

Associated Marine Consultants, Inc.

1997 Chaparral Sunesta 232

"Too Much Fun"



MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS A.M.S. # 1102
MEMBER A.B.Y.C. MEMBER N.F.P.A. MEMBER I.A.M.I.

Report of Marine Appraisal

Of The Vessel

"Too Much Fun"

1997 Chaparral Sunesta 232

Conducted by
Carl M. McCann

INDEPENDENT MARINE APPRAISER

PREPARED FOR:



March 04, 2023

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I. INTRODUCTION

SCOPE OF APPRAISAL

Acting at the request of [REDACTED] the attending appraiser did attend onboard the 1997 Chaparral Sunesta 232 "Too Much Fun" on March 3, 2023, where an "out-of-the-water-appraisal" WAS conducted at the [REDACTED] in Bonita springs, FL. The ship's Florida Vessel Registration papers were not sighted on board. The Hull Identification Number FGBV03I5A 797 WAS verified from the transom. A trial run and "in-water-testing" WAS NOT requested, nor performed. The out-of the water inspection of underwater machinery and the exterior of the hulls wetted surface area WAS performed while the vessel was on an outdoor work rack, thereby limiting access/inspection to some portions of the hull bottom. The reason for the appraisal was to ascertain the physical condition and value of the vessel for donation purposes. Moisture readings taken and referenced throughout the body of the report, were taken with the Tramex SMM5 moisture meter. DC power WAS used to check operation of some 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 appraised 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 appraisal report represents the condition of the vessel on the above date ONLY, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER: 030323
APPRAISAL PREPARED XXXXXXXXXX

NAME OF VESSEL: "Too Much Fun"
TYPE OF APPRAISAL: Condition and Value/Donation Purposes
OVERALL VESSEL RATING: FAIR
ESTIMATED MARKET VALUE: \$12,500.00
YEAR/MAKE/MODEL OF 1997 Chaparral Sunesta 232
YEAR BUILT: 1997 (per hull number format)
HULL IDENTIFICATION NUMBER FGBV0315A797
STATE REGISTRATION FL 5598 JX Expires: 08-24
OWNER: Not legally determined by Surveyor.
DATE OF APPRAISAL: March 03, 2023
HULL Reported to be single skin, laminated FRP (Fiber Reinforced Plastic).
HULL TYPE: Planing Modified-V, with lifting chines.
LENGTH OVER ALL (L.O.A). 23'- 2" (per builder web site).
BEAM: 8'- 6" (per builders web site).
DRAFT: 13" (per builder's web site).
DISPLACEMENT: 3,830 lbs dry (per builder's web site).
PROPULSION SYSTEM: Single V-8 cylinder gasoline engine.
FUEL TYPE: Gasoline.
FUEL CAPACITY: 58 gallons (per label on tank).
DC POWER: 12 volt systems.
FRESH WATER CAPACITY: 13 gallons estimated.

DEFINITION OF TERMS

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

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:

New or like new.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

MATERIAL: Reported to be single skin, laminated FRP (Fiber Plastic): Hull was found in sound condition, with no visual evidence of structural damage or significant defects.

EXTERIOR HULL: Off-White and tan colored gel coat: Good overall condition, with some scratches, rub marks and imperfections. Gel coat stress cracks were noted on the port side hull, near the transom.

BULKHEADS: Athwartships reinforcement enhanced by FRP over plywood bulkheads bonded to the hull with FRP (fiber reinforced plastic): No visible signs of movement or stress were observed. Complete inspection not possible due to lack of access.

STRINGERS: The longitudinal strength is enhanced by FRP over core stringers: No visible signs of movement or stress were observed.

TRANSOM: Slightly rounded shaped reverse style transom, with starboard side opening door: Good condition.

BILGE: Grey gel coat was used in the bilge areas. Condition was generally: Dry with some rust and debris.

ANCHOR LOCKER: The anchor rode locker is forward, and is accessible through an access hatch on the foredeck.

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

MOISTURE CONTENT: Moisture readings taken with a Tramex SMM5 moisture meter were: Unremarkable with exception to the port side hull stress crack area near the transom.

PERCUSSION SOUNDINGS: Random soundings taken using plastic tipped hammer revealed unremarkable results.

DECK CONSTRUCTION

TYPE: Single level dual console open deck type, with helm to starboard.

MATERIAL: Cored FRP (fiber reinforced plastic) with off-white gel coat, molded non-skid surface: Good condition. Raised seating/storage areas are found fore and aft. A built-in cooler is found forward.

WET BAR: The port side wet bar console was molded as part of the main deck mold and features a sink and water fixture.

HELM CONSOLE: The helm console is to starboard and was molded as part of the main deck mold. A "head" area is enclosed. The acrylic door for this area has a broken section.

MACHINERY SPACE: The machinery space is accessed by manually opening hatch that is part of the aft seat structure. Natural air plenums are molded as part of the deck on port and starboard sides.

SWIMPLATFORM: Molded as part of the hull and deck with a built-in cooler.

RUB RAIL: Black rubber: Good condition.

DECK FITTINGS

RE-BOARDING MEANS: Stainless steel telescoping ladders are mounted at the bow and stern: Good condition.

CUSHIONS: Vinyl covered foam cushions appear original: Fair condition.

EXTERIOR LIGHTING: Forward facing halogen lights at the bow, and light fixtures in the cockpit.

WINDSHIELD: Curved acrylic plastic: Good condition.

BIMINI TOP: Stainless steel framed top with brown Sunbrella type fabric: Fair condition.

DECK DRAINAGE: Cockpit drains in aft deck corners: Adequate for fair weather.

MOORING CLEATS: Four (4) 8" (bow and stern) cleats, and two (2) 6" spring cleats.

ANCHOR: Danforth type estimated at 12 lbs. with chain and rode: Fair condition.

SIDE DOOR: An opening in the port side deck has a plastic hinged door: Fair condition.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

DECK FITTINGS(*continued*)

HELMSEAT: Bucket type upholstered seat on aluminum base: Fair condition.

NAVIGATION ELECTRONICS: Garmin Plotter appears in new condition. Hummingbird depth sounder display.

COMMUNICATION/ENTERTAINMENT ELECTRONICS: Standard Horizon VHF radio. AM/FM stereo.

TOW FITTING: Stainless steel ski tow fitting at the stern.

GRAB RAIL: Stainless steel safety rails aft.

ADDITIONAL EQUIPMENT AND ACCESSORIES

FENDERS: Adequate in size and number for fair weather mooring.

DOCK LINES: Adequate in size and number for fair weather mooring.

OTHER: Stainless steel rod holders aft at transom.
Plastic cup holders.

PROPULSION

MAIN ENGINES

TYPE: Single V-8 cylinder inboard engine with out-drive. **The engine was not started/run for this appraisal.**

MANUFACTURER: Mercruiser. Model MCM 5.7. Serial # OW012474. This engine has a March 2004 Manufacture date.

HORSE POWER: Reported to be 250 HP at 4800 RPM.

INDICATED HOURS: 773.6 hours indicated.

PROPULSION CONTROLS: Throttle and shift are mechanical cable/lever type by Mercury: Not tested.

FLAME ARRESTOR: U.S.C.G. approved, but the securing nut was found loose.

ENGINE MOUNTS AND BED: Fair condition with some rust.

DRIP PANS: None Sighted. Engine fluid and loose debris falls into bilge area.

LUBRICATION: Oil level indicated was over-full.

BILGE BLOWERS: Single 3" blower: Powered up.

EXHAUST SYSTEM: Cast iron manifolds and risers to flexible hoses to cast iron elbows and discharge through the propeller:
Poor visual condition with evidence of leaks.

INSULATION: Poor condition, mostly gone or deteriorated.

ENGINE SHUT DOWN: Key switche at helm.

CONDITION AND DEFICIENCIES: Two (2) spark plug wires were off on the left side of the engine.

COOLING SYSTEM

TYPE: Raw water cooling type.

RAW WATER STRAINERS: External strainers on lower unit was clean and clear.

HOSES AND CLAMPS: Fair to Poor condition with mineral deposits detected inside and some evidence of leaks.

BELTS AND PULLEYS: Fair visual condition.

TRANSMISSIONS

TYPE: Inboard/Outboard type Bravo One drive by Mercury.

III. SYSTEMS

PROPULSION

TRANSMISSIONS(*continued*)

FLUID LEVEL AND CONDITION: The fluid level in the drive reservoir appeared to be low.

TRIMS SYSTEM: Poor visual condition with seal failure at the ram actuators: Not tested.
The braided fluid hoses were in: Fair visual condition.

BELLOWS: Not closely sighted.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE: Gasoline.

MATERIAL: Single molded plastic tank with 58 gallon capacity is mounted below the cockpit deck.

SECURED: Tank is well secured.

MANUFACTURING LABEL: The A.B.Y.C. recommended label was sighted on the fuel tank.

FILL PIPE LOCATIONS: Port side deck, marked for gas.

FILL PIPE GROUNDED: Not required as fill fitting is plastic.

FILL PIPE MATERIAL: U.S.C.G. Type A-2 hose with double stainless clamps: **Original 26 year old fuel hoses are past useful lifespan.**

FUEL LEVEL SENDER: **Poor condition with substantial rust deterioration.**

FUEL LINES AND FITTINGS: U.S.C.G. Type A-1 supply and vent hoses: **Original 26 year old fuel hoses are past useful lifespan.**

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE: Lead acid battery powered 12 volt system.

BATTERIES: Two (2) Deka Maintenance Free type Group 24 sized 800 CCA rated batteries with 12/18 date codes: Low voltage found.

The positive conductors on the batteries do not have protection from accidental short circuit.

MAIN BATTERY SWITCHES: Single rotary type switch.

PANEL: At helm with rocker type switches.

BREAKERS/FUSES: Both are utilized for circuit protection.

TYPE CONNECTORS: Round Lugs: Captive type, where sighted. Condition: Tight and clean where visible.

ROUTING/SUPPORT: Some DC wiring on the vessel was poorly routed, poorly secured.

CHARGING SYSTEM (ALTERNATOR): Belt driven 70 amp alternator on engine.

TERMINAL BLOCKS: Plastic double sided terminal block with captive lugs, well mounted and supported where sighted.

WIRE TYPE: Color coded tinned copper strand type.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS: Single molded plastic tank, with estimated 13 gallon capacity mounted port side in machinery space.

FILL PIPE LOCATION: Port transom area.

III. SYSTEMS

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)(*continued*)

PUMPS: 12 volt ShurFlo pump.

FILTERS: In line screen type.

HOSES AND CLAMPS: Reinforced rubber hoses, stainless clamps.

STEERING SYSTEM

STEERING SYSTEM

TYPE: Manual cable/rod power assisted type: Excessive play found.

THRU-HULLS

THRU-HULLS:

ABOVE THE WATERLINE: The plastic thru-hull fittings have U.V. deterioration.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S: No U.S.C.G. required PFD's (Personal Flotation Devices) were sighted aboard this vessel.

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

FIRE EXTINGUISHERS: No hand held fire extinguishers were sighted on this vessel.

VISUAL DISTRESS SIGNALS: No U.S.C.G. Required signal flares were observed.

SOUND DEVICES: Electric horn: Operated.

NAVIGATION LIGHTS: Sidelights and anchor light.

"NO OIL DISCHARGE" PLAQUE: None Sighted. Not required by CFR-33, as the vessel is less than 26 ft.

BILGE PUMPS

ELECTRIC BILGE PUMP: Rule 1500: Powered up in both automatic and manual modes.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S): Single stainless steel three blade: Fair condition.

SKEGS: Some missing paint and scratches.

ALPHA ONE DRIVE: Fair visual condition.

TRANSDUCERS: Transom mounted: Good visual condition.

ZINCS: Fair visual condition.

CONDITION OF HULL (WETTED SURFACE)

BLISTERS: None Sighted.

BORERS: None Sighted.

CONDITION OF BOTTOM PAINT: None Sighted.

V. SUMMARY AND VALUATION

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 appraisal has been completed.

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 this Surveyor's 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. Needs minimal maintenance and/or repairs.

"AVERAGE CONDITION", not quite ready for sale, requiring moderate amount of additional work and normally equipped for her size.

"FAIR CONDITION", requires more than usual maintenance, repairs/service 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.

OVERALL VESSEL RATING: **FAIR**

STATEMENT OF VALUATION:

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. Market value was determined using the "Market Method" according to U.S.P.A.P. (Uniform Standards of Professional Appraisal Practice) guidelines. Sources of comparable values, and replacement value were on-line web based research, www.soldboats.com, N.A.D.A., www.yachtworld.com, and information from local yacht brokers. Current Power Boat Guide does not list this vessel. N.A.D.A. shows a retail value between \$8,650 and \$9,830. A total of nine (9) same make and model, same or similar year (1997, 1998) vessels were used for comparison. These values ranged from a low of \$11,400, to a high of \$16,250. These values were either actual sold boat data, or surveyor adjusted values. Current market conditions were considered in this valuation.

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.

V. SUMMARY AND VALUATION

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:

\$12,500 Dollars

Twelve Thousand Five Hundred Dollars

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine appraisal of the "Too Much Fun", for the purpose of evaluating its present condition and estimating its Fair Market Value, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on **Mar. 3, 2023** and was found to be a moderately well constructed, adequately appointed and comfortable vessel. The vessel appears to have been capably captained and reasonably well-kept. This vessel is not currently considered to be suitable for recreational use as the engine needs some work.

APPRAISER'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 APPRAISER:



Carl McCann A.M.S

VI. PHOTOGRAPHS



Hull Identification Number.



Stern view.



Seals on drive trim rams are shot.



Some gel coat scratches on the hull bottom.

VI. PHOTOGRAPHS



View from the bow.



This one area had elevated moisture readings at the gel coat impact stress cracks.



Machinery space access is good.



Machinery space insulation is deteriorated/gone.

VI. PHOTOGRAPHS



Evidence of deterioration at exhaust components of the engine.



Two spark plug wires were not installed.



2004 Engine data sticker.



Fuel sender on plastic tank is rusty. DANGER.

VI. PHOTOGRAPHS



Helm to starboard with new Garmin plotter.



773.6 hours indicated on the tachometer.



Looking forward from the port side transom area.



View of the forward seating area.