

**Timothy Simms** A.M.S

**SAMS** Marine Surveyor

Martin County, FL  
561-676-6990

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**20-1234567**

## **Report of Survey**

**ALI-CAT**

**08 March 2020**



## **SURVEY INFORMATION:**

**Name of Vessel:** Ali-Cat

**Date of Survey Inspection:** 08 March 2020

**Vessel:** 2003 Sea Vee 310

**Buyer:** xxxxxxxx

**Address:** xxxxxxxx

**Purpose of survey:** pre-purchase

**By Request of:** buyer

**In Attendance:** Buyer and father in-law and seller

## **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. 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 shaft and rudder stock 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 engine was operated during survey. Engine zincs were not removed, fluid samples were not taken, and compression testing was not conducted.

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 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.

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**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: partly sunny & windy, 75°F

Afloat: on 08 March 2020 on Biscayne Bay, Miami, FL

Trailer: on 08 March 2020. XXXXXXXX , Miami FL

The vessel was seatrialed on Biscayne Bay for a period of approximately 30 minutes . At that time a speed of 30 knots was maintained for approximately five minutes, after which the vessel was operated at various rpms and performed as general usage would demand. Estimated cruising speed is approx. 30 knots

**VESSEL INFORMATION:**

This vessel is a 2003, single diesel inboard center console fisherman, of vee bottom, full keel, reverse transom-ended design and fiberglass reinforced plastic construction, with cockpit helm steering and engine controls.

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

Builder: SeaVee Boats/Ram Investments of S. Florida At: Miami, FL

Year: 2004 Type/Model: Sea Vee 310

Hull No: xxxxxxxxxxxx (sighted) Color: teal Trim: white

Off. No.: xxxxxxxx(not sighted) Hailing Port: Miami, FL

**DIMENSIONS:**

Doc. Length: 32.5 Breadth: 9.3 Depth: 4.7 Tonnage: 9 gross, 7 net (USCG Doc)

LOA: 32’ Beam: 9’4" Draft: 2’8" Displacement: 7.000lbs. (BucValuPro)

**CONSTRUCTION:**

Fiberglass reinforced plastic

Fastenings: fiberglass & resin

Structure: the vessel has FRP longitudinal stringers, bonded to the hull with FRP tabbing. These were found to be sound, with no sign of rot or water damage.  
Hull-to-deck joint: shoe box type hull-to-deck joint bonded with mechanical fasteners and adhesive. Condition: good  
Decking: FRP with non-skid texturing Condition: good  
Built-in fiberglass swim step Condition: good

**THROUGH HULL FITTINGS:**

Valve type: cast bronze 1/4 -turn ball type, (4) at or below waterline  
Condition: Operated and found in working order.  
*-Valves and adjacent hoses and hose clamps appear to be in good condition unless otherwise described in **recommendations** or **notes** towards the end of this report.*

**NAVIGATION EQUIPMENT:**

Compass: (1) spherical 3” Ritchie  
Colregs Nav. Lights: yes no (**see recs**)  
VHF radio: ICOM IC-M502  
Garmin GPSMap 2010 GPS  
Furuno 1100L sonar  
Raymarine ST5000 autopilot

**MACHINERY:**

*The engine was operated during survey. From external examination, the engine and the equipment in the engine space appear to be in serviceable condition.*  
***Digital engine hour meter was difficult to decipher, engine hours believed to be 1424 hours***  
*Pumps, ventilation, and other auxiliary machinery were in operable condition, unless otherwise reported in the **recommendations** or **notes** towards the end of this report.*

Engine: (1) Yanmar 6LY2A-STP model,  
Type: diesel, 6-cylinder, 4-cycle, fresh water cooled, 354 CID/5.8Liter HP: 440  
Serial Number: xxxxxxxx  
Foundation & mounts: (**see recs**) Hoses: (**see recs**) Exhaust: wet riser (**see recs**)  
Drive: inboard, (1) Yanmar direct drive marine gear  
Serial No.: unable to observe  
Engine Controls: (2) dual-lever, Morse Controls  
Locations: Console and upper

Panel Instrumentation: (1 each) digital FloScan combination tachometer (display illegible),  
water temp, oil pressure multiple engine warning lights

Pumps: Electric: (2) bilge, (1) salt water washdown, (2) bait tank  
Engine Room Ventilation: natural & blower  
Bilge cleanliness: fair, in need of maintenance cleaning  
Sea strainer screen: needs replacement (**see recs**)

Fuel filter: Racor Condition: serviceable  
Propeller shaft gland: dripless Condition: apparently serviceable  
Rudder gland: Condition: good  
Steering: hydraulic Condition: good  
Vetus bow thruster Condition: serviceable, tested operational

**HULL BOTTOM:**

Trim tabs: (2) Bennett hydraulic Shaft anode: in place, Condition: good  
Propeller: (1) bronze, 4-blade, 22 R 29  
Tailshafts: 1,75" stainless steel Condition: serviceable where sighted  
Rudder: (1) stainless steel, spade Condition: serviceable  
Rudder port: Condition: good  
Strut: Condition: serviceable  
Cutlass bearing: Condition: serviceable  
Bottom condition: not painted, in need of cleaning Condition: good

**ELECTRICAL SYSTEM:**

*DC Circuits appear to have properly labeled switches. (**see recs**)*  
*AC shore power inlet is breaker protected*  
*No AC or DC voltmeter or ammeter sighted.*  
*Batteries are not secured, or contained in battery boxes, 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.*  
*Wiring is non-metallic sheathed copper.*

Batteries: (2) 12V, Power King 8D house/starting, Dates: seller reported newly installed

Battery Charger: Truecharge 40+, 40 amp battery charger

Condition: appears serviceable but not tested, needs cleaning

Shore power connection: 30 amp located on the port side of helm console

Condition: good

Auxiliary generation: (1) engine mounted alternator

**TANKS AND HEADS:**

*Tank deck fill fittings are labeled. Fuel tanks were not sighted due to sealed and mechanically fastened deck hatches- material, mountings, precise location and tank integrity not determined. Tankage not believed to leak at this time.*

Fuel tanks: (2) aluminum Capacity: 180 gallons total (seller rptd.)

Located: under cockpit port / starboard

Vented: to atmosphere Filling hoses: to stbd. gunwale

Fuel supply plumbing: **(see recs)**

**GROUND TACKLE:**

Danforth anchor stowed on bow, with 5 chain and nylon rode

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

Bitter end: not observed **(see notes)**

**CONSOLE RIGGING:**

Helm station: molded fiberglass with mounted electronics

Condition: good

Tower framework: welded tubular stainless framework with overhead canvas.

Condition: good

Secondary steering and throttle control station with seat mounted on frame top

Condition: serviceable

**SAFETY & POLLUTION:**

Portable Fire Extinguishers: (1) rechargeable BI Test Date: 2016 **(see recs)**

*Reminder:*

*The following pertains to the **handheld dry chemical fire extinguishers onboard.***

*They must be conspicuously installed, and located as described in ABYC 4.6.3*

## Sea Vee 310

20-1234567

*They must be inspected monthly per ABYC A-4 Ap.5.4.1.*

*They must be serviced annually per ABYC A-4 Ap.5.4.2.*

*Rechargeable extinguishers must be recharged or replaced after discharge, or each 6 years*

*per NFPA 10/7.3.3.1.*

*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.*

Mounted conspicuously: **(see recs)**

Swim ladder: **(see recs)**

Personal Flotation Devices:

Throwable: (2) buoyant cushions Condition: fair Stowed: under port fwd, deck hatch

Wearable: (5) adult II, Condition: fair Stowed: under stbd. fwd. deck hatch

Distress Signal Kit: yes Expiration: May 2016 **(see recs)**

Horn / Sound Signal: yes - whistle

First Aid Kit: Carrying a first aid kit is suggested, but not required. There was none on board.

Oil placard sighted: no **(see recs)**

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

Console overhead light

Saltwater washdown

Transom bait tank

Fishbox

(2) rod storage boxes

(3) 12V reel plugs

Canvas and eisenglass console enclosure

Canvas full boat and seat covers

Gunwale fishing rod holders

(2) Lee Aluminum outriggers

Console seat and gunwale cushions

### **TRAILER:**

2003, Flat-On Corp., model 1631 XB SFS, aluminum triple -axle, alloy wheels, brakes, and spare tire

Serial#:xxxxxx VIN no.xxxxxxxxxxxxxx

FL License No.: xxx xxx GVWR: 14,850 Net Capacity: 13,400

Trailer is in good condition

**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                        | Bow thruster – yes                   |
| Bilge pumps – yes                | Central vacuum – yes                 |
| Machinery space blower – yes     | Washer/dryer – yes                   |
| Navigation lights – yes          | Accessible through-hull valves – yes |
| Aft & Foredeck floodlights – yes | Bait tank pumps – yes                |
| Nav. electronics– yes            | Electric water pump – yes            |
| Autopilot – yes                  |                                      |
| Trim tabs – yes                  |                                      |

**CONCLUSIONS, NOTES, SUGGESTIONS AND RECOMMENDATIONS:**

The vessel’s overall condition is **good**, 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.

**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

-General appearances **very good**.

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

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

- The hull would benefit from buffing and polishing.

-The seating & upholstery is in fair to poor condition and is in need of refinishing.

The topsides and deck appear to be in good structural condition. The deck was tested by percussion testing (as appropriate) with no soft deck noted. No soft decking was noted.



The hull bottom was tested by percussion testing only, as appropriate; no notable anomalies were detected at that time (*Note that the hull bottom cannot be tested in the way of the trailer bunks.*)

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 Florida/Bahamas cruising and fishing.

**VALUES: MARKET: \$85,000.00 to \$90,000.00**  
**REPLACEMENT: \$428,000.00**



**Boat Detail Sheet**

|                                     |                            |                    |            |
|-------------------------------------|----------------------------|--------------------|------------|
| SEA VEE BOATS, MIAMI, FL (MIC: SXJ) |                            |                    |            |
| RAM INVESTMENTS OF SOUTH FL         |                            |                    |            |
| Model Year                          | 2003                       | Hull Material      | Fiberglass |
| Model                               | SEA-VEE 310I               | Hull Configuration | Deep Vee   |
| Length Overall                      | 32'                        | Draft              | 2' 8"      |
| Length On Deck                      |                            | Beam               | 9' 4"      |
| Boat Type                           | Open Fish   Open w/T-Top   | Weight             | 7000 lbs.  |
| Engine Type                         | Inboard Single 440D Yanmar | Ballast            |            |

|   |                                  |
|---|----------------------------------|
| Current Retail Value Range  | \$90,500-\$99,500 118th edition. |
| Fair Market Value Adjusted for <u>BUC Condition</u> in the South Atlantic & Florida | \$88,500-\$97,200                |
| Replacement Value   | \$428,500                        |

**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 bitter end of the anchor rode should be verified as being connected to the vessel.

**SUGGESTED UPGRADES (at the owner's discretion, not required):**

1. Replace Navigation electronics and autopilot. (Current electronics are outdated and the display screens are damaged. Autopilot is in operative)
2. Oil absorbent pads should be placed in the bilge under main engine.
3. A set of soft wood plugs should be maintained on board to plug any damaged through hull fittings in an emergency.
4. Batteries should have circuit protection within a distance of seven inches of the battery per ABYC 11.10.1.1.1.

**RECOMMENDATIONS:**

1. **The stringer gussets adjacent to the forward motor mounts appear to have some minor cracking. Surveyor recommends having an experienced marine fiberglass technician evaluate and repair if deemed necessary.**
2. **The raw water intake hose and filter screen are in need of replacement.**
3. **Fuel line sighted in the engine space is not recommended for marine use.**  
**-Both ABYC Sections H-24 & H-33 Gasoline and Diesel Fuel state-24/33.6.1 Hose shall comply with the requirements of the UL 1114 Marine (USCG Type A) Flexible Fuel-Line Hose, or with the requirements of SAE J1527 Marine Fuel Hoses.**  
**Surveyor recommends replacing all non-marine rated flexible fuel line with USCG type A-1 or A-15 fuel line.**
4. **The battery switch on the port side of the engine compartment is adrift. Securely battery mount switch.**
5. **There must be a means of re-boarding a man overboard (such as a swim ladder) aboard per ABYC H-41 sec. 41.9.**
6. **The exhaust hoses are presently secured with only one hose clamp. A second approved clamp must be added per ABYC P-1 1.7.1.10.1 recommendations.**
7. **Battery terminals must be covered per NFPA 302 7-3.6 recommendations to prevent accidental shorting.**
8. **Batteries must be secured and contained in a liquid-tight, acid-proof container per NFPA 302 7-3.4 and 7-3.5 recommendations.**
9. **Flares are good for 42 months. The distress signal kit (flare kit) aboard is outdated, and must be replaced to comply with 33 CFR 175.130.**
10. **(1) more fire extinguisher must be onboard (total of at least (2) minimum are required) to comply with USCG regulations.**

11. **Handheld fire extinguishers are stowed unmounted' All fire extinguishers must be conspicuously mounted. per ABYC A-4.6.3 table II.**
12. **The green navigation light is inoperative. (bulb likely out) Diagnose and repair.**
13. **The PFD's onboard are USCG approved Type II. Surveyor recommends replacing vest with quality type 1 PFD's . One properly sized for each person on board to be in accordance with 33CFR175.15.**
14. **The throwable floatation devices (type IV PFD) should be replaced with new.**
15. **Bait tank valves under aft centerline hatch are frozen (immobile) and should be repaired.**
16. **The length of the chain in the anchor rode should be, *at minimum*, the length of the vessel.**
17. **The vessel's official number must be displayed on the hull per 46CFR 67.121.**
18. **The documentation registration paper sticker onboard is outdated. Renew documentation registration. There are no state registration documentation papers on board. Current papers should be kept on board as required by state registration laws USCG documentation regulations.**
19. **33 CFR 151.59 requires that all vessels 26 feet or greater in length have a MARPOL Annex V placard prominently displayed for the crew and passengers.**
20. **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.

tws 3/08/2020

A handwritten signature in black ink is written over a circular seal. The seal contains the text "S.A.M.S." and "MARINE SURVEYOR" around the perimeter, with the number "1288" in the center. The signature is stylized and overlaps the seal.

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

**THE FOLLOWING PAGES ARE PHOTOGRAPHS ONLY**

**Sea Vee 310**

**20-1234567**



Sea Vee 310

20-1234567



Sea Vee 310

20-1234567



MFD. By: **FLOAT-ON CORP.**  
1925 98TH AVE.  
VERO BEACH, FL 32966  
772-569-4440

|             |           |              |        |
|-------------|-----------|--------------|--------|
| TRAILER     | FLOAT-ON  | Date of MFR. | 6/03   |
| GVWR:       | 4850      | GAWR Front:  | 4950   |
| Trailer WT. | 1450      | Center:      | 4950   |
| Net Cap.    | 13100     | Rear:        | 4950   |
| VIN No.     |           |              |        |
| Model No.   | 103108319 | Serial No.   | 603521 |

THIS TRAILER CONFORMS TO ALL U.S. DOT APPROVED STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE