is believed to be reliable but not guaranteed. For various reasons, including the subjective nature of vessel evaluations and the possibility of incomplete or inaccurate information regarding comparable vessels and sales thereof, we do not make any warranties whatsoever regarding this report, and WE EXPRESSLY DISCLAIM ALL WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. BUC does not provide expert witness testimony.

Current Retail Value Range	\$17,300-\$19,700 130th edition.
Fair Market Value Adjusted for BUC. Condition in the Northern Pacific Coast/Alaska	\$22,000-\$24,500
Unadjusted Replacement Value	\$180,000

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Valuation

Estimated Current Market Value as Equipped **\$23,600.00 USD**

Estimated New Replacement Cost per BUC ValuPro **\$180,000.00 USD**

This valuation is based on the vessel's condition on the date of survey and assumes that any other installed equipment not proven during the survey inspection are in fact operational. Discoveries made as a consequence of recommended 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 engines or machinery described herein. Valuations are developed using some or all of the following resources: commercially published used boat price guides BUC Value Pro, Soldboats, etc., commonly accepted marine depreciation schedules, and consultations with knowledgeable boat brokers.

I certify that to the best of my knowledge and belief:

The statements of fact 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, impartial and unbiased professional analyses, opinions and conclusions.

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

My engagement in this assignment was not contingent upon developing or reporting predetermined results.

My compensation for completing this assignment was not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal. I have made a personal inspection of the property that is the subject of this report.

No one provided significant personal property appraisal assistance to the person signing this report.

CONCLUSION

The M/V WELLCRAFT St Tropez 3200, as described herein, and subject to **compliance with the foregoing recommendations**, was found to be in **good serviceable** condition for its intended service.

REPORT SUBMITTED WITHOUT PREJUDICE



Victor J. H. Suttmeier IV A.M.S #1238

USCG License # 2923295

Captain Vic's Marine Services

Photographs



Starboard Side Forward



Port Side Forward



Stem Starboard Side Forward



Stem Port Side Forward



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Port Side Aft



Starboard Side Aft



Port Underbody Aft



Starboard Underbody Aft



Helm



Galley



Main Saloon Foreword



Settee



Captain Vic's Marine Services



Underside of Port Main Engine Exhaust Manifolds



Underside Starboard Main Engine Exhaust Manifolds



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Port Main Engine Hours



Rudder Post/Packing (Typical both sides)

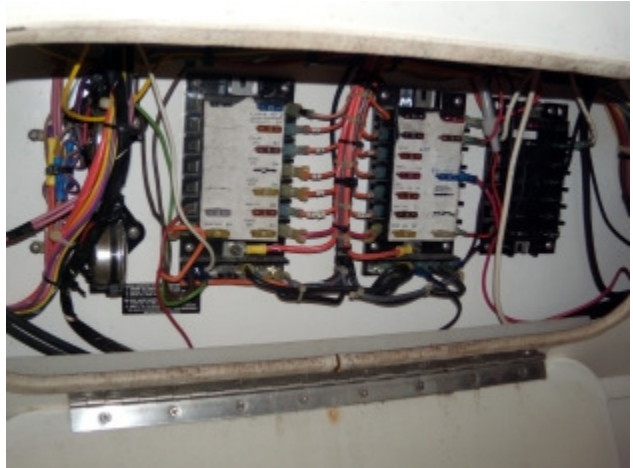
Starboard Main Engine Hours



Dripless Propeller Shaft Packing (Typical)



AC/DC Distribution Panel



Main Battery Switches



Start Batteries



House Batteries

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State Registration Number



Hull Identification Number