

**ATLANTIC MARINE**  
**MARINE SURVEYOR AND CONSULTANT**

**2014 Hurricane SunDeck 2000**

***SunDeck 2000***



MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS



# **Report of Marine Survey**

**Of The Vessel**

***SunDeck 2000***

**2014 Hurricane SunDeck 2000**

Conducted by  
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Atlantic Marine Surveying

PREPARED FOR:



November 25, 2022

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# I. INTRODUCTION

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## SCOPE OF SURVEY

Acting at the request of [REDACTED] the attending surveyor did attend onboard the 2014 Hurricane SunDeck 2000, SunDeck 2000 beginning on, 11/25/2022 where an in-the water survey WAS conducted at [REDACTED] Ocean City, MD. The vessel's papers were on board and appeared to be in order. The Hull Identification Number (HIN) US-GDY23221D414 WAS verified from the transom. The reason for the survey, was to ascertain the physical condition and value of the vessel. Moisture readings were taken with the Tramex Skipper Plus Moisture Meter. 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.

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 date, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

**NOTE:** It is recommended and understood that all gas engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

## 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 use of the word "appears" is intended to indicate that 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.

Use of asterisks \* in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

## VESSEL DESCRIPTION

Hurricane 2000 SunDeck is a 2014 modified-V hull deckboat. The vessel features forward bow seating, walk-thru windshield, enclosed head compartment, aft bench seating, pedestal mounted helm chair, canvas covers, bimini top and is powered by a 2014 Yamaha 200 horsepower 4-stroke engine. Includes 2015 Load Rite trailer.

## II. GENERAL INFORMATION

### GENERAL INFORMATION

FILE NUMBER: ..... 14H20SD  
SURVEY PREPARED FOR: ..... [REDACTED]

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NAME OF VESSEL: ..... SunDeck 2000  
TYPE OF SURVEY: ..... Condition and Value  
OVERALL VESSEL ..... \*\*\*\* AVERAGE  
ESTIMATED MARKET ..... US \$34,500.00  
ESTIMATED REPLACEMENT COST: ..... US \$52,750.00  
YEAR/MAKE/MODEL OF VESSEL: ..... 2014 Hurricane SunDeck 2000  
BUILDER: ..... Godfrey Marine.  
YEAR BUILT: ..... 2014  
HULL IDENTIFICATION NUMBER (HIN): ..... US-GDY23221D414  
STATE REGISTRATION NUMBER: ..... DL 2159 AH  
OWNER: ..... [REDACTED]  
OWNER'S ADDRESS: ..... [REDACTED]  
PLACE OF SURVEY: ..... [REDACTED] Ocean City, MD  
DATE/TIME OF SURVEY: ..... November 25, 2022  
HULL MATERIAL: ..... Reported to be FRP (Fiber Reinforced Plastic).  
HULL TYPE: ..... Planing, Modified-V with flat bottom.  
LENGTH OVER ALL (L.O.A.): ..... 20' 3"  
BEAM: ..... 8' 5"  
DISPLACEMENT: ..... Dry weight 3116 Lbs.  
PROPULSION SYSTEM: ..... 2014 Yamaha F200 outboard gas engine.  
FUEL TYPE: ..... Gasoline.  
FUEL CAPACITY: ..... 47 gallons.  
DC POWER: ..... Yes, 12 volt.  
FRESH WATER CAPACITY: ..... 15 gallons estimated.  
HOLDING TANK: ..... Portable.

### DEFINITION OF TERMS

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

**APPEARS:**

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests).

**FIT FOR INTENDED USE:**

Use which is intended by Survey Purchaser (present or prospective owner).

**SERVICEABLE: ADEQUATE:**

Sufficient for a specific requirement.

**POWERS UP:**

Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

**EXCELLENT CONDITION:**

## II. GENERAL INFORMATION

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

New or like new.

#### GOOD CONDITION:

Nearly new, with only minor cosmetic or structural discrepancies noted.

#### FAIR CONDITION:

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

#### POOR CONDITION:

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

#### USE OF \*:

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.

Asterisks \* in this General Information section refers to the source of such information as follows:

- \* **Per Manufacturer's Specifications**
- \*\***Refer to Summary and Valuation Section**
- \*\*\* **Per USCG Documentation**
- \*\*\*\* **Per Buc Book**

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### HULL CONSTRUCTION

**TYPE:** Modified-V, planing type, with flat bottom.

**MATERIAL:** FRP (fiber reinforced plastic)

**EXTERIOR HULL:** White and grey gelcoat.

**PORTLIGHTS:** One (1) portlight opening in head compartment.

**BULKHEADS:** Athwartships reinforcement enhanced by bulkheads bonded to the hull with FRP (fiber reinforced plastic).

**STRINGERS:** Hull stiffness provided by FRP longitudinal stringers. Complete inspection not possible due to limited access. Appears serviceable where observed.

**TRANSOM:** Reinforced, FRP with port and starboard platforms, freshwater shower and ladder. Note: High moisture noted on transom, no de-lamination detected.

\* **BILGE:** Deep (below decks) bilge area provides the area for most boat systems and tankage.

[C.1] Aft bilge area dirty, see photos.

**LIMBER HOLES:** Limber holes are of adequate size and clear where sighted.

**MOISTURE CONTENT:** Elevated moisture detected on transom.

### DECK CONSTRUCTION

**TYPE:** Molded FRP (fiber reinforced plastic) with white gelcoat and non-skid surface.

**MATERIAL:** Cored FRP (fiber reinforced plastic) with white gelcoat, molded non-skid surface.

### HULL-TO-DECK JOINT

**TYPE:** Visible from the chain locker the hull to deck joint was of the deck overlap type, with screw stainless fasteners. Appeared serviceable where sighted.

**FASTENERS:** Stainless steel screw type, size undetermined.

### DECK FITTINGS

**BOW PULPIT (BOW RAIL):** Low profile stainless steel rail system. Appears serviceable.

**SCUPPERS:** Cockpit fitted with deck drains. Serviceable.

**CHOCKS AND CLEATS:** Cleats appeared to be stainless steel, all sighted were thru-bolted and serviceable.

**DECK SURFACE:** White gelcoat with molded in non-skid. Condition is serviceable.

\* **HATCHES:** Two opening hatches in cockpit for access to tankage.

[B.1] The cockpit hatches would not open.

**GRAB RAIL:** Stainless hand rails at various locations on vessel. Appears adequate.

### SUPERSTRUCTURE

**MATERIAL:** FRP (fiber reinforced plastic) head compartment to port with portable head and sink.

### BRIDGE DECK

**MATERIAL:** FRP (fiber reinforced plastic) molded side console.

**TYPE:** Side console provides helm station and crew seating area to port.

\* **SEATS:** Vinyl cushioned bench seats with stowage beneath, pedestal mounted swivel chair is provided for the helmsman.

[C.2] All cushions are sun faded and in need of cleaning.

**BIMINI:** Tan canvas with stainless steel tubular support structure.

**WINDSHIELD:** Aluminum framed walk-thru Taylor Made tempered glass windshield. Appeared serviceable.

### ADDITIONAL EQUIPMENT AND ACCESSORIES

**CANVAS AND COVERS:** Canvas covers noted under fore and aft seat compartments.

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### ADDITIONAL EQUIPMENT AND ACCESSORIES *(continued)*

**BOAT TRAILER:** 2015 Load Rite trailer. VIN# 5A4R53T25FF2004366

### FISHING EQUIPMENT

**ROD HOLDERS:** Transom mounted rod holders. Appears serviceable.

## CABIN APPOINTMENTS

### GALLEY

\* **SINKS:** Single sink noted in head compartment. Not operable

[C.3] Faucet fixture is broken and not operable.

## PROPULSION

### MAIN ENGINES

\* **MANUFACTURER:** 2014 Yamaha model F200XB.

[C.4] Observed paint loss and dent on lower unit skeg and scratches on engine cowl.

**SERIAL NUMBERS:** S/N: 6DAX1008161A

**LABELS AND NOTICES:** The engine's required labels appeared to be in place and readable.

**HORSE POWER:** Reportedly 200 horsepower.

**NUMBER OF CYLINDERS:** Four (4).

**INDICATED HOURS:** Hours 545.6 on meter.

**THROTTLE CONTROLS:** Yamaha mechanical lever/cable type, at helm station.

**EXHAUST SYSTEM:** Raw water cooled exhaust system.

**PROP SHAFTS:** Stainless steel. Appeared serviceable.

**ENGINE ALARMS:** Low oil pressure alarm and coolant overheat warning audible at helm station. Appears serviceable.

## FUEL SYSTEM

### MAIN ENGINE(S) FUEL SYSTEM

**FUEL TYPE:** Gasoline.

**MATERIAL:** Reportedly plastic.

**NUMBER OF TANKS:** One (1).

**TANKS CAPACITY:** Reportedly 47 gallons.

**LOCATION:** Fuel tank is centerline under cockpit sole.

**FILL PIPE LOCATIONS:** Starboard side decks marked for fuel.

**FILL PIPE GROUNDED:** Appears to be properly grounded.

**FILL PIPE MATERIAL:** Type A-2 USCG approved hose. Appears serviceable.

**FILL PIPE FITTINGS:** Fill deck fitting clearly marked as to fuel type: Yes.

**HOSE CONNECTIONS, CLAMPS:** Double clamped where sighted, grade USCG type A-2. Appears serviceable.

**FUEL LINES AND FITTINGS:** Grade USCG type A1. Appears serviceable where sighted.

**VENT LOCATION:** Starboard topsides.

**FUEL FILTERS:** Yes. Both remote mounted Yamaha 10 micron filter/water separator and engine filter.

**FILTER/FUEL CONDITION:** Recommend service filter system as soon as possible.



# III. SYSTEMS

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## ELECTRICAL SYSTEMS

### ELECTRICAL SYSTEM (DC SYSTEM)

**VOLTAGE:** Lead acid battery powered 12 volt system.

**BATTERIES:** Two (2) batteries, Deka model 24MD.

**MAIN BATTERY SWITCHES:** One (1) main battery switch of the rotary type by Guest. Appeared serviceable.

**PANEL:** Overcurrent Protection: 12 volt weatherproof fuse panel. Location: Helm station. Access: Serviceable.

**TYPE CONNECTORS:** Captive type, where sighted. Condition: Appears serviceable.

**ROUTING/SUPPORT:** Well supported and secured where sighted.

**CHARGING SYSTEM:** Alternator on engine. Appears serviceable.

## FRESH WATER SYSTEM

### FRESH WATER SYSTEM: (POTABLE WATER)

**STORAGE TANKS:** Yes, one (1) plastic.

**CAPACITY:** Estimated at 15 gallons.

**ACCESS:** Access poor.

**LOCATION:** Port side under cockpit.

**FILL PIPE LOCATION:** Port side deck marked for water.

**HOSES AND CLAMPS:** Reinforced plastic tubing at various areas on vessel. Appears serviceable where sighted.

## SANITATION

### SANITATION (BLACK WATER)

**MANUFACTURER:** Thetford.

**MANUAL OR ELECTRIC TYPE:** Portable, not checked for operation.

**NUMBER OF HEADS:** One (1) head on vessel.

**LOCATION OF HEADS:** One (1) to port.

**M.S.D TYPE USCG SYSTEM:** Certification Type: MSD U.S.C.G. Type III. (Holding tank)

**CAPACITIES:** Small holding tank capacity, estimated to be less than five (5) gallons.

### SANITATION (GREY WATER)

**BASINS, SHOWERS, HOSES AND CLAMPS:** The basin on this vessel drains overboard. No sump collection sighted.

## STEERING SYSTEM

### STEERING SYSTEM

**TYPE:** Hydraulic, by SeaStar, where sighted appeared serviceable. **Number of Stations:** One (1) helm station at side console. **Lines and fittings:** Reinforced flexible hose with metallic fittings, appears serviceable. **Actuator cylinder:** Appears serviceable. **Mounting:** Cylinder and ram actuator are well secured.

**MANUFACTURER:** SeaStar Solutions.

## GROUND TACKLE

### GROUND TACKLE

**ANCHORS:** Number: Two (2). Type: Danforth style. Approx: 10 lbs. each. Location: One (1) cockpit stowage area & one (1) forward in anchor locker.

**RODE MATERIAL:** 3/8" 3-braid marine grade nylon, approximately 75'.

**CHAIN:** Chain is galvanized. Length is estimated to be approximately 5'. Note: It is recommended that all chain be removed from the locker and examined for condition, length, and attachment to the vessel.

# III. SYSTEMS

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## ELECTRONICS AND NAVIGATION EQUIPMENT

### ELECTRONICS AND NAVIGATION EQUIPMENT

**GPS:** Garmin echoMAP 50 DV. Powers up.

**DEPTH SOUNDER:** Lowrance Elite-4X

### ELECTRONICS (ENTERTAINMENT)

**STEREO SYSTEM:** Sony model MEX-BT4100P. Does not power up, speakers not tested.

## SAFETY EQUIPMENT

### SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

**NUMBER AND TYPE OF PFD'S:** Six (6) Type II-U.S.C.G. approved.

**NUMBER OF THROWABLE PFD'S:** One (1) Type IV-U.S.C.G. approved throwable device.

**FIRE EXTINGUISHERS:** Yes, one (1) Kidde B :C-5 USCG extinguisher with gauge in green.

\* **VISUAL DISTRESS SIGNALS:** Day/night visual distress signals are hand held flares. Expired May 2017

[A.1] Day/night visual distress signals are hand held flares. Expired May 2017

\* **SOUND DEVICES:** Yes, electric horn. Not operable.

[A.2] No working sound device onboard.

**NAVIGATION LIGHTS:** Sidelights are operable.

Docking lights are operable.

Sternlight not sighted.

Courtesy lights are operable.

### AUXILIARY SAFETY EQUIPMENT

**FIRST AID KIT:** Yes, starboard helm locker.

**FUME SNIFFER ALARM SYSTEMS:** Carbon monoxide fume detectors are highly recommended.

### BILGE PUMPS

**LIST:** Yes, one (1) aft. Johnson pump appears to be operable and serviceable.

## OUT OF WATER INSPECTION

### BELOW WATERLINE MACHINERY

**PROPELLER(S):** One (1) stainless steel, three bladed propeller, size stamped on hub 17-M 14 1/4". Prop has small dent noted on outer blade.

**PROPELLER SHAFT(S):** Stainless steel.

**THRU-HULLS:** Thru-hull fittings all serviceable where sighted.

**TRANSDUCERS:** Vessel in water not observed.

**ZINCS:** Engine zincs were observed, appeared serviceable.

### CONDITION OF HULL (WETTED SURFACE)

**BLISTERS:** Vessel in water not observed.

**CONDITION OF BOTTOM PAINT:** Vessel in water not observed.

# IV. FINDINGS AND RECOMMENDATIONS

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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:

FINDINGS	RECOMMENDATIONS
<b>A.1 (PAGE 7) VISUAL DISTRESS SIGNALS:</b> <b>Day/night visual distress signals are hand held flares. Expired May 2017</b>	<i>Comply with USCG regulations for Visual Distress Signals.</i>
<b>A.2 (PAGE 7) SOUND DEVICES:</b> <b>No working sound device onboard.</b>	<i>Comply with USCG regulations for Sound Devices.</i>

## B. OTHER DEFICIENCIES NEEDING ATTENTION:

FINDINGS	RECOMMENDATIONS
<b>B.1 (PAGE 4) HATCHES:</b> <b>The cockpit hatches would not open.</b>	<i>Investigate further and find a way to make the hatches more readily operable.</i>

## C. SURVEYOR'S NOTES AND OBSERVATIONS:

FINDINGS	RECOMMENDATIONS
<b>C.1 (PAGE 4) BILGE:</b> <b>Aft bilge area dirty, see photos.</b>	<i>Inspect all lockers and stowage areas and remove any loose debris that could find its way to the bilge area clogging limbers and/or pumps.</i>
<b>C.2 (PAGE 4) SEATS:</b> <b>All cushions are sun faded and in need of cleaning.</b>	<i>Investigate further and repair for cosmetics.</i>
<b>C.3 (PAGE 5) SINKS:</b> <b>Faucet fixture is broken and not operable.</b>	<i>Further investigate and repair as necessary.</i>
<b>C.4 (PAGE 5) MANUFACTURER:</b> <b>Observed paint loss and dent on lower unit skeg and scratches on engine cowl.</b>	<i>Investigate further and repair or renew as necessary for metal protection and cosmetics.</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 a the survey has been completed and the findings have been organized in a logical manner.

The grading of condition, developed by **BUC RESEARCH**, and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the **BUC USED BOAT PRICE GUIDE**, for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

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**                    

## 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.

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:

**\$34,500**

*Thirty Four Thousand Five Hundred Dollars*

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:

**\$52,750**

*Fifty Two Thousand Seven Hundred Fifty Dollars*

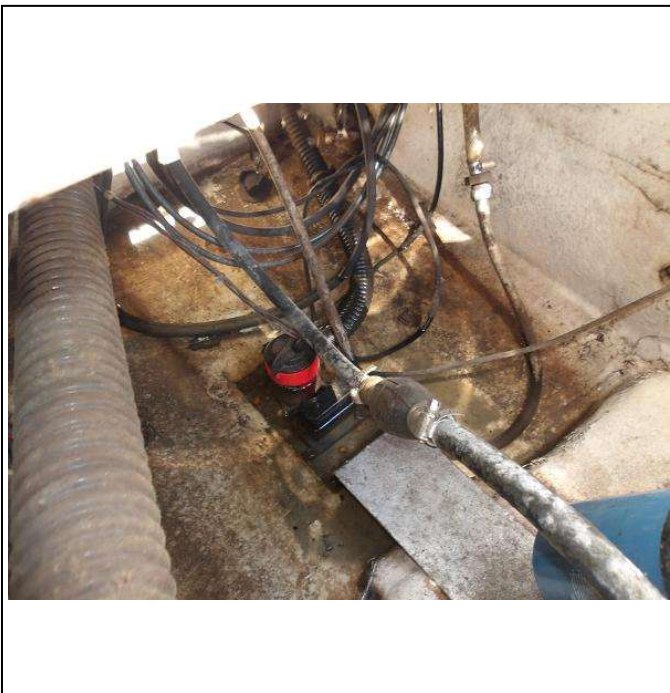
# VI. PHOTOGRAPHS



Hull Identification Number (HIN)



Engine Label



Aft Bilge



Engine Prop & Skeg

# VI. PHOTOGRAPHS



**Fuel Fill**



**Bow View**



**Aft Seating**



**Head Compartment**

# VI. PHOTOGRAPHS



**Helm Station**



**Anchor Locker**



**Engine**



**Forward View**