

**Timothy Simms** A.M.S

**SAMS** Marine Surveyor

Martin County, FL  
561-676-6990

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**20-211103**

## **Report of Survey**

**XXXXXXXXXX**

**11 March 2022**



## SURVEY INFORMATION:

**Name of Vessel:**xxxx

**Date of Survey Inspection:** March 11 2022

**Vessel:**2008 Hatteras GT 60 Convertible

**Owner:** xxxxxxxxxxxx

**Address:** xxxxxxxxxxxx

**Purpose of survey:** insurance

**By Request of:** owner

**In Attendance:** surveyor only

## Scope of Survey Inspection:

Acting at the request of xxxxxxxx, the attending S.A.M.S Accredited Marine Surveyor Timothy W. Simms A.M.S. did attend onboard the 2008 Hatteras 60, "xxxxxxx" beginning on March 11, 2022 at 10 am where an "in-the-water-survey" was conducted at XXXXXXXX Marina, Stuart, FL. The vessel's papers were available for review at time of survey. The Hull Identification Number (XXXXXXXXXXXX) was taken from USCG Certificate of Documentation. A sea trial was not performed.

The reason for the survey, was to ascertain the physical condition and value of the vessel. AC and 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, unless otherwise specified in this report.

In addition, 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.) Through-hull valves were exercised and "scratch-tested 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. Surveyor has not observed this vessel hauled, and cannot speak as to the condition of the submerged hull, propeller, shaft, struts, or other underwater appurtenances, machinery and equipment. 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 generators were not 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.
- 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 of condition:**

**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 80°F

Afloat: on 11 March 2022 at the XXXXXX Marina, Stuart, FL.

Last haulout date: January2020

**VESSEL INFORMATION:**

This vessel is a 2008, twin screw diesel gasoline inboard convertible sportfisher, of vee bottom, full keel, transom-ended design and fiberglass reinforced plastic construction, with flybridge and tower helm steering and engine controls.

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

Builder: Hatteras

At: New Bern, NC

Year: 2008

Type/Model: 60' Convertible

Accommodations: sleeps 6

Hull No: XXXXXXXXXXXXX (not sighted, **see recs**) Color: blue Trim: white

Off. No.: XXXXXXXX (sighted) Hailing Port: XXXXXXXX (**see recs**)

*-The hull was not properly labeled with the hull identification number on the starboard transom quarter. (see recs*

*-The hailing port on the transom does not match hailing port UCCG Certificate of Documentation sited on vessel or on USCG on-line vessel documentation database. (see recs)*

**DIMENSIONS:**

Doc. Length: 59.9 Breadth: 19.0Depth: 9.5 Tonnage: 72 gross, 57 net  
(specs: USCG Doc Certificate)

LOA: 59'10" Beam: 19'0" Draft: 4'9" Displacement: 85,000 lbs.  
(specs: Power Boat Guide)

**CONSTRUCTION:**

Fiberglass reinforced polyester

Fastenings: fiberglass & resin

Hull type: Modified V, planning with prop pockets

Stringers & Bulkheads: the vessel has FRP longitudinal and transverse stringers, and wood covered bulkheads located throughout, bonded to the hull with FRP tabbing. These were found to be sound, with no sign of rot or water damage.

Superstructure: FRP cabin house and flybridge with welded aluminum tuna tower with secondary helm station and FRP hard top

Hull-to-deck joint: overlap hull-to-deck joint bonded with mechanical fasteners and adhesive glassed over with rub rail outboard Condition: good where sighted  
Decking: cored, sandwich FRP with non-skid texturing Condition: good

## **INTERIOR:**

Decking: Amtico style, teak & holly Condition: good  
Overhead: textile headliner Condition: good, no apparent leakage/staining  
Bulkheads, doors/cabinetry : satin cherry wood finish Condition: very good, well fit  
Windows/Ports: tinted safety glass Condition: good, no apparent leakage

## **THROUGH HULL FITTINGS:**

Valve type: cast bronze 1/4 -turn ball type, (10) at or below waterline  
Condition: good, operated and found in working order.  
Fittings: Condition: good where sighted

*-Thru-hull fittings, 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 4" Ritchie Condition: good, operable  
Colregs Nav. Lights: yes, 24V Condition: good, operable  
VHF radio: (2) ICOM IC-M604 Condition: good, operable  
Garmin GPSMap 8600 series: (5 total) Condition: all 5 very good  
(3) 8622 model at bridge helm ( 3-22"inch monitors)  
(1) 8615 model port cockpit (1- 15" inch monitor)  
(1) 8612 model tuna tower helm (1-12" monitor)  
Garmin autopilot Condition: very good  
Garmin depth and water temp Condition: very good  
Humminbird 997 GPS fishing system Condition: (screen damaged)  
Spotlight: ACR remote control Condition: good, operable

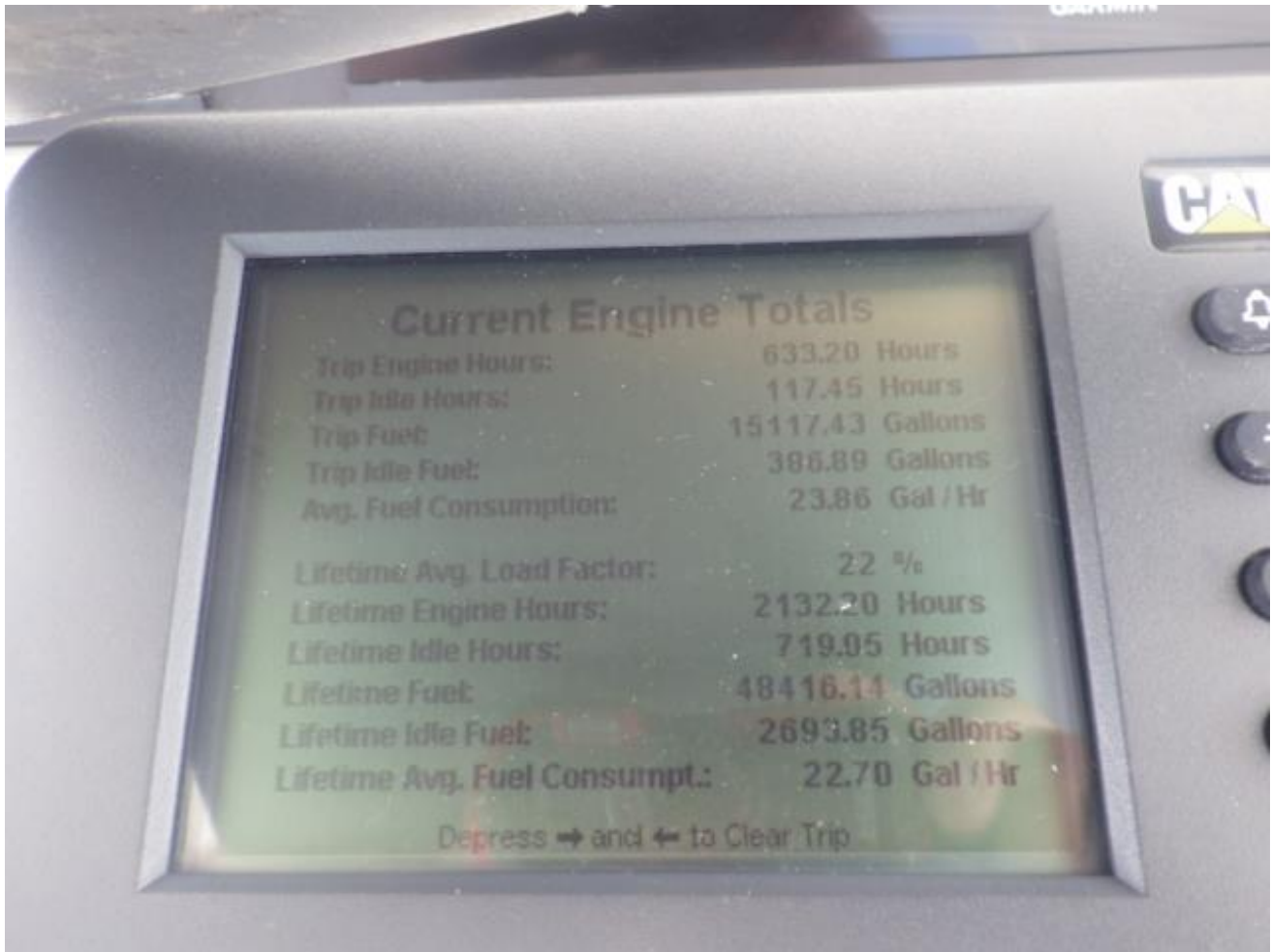
## **MACHINERY:**

*-The engines were not operated during survey.  
-From external examination, the engines, the engine room and its equipment appear to be well maintained and in good condition.*

-Caterpillar digital engine status meters show:

**2132.20 engine hours port, and 2131.80 engine hours**

- Lifetime fuel consumption: 4816.14 gallons total



-Pumps, ventilation, and other auxiliary machinery were in operable condition, unless otherwise reported in the **recommendations** or **notes** towards the end of this report.

Engines: (2) Caterpillar C32 model, fresh water cooled

Type: diesel, V-12-cylinder, 4-cycle, twin turbo charged, aftercooled

## Hatteras GT 60

22-456789

Displacement: 1958.9 CID, 32.1 Liter    Horse Power: 1800 @ 2300rpm  
Serial Numbers: Port: XXXXX    Stbd: XXXXX

Foundation & mounts: adjustable, bolted to stringers  
Condition: good, minor rust sighted on aft mounts  
Hoses/clamps: Condition: good  
Belts & pulleys: Condition: serviceable where sighted  
Exhaust system: wet riser    Condition: good, double clamped as required

Drive: inboard, (2) Twin Disc, MGX6599A, direct drive marine gear    Ratio: 2.48:1  
Serial Numbers: Port: XXXXX    Stbd: XXXXX  
Engine Controls: single-lever Caterpillar electronic controls    Condition: good  
Locations: Flybridge and tower  
Engine alarm: yes, operational  
Engine synchronizer: yes, not tested  
Engine shutdown: yes, at bridge helm, labeled,    not tested  
Panel Instrumentation: (2) Caterpillar electronic engine status monitors  
Condition: good

Bilge Pumps: Condition: good, all tested operable  
(6 total), (3) Rule- 3700 model with float switches-  
located: fwd.& aft bilge, engine compartment fwd.  
(1) Rule Mate 2000 with float switch, above holding tank  
(1) Rule 500 with float switch, engine compartment a  
(1) Grundfos m/n ap35b (high volume) cockpit bilge aft

### Additional pumps:

(1) Fresh water, Mach 5 Headhunter 240 V, (1) salt water, Headhunter Stingray, (2)  
bait, 110/V  
(1) air conditioning, 240V (1) water maker  
(1) bellows discharge (2) Fuel transfer (not tested), (1) fish box macerator  
Condition: all pumps operational and serviceable where sighted

Engine Room Ventilation: natural & (2) Delta-T blowers    - operational  
Bilge cleanliness: very clean  
Bronze sea strainers: Condition: good

Propeller shaft glands: Tides driplless    Condition: serviceable, double clamped  
Rudder glands: Condition: serviceable  
Steering system: Sea Star hydraulic with power assist  
Condition: serviceable where sighted  
Oil Change System: Oberdorfer, operational  
Aqua Whisper SRC 1400-2 AWC watermaker (not tested)

Side Power bow thruster Condition: serviceable, operational

## HULL BOTTOM:

In-water survey; propellers, shafts, struts, rudders, anodes and cutlass bearings were not sighted.

Trim tabs: (2) hydraulic, Bennett SA 2110

Hull zincs: not sighted

Propellers: (2) Nibral, 5-blade, 40 x 61 (reported, not sighted)

Propeller shafts: 3½" stainless steel- minimally sighted in engine room

Rudders: (2) not sighted

Rudder ports: Condition: serviceable where sighted

Struts: not sighted

Cutlass bearings: not sighted

Bottom paint condition: not sighted

## ELECTRICAL SYSTEM:

2- 240V/AC lines, with (2)- 50 amp shore power connections located P&S cockpit  
24/12V/DC systems

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

*-Circuits appear to have proper circuit protection with circuit breakers properly labeled*

*-The AC panel has source selector switches and digital voltage, amperage and hertz meters, and operational power indicator lights, and polarity indicators.*

*-The DC panel has a digital voltmeter.*

*-The batteries have 4 Guest rotary battery switches located in the engine room.  
Condition: serviceable*

*-Batteries are secured, ventilated, contained, and terminals are covered.*

*-Batteries were load-tested during survey; at the time of the survey 12VDC systems were operational as general usage would demand, unless noted in the recommendations.*

*-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 all have been tested operational.*

Breaker distribution panels: (1) 12V/DC, under helm (1) 24V/DC, engine room (1) 120/240VAC shore/generator, salon (2) 240/AC, engine room

Batteries: (4) 12V, 8D house/starting, (wired in series for (2) 24V house/starting banks)  
(2) 12V, Group 31 (wired in series for (1) 24V bow thruster bank)



Dates: not sighted (**internal condition of batteries unknown**)

Battery chargers: Charles Industries 24V, 50 amp in fwd engine room - House/starting  
ProNautic 24-20P – bow thruster bank batteries

Transformers: 2 Jefferson electric, dry type

Shore power connection: 2- 50 amp located on the port & stbd side of cockpit

Shore power cable master: Glendinning CM7, operational

Generators: (2) Onan 21.5KW/120V

Model: port-21.5MDKBR-5257B Stbd.-21.5MDKBR-5186B

Serial#:xxxxxxx serial#:xxxxxxx

Engine: diesel, 4-cylinder, 4-stroke

Digital hour meters show **1384.7 hours port & 1284.3 hours stbd.**

Auxiliary generation: (2) engine mounted alternators

## **FUEL SYSTEM**

*-Fuel tank deck fill fittings are labeled.*

*-Liquid leakage above the tank level cannot be detected in slack tanks.*

*-Tanks are not fully accessible for inspection on all surfaces, and surveyor cannot speak as to their condition, but they do not appear to leak at this time.*

Fuel tanks: (3) integral, Fiberglass Capacity: 1800 gallons total (owner's man.)

Located: centerline- (Fwd. 500 gal), midships (780 gal), aft (520 gal)

Vented: to atmosphere - port topsides

Fuel fill: USCG Type 2, double clamped

Filling Lines/fittings: Aeroquip style, Condition: serviceable where sighted

*-Fuel supply plumbing: fuel lines were all proper USCG type A hose.*

Fuel gauge: analog, at helm appeared operable

Fuel transfer pumps: (2) Viking

Fuel priming pumps: yes, operable

Primary fuel filters: (8 total) 6- Racor 791000 MAV, 3 (each for main engine)

(2)- Racor 500MA, 1- (each generator )

Flame shielding bowls: yes

Algae/contaminants sighted: no

Secondary fuel filters: (2) Caterpillar 389-0433, spin-on (1) each main engine

## **OTHER TANKAGE:**

*-Water and waste tank deck fill fittings are labeled.*

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- Liquid leakage above the tank level cannot be detected in slack tanks.  
- Tanks are not fully accessible for inspection on all surfaces, and surveyor cannot speak as to their condition, but they do not appear to leak at this time.

Water tanks: (2) integral, Fiberglass Capacity: 200gallons total (owner's man)

Located: port & stbd. midships

Holding tanks: (1) integral Capacity: not determined

Located: fwd. of midships, centerline

Heads: (3) Headhunter electric marine sanitation devices with holding tank

(Type III MSD) Condition: good Located: centerline fwd. of fuel

Other Tanks: (1) 20-gallon Seaward H-2050 E-W model electric water heater

Condition: good, operable

## **GROUND TACKLE:**

Danforth anchor stowed on bow, with 5/16" all chain and 5/8" nylon rode

length of chain and line in rode unknown Condition: fair (**see recs**)

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

Maxwell electric vertical anchor capstan with gypsy and deck foot controls

Condition: good, operable

Built-in FRP anchor sprit with stainless steel single anchor chock

Condition: serviceable

## **FISHING EQUIPMENT:**

Fighting chair: Blue Water, pedestal mounted adjustable fighting chair in cockpit

Condition: serviceable

Bait wells: FRP integral to deck with bait pump and bait well sump

Condition: good, operable

Washdowns: fresh and salt water, port & stbd. cockpit Condition: serviceable, operable

Rod holders: rocket launcher style and gunwale mounted Condition: good

Fishboxes: FRP integral to cockpit deck with macerator Condition: good, operable

Outriggers: (2) Pipewelders, triple spreader Condition: serviceable

Reels: (2) Miya Epoch US-9 electric teaser reels Condition: serviceable, not tested

Deep drop reel plugs: (2) cockpit port & stbd. - not tested

**GALLEY EQUIPMENT:**

Cooktop: Kitchen-Aid, ceramic, 4-burner electric Condition: serviceable, operable

Area Protected: adequate clearance

Refrigeration: built-in Sub Zero 4-drawer referigerator, Sub Zero 2-drawer freezer  
AC/110V

Condition: serviceable, operable

(2)-Frigibar integral refrigerator AC/240V (1- cockpit, 1- under companionway step)

Condition: serviceable

Microwave: Sharp Carousel Convection Condition: good, operable

Ice Maker: Scotsman CU50 Condition: very good

Stainless steel single basin sink

**SAFETY & POLLUTION:**

***Fixed fire extinguishing systems** must be inspected monthly per ABYC A-4 Ap.6.2  
and serviced and tagged annually, per ABYC A-4 Ap.6.3.*

*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*

*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.*

Portable Fire Extinguishers: (5) non-rechargeable BCI

Test Date: 2012, gauges in green

Mounted conspicuously on flybridge and in galley, engine room

**(see recs)**

Fixed System: Sea Fire FM200 Test Date: January 2015

Covering: engine space Release: automatic and manual

Condition: **(see recs)**

Safety railing: stainless steel bow pulpit and handrails Condition: good

Swim Ladder: not sighted **(see recs)**

Personal Flotation Devices:

Throwable: (1) life ring

Condition: good Stowed: fwd. of bridge helm

Wearable: (8) adult I, (8) adult II III

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Condition: good    Stowed: fwd. of bridge helm

EPIRBs: None sighted

*Recommended prior to commencing any voyage exceeding 20NM from a port of refuge.*

Liferaft: Sea Safe (8)-person, foredeck    Service by date: past due\*

*\*There are no service interval requirements for liferafts on pleasure vessels.*

*Most manufacturers recommend service at one-year intervals. Most servicers recommend an interval of not greater than three years.*

Distress Signal Kit: yes    Expiration: Aug 2019 (**see recs**)

Horn / Sound Signal: yes, operative

First Aid Kit: yes

USCG Navigation rule book: not sighted (**see recs**)

Oil placard present: yes

Garbage (MARPOL Annex V) placard present: yes

Waste management plan: not sighted (**see recs**)

Escape hatches: (3) alloy and acrylic fwd Condition: serviceable

Smoke/CO detectors: Fire Boy/Xintex Co mounted in each berth

Smoke & CO detectors, mounted in salon and each berth

Condition: good, operable

## **ENTERTAINMENT ELECTRONICS:**

Denon HEOS - **HEOS** (Home Entertainment Operating System) wireless multi-room audio platform with speakers    Condition: very good

Flat screen TVs: Panasonic Viera- salon, Sony Bravia -master,

Sharp 19"- V-berth, Sharp 14"- bunk room

Condition: serviceable, all power up

DVD: (3) Denon 1740, model

Exterior stereo: Fusion MS UD 755 marine stereo on bridge with

Fusion MS NRX 300 remote in cockpit

JL audio speakers (6), JL Audio Sub-woffers (2)

Condition: good, operable

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

(4) air cond. units (3) Cruiseair SXU5C-417(staterooms)

(1) Cruiseair SNDULP30C-417 (salon)

Condition: serviceable where sighted

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Mar Quip TL2 1500 dingy davit Condition: good, operational  
Dingy cradle Condition: serviceable  
Washer/Dryer: Whirlpool Thin Twin Condition: good  
Vacs America 800 model central vacuum system (not tested)  
Cockpit floodlights  
Foredeck floodlight  
Canvas and eisenglass flybridge enclosure  
Canvas covers: cockpit shade screen, helm seats, tower leaning post  
Cockpit seat cushions  
Underwater lights

## **OPERATIONAL TESTS:**

*No indicates that the item was not tested. Yes indicates the item was tested for power-up, unless otherwise specified or there is an associated recommendation or note. Surveyor's report of power-up test does not guarantee full operability of machinery, subsystems or electronics. This is not a warranty of the continued operation or durability of the equipment tested. Testing does NOT include calibration, adjustment or repair of equipment. Other tested items may appear elsewhere in this report.*

VHF – yes	Davit – yes
Bilge pumps – yes	
Horn – yes	Check for window leaks? – yes
Machinery space blowers – yes	Check for hatch leaks? – yes
Anchor winch – yes	Stereo Entertainment electronics – yes
Navigation lights – yes	Cooktop – yes
Cabin lights – yes	Microwave oven – yes
Cockpit/Foredeck floodlights – yes	Refrigeration – yes
	Icemaker – no
	Water heater – yes
Remote operated spotlight – yes	Watermaker – no
Air conditioning – yes	Central vacuum – no
GPS/Chart – yes	Washer/dryer – yes
Radar – yes	Head flush – yes
Depth sounder – yes	Accessible through-hull valves – yes
Autopilot – yes	Salt water washdown pump – yes
Trim tabs – no	Bait tank pump – yes
Bow thrusters – yes	Electric fresh water pump – yes

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

The vessel's overall condition is **very good**, as described on page 3 of this report:

- Housekeeping and general appearance are **very good**.
- The vessel is well equipped for her size and type.

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-The hull, topsides and weather deck are in good condition, with minor areas of scratching scuffing and/or small gelcoat nicks and chipping.

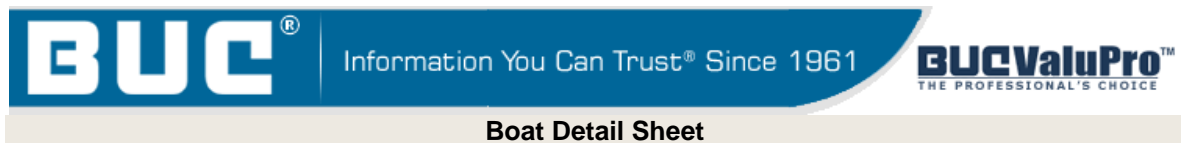
-The topsides and deck appear to be in good structural condition. The deck was tested by percussion testing (as appropriate) with no soft deck noted.

From examination afloat 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 costal/offshore Florida/Bahamas cruising and fishing.**

**VALUES:**

**MARKET: \$1,300,000.00**  
**REPLACEMENT: \$3,500,000.00**



HATTERAS YACHTS, NEW BERN, NC (MIC: HAT) DIV OF BRUNSWICK CORP			
Model Year	2008	Hull Material	Fiberglass
Model	CONVERTIBLE 60	Hull Configuration	Semi Vee (Modified Vee)
Length Overall	59' 10"	Draft	4' 9"
Length On Deck		Beam	19'
Boat Type	Convertible   Flybridge	Weight	90000 lbs.
Engine Type	Inboard Twin 1800D Caterpillar C-32	Ballast	

The information presented here is believed to be reliable but not guaranteed. For various reasons, including the subjective nature of vessel evaluations and the possibility of incomplete or inaccurate information regarding comparable vessels

and sales thereof, we do not make any warranties whatsoever regarding this report, and WE EXPRESSLY DISCLAIM ALL WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. BUC does not provide expert witness testimony.

Current Retail Value Range	\$989,000-\$1,075,000 118th edition.
Fair Market Value Adjusted for <u>Better Condition</u> in the South Atlantic & Florida	\$1,125,000-\$1,220,000
Replacement Value	\$3,540,000

All prices in US Dollars.

**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 condition of the dockside water pressure internal regulator/housing is not known; it could not be tested. In the event that shore water pressure is utilized on the vessel, it is suggested that the fresh water at the dock be turned off and the hose removed from the vessel when the vessel is not attended.
2. Hoses on all systems were of the required type and in good condition where visible, unless noted in the recommendations.
3. The holding tank discharge pump and through-hull valve were not tested, due to the vessel’s position in MARPOL-restricted waters.

4. 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. A set of soft wood plugs should be maintained on board to plug any damaged through hull fittings in an emergency.
2. The anchor chain appears aged and replacement should be considered.

**RECOMMENDATIONS:**

1. An unidentified hose (black with green stripe) on top of the midship fuel tank is in poor condition and also has a broken/missing clamp. Investigate and replace as necessary.
2. There must be a means of re-boarding a man overboard (such as a swim ladder) aboard per ABYC H-41 sec. 41.9.
3. The fixed engine room fire extinguishing system has exceeded service interval regulations and must be serviced or replaced in accordance with NFPA 10, section 4-4.
4. 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.
5. Surveyor recommends that additional handheld fire extinguishers be added to extinguisher inventory and conspicuously mounted in vessel staterooms. per ABYC A-4.6.3 table II. (vessels under 65 feet) III.
6. One type I, type II or type III appropriately sized PFD must be onboard for each person on vessel in accordance with 33 CFR 175.15.
7. A length of chain should be added to the anchor rode between the anchor and the anchor line. In addition, The length of the chain in the anchor rode should be, *at minimum*, the length of the vessel.



- 8. The nylon anchor rode is in poor condition and in need of replacement.**
- 9. Broken bonding wires were sighted on the starboard engine prop shaft gland, the air conditioning raw water intake valve, the washdown water strainer and on top of holding tank. Replace as necessary.**
- 10. The MSD overboard discharge valve was found open to the sea. The MSD overboard discharge valve should have a locking mechanism installed (a zip-tied valve handle in the closed position is acceptable) Comply with 33 CFR 157.9 .**
- 11. A copy of the 33 CFR Subchapter E- Inland Navigation Rules (COLREGS) is required on vessels 12 meters (40 feet) and over.**
- 12. The vessel H.I.N. number has been covered due to hull repainting. Reapply H.I.N. to starboard quarter as required by Federal regulations. Comply with 33 CFR 181.29.**
- 13. The hailing port on the vessel transom is listed as XXXX . The hailing port listed on the USCG Certificate of Documentation and on the USCG on-line database does not correspond with hailing port listed on transom. Hailing port on transom must correspond with the hailing port listed on USCG documentation.**
- 14. The documentation paper sticker onboard is outdated. Renew documentation registration. Current papers should be kept on board as required by USCG documentation regulations.**
- 15. Title 33 CFR 151.57 requires all oceangoing vessels 40 feet or more in length equipped with a galley and berthing to have a written waste management plan. In addition, 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.**

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 3/12/2020

A circular seal for the SAMS (Society of American Marine Surveyors) is visible. The seal contains the text "SAMS MARINE SURVEYOR" around the top edge and "S.A.M.S." in the center. The seal is partially obscured by a large, bold, handwritten signature in black ink.

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

**Hatteras GT 60**

**22-456789**



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# NOAA FISHERIES

## USCG VESSEL DATABASE

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Vessel Name	XXXX	USCG Doc. No.	XXXXXXXX
Vessel Service	Recreational	IMO Number	
Trade Indicator	Recreational	Call Sign	
Hull Material	FRP (Fiberglass)	Hull Number	
Ship Builder		Year Built	2007
		Length (ft.)	60
Hailing Port	XXXXXXXX XX	Hull Depth (ft.)	10
		Hull Breadth (ft.)	19
		Gross Tonnage	72
		Net Tonnage	57
Documentation Issuance Date	XXXXXXXX	Documentation Expiration Date	
Historical vessel Names	XXXXXX XXXXXXX		