

Timothy Simms A.M.S

SAMS Marine Surveyor

San Diego, CA

619-710-9700

18-170909

REPORT OF SURVEY

SCOPE OF SURVEY

This survey report is issued without prejudice subject to the conditions that I, the individual surveyor, am under no circumstances to be held responsible for error, omission, negligence or misstatement. It constitutes a statement of my opinion based upon the conditions as I found them. It is not a warranty of the condition of the vessel or its hull or machinery.

Acting at the request of XXXXXXXXXXXX the attending surveyor did attend onboard the **1999 Knight & Carver 80' long range convertible sportfisher, "Blu-Watter"**, beginning on XXXXXX, at 9 am, where she lay afloat at XXX XXXXXX Marina, San Diego, CA. The Hull Identification Number (XXXXXXXXXXXXXXXX) was sighted on vessel. A sea trial was not performed. An out of the water inspection of underwater machinery and the exterior of the hull's wetted surface area was not performed. The reason for the survey was to ascertain the physical condition and value of the vessel. AC and DC power were used to check operation of the systems specified in this report 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.

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.

It is recommended that before purchase, the engine should be surveyed by a qualified Engine Surveyor to determine the condition of the engine, gears, pumps, heat exchangers, coolers, etc.

NAME: BLU-WATTER

Date of Survey: 13 September 2018

Buyer: Address:
Builder: Knight & Carver At: San Diego, CA Year: 1999
Type/Model: Long Range Convertible Sportfisher 80'
Accommodations: sleeps 8
Color: white Trim: white, black boot top
Hull No: XXXXXXXXXX (not sighted, see recs)
Off. No.: XXXXXXXX (sighted) Hailing Port:

DIMENSIONS:

Doc. Length: 77.1 Breadth: 20.4 Depth: 11.5 Tonnage: 121 gross, 96 net
LOA: 80' Beam: 20'04" Draft: 6'10" Displacement: 127,000 (lift)
Speed of boat: est. 20 knots cruise under
Cruising Range: Long range bluewater, coastal

CONSTRUCTION:

Fiberglass reinforced plastic, vee bottom, full keel, transom-ended
Fastenings: fiberglass & resin Planking: fiberglass reinforced plastic
Frames: bulkheads & built-ins Decking: fiberglass reinforced plastic

NAVIGATION EQUIPMENT: Condition: Good

Compass: (1) Furuno SC50 satellite compass, (2) spherical 4" Ritchie Powerdamp
, (1) spherical 3" Ritchie
Colregs Nav. Lights: yes
VHF radios: (1) ICOM IC-M604 (wheel house), (1) West Marine VHF585 (tower),
(1) ICOM IC-M412, (dinghy)

Radar: Furuno DRS25A & DRS 12A Color HD 120 nautical mile, open array
A.I.S. System: Furuno A15-AIS

Furuno 12" NavNet TZtouch2 Combination GPS/ Chartplotter/ Fishfinder w/ Nobel-Tec
Software

Depth sounder: Furuno CHIRP color sounder
Furuno F170 DSTW (depth, speed, temp, wind)
Sitex SST 110 sea temperature gauge
Robertson AP20 autopilot with repeaters with Robertson and Simrad rudder indicators.

Weather station: AirMar

MACHINERY:

Engines: (2) MTU/DDC (Detroit Diesel Corp.) 12V2000, turbo charged- aftercooled
Type: diesel, 12-cylinder, 2-cycle HP: 1295 (rptd.) Displacement: 1458 CID, 23.90 Liter
Port model# R1227K03 Stbd model# R1227K02
Port SO#: 306435 Stbd. SO# 306459
Port unit#: 5350200019 Stbd. unit#: 535020032

Condition: Good

Drives: inboard, direct drive, Detroit Diesel Marine Transmission
Model: DD-6557S Ratio: 1.97:1 (rptd.).
Serial Numbers: Port: illegible unable to observe Stbd: illegible unable to observe

Condition: Good

Engine Controls: Detroit Diesel electronic controls
Panel Instrumentation: (2) each tachometer, water temp, oil pressure, volts
(2) fuel level, trim, strobe analog engine synchronizer
Auxiliaries: (2) 24V/DC engine mounted alternators, 37"
Pumps: Electric: (5) bilge, (1) fresh water, (1) black water, (1) grey water, (2) washdown,
(1) bait
Engine Room Ventilation: natural & blower (4 fans)
Exhaust: wet riser **Condition: Good**
Propellers: (2) bronze, 5-blade **Condition: Good**
Tailshaft: 3½" stainless steel **Condition: Good**
Rudders: (2) bronze frp, spade **Condition: Good**
Steering: hydraulic by Hynautic **Condition: Good**

ELECTRICAL SYSTEM:

Voltage: 12V, 24V 120V shore, 120V generator
GFCI: yes (see recs)
Batteries: (4) 12V, 8D- Lifeline AGM wired in series for 2- 24V engine starting banks
(4) 12V, 8D- Lifeline AGM with parallel switch, house
(all 8D batteries dated Nov-2009) (see notes)
(4) 12V, group 27, generator. starting
(4) 6V in series for 2 12V banks in wheel house for backup radio/ nav electronics
(all 8D batteries dated Nov-2009)
(internal of batteries condition unknown)

Master Battery Switches: yes

Battery charger/Inverters:

(2) NewMar Phase3 Model PT-24-95V- 24 volt/95amp

- (1) RM-2020 12v/ 20amp
- (1) NewMar PT-24- 20V (flybridge)
- (2) NewMar 32-12-25 DC to DC converter (24V to 12V) (Wheel house)

Isolation transformer: (2) Charles ISO 50

Generator: (2) Northern Lights, 32KW/120V

Model: ML984-HE-32kw

Serial No.: port: 9842-19959 Starboard: 9842-19960

Engine: diesel, 4-cylinder, 4-stroke

Analog hour meters show: port: **7293.0** hours starboard: **6514.7** hours

Condition: Good

Vessel Wiring: non metallic sheathed **Condition: Good (where sighted)**

TANKS AND HEADS: Condition: serviceable where sighted

Fuel Tanks: (3) integral fiberglass Capacity: 4200 gallons total (rptd.)

Located: forward of port engine/under aft portion of salon sole

Vented: to atmosphere Filling Lines: to deck

Water Tanks: (2) integral fiberglass Capacity: 450 gallons total (rptd.)

Located: engine fwd. & aft

Holding tanks: (1) fiberglass Capacity: 200 5gallons total (rptd.)

Located: under master sole

Heads: (5) Royal Flush by Headhunter marine sanitation devices (**see recs**)

Other Tanks: (2) 20-gallon Seaward Raritan electric (240V) water heaters

(3) Groco PST4 water pressure storage tanks

GROUND TACKLE: Condition: Good

Ultra Marine 60 kg anchor stowed on bow, with 3/8", marked chain

Maxwell 3500 electric capstan winch with deck and wheel house controls (**see recs**)

RIGGING AND SPARS

Welded tubular stainless-steel tuna tower with deck and hardtop **Condition: Good**

GALLEY EQUIPMENT: Condition: Good

Range: Jenn-Air, 2-burner with grill and oven, electric 110/V

Refrigeration: Samsung 2 door freestanding upright AC/110V refrigerator / freezer

Sharp convection/ microwave oven

Kitchen-Aid trash compactor and dishwasher

Kitchen-Aid wine cooler

Badger 500 garbage disposal

U-Line icemaker (salon)

Corian counter top with double basin sink

SAFETY EQUIPMENT: (see recs)

Portable Fire Extinguishers: (8) BI- ABC Test Date: 2016, gauges in green (see recs)

Fixed System: Kiddie Fenwal CO2 (reported serviced 2016)

Covering: engine space Release: automatic

Personal Flotation Devices: Wearable: (12) adult I
Throwable: not sighted

Distress Signal Kit: yes Expiration: (see recs)

Horn / Sound Signal: yes (see recs)

E.P.I.R.B: yes # XXXXXXXXXXXXX expiration: XXX XX, 2018

Life raft: Givens Buoy, 8 man – serial# 3XXXX- manufactured 5-99 service due: yes (6-09)

TENDERS:

14' Novurania rigid inflatable, Model: 430 DL, ,

Reg. No.: CF XXXXXX

with Evinrude E-Tech 60 HP 1-cyl. 4-stroke, Model: E600-PLSDA, XXXXX Ser. No.

Contition: Serviceable

ENTERTAINMENT ELECTRONICS:

40" Samsung Flatscreen

KVH TracVision

Bose AB4V media center

In addition to the above listed equipment, the vessel is also fitted with:

Full beam masters quarters

Double berths (2)

Twin berth

Heads (5)

Enclosed flybridge/wheel house

Cockpit and bridge deck seating

Wheelhouse wet bar and guest seating/table

Fiberglass anchor sprit with single stainless steel anchor chock

Stainless steel bow pulpit and handrails

Teak deck grabrails

Teak cockpit decks

Teak gunwale cap rail

Teak swimstep with stainless-steel staple railing

Hood portlights (9)

Transom 40 gallon gas tank with pump

Transom door
(2) teak swivel chairs on bridge deck
(3) Plexiglass and alloy escape hatch fwd
(2) Plexiglass and alloy skylights
Cockpit floodlights
Foredeck floodlight
Cockpit washdown spigots
Cockpit shower
Groco SE series sea strainersRacor fuel filters (2)
Dripless propeller shaft glands
31 Rocket launcher fishing rod holders
Rupp triple spreader outriggers (2)
Ship status monitor at flybridge
ACR 24V spotlight
carbon monoxide detector
smoke detector
Kidde gas vapor detector
Cruise Air air cond. Units (7)
Sea Vision underwater lights (4)
Eskimo Icemaker
Fuel polishing system
CRS coolant recovery system by Arize Technologies (2)
Niad Marine roll stabilizer system
Daily water maker
Headhunter OZ-1 ozone generators (2)
Cablemaster (2)
Cockpit deck refrigerator
Dingy davit
Dingy cradle
Electro Guard HD-SB propeller shaft brushes
Tank Sentry tank level monitors
Cockpit and bridge deck and tower engine/steering control stations
Weems and Plath clocks and barometers
Cockpit bait tanks
Cockpit fish boxes
Blue LED lighting under cockpit gunwales
Bait freezer (under hallway on centerline)
Engine room and aft deck camera with LG monitor

OPERATIONAL TESTS

- VHF – yes (see notes)
- Bilge pumps – yes
- Horn – yes
- Machinery space blower – no
- Anchor winch – yes
- Navigation lights – yes
- Cabin lights – yes
- Cockpit/ Foredeck floodlights – yes
- Air conditioning – yes
- GPS – yes
- Radar – yes
- Depth sounder – yes
- Autopilot – no
- Davit – yes
- Accessible through-hull valves – yes
- Range– yes
- Stereo – yes
- Refrigerator – yes
- Icemaker – no
- Water heater – yes
- Microwave oven – yes
- Watermaker – no
- Head flush – yes
- Grey water pump – yes
- Bait tank pump – yes
- Electric fresh water pump – yes

SURVEYED:

Afloat: on 13 September 2018 at XXXX Marina, San Diego, CA

By Request of: Buyer

In Attendance: Buyer broker and surveyor only

<u>VALUES:</u>	MARKET:	\$900,000.00
	REPLACEMENT:	\$6,000,000.00

NOTES:

This vessel is a 1999, twin screw diesel inboard, extended range flybridge convertible sportfisher , of vee bottom, full keel, transom-ended design and fiberglass reinforced plastic construction, with flybridge and tower helm steering and engine controls.

Housekeeping and general appearance are **very good**.

This survey has found the vessel to be in sound structural condition insofar as sufficient structural strength remains. However, it should be appreciated that given the nature of

materials, dismantling may reveal deterioration. With recommendations complied with this vessel is **suitable** for its' intended purpose of coastal/blue water pleasure and fishing.

The engines were not operated during survey, but from external examination they appear to be in good condition. The generator was load tested.. This report is not an engine survey.

Reported Engine Hours are 4018 (each engine)

ADDITIONAL NOTES and DEFICIENCIES:

1. Tanks are not fully accessible for inspection and surveyor cannot speak as to their condition, but they do not appear to leak at this time.
2. The E.P.I.R.B. and life raft have passed their expiration/service date.
3. The Eskimo icemaker is inoperative.
4. Salon U-line ice maker, cockpit deck refrigerator and refrigerator in master not proven operative.
5. All 8D batteries are dated Nov 2009 and may be near the end their serviceable life.
6. With recommendations complied with, this vessel is **suitable** for its' intended purpose of local coastal pleasure.

RECOMMENDATIONS:

1. **The air conditioning control panel in the master's quarters is inoperative, therefore the air conditioning could not be tested for operation.**
2. **The wheelhouse air conditioning distribution ducting under helm is not connected to vents. Attach ducting to vents.**
3. **The head in the master's quarters is inoperative (doesn't flush) and is in need of repair.**
4. **The cockpit head is inoperative. Diagnose and repair**
5. **The helm station engine controls are not securely mounted. Securely mount engine controls**
6. **Several bilge pumps and their switches are reportedly in the process of renewal. The pump/float in the midship bilge (under hallway) is in operative. Captain reports that all pumps and switches will be operational soon. After installation, confirm that all pumps and float switches are operational.**
7. **Evidence of a minor water leak was detected in small a compartment located above the battery chargers on the starboard side of engine room. Leak is not continuously active. Diagnose and repair.**

8. **H.I.N. not sighted on vessel transom. Number on survey report was taken from USCG Documentation Database. Comply with 33CFR 181.29 (Hull identification and display) and/or 33CFR 174.16 (verification of HIN).**
9. **A swim step boarding ladder was not sighted. A boarding ladder, deployable from the water is required by USCG on all vessels. Install ladder.**
10. **The anchor winch retrieve foot switch is inoperative.**
11. **One (1) 110V receptacle near the galley sink must be upgraded to GFCI (ground fault circuit interrupter) outlets.**
12. **The port & starboard escape hatches are obstructed by the dingy. It must be unobstructed per NFPA 302 section 2-1.1 recommendations.**
13. **The expired/old fire extinguishers should be removed and replaced with the current units that are on board) The new fire extinguishers are stowed unmounted, in a locker or on a shelf. Current fire extinguishers must be mounted and ready for immediate use to comply with NFPA 302 section 12.1.2.1 recommendations.**
14. **The sidelights (red/green) lenses are faded and frosted. Replace**

The mandatory standards promulgated by the United States Coast Guard (USCG), under the authority of title 46 United States Code, Title 33 and Title 46 Code of Federal Regulations (CFR), 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 conducting this survey. Valuation is primarily determined by comparison to comparable vessels listed in the SoldBoats.com database, but may also be derived from consultation with manufacturers or knowledgeable boat brokers, personal experience, current listings of boats available for sale, and commercial boat value guides such as the BUC ValuPro and NADA online price guides. Current local market values may vary widely from such valuation resources due to current local market conditions. The term "Market Value" is defined by Uniform Standards for Professional Appraisal Practice (USPAP) standards. Valuations are the opinion of the surveyor, and are intended to be used for insurance or financing purposes ONLY; they are not intended to influence the purchase or purchase price of the subject vessel. The surveyor has no interest in the vessel, financial or otherwise.

This survey sets forth the condition of the vessel at the time of the survey to the best of the surveyor's ability and without the removal of bulkheads, paneling, ceiling or other portions of her structure and without the testing of or opening up of propulsion machinery or

auxiliaries, tanks or fittings for internal examination or drawing of shafting, or disassembly of valves. It represents the honest, unbiased opinion of the surveyor, based on conditions found, and is not a warranty of the condition of the vessel or its hull, machinery or equipment. The undersigned does not attest to the absolute condition of wood concealed by paint, fiberglass or other materials.

“Operational test” items listed in this report were tested for proper operation at time of survey ONLY. Only the items listed in this section of the report were tested for operation. Surveyor’s report of the operability of machinery, auxiliaries and subsystems is not a warranty of the continued operation or durability of the equipment tested. Operability testing does NOT include calibration or adjustment of equipment.

Timothy W. Simms
SAMS Accredited Marine Surveyor #1288

THE FOLLOWING PAGES ARE PHOTOGRAPHS ONLY

Coast Guard Vessel Documentation

(1 of 1)

Vessel Name:		USCG Doc. No.:	
Vessel Service:	RECREATIONAL	IMO Number:*	
Trade Indicator:	Recreational	Call Sign:*	
Hull Material:	FRP (FIBERGLASS)	Hull Number:	
Ship Builder:*		Year Built:	
		Length (ft.):	77
Hailing Port:		Hull Depth (ft.):	12
		Hull Breadth (ft.):	20
Owner:		Gross Tonnage:	121
		Net Tonnage:	96
Documentation Issuance Date:	XXX, XX, 2017	Documentation Expiration Date:	XXXXXX XX<, 2018
Previous Vessel Names:		Previous Vessel Owners:	



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