

R. FRICKE MARINE SURVEYS, LLC

ABYC CERTIFIED MARINE STANDARDS ADVISOR
SOCIETY OF ACCREDITED MARINE SURVEYORS® S.A.



Insurance Survey Report of the Motor Vessel:

Hi-Bob



Prepared exclusively for:



R. FRICKE MARINE SURVEYS, LLC

ABYC CERTIFIED MARINE STANDARDS ADVISOR
SOCIETY OF ACCREDITED MARINE SURVEYORS® S.A.



Insurance

FILE DATA

Client [REDACTED]
Mailing Address [REDACTED]
Survey Date(s) 8/5/2023

VESSEL DATA (dimensions taken from brokerage listing, BUC, Boats NADA)

Vessel Name Hi Bob
Hailing Port Bryn Mawr P.A.
Year, Make, & Model 1990 Chris Craft Cruiser
Hull ID # CCNHA098E090
Registration # PA 650 CY
Registered Owner Robert Derr
Hull Length 35'8"
Beam 12'10"
Draft 3'3"
Displacement (dry) 14,740
Hull Material Fiberglass Composite
Fuel Type & Engine Horsepower Gas 700hp
Top Speed (under power) 30mph
Intended Areas of Navigation Back bays Lavallette N.J.

Vessel Valuation

Fair Market Value	We determined the FMV of this vessel that is in good condition for a 1990 model year using internet comparisons of like year and model vessels. The average low FMV is at \$35,066 with the high being at \$43,800. Given the overall condition we feel this vessel should be valued at \$38,000.
Replacement Value	\$602,000

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INTRODUCTION

Purpose of Survey	To determine the overall physical condition and value of the vessel for the purpose of purchasing insurance. This survey report was prepared for the exclusive use of the above client and may be used for insurance carriers and financial institutions chosen by the client. This survey represents the condition of the vessel on the above date. For this survey the vessel was afloat at the client's residence.
Conditions of Survey	This survey was conducted on 8/05/2023 under clear skies with light winds at 75 degrees Fahrenheit. The vessel was afloat at 22 Dickman's Drive Lavallette N.J.
People in Attendance	This survey was conducted by Robert Fricke (ABYC Certified Marine Standards Advisor) (SAMS S.A.) and was attended by Robert Derr (owner).
Vessel's General Description and Condition	The primary use for this vessel would be day cruising and overnight stays as the vessel is equipped with plenty of accommodations including a reversible AC unit, generator, hot/cold water, full head, and galley. There is plenty of seating and sleeping space with ample storage both in the cabin and cockpit. The vessel appears to have had seasonal maintenance both on the interior and exterior. This vessel is in average to good condition both mechanically and cosmetically for a 1990 model year vessel.
Limitations of Inspections	This survey was conducted without the removal of any parts, fixed partitions, flooring, appliances, electrical equipment, or any personal gear stowed aboard. Complete compliance with identification of and reporting on all standards codes and regulations is not guaranteed.
Valuations Methodology & Assumptions	We determined the fair market value of the vessel using Boats NADA, BUC, and internet comparisons of like vessels and speaking with sales personnel in the marine industry. This value assumes that the portions of the vessel not accessible or operationally tested are in serviceable condition.

SECTION 1	CONSTRUCTION	CONDITION
Hull Specifics	Hull is constructed of fiberglass composite material with wood reinforced stringers and bulkheads then finished in white gel coat. Percussion soundings and moisture readings on the inside of the vessel where we had access to indicate no areas of debonding/delamination. No visible blistering above the water line. There is a stress crack on the starboard side aft corner that is cosmetic in nature.	satisfactory
Transom specifics	Transom is constructed of fiberglass composite material then finished in white gel coat. The inner portion of the transom and the outer portion above the water line where we had access percussion soundings indicated no areas of debonding/delamination.	satisfactory
Deck Specifics/Rub Rail	The decks are constructed of fiberglass composite material with wood coring in areas. Percussion soundings were good while moisture readings were elevated around the deck hardware. This would be normal for a vessel of this age.	See recommendations 1
Structural Reinforcements	The hull is reinforced using longitudinal stringers and bulkheads that are made of wood then encapsulated in fiberglass. Where accessible for inspection no areas of structural damage noted.	satisfactory
Hull & Deck Appendages	The vessel is equipped with a bow pulpit that is mechanically fastened to the forward deck with bolts and an adhesive sealant. There is also an integral swim platform the incorporates a Stainless-steel board ladder from the water.	satisfactory

SECTION 2	FEDERALLY REQUIRED & OTHER SAFETY EQUIPMENT	CONDITION
Navigation Lights	Navigation/anchor lights are inoperable.	See recommendations 2
Life Jackets	Four USCG approved type 1 model AK1 and Two USCG approved type 2 model AF300A sighted.	See recommendations 3
Portable Fire Extinguishers	One USCG approved size1 type B-C sighted shows charged on its pressure gauge.	See recommendations 4
Fixed Fire Extinguishers	One Sea-Fire Halon fixed system sighted in the machinery space. The unit is model G800A and can be operated from a switch at the steering position. No recent recertification noted.	See recommendations 5
Emergency Flares	One Falon distress signal kit sighted is expired.	See recommendations 6
Horns & Bells	One 12V compressed air horn is inoperable.	See recommendations 7
Placards	Yacht certification sighted at the steering position and an oil discharge placard sighted in the machinery space.	satisfactory
Carbon Monoxide & Smoke Alarms	Not equipped	See recommendations 8

Additional Safety Equipment	First aid kit sighted in the port side head.	satisfactory
Bilge Blowers	Two 3" 12V electric blowers were sighted in the machinery space. Hosing is in satisfactory condition and routed correctly.	operational

SECTION 3	DECK FITTINGS & GEAR	CONDITION
Railings, Ladders, & Handholds	One Stainless-steel bow rail that extends from the bow pulpit back to the front side of the forward cabin. Stainless-steel hand holds on the port and starboard sides of the cabin. Both are well secured and in good condition.	satisfactory
Cleats	Six Stainless-steel cleats sighted all are secure and in good condition.	satisfactory
Hatches & Ventilation	Three Bowmar hatches in the forward cabin. All are operational with good seals and meet ABYC egress standards. The center and starboard side hatches have sun cracks in the lenses. The head is equipped with a 12V ventilation fan it is operational.	See recommendations 9
Windows & Portlights	There is a 7 sectional windscreen with port and starboard vents that open mechanically. Windscreen is supported with an aluminum frame. Windscreen and frame are in satisfactory condition.	satisfactory
Dock Lines & Fenders	Two bow and two stern lines with a starboard side spring line sighted. Lines are sized correctly and in good overall condition.	satisfactory
Ground Tackle	One fluke type anchor with 3/8" chain and 5/8" rode. The shackle and thimble are corroded.	See recommendations 10
Windlass	Not equipped	Non applicable

SECTION 4	MECHANICAL SYSTEMS	CONDITION
Propulsion Engine	The vessel is equipped with two fresh water cooled 350hp 7.4 Liter Crusader inboard engines. Port serial# 85956 starboard serial# 85957 both with 1075hrs of use. Engines are original to the vessel. Both started easily and ran smoothly when operated at dockage. No visible leaks noted on either engine.	satisfactory
Transmission	Both engines have Hydraulic Velvet Drive reduction gear transmissions. They are the V-Drive design and have no visible leaks. Drives are original to the vessel.	Not tested
Engine Exhaust	Exhaust consists of water-cooled exhaust manifolds and risers that are connected to fiberglass piping using marine grade rubber hose and Stainless-steel clamps. The exhaust exits through water lift type mufflers then terminates out the port and starboard sides of the vessel. No leaks sighted when test run at the dock.	operational
Engine Controls	Two Morse dual binnacle controls at the steering position that use mechanical push/pull type cable for shift and throttle operation. Shift and throttle operate smoothly.	Satisfactory

Engine Instruments	Two Temperature, oil pressure, hour, volt, RPM gauges at the steering position with one RPM sync gauge. All operated normally and within specification when test ran at the dock.	satisfactory
Propeller Shaft	Vessel afloat during the survey. Where sighted the shafts are 1 1/2" Stainless-steel.	Not inspected
Propeller	Vessel afloat for this survey.	Not inspected
Shaft Strut & Bearing	Vessel afloat for this survey.	Not inspected
Shaft Glands (Stuffing Boxes)	Propeller shaft glands are adjustable bronze packing type with the stuffing boxes being integral to the hull. No leaks noted during this survey.	Satisfactory
Steering Systems	Sea Star hydraulic steering with the ram connected to the port rudder and a galvanized tie bar connecting the port and starboard rudders together. Single sea Star hydraulic helm at the steering position. Rudder ports are also bronze adjustable packing type glands. No leaks noted where inspection was possible.	satisfactory
Rudders	Vessel afloat during the survey.	Not inspected
Cathodic Protection	Zinc type anode integral to the underwater running gear.	satisfactory

SECTION 5	FUEL SYSTEMS	CONDITION
Fuel Tanks	One Florida Marine aluminum tank located just ahead of the machinery space under the cockpit sole. The tank well holds water.	See recommendations 11
Fuel Tank Fill Deck plates & Hoses	Fuel fill is Stainless-steel and on the port side gunwale at mid-ship. The fill and vent hoses are USCG approved type A2 with Stainless-steel clamps doubled on the fill hose.	satisfactory
Fuel Tank Vents	One chrome plated zinc vent on the port side, vents to the atmosphere.	Not tested
Fuel Delivery Hoses & Piping	Fuel delivery hose is USCG approved type A1 from the fuel tank to the engine mounted fuel filter then stainless-steel piping from the filter to the engine carburetor. No leaks noted.	satisfactory
Fuel Filters	One canister type filter is integrated to each propulsion engine with a separate canister filter for the generator. No leaks noted.	satisfactory
Fuel Pumps	Integral to the propulsion engines. Both operated normally during the dock side test run.	operational
Fuel System Valves	One 1/4" turn ball type valve for each propulsion engine and the generator. All are located at the tank connection points and are operational.	operational
Fuel Gauges	One 2" fuel gauge at the steering position.	operational
LPG (Propane) Systems	Not equipped	Non applicable
Standards	Where inspection was possible this vessel complies with ABYC standard H24 marine fuel systems.	satisfactory

SECTION 6	DC ELECTRICAL SYSTEMS	CONDITION
Batteries	One 908D 1400MCAbatery on the port side in the machinery space and two Sea Hawk 27 series batteries on the starboard side machinery space. All are in battery boxes with securing lids.	satisfactory
Wiring & Connections	Where accessible 12V wiring is copper stranded. All visible connections were clean and tight and sized correctly. Wiring is well routed and secure.	satisfactory
Overcurrent Protection	There are resettable breakers in the main power panel the salon and resettable breakers at the steering position.	Not tested
DC Charging Systems	Alternator type charging integral to the propulsion engines. Voltage showed in the normal range while running the engines at dock side.	satisfactory
Battery Switches	Two Guest 4 position switches in the machinery space. Both move smoothly through all positions and are operating correctly.	satisfactory
Bonding	Number 6 green copper stranded wire connecting all underwater gear to the main ground bus bar in the machinery space.	satisfactory
Standards	Where inspection was possible this vessel complies with ABYC standard E11 marine 12V systems and wiring.	satisfactory

SECTION 7	AC ELECTRICAL SYSTEMS	CONDITION
Wiring & Connections	In addition to an Ac generator the vessel is equipped with two 30Amp shore power circuits. Where accessible wiring is copper stranded, well routed, and secure. Connections were clean and tight with no damage or corrosion noted.	satisfactory
Overcurrent Protection	Protection is provided by resettable breakers in the main 120/12V panel in the salon.	Not tested
Shore Power Cord	Two 30Amp shore power cords sighted one stored in the salon under seat storage and the second was plugged into shore power at the dock. No corrosion or damage noted to either cable or connection points.	satisfactory
Battery Charger	One multibank C-Charger in the machinery space on the forward bulkhead starboard side.	operational
Generator	One Onan Ensign 6500 serial number C900308081 in the machinery space with 58hrs of use.	Not tetsed

SECTION 8	NAVIGATION EQUIPMENT & INSTRUMENTATION	CONDITION
Steering Compass	One Ritchie flush mount compass at the steering position with a clear line of sight from the helm seat.	satisfactory
VHF Radio	One VHF bracket sighted no radio on the vessel for this inspection.	Not inspected
Electronic Navigation	Not equipped	Non applicable

Depth & Speed Instruments	One 2" Data Marine display at the steering position unit is inoperable. Unit has a thru hull transducer in the machinery space that is well bedded and secure.	See recommendations 12
Weather Instruments	Not equipped	Non applicable
Autopilot	Not equipped	Non applicable

SECTION 9	THROUGH HULL FITTINGS, VALVES, PLUMBING, & PUMPS	CONDITION
Through Hull Fittings Below Waterline	This vessel is equipped with five bronze through hull fittings. These are in the machinery space for the main propulsion engines and generator. Two are in the mid-ship bilge, one for the head discharge and a second for the inlet supply to the head. All are in satisfactory condition and well bedded with no leaks noted.	satisfactory
Seacocks	Each through hull fitting has a ¼ turn bronze ball type valve. The main engine, generator, and head pickup are in satisfactory condition and operable. The head discharge valve is corroded and does not operate.	See recommendations 13
Hoses	Where inspection was possible raw water hoses are marine grade rubber with Stainless-steel hose clamps at connection points and in satisfactory condition.	satisfactory
Bilge Pumps	Two rule 2000gph pumps sighted one in the machinery space and a second in the mid-ship bilge. Both operate in the automatic and manual modes.	operational
Cockpit Drains	Two plastic drain fittings in the cockpit connected to plastid through hull fittings above the water line using marine grade rubber hose and Stainless-steel clamps at connection points.	satisfactory
Auxiliary Sea Water Pumps	Not equipped	Non applicable

SECTION 10	TOILETS & WASTE SYSTEMS	CONDITION
Toilets	The vessel is equipped with a Raritan 12V electric flush toilet and tank watch.	operational
Holding Tank	The holding tank is in the mid-ship bilge area with no access without removing vessel equipment. There is a Y-Valve to flush directly overboard where legal or into the holding tank. No leaks sighted where we had access for inspection.	satisfactory

SECTION 11	FRESHWATER (POTABLE WATER) SYSTEMS	CONDITION
Water Tanks	One plastic water tank is in the machinery space. Tank is secure with no leaks noted. There is a dock side connection at ten transome with the fill on the starboard gunwale aft.	Satisfactory

Pumps	One Shur-Flo model 3901-0216 multifixture pump in the machinery space.	operational
Water Heater	There was no access to the hot water heater without removal of vessel equipment.	Not inspected
Shower	One shower is aft on the starboard side of the swim platform with a second shower in the head. Both are operational. There is a shower sump in the mid-ship bilge that works automatically when the drain water reaches a described level.	operational

SECTION 12	GALLEY EQUIPMENT	CONDITION
Ice Box & Refrigeration	One Norcold Tech 2 serial number 8049AVBKD0 in the galley with a U-Line ice maker in the cock pit wet bar. The Norcold is operational.	satisfactory
Stoves & Ovens	One 2 burner 120V electric stove and one Space saver Tappan microwave in the galley both tested operational.	operational

SECTION 13	HEATING & AIR CONDITIONING SYSTEMS	CONDITION
HVAC Systems	One reversible Cruise air unit in the forward sleeping area with the condenser in the machinery space.	Not tested
Cooling Pump	One 120V AC cooling pump sighted in the machinery space.	Not tested

SECTION 14	ENTERTAINMENT EQUIPMENT	CONDITION
Stereos	There is a stereo bracket and power station in the salon. The stereo was not on the vessel for this inspection.	Not inspected

SECTION 15	FINISHES, FABRICS & HOUSEKEEPING	CONDITION
Hull Topsides	Topsides are finished in a white gel coat with a black boot stripe above the water line. There is a small area of damage at the starboard aft corner that consists of cosmetic spider cracks. These are not structural and appear to have been there for some time. The rest of the exterior still holds a good shine and has been maintained over the life of the vessel.	satisfactory
Hull Bottom	The vessel was afloat for this survey but where we had visual access the bottom is coated in black antifouling paint.	Not inspected
Decks & Superstructure	The decks and cockpit floor are finished in a white gel coat with a non-skid pattern for foot traffic. These areas are in good overall condition and well maintained. There is a Bimini-Top over the steering/passenger position that is supported with a Stainless-steel framework. The top and frame are in good overall condition.	satisfactory
Canvas & covers	The Bimini top supports a five sectional isinglass enclosure. The enclosure can be opened to allow air to pass through or remain closed for protection from the weather or elements. The	satisfactory

	enclosure is in good condition and appears to be less than five years old.	
Interior Upholstery	The headliner throughout the cabin/salon area is finished in a white fabric material. The interior flooring is green carpet with white fiberglass as the head enclosure. The seating bolsters are a green patterned material, and the walls are finished in a white vinyl material. There is a large mirror behind the port side seating area that lends to give the interior a larger feel.	satisfactory
Interior Finishes	The cabinets, tables, and seating supports are finished in white Formica. The counters throughout the interior have coriander tops.	satisfactory
Bilges	Where accessible the bilges are finished in a white gel coat with some oily residue under the main propulsion engines. This can easily be cleaned with some degreaser and soap then rinsed with clean water.	satisfactory

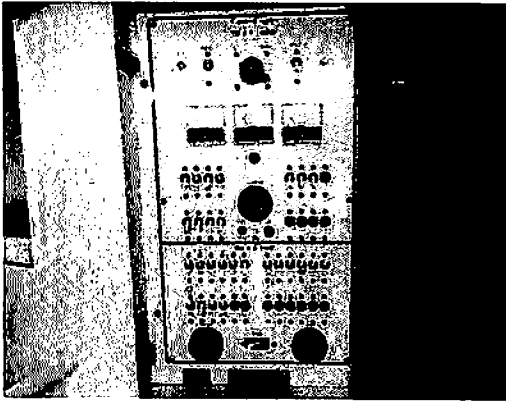
SECTION 16	DINGHIES	CONDITION
Dinghies	Not equipped	Non applicable

RECOMMENDATIONS

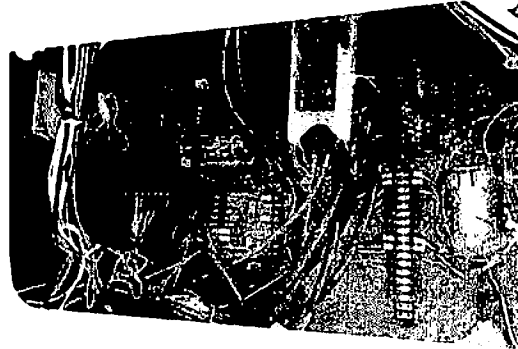
*Recommendations in **BOLD** are considered essential for the safety and proper function of the vessel.*

- 1- Inspection noted elevated moisture around the deck hardware. The hardware should be removed and rebedded to mitigate any further water intrusion around the deck hardware.
- 2- The USCG requires all vessels to have operational navigation/anchor lights when the vessel is being operated under low light or dark conditions.
- 3- The USCG requires that all adults and children have an approved life vest provided to them when the vessel is in use.
- 4- ABYC recommends that vessels greater than 26' but less than 40' have three USCG approved type A-B-C portable fire extinguishers on board. One at the steering position, one at the machinery space, and one in the galley.
- 5- Inspection noted the fixed fire system has not been recently recertified. ABYC recommends this be done each year to ensure the system is operational in the event there is an on-board fire.
- 6- The USCG requires that all vessels have an approved day/night signal kit onboard when the vessel is in use.
- 7- The USCG requires that all vessels have a sound emitting device on board in the event there is an emergency and sound signaling is required. (IE. Electric or air horn, whistle)
- 8- ABYC recommends having a CO/smoke detection device in all enclosed sleeping or sitting areas.
- 9- Inspection noted cracks in the center and starboard side hatch lenses. Recommend having these replaced to help ensure they won't fail and allow water to enter the vessel.
- 10- Inspection noted the anchor shackle and thimble are corroded and should be replaced to prevent their possible failure during anchorage.
- 11- Inspection noted there is water in the well for the fuel tank. This should be inspected by a qualified repair shop and all water removed with drains either cleaned or installed to help prevent the aluminum tank from corroding.
- 12- Inspection found the depth sounder is not operational, this should be replaced/repared in the event travels take the vessel into unfamiliar waters and depth is required for navigation purposes.
- 13- **Inspection found the shut off valve for the holding tank discharge is corroded and inoperable. This needs to be replaced and made operational as soon as possible in the event there is some type of failure in the holding tank discharge system and sea water is entering the vessel this valve may need to be closed.**

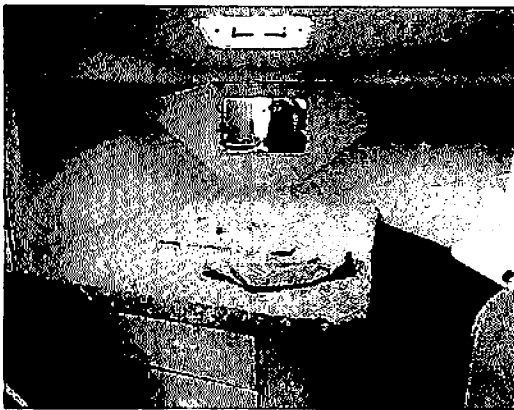
ADDITIONAL INFORMATION



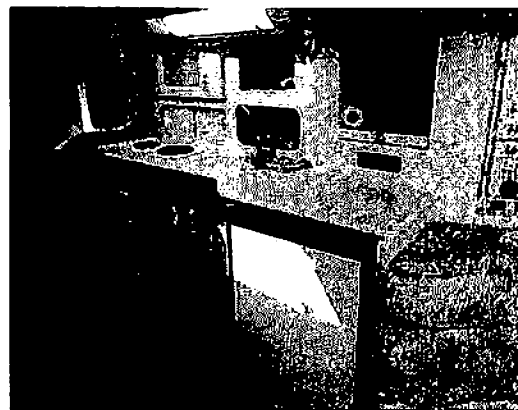
Main 12V-120V power panel



12V wiring behind steering position



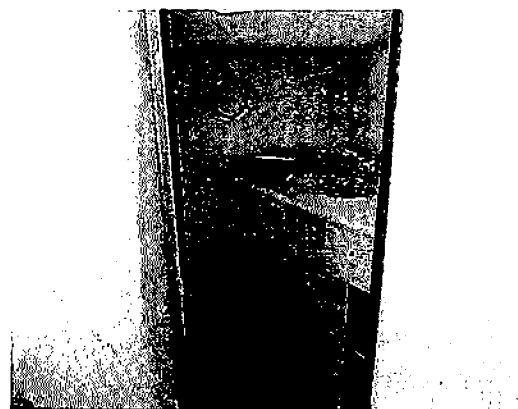
Forward sleeping area



galley



Port side dining area



Head



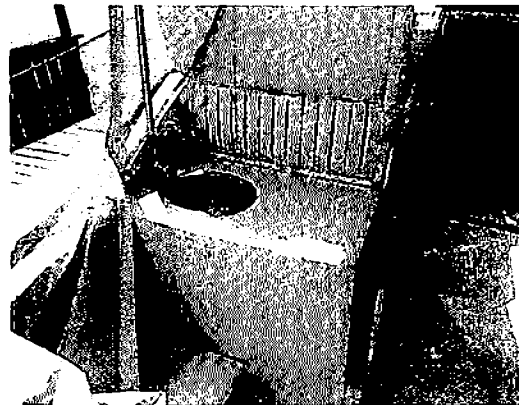
2nd view head



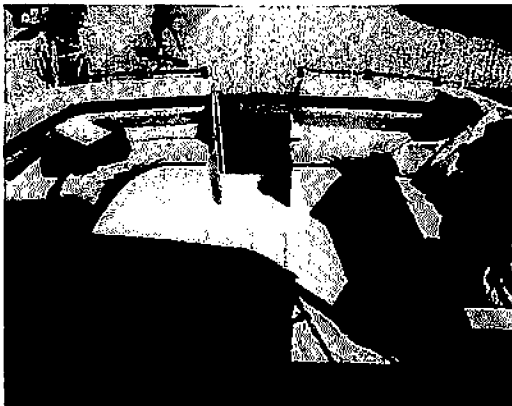
Aft sleeping area



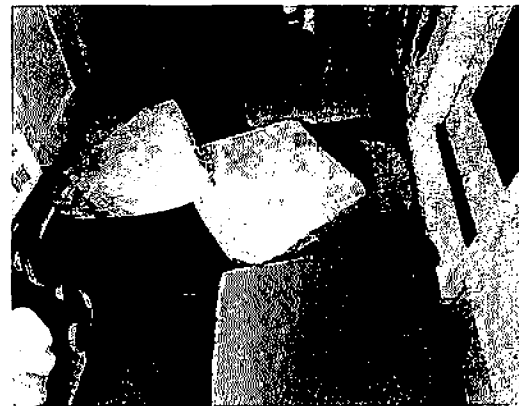
Salon area



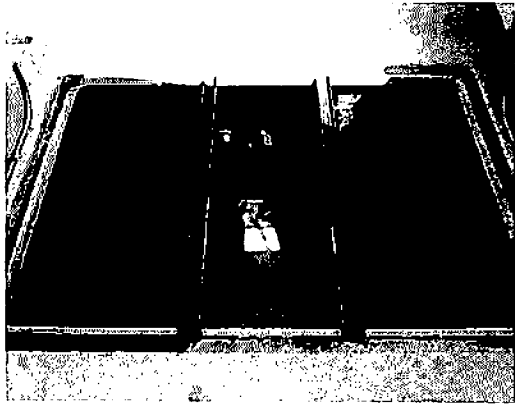
Wet bar



Aft cockpit area



Cushions in storage



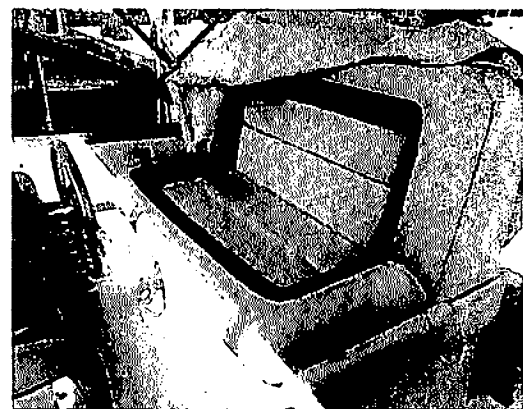
Machinery space



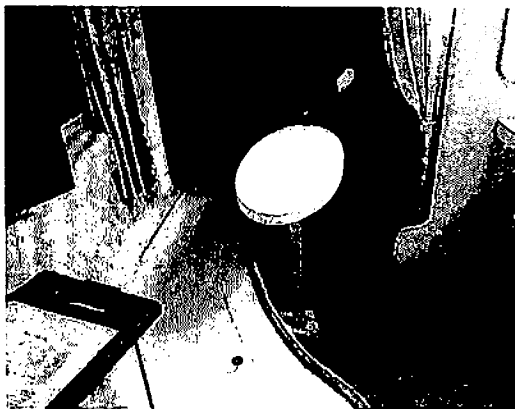
Head discharge valve corrosion



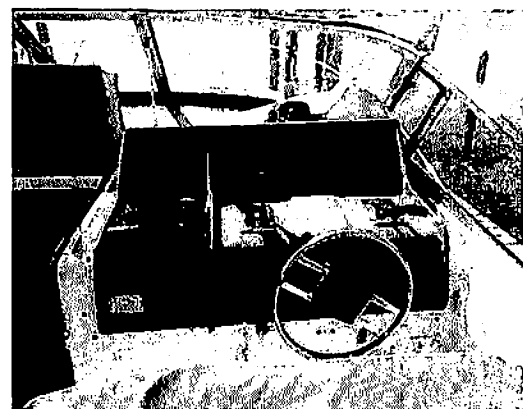
Passenger seating



Helm seating



Starboard side seating area in salon

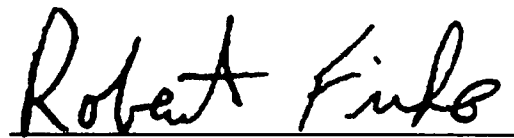


Steering position

I certify, to the best of my knowledge and belief, that 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, impartial, and unbiased professional analyses, opinions and conclusions. 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 survey only.

I have performed no services, as a surveyor or in any other capacity, regarding the vessel that is the subject of this report within the three-year period immediately preceding acceptance of this assignment and have no present or prospective interest in the vessel. I have no bias with respect to the vessel that is the subject of this report or to the parties involved with this assignment. 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 a stipulated result, or the occurrence of a subsequent event. I have made a personal inspection of the vessel that is the subject of this report. This report should be considered as an entire document. No single section is meant to be used except as part of the whole.

If you have any questions regarding the contents of this report, feel free to contact me at [REDACTED] e-mail at [REDACTED]. Thank you for allowing me to be of service.



Robert Fricke

R. Fricke Marine Surveyors, LLC