

Timothy Simms A.M.S

SAMS Marine Surveyor

Martin County, FL
561-676-6990

20-1234567

Report of Survey

XXXXXX

09 February 2021



SURVEY INFORMATION:

Name of Vessel: xxxxxx **Date of Survey Inspection:** 09 February 2021
Vessel: 2001 Predator 35
Owner/Seller: xxxxxx
Report prepared exclusively for : xxxxxx
Address: xxxxxxxxx
Purpose of survey: pre-purchase
In Attendance: seller’s and buyer’s brokers, owners, engine and hull surveyors

Scope of Survey Inspection:

This survey was conducted by means of visual and aural inspection and non-destructive testing, such as “tapping” a laminate and listening for acoustic anomalies. (a.k.a. “percussion testing.”) (It should be noted that given the nature of materials, the vessel may have undergone minor or significant fiberglass repair which is hidden at time of survey.) Electronic, electrical, mechanical and other equipment was energized or activated if possible, and observed in operation. Through-hull valves were exercised and through-hulls were “scratch-tested.” (Note that scratch-testing does not *always* reveal deteriorated bronze.) Any damage, malfunctions or deficiencies are described in the “RECOMMENDATIONS” and “NOTES” sections of this report.

All areas accessible without the opening or removal of locked compartments and breaker panels, paneling, screwed or nailed boards, bulkheads, tacked carpet, clothing, spare parts, miscellaneous materials in the bilges, lazarette and lockers or other portions of her structure, anchors and anchor chain and without the testing of or opening up of propulsion or auxiliary machinery, or disassembly of valves, were tested and/or inspected. The undersigned does not attest to the absolute condition of wood concealed by paint fiberglass or other materials. Wiring is not fully accessible for inspection over its entire length; surveyor cannot speak as to its condition in inaccessible areas. Tanks are not fully accessible for inspection, and surveyor cannot speak as to the condition of hidden surfaces. Liquid leakage above the tank level cannot be detected in slack tanks. Propeller shafts and rudder stocks were not sighted where they pass through the glands, Pedro hoses, logs, rudder ports and cutlass bearings; surveyor cannot speak as to their condition.

This report is not an engine survey; a brief cursory inspection of the machinery was conducted and no opinion of its overall condition has been formed. The engines and generator were operated during survey. Engine zincs were not removed, fluid samples were not taken, and compression testing was not conducted. An engine survey was being conducted by Mr. Ricky Chen, owner of Diesel Max, Lantana, FL.

No determination of stability characteristics has been made and no opinion is expressed with respect thereto.

CITATIONS: The following publications have been used as guidelines in conducting this survey:

- USCG Minimum Equipment Requirements for Recreational Vessels
- The mandatory standards of the Code of Federal Regulations (CFR) Title 33 and Title 46. and Title 49 Sec.180.209 (Propane tank) 49 CFR 173.34 (CNG tank)
- The voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC) and the National Fire Protection Association (NFPA). Note that new NFPA or ABYC standards may have gone into effect since this vessel was built. Some of these standards have significant impact on personal or vessel safety, and are cited herein.

Survey condition definitions:

Excellent (Bristol) – As new or new condition. Repairs not required. Additional and/or custom equipment. Minimal or no wear.

Very Good –Exceeds average condition, with extra equipment and/or well maintained. Slight repairs may be required.

Good (average) – . Average condition and/or equipment. No major repairs are required. May require normal scheduled maintenance.

Serviceable: Noticeably used but still fit for its intended purpose

Fair–One step below good or average and requires additional maintenance and repairs to bring into average condition.

Poor–System requires maintenance and significant repair in all areas in order to be put back into usable or serviceable condition

SURVEY CONDITIONS:

Weather: sunny 85°F

Afloat: on 09 February 2021 at xxxxxxxx Stuart, FL

Hauled: on 09 February 2021 at XXXXXXXX, Stuart, FL

The vessel was seatrialed on the St. Lucy River, Stuart, FL for a period of approximately 30 minutes. At that time a maximum of 3345 RPM and 29.9 knots was maintained for approximately one minute, after which the vessel was operated at various rpms and performed as general usage would demand. Estimated cruising speed is approx. 17 knots at 2000RPM.

VESSEL INFORMATION:

This vessel is a 2001, twin screw diesel inboard walkaround sportfisher, of vee bottom, full keel, transom-ended design and fiberglass reinforced plastic construction, with cockpit and tower helm steering and engine controls.

This vessel is considered of suitable type for Florida coastal and similar waters with respect to seasonal weather, conditions and fuel range.

Builder: Predator Boatworks At: Sarasota, FL Year: 2001
Type/Model: Predator 35 walkaround Accommodations: sleeps 2
Hull No: xxxxxxxxxxxx (not sighted) Color: Lite blue Trim: white
Off. No.: xxxxxxxx (sighted) Hailing Port: Stuart, FL

*The hull was properly labeled with the name and homeport on the transom and the vessel but was **the H.I.N. number was not displayed on the starboard quarter as required by law- 33 CFR 181.29. Hull Identification Number Display (see recs)***

DIMENSIONS:

Doc. Length: 35.0 Breadth: 12.0 Depth: 6.1 Tonnage: 17 gross,13 net (USCG Doc. Cert)
Draft: 3’1" (BucValuPro.com) Displacement: 12,500 lbs.(marlinmag.com/boats/boat-reviews/predator-35)

CONSTRUCTION:

combination of Kevlar, Carbon Fiber, S-glass and Vacuum-sealed two-part epoxy.
(marlinmag.com/boats/boat-reviews/predator-35)

Hull-to-deck joint: hull-to-deck joint bonded with mechanical fasteners and adhesive. They

Condition: serviceable where sighted

Decking: sandwich construction, with 1" core cell foam with non-skid texturing (reported by seller) Condition: good

Topsides: sandwich construction, with ¾" core cell foam Condition: good

INTERIOR:

Decking: teak & holly Condition: serviceable

Overhead: Condition: serviceable

Windows/Ports: none

THROUGH HULL FITTINGS:

Valve type: cast bronze ¼ -turn ball type,

Condition: Operated and found most in working order. (see recs)

- Condition of adjacent hoses and hose clamps vary in condition. Hoses and clamps in fair to poor condition described in *recommendations* or *notes* towards the end of this report.

NAVIGATION EQUIPMENT:

Compass: (1) spherical 2" Ritchie

Colregs Nav. Lights: yes

VHF radio: ICOM IC-M504 – operational but screen damaged

Sirius BBWXI Marine weather

Furuno Hub-101 ethernet hub

Furuno DFF# network sounder

Furuno radar

Furuno NavNet 3D cockpit and Furuno NavNet TZ touch on tower

Vei display in electronics cabinet above lower helm-

Simrad Robertson AP20 autopilot

hand-held spotlight

MACHINERY:

The engine was operated during survey; and the generator was tested for approx. 45 minutes. the engines and the equipment in the engine room appear to be in fair condition, generally rusty in many areas and not well maintained.

Digital engine hour meters show 3948.1 hours port, and 3713.2 hours stbd.

Engine zincs were not removed for inspection.

Engines: (2) Yanmar 6LY2-STE, fresh water cooled Displacement: 5813 cc

Type: diesel, 6-cylinder, 4-cycle Rated HP: 420

Serial Numbers: Port: xxxxx Stbd: xxxxx

Foundation & mounts: heavily rusted Condition: poor (see recs)

Hoses/clamps: Vary in condition, *Hoses and clamps in fair to poor condition described in recommendations or notes towards the end of this report.*

Exhaust: wet riser (see recs)

Drive: inboard, (2) ZF Marine ZF280A Ratio: 1.769:1

Serial Numbers: Port: xxxxxxxx Stbd: xxxxxxxx

Engine Controls: Mathers Micro Commander electronic dual-lever,

Locations: cockpit and tower Engine alarm: none

Panel Instrumentation: (2) Flo Scan digital tachometers with engine hours and fuel consumption status data, Analog (2) water temp, oil pressure, voltage (1) fuel level

Pumps: Electric: (3) bilge, (2) whale gulper (1) fresh water, (1) macerator, (1) shower sump, (1) washdown

Engine Room Ventilation: natural

Bilge cleanliness: needs improvement

Fuel filters: main engines: Racor 500MA

Generator: Racor 3204 TUL

Condition: appear serviceable, internal condition unknown

Propeller shaft glands: Tides driplless Condition: Starboard serviceable /Port side leaking (see recs)

Rudder glands: Condition: serviceable

Steering: hydraulic (see recs)

Oil Change System: Reverso Condition: Fair (oil change manifold & knobs rusted)

HULL BOTTOM:

Trim tabs: (2) Bennett hydraulic

Anodes: (see recs)

Propellers: (2) bronze, 4-blade, 22 x 24

Prop shafts: 1.75" stainless steel

Rudders: (2) spade Condition: good

Rudder ports: Condition: serviceable

Struts: bronze (see recs)

Cutlass bearings: serviceable

Bottom paint condition: Condition: fair (see recs)

ELECTRICAL SYSTEM:

The following is in reference to ABYC E-10 and E-11 recommendations:

The generator was load tested for approx. 45 minutes.

Circuits appear to have proper circuit protection with circuit breakers properly labeled.

The AC panel has a digital Blue Systems status meters (voltage and amperage), a main power switch , and a make or break switch (generator/shore power)

The DC panel has an digital analog voltmeter and ammeter.

The batteries have 3 main switches (Guest) switches located on the stbd. side fwd, in engine space. Condition: serviceable

Starting and house batteries are secured, ventilated, contained, but terminals are not covered. (see recs)

Batteries were not load-tested during survey; however, at the time of the survey 12VDC systems were operational as general usage would demand, unless noted in the recommendations.

Batteries do not have circuit protection within a distance of seven inches of the battery.

Bonding wires and connections appear to be intact. (see recs)

Wiring is non-metallic sheathed copper.

GFCI outlets are installed in all required places and have been tested. (see recs).

A galvanic isolator is reportedly installed (not sighted).

Breaker distribution panels: (2) 12VDC, (1) 120VAC shore/generator

Batteries: (2) 12V/8 D house (2) 12V/ 4/D starting, (1) 12V gen. starting (**owner reports all batteries replaced in 2020**) Battery Dates: not sighted

ProNautic 12/40P, 40 amp battery charger under companionway steps Condition: good

Shore power connection: 2-30 amp located on in the stbd side of cockpit

Condition: serviceable

Generator: (1) Stamford/NewAge, 8KW/240V/60HZ (see recs)

Serial: xxxxxxxx

Engine: diesel, 3-cylinder, 4-stroke

Hour meter: **Hours not determined (meter not sighted)**

Auxiliary generation: (2) engine mounted alternators

TANKS AND HEADS:

Tanks are not fully accessible for inspection, and surveyor cannot speak as to their mounting or to the condition of hidden surfaces. Liquid leakage above the tank level cannot be detected in slack tanks. Tanks do not appear to leak at this time.

Fuel tanks: (2) Capacity: 392 gallons (owner reported)

Located: main tank: under cockpit, aft of engine room, Auxiliary tank: under forward deck

Vented: to atmosphere

Filling Lines: to deck P& S

Condition: (see recs)

Water tanks: (1) Capacity: 60 gallons (owner reported)

Holding tanks: (1) Capacity: 15 gallons total (owner reported)

Located: fwd. engine space floor

Heads: (1) electric marine sanitation device (see recs)

GROUND TACKLE:

Plow anchor stowed on bow, with 1/4" chain and nylon rode

length of chain and line in rode unknown, appears to be adequate

Bitter end: not observed (see notes)

Framework :

Tuna Tower: welded tubular aluminum with helm station and hardtop.

Condition: good

GALLEY EQUIPMENT:

Cooktop: Princess 1-burner electric, Condition: poor (inoperative and not secure)

SAFETY & POLLUTION:

*Nonrechargeable handheld dry chemical extinguishers as defined by NFPA 10/A.3.4.2.
must be replaced after discharge, or every 12 years per NFPA 10/7.3.6.3.*

Portable Fire Extinguishers: (2) non-rechargeable BI

Test Date: 2018, gauges in green (see recs)

Mounted conspicuously: no (see recs)

Fixed System: Fire Boy Inspection Date: 2019 (see recs) Covering: engine space

Release: automatic Condition: appears serviceable

Personal Flotation Devices:

Throwable (type 4): not sighted (see recs)

Wearable: multiple, adult I Condition: service eable

Stowed: under port hatch/bench

EPIRB: Global Fix V4 Condition: appears good

Distress Signal: electric flare (not tested)

Horn / Sound Signal: handheld (see recs)

Oil placard present: not sighted (see recs)

Garbage (MARPOL Annex V) placard present: not sighted (see recs)

Smoke/CO detectors: (1) Kiddie carbon monoxide detectors,(1) Kidde smoke detector (see recs)

ENTERTAINMENT ELECTRONICS:

Fusion MS-RA70NSX marine stereo with 600w Sony amplifier and exterior speakers

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

- Cockpit LED lights
- Foredeck floodlight forward deck
- Transom bait well
- In-deck bait tank
- In-deck fish-box
- Cockpit washdown
- Canvas and eisenglass 3/4 cockpit enclosure
- Fishing rod holders
- (2) double spreader Aluminum outriggers
- Cockpit seat cushions
- (1) Marine Air Systems air conditioning unit

OPERATIONAL TESTS:

No indicates that the item was not tested. Yes indicates the item was tested and operational, unless there is an associated recommendation or note. "Yes" items listed in this report were tested for proper operation at time of survey ONLY. 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, adjustment or repair of equipment. Only the items listed in this section of the report were tested for operation.

- | | |
|-------------------------------|--------------------------------------|
| VHF – yes (see recs) | Autopilot – yes |
| Bilge pumps – yes | Trim tabs – yes |
| Horn – yes | Stereo – yes |
| Navigation lights – yes | Cooktop – no |
| Cabin lights – yes | Head flush – yes |
| Cockpit Foredeck lights – yes | Accessible through-hull valves – yes |
| Air conditioning – yes | Bait tank pump – no |
| Nav. Instruments: yes | Electric fresh water pump – yes |

CONCLUSIONS, NOTES, SUGGESTIONS AND RECOMMENDATIONS:

The vessel's overall condition is **serviceable**, as described below:

Excellent (Bristol) – As new or new condition. Repairs not required. Additional and/or custom equipment. Minimal or no wear.

Very Good –Exceeds average condition, with extra equipment and well maintained. Slight repairs may be required.

Good (average) – May require normal scheduled maintenance. Average condition and/or equipment. No major repairs are required.

Serviceable: Noticeably used but still fit for its intended purpose

Fair–One step below good or average and requires additional maintenance and repairs to bring into average condition.

Poor–System requires maintenance and significant repair in all areas in order to be put back into usable or serviceable condition

-Housekeeping and general appearances are **good**.

-The vessel is normally equipped for her size and type.

-The hull topsides weather deck has small large areas of scratching scuffing and small gelcoat nicks and chipping consistent with age.

-The hull bottom was tested by percussion testing only, no delamination was detected, however, it appears that an area (approx. 18”to 24”) on the forward portion of the keel (5-6’ft aft of stem) has under gone repair procedures.

(Note that the hull bottom cannot be tested in the way of the lifting slings.)

No significant hull blistering was sighted

From examination afloat and hauled of accessible areas, 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 local costal recreational cruising and fishing.

<u>VALUES:</u>	MARKET:	\$150,000.00
	REPLACEMENT:	\$650,000.00

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. 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.

NOTES and DEFICIENCIES:

1. The holding tank discharge pump and through-hull valve were not tested, due to the vessel's position in MARPOL-restricted waters.
2. The bitter end of the anchor rode should be verified as being connected to the vessel.
3. Port rubrail noted near midship.
4. Steering cable connections under helm are slightly rusted.
5. The reverso oil change system manifold is moderately rusted.

SUGGESTED UPGRADES (at the owner's discretion):

1. Oil absorbent pads should be placed in the bilge under main engines.
2. A set of soft wood plugs should be maintained on board to plug any damaged through hull fittings in an emergency.
3. Batteries should have circuit protection within a distance of seven inches of the battery per ABYC 11.10.1.1.1.

RECOMMENDATIONS:

- 1. The main engines, transmissions and hose fittings are generally rusted in many areas and are in need of restoration. Refer to engine surveyors report for details.**
- 2. The top of the main fuel tank and fuel line connections, hoses and fittings are rusted and in generally poor condition. Professional diagnosis and remedy is recommended.**
- 3. The fuel fill hoses appear to near the end of their useful life. Consider replacement.**
- 4. Significant shaft vibration is noted on the port propeller shaft. This shaft is believed to be bent. In addition, The dripless shaft gland on the port shaft is leaking. Professional diagnosis and remedy is recommended.**
- 5. Some portions of the main engines exhaust systems are only are single clamped or have a mis-matched clamp sizes. (clamp band with is not appropriate for the application. One clamp is too narrow/small on starboard exhaust) (The current hoses may be too slightly short to add a second clamp.) Exhaust hoses are required to be double clamped by law. Surveyor suggests replacing these sections with the proper length of hose and double clamping.**
- 6. The exhaust blanket covering is missing on both port and starboard engine exhaust elbows. Install protective blankets on both engines.**

7. Some of the motor mounts are heavily rusted and have been painted over. Remove rust and inspect. Repair/replace motor mounts as deemed necessary by experienced marine technician.
8. The top of the strut mounting plates and their fasteners are extremely corroded (port side in particular) and have been painted over. Consult experienced technician for inspection and remedy.
9. The generator raw water supply and exhaust hoses are in poor condition and is in need of replacement. The length of hose running from the generator to the muffler as well as the length of hose and clamps connected to the port transom. Replace hoses and clamps.
10. The generator raw water through-hull valve appears to have a loose/broken handle. This condition may prevent the valve from being closed in the event of an emergency. Repair or replace valve.
11. The generator anti-siphon valve is not properly installed and is leaking. Investigate and properly install.
12. Anodes: starboard shaft anode is missing, port shaft anode wasted, both rudders anodes waste, Transom anode appears to be ineffective. Replace all wasted and missing anodes. Check bonding system connection to transom anode. Check bonding system effectiveness. This is the probable cause of strut deterioration.
13. Steering from the tuna tower helm was inoperative on sea trial. After the sea trial, owner attempted repair by adding fluid to the system. The steering ram then became responsive to tower wheel movement, However, hydraulic fluid was sighted in the starboard aft bilge compartment near the trim tab reservoir and steering system. The fluid was not present before the sea trial. Due to the location of the fluid, it was difficult to tell where it came from. it came from either the steering system or the trim tab system. Investigate and repair where necessary.
14. The starboard engine water temp gauge appears to be in operative. (reads 110 degrees regardless of rpms) Repair.
15. The toilet leaks when flushed. Diagnose and repair or replace as necessary.
16. One metallic thru hull fitting on the interior topside, accessible thru the head cabinet is improperly capped with a plastic cap fitting. In addition, there is a thru hull on the starboard side of the engine compartment that is also capped with improper cap fitting. Metallic thru hulls should be capped with metallic fittings. Remove plastic components and replace with the proper galvanically compatible cap fittings.

- 17. Most all of the bilge pump hoses and clamps under aft deck are discolored/rusted and are in need of replacement.**
- 18. The MSD overboard discharge Y valve is in need of a locking mechanism to prevent accidental overboard waste discharge. Comply with 33 CFR 159.7**
- 19. Cracking is noted on the head ceiling, this may have been caused due to the tuna tower. Investigate and repair or frequently monitor as deemed necessary.**
- 20. The Princess single burner stove is inoperative and not secure. Repair if deemed necessary.**
- 21. There must be a means of re-boarding a man overboard (such as a swim ladder) aboard per ABYC H-41 sec. 41.9.**
- 22. The vessel does not have its 12 digit Hull Identification Number permanently affixed to the starboard transom. (Nov. 1,1972 The U.S. Coast Guard in CFR Title 33 §181 required all manufacturers to affix a 12 character HIN on all domestic and imported recreational boats. Originally (and continues to be) the primary means for performing recreational boat recalls. Used by States for registration and titling purposes.) Comply with 33 CFR 181.29 and permanently inscribe or affix H.I.N. to transom.**
- 23. (1) more handheld fire extinguisher must be onboard (total of at least (3) minimum are required, plus the fixed engine room system) to comply with NFPA 302 section 10-2 recommendations.**
- 24. The fixed engine room system fire suppression system is in need of re-inspection. (Inspection tag indicates the last inspection was in December of 2019) This unit must be serviced or replaced in accordance with NFPA 10, section 4-4.**
- 25. The handheld fire extinguishers are stowed unmounted in a locker in the cabin Fire extinguishers must be conspicuously mounted near the helm, galley and engine room entrance per ABYC A-4.6.3 table II.**
- 26. The horn / sound signaling device was inoperative. Repair to comply with COLREGS Annex III.**
- 27. One type I, type II or type III PFD must be onboard for each person on board in accordance with 33CFR175.15.**
- 28. A throwable floatation device (type IV PFD) must be onboard to comply with 33CFR175.15.**
- 29. A copy of the Navigation rules (COLREGS) should be kept on board**
- 30. The carbon monoxide detector and smoke detectors are still in their original package, unopened. These detectors should be mounted and periodically tested for operation.**

31. The anchor shackle must be moused.
32. All vessels 26 feet or greater in length have a MARPOL Annex V placard prominently displayed for the crew and passengers. Comply with 33 CFR 151.59.
33. The Federal Water Pollution Control Act requires that a “Discharge of Oil Placard” be posted “in a conspicuous place in the machinery space” per 33 CFR 154.450

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.

A handwritten signature in black ink is written over a circular seal. The seal contains the text "SAMS MARINE SURVEYOR" around the top and "S.A.M.S." in the center. The signature is stylized and appears to read "Timothy W. Simms".

Capt. Timothy W. Simms
USCG 100 Ton Master
SAMS Accredited Marine Surveyor #1288

tws 2/10/21

THE FOLLOWING PAGES ARE PHOTOGRAPHS ONLY

*not all findings photographed and included in report

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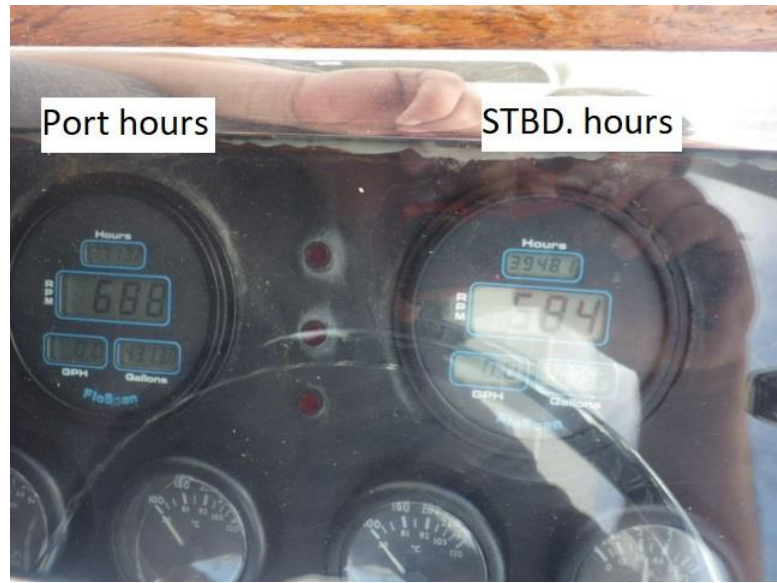
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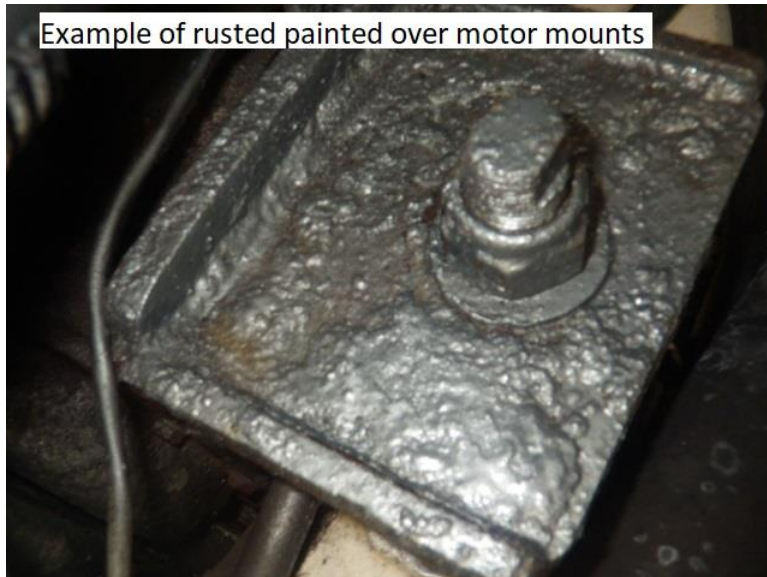
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Example of rusted painted over motor mounts



Port strut top corrosion



Exhaust hoses and clamps - port transom



Hydraulic fluid leak in stbd. deck compartment- example of bilge pump hose & clamp corrosion



Crack on bilge floor- stbd. aft compartment



Crack on head ceiling





Crack on head ceiling



Base/macerator of toilet



Corroded fuel tank top & fittings



Improperly capped thru hull fitting in head