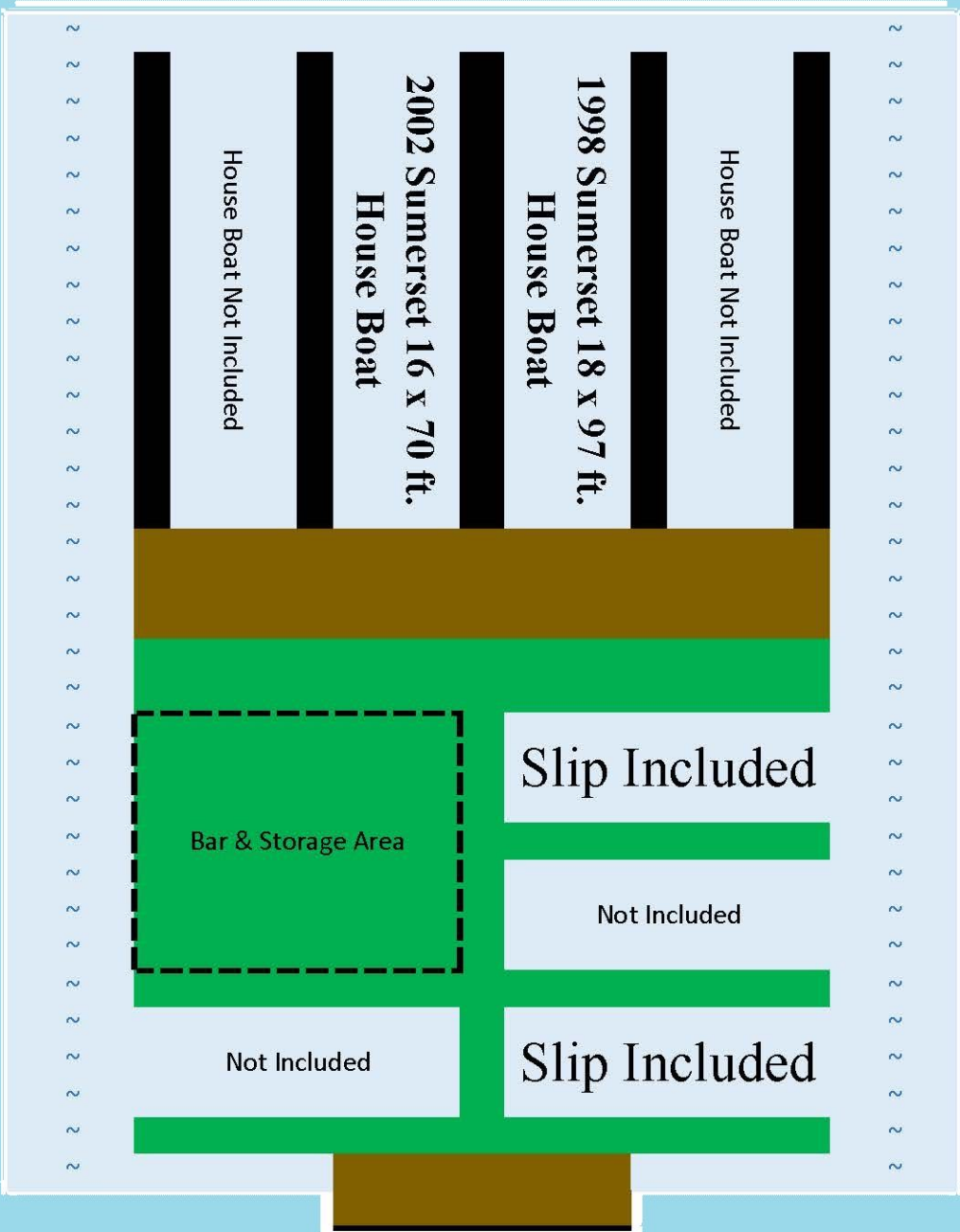
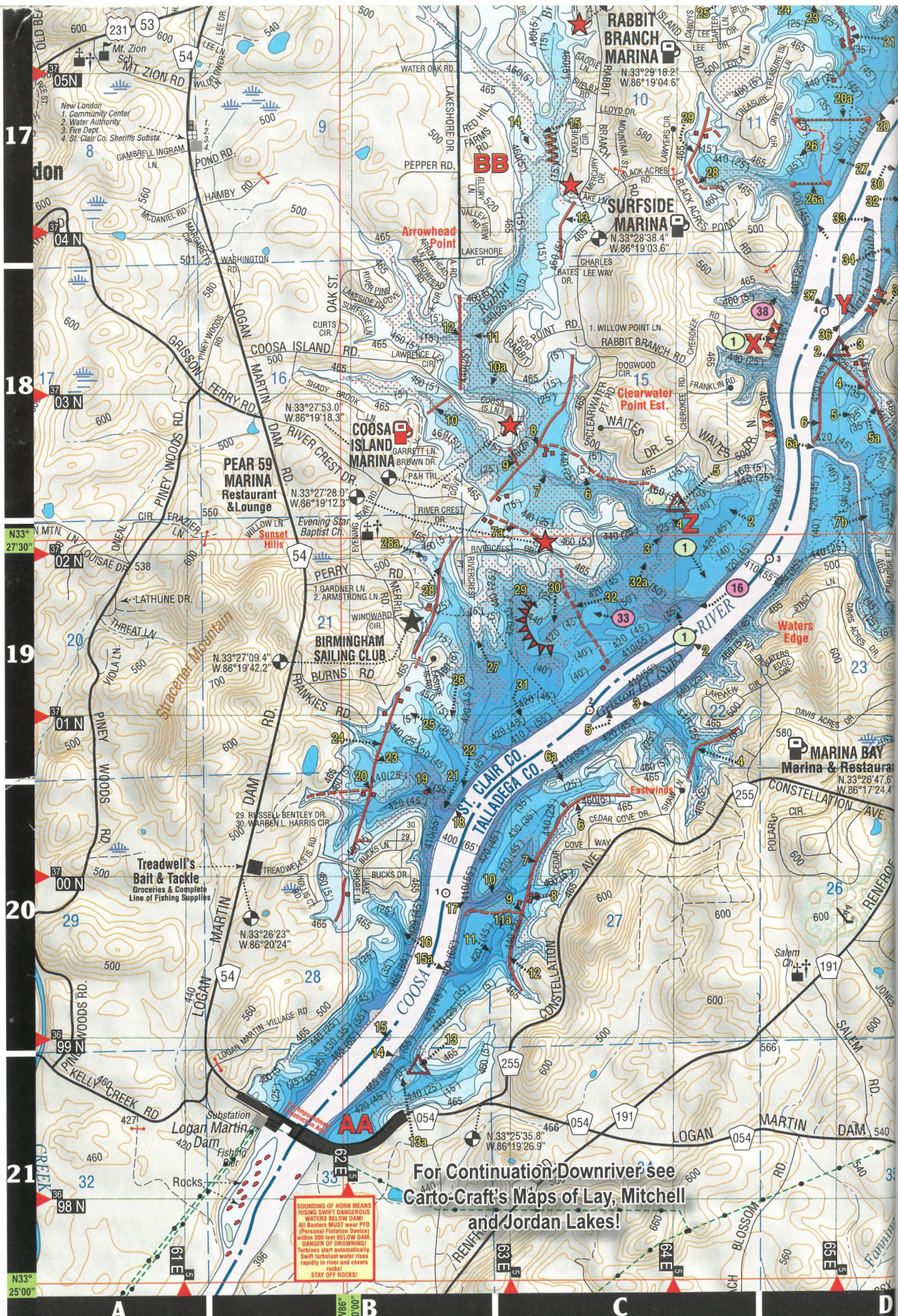


ABBIT POINT RD

0 100 200 300 400ft





For Continuation Downriver see  
**Carto-Craft's Maps of Lay, Mitchell  
 and Jordan Lakes!**

**WARNING**  
 SOUNDING OF HORN MEANS  
 FISHING SWIFT DANGEROUS  
 WATERS BELOW DAM!  
 All Boaters MUST wear PFD  
 (Personal Flotation Device)  
 within 300 foot BELOW DAM.  
 DANGER OF SPOONING!  
 Turbines start automatically.  
 Swift turbulent water rises  
 rapidly in river and covers  
 rocks!  
**STAY OFF ROCKS!**

17  
18  
19  
20  
21

A B C D

# **REPORT OF MARINE SURVEY**

**Pre-purchase condition & value.  
of the vessel**

“ ”

**1998 Somerset 18 X 97 Houseboat**



**PREPARED EXCLUSIVELY FOR:**

**Randall Newman  
510 Rabbit Point Road  
Cropwell AL 35054**

**CONDUCTED BY:**

**Gary Swearengin AMS ® 761 S.A.M.S  
on  
2/8/2018**

## SURVEY REPORT TABLE OF CONTENTS

<u>Major Report Sections</u>	<u>Page No.</u>
SCOPE OF SURVEY & GENERAL INFORMATION	3
EXTERIOR HULL & BOTTOM INSPECTION	6
TOP DECK & SUPERSTRUCTURE	6
HELM & NAVIGATION ELECTRONICS	9
CABIN INTERIOR APPOINTMENTS	10
ELECTRICAL SYSTEMS	17
ENGINE COMPARTMENT / PROPULSION SYSTEM	20
STEERING SYSTEM	22
TANKAGE / PLUMBING	22
SAFETY EQUIPMENT	24
AUXILIARY EQUIPMENT	26
INSPECTION RECOMMENDATIONS SUMMARY	28
CONDITION & VALUE SUMMARY	30

## SCOPE OF SURVEY & GENERAL INFORMATION

### SCOPE OF SURVEY

**Report file no:** 18103.  
**Inspection date(s):** 2/8/2018.  
**Date report written:** 02/08/2018.  
**Survey requested by:** This survey was performed at the request of the purchaser, Randall Newman, who was present at the time of the survey.  
**Purpose of survey:** Assess the overall condition and value of vessel for pre-purchase decision making and if purchased, used for insurance underwriting and/or financing.  
**Conducted by:** Gary Swearengin AMS @ 761 S.A.M.S.  
**Intended use:** Pleasure, Inland lakes cruising.  
**Vessel surveyed at:** 510 Rabbit Point Road  
Cropwell, AL. 35054.  
**How survey conducted:** The vessel was surveyed in the water only while resting in it's assigned slip. The bottom and underwater machinery was NOT inspected.  
**Electrical systems checked:** AC shore power was used to check AC electrical systems. DC power was used to check DC electrical systems.  
**Sea trial:** A sea trial was held prior to the physical inspection with the buyer. The attending surveyor was not in attendance. No sea trial results are available.  
**Weather conditions:** Clear & dry.

### VESSEL CONDITION & VALUE

**Condition rating:** ABOVE AVERAGE CONDITION.

### SURVEY REQUESTED BY

**Client name:** Randall Newman.  
**Street address:**  
**City/State/Zip:**  
**Business phone:**  
**Cellular phone:**

### VESSEL INFORMATION

**Vessel Yr/Make/Model:** 1998 Somerset 18 X 97 Houseboat.  
**Vessel name:**

**Hull ID number (HIN):**

ADDRESS CHANGE:	BOAT REGISTRATION NO. AND SUFFIX		
	AL -	2166	- SP
	DECAL		
	16-134031		
CLASS			
4			
PROPULSION		USE	
INBOARD		COMMERCIAL PA	
TYPE VESSEL		MSD	
CABIN		YES	
HULL IDENTIFICATION NUMBER		MAKE AND HP OF MOTOR	
SZJ02541J798		CHEVY 000	
COUNTY OF REGISTRATION	ISSUING OFFICER	REG. FEE	MSD FEE
JEFFERSON	TRAVIS HULSEY	\$105.00	\$78.00
I, the undersigned, being the registrant hereof, certify that the above information is true and correct to the best of my (our) knowledge and belief, and that the description and all matters stated herein are true and correct.			PREVIOUS OUT-OF-STATE REGISTRATION FEE
DATE			
06/24/2015			
ADDITIONAL INFORMATION ON REGISTRATION			

The HIN number could not be red due to the 6 foot overhang of aft deck. The HIN was taken off of the registration papers and a photo of that is attached here.

**State registration no.:**



**Manufacturer/Builder:** AL 2766 SP APR 2018.  
SUMERSET HOUSEBOATS  
375 PARKERS MILL RD  
SOMERSET KY.  
**Year built:** OCT 1997.

## VESSEL SPECIFICATIONS

---

**Type:** Aluminum, Planing, Modified Vee hull, Straight sheer, Cruiser hulled houseboat with flybridge and upper deck.  
**Length overall (L.O.A.):** 97'  
**Beam:** 18'

## SURVEY STANDARDS

---

**Standards followed:** *This survey was completed using as reference the federal regulations and amendments issued and enforced by the United States Coast Guard under the authority of Titles 33 and 46 of the United States Code of Federal Regulations (CFR's). In addition the American Boat and Yacht Council (ABYC) and National Fire Protection Association (NFPA-302) voluntary standards were used as reference during the survey. These ABYC and NFPA voluntary standard practices are generally followed by most vessel manufacturers today.*

## SURVEY INSPECTION COMMENTS

---

**Comments:**

- *All systems and components inspected and described herein are considered serviceable and/or functional except as indicated in the survey report and Recommendations section. Electronic devices and instruments were checked for power up only - not for functionality. Areas not inspected include vessel structure areas which are covered, unexposed or inaccessible such as screwed down or false panels or bulkheads, moldings or any area that was not readily open for visual inspection. If a component is not identified in this report, it was not inspected.*
- *"Priority I Recommendations" are related to Safety & Regulatory findings and are listed in **RED** in the report.*
- *"Priority II Recommendations" are related to Maintenance & Standards findings and are listed in **BLUE** in the report.*
- *"Other Observations" are findings that are relatively minor in nature and are listed in **GREEN** in the report.*

*It is the nature of marine vessels that deterioration, wear and accidents do occur and as such, this report therefore represents the condition of the vessel only at the time the survey was conducted.*

**Report terms used:**

- *FRP: Fibre reinforced plastic-Also known as Fiberglass. This is the typical construction material for most modern day yachts and small craft.*
- *APPEARS: Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e. g. no power available, behind screwed down panels, or requirements not to conduct destructive tests).*
- *FUNCTIONAL/OPERABLE: Functions as intended.*
- *SERVICEABLE: Sufficient for a specific requirement.*
- *EXCELLENT CONDITION: New or like new.*
- *GOOD CONDITION: Shows minimal wear with possible minor cosmetic discrepancies.*
- *FAIR CONDITION: Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)*
- *POOR CONDITION: Requires repair or replacement of system, component or item to be considered fully usable.*



## EXTERIOR HULL & BOTTOM INSPECTION

### HULL EXTERIOR

<b>Construction material:</b>	Aluminum.
<b>Stem:</b>	Solid, no cracks on external inspection.
<b>Side thru hull fittings:</b>	Welded aluminum, used for Cockpit/Deck drains, Bilge/Sump drains, Sink drains, Generator exhaust, Vents also sighted for: Fuel vent, Water tank vent, Waste tank vent, Engine compartment vent.
<b>Rub rail:</b>	Rub rail is black plastic on aluminum backing. Rub rail is in excellent condition. No gouges or dents in rail.
<b>Engine vents:</b>	Vents are attached and in good condition- no cracks sighted.
<b>Transom:</b>	Open transom, 2 Transom davits installed for jet skis.
<b>Swim Platform</b>	Aluminum bolt on swim platform.
<b>Aft deck:</b>	Large sliding door to cabin.
<b>Hull cosmetics:</b>	Hull cosmetics are in good condition-minor nicks and scratches..

## TOP DECK & SUPERSTRUCTURE

### MAIN DECK & FITTINGS

<b>Deck Surface:</b>	Aluminum.with dark grey indoor/outdoor carpeting.
<b>Anchor/chain locker:</b>	Yes accessed from forward deck with hatch lock. Functional.
<b>Stanchions/side rail(s):</b>	Brushed aluminum.
<b>Deck hatches:</b>	Yes, well secured, seals in good condition, support arm(s) in place.
<b>Foredeck seating:</b>	



Room for free standing chairs and table.

<b>Scuppers/deck drain(s):</b>	Yes. Drains are clear, hoses secure and drains overboard, on hull side decks.
<b>Boarding gate:</b>	Port and starboard sides have boarding gates.
<b>Cleats &amp; fairleads:</b>	Horn cleats are all well secured to deck and side deck and are functional.
<b>Cabin (house) to deck joint:</b>	No stress cracks noted.
<b>Joinery stress:</b>	None noted.
<b>Cabin house window(s):</b>	Sliding side windows, Screens are available.

**Horns:** Vessel dual horns are well secured to foredeck area. NOTE : See Safety Equipment/Sound devices for condition. well secured to face of fly bridge.

**Radar arch:** Aluminum-painted with matching paint.- Well secured.

**Stern rail:** Welded aluminum railing.

**COCKPIT / AFT DECK**

**Aft deck area:**



Two jet ski ramps with electric winches, household air conditioner and access to the engines and generator.

**Sole:** Aluminum with dark grey carpeting.

**Scuppers/deck drain(s):** Yes. Drains are clear, hoses secure. Drains thru side hull.

**Top/superstructure:** Aluminum overhang from top deck extending to transom.

**Cabin entrance:** Sliding aluminum door with tinted glass for cabin entrance with lock.

**Storage:** Two side aft deck storage lockers.

**Engine compartment access:** In aft deck sole.

**Shore fresh water inlet:** *NOTE: Be sure that dockside water pressure is turned off when the boat is unoccupied for any length of time. A burst hose or other water system malfunction could cause serious damage to the vessel or possibly sink the vessel at its assigned slip.*

**FLYBRIDGE**

**Construction material:** Aluminum and fiberglass painted white.

**Joinery stress:** None sighted.

**Accessed by:** Stairs from aft upper deck, side stairs from Lower helm area.

**Helm station:** See Helm and Navigation Electronics section.

**Seating:** Adjustable captains chair at helm. Side seats.

**Radar arch:** Aluminum.

**Storage:** Beneath seats, Beneath fly bridge dash.

**Windshield:** Plastic spray shield. Well secured- no cracks sighted.

**Side rails:** Brushed aluminum.

## UPPER DECK

**Construction material:**

Aluminum and Fiberglass.

**Joinery stress:**

None sighted.

**Accessed by:**

Spiral staircase aft within aft deck perimeter and side steps from near lower helm station.

**Canvas:**



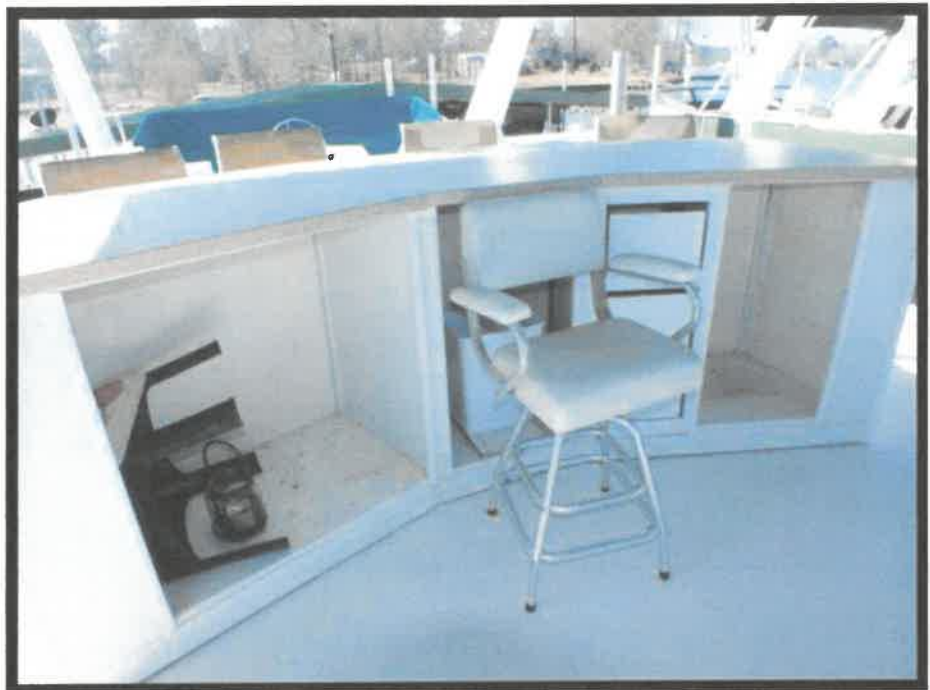
Black canvas supported by a grid of aluminum supports covering 1/2 of upper deck.

**Seat(s):**



Free standing deck chairs and table with 4 loungers.

**Storage:**



Cabinets under bar.  
Brushed aluminum.

**Side rails:**

## HELM & NAVIGATION ELECTRONICS

### NAVIGATION ELECTRONICS

**Helm station:**

Both upper and Lower helm Stations.

**VHF radio(s):**



**Depth sounder(s):**

Apelco VHF5200.  
Lowrance 3500 digital.

## ENGINE INSTRUMENTS AND CONTROLS

<b>Throttle and shift controls:</b>	Micro Commander, Dual function levers for each engine throttle/shift controls. Functional.
<b>Engine room blowers:</b>	Engine room blower(s) power up and are fully functional.
<b>Engine alarm shutdown:</b>	Alarm is functional.
<b>Engine status:</b>	All engine instruments are OEM.
<b>Panel lights:</b>	All panel lights are functional.
<b>Volt:</b>	OEM.
<b>Oil pressure:</b>	OEM.
<b>Engines synchronizer:</b>	Raritan.
<b>Tachometer(s):</b>	OEM.
<b>Temperature:</b>	OEM.
<b>Fuel:</b>	OEM.

## OTHER ELECTRONICS AND CONTROLS

<b>12 volt outlet:</b>	Yes-Not tested.
<b>Antenna(s):</b>	VHF. securely mounted on radar arch.
<b>Courtesy lights:</b>	Functional.
<b>Spotlight controls:</b>	Guest.
<b>Thrusters:</b>	



HydraNautics both bow and stern-Not connected at time of survey.

## CABIN INTERIOR APPOINTMENTS

### MAIN SALON

<b>Style:</b>	Contemporary White Oak trim and paneling, Clean and unmarred.
<b>Sole:</b>	Carpeting installed throughout. White oak wood floors.
<b>Doors:</b>	Pocket door.
<b>Water intrusion signs:</b>	No evidence sighted.

**Curtains:**



Yes, -- cloth curtains with plantation blinds.  
12 volt cabin lights throughout the vessel. 110 Volt lamps also available. direct and indirect.  
Storage drawers, hanging locker(s) Upper side storage areas.  
120 Volt.  
Interior is in overall excellent condition.

**Light fixtures:**

**Storage:**

**Cabin fans:**

**Condition:**

**ENTERTAINMENT ELECTRONICS**

**Stereo(s):**



On Fly bridge: Kenwood model KMR-D562BT  
Lower helm: Kenwood model KDC-S3007

Main salon: Pioneer VSX-D412 Receiver and Crowley CD Recorder.

**Television:**



LG LCD with Yamaha speaker in main salon

Hitachi LCD for front deck

Element LCD at master suite.

**Satellite TV receiver:**

**Stereo power amplifier(s):**



Crown X1000 at upper helm station.

## **GALLEY**

---

**Location:**



Starboard side, with solid surface counter top and bar area.

**Stove:**



Kitchen Aid, four burner, with Ceramic glass cooktop, electric, with oven, Burners tested and are functional. Power indicator lights are functional.



**Refrigeration:**



General Electric side by side upright.  
Pressurized hot and cold.

**Water system:**  
**Sink(s):**



Twin ceramic.

**Microwave:**



**Kitchen Aid.**  
**Mr. Coffee, 12 cup.**

**Coffee maker:**  
**Dishwasher:**



**General Electric.**

**Trash Compactor:**



Kitchen Aid.

**Other appliances:**



Kitchen Aid Ice maker.

---

**DINETTE**

**Table type:** Breakfast Bar.  
**Seating:** Stools at bar.

---

**BERTHS / STATEROOMS**

**Berths:** Three, aft cabin sleeps two, upper berth sleeps two and lower berth sleeps one.  
**Master stateroom:** In Aft cabin area, Amenities include: raised island bed with mattress. Hanging

closet, Cedar lined hanging closet. Vanity with storage. Private head TV ---See entertainment electronics section for all details.

**Guest stateroom 1:**

In Mid cabin area, Amenities include: Full size bed with mattress, Cedar lined hanging closet.

**Guest stateroom 2:**

In Mid cabin area lower, Amenities include: Single twin bed.

**HEAD(S)**

**Number/Location:**

Two heads off galley area, in master stateroom.

**Toilet(s):**

Raritan, Electric flush pump.

**Sink:**

Solid surface.

**Shower(s):**

Stand up stall.

**Vent fan:**

Functional.

**Shower pump:**

Pump powers up. Located in sump tank with auto float and Rule 800 GPH automatic bilge pump. Not tested.

**Medicine cabinet:**

Yes available and fully functional.

**AIR CONDITIONING**

**Manufacturer & Type:**



Trane household type estimated to be 4 ton unit.

**Temp Controls:**

Digital temperature controls.

**Filter(s) Condition:**

Filters appeared clean. Surveyor recommends that A/C filter(s) be checked and cleaned frequently to allow the A/C unit to operate at maximum efficiency.

**ELECTRICAL SYSTEMS**

**D.C. ELECTRICAL SYSTEMS**

**D.C. Voltage system:**

12 Volt system.

**Primary batteries:**

There are three batteries located in the engine compartment that are Group 24 Lead acid batteries which provide service to the main engine(s) plus house electrical and are wired in parallel producing 12 volts.

**Battery Set Two:**

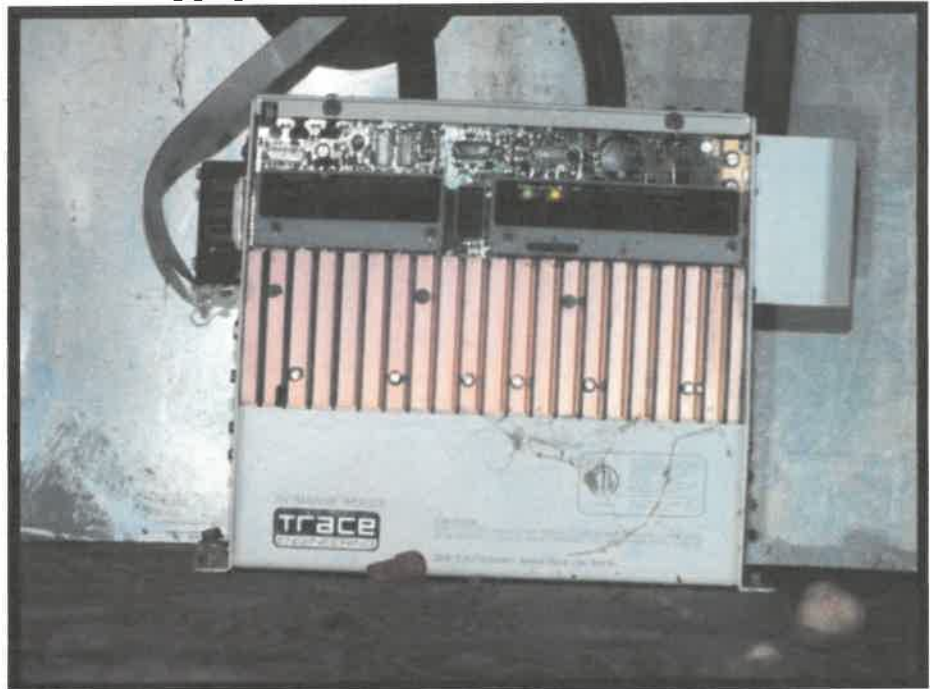
There is one battery located in the engine compartment that is a Group 31 Lead acid battery for generator.

**Battery Set Three:**

There are six batteries located bow that are six volt DC which provide service to

**Battery selector switch:**  
**Battery monitor:**  
**Charging system:**

the inverter/charger and are wired series/parallel to produce 12 volt DC.  
Yes Rotary switch is functional.  
Switched analog gauge to test battery condition.



**Distribution panel:**  
**Breaker(s)/fuse(s):**  
**Connectors:**  
**Terminal strip(s)/block(s):**  
**D.C. usage meter(s):**  
**D.C. wiring:**  
**DC Electrical ground:**

Both engine alternators, plus the battery charger is a Trace Inverter/charger.  
Yes located in main salon.  
All D.C. circuits are adequately protected by branch breakers.  
Ring spade or crimp on connectors sighted for wiring connections.  
Yes -- spark protection has been provided.  
Analog type, Volts.  
All wiring runs are properly secured every 18" per ABYC E-11 recommendations.  
DC electrical system is properly tied into vessels electrical ground system using the engine as a common ground.

**Other notes:**

*Note: For 12 volt systems, a fully charged battery reads 12.7 Volts, 75% charged battery reads 12.4 Volts, 50% charged battery reads 12.2 Volts, 25% charged battery reads 12.0 Volts and a discharged battery reads 11.9 Volts or less. Check battery condition frequently.*

## **A.C. ELECTRICAL SYSTEMS**

**A.C. Voltage system:** 50 Amp - 120/240 Volt system, Shore Power: Two inlets provided by Marincos 50 AMP capacity located at bow.  
**Shore power cord(s):** Two 50 AMP, Cord(s) appear serviceable with no burnt or corroded fittings & cord shows no cracks.  
**Shore power breaker:** Dual pole breaker for shore power at main power distribution panel per ABYC recommendations.  
**A.C. power selector switch:** Slider cover over switches that allow only generator or shore power to be on.  
**Distribution panel(s):** Yes combined with DC power panel.  
**Branch breakers:** All A.C. circuits are adequately protected by branch breakers.  
**Reverse polarity indicator:** Functional and outlets tested OK for proper polarity.  
**GFCI protection:** GFCI equipped 110V outlets have been installed in all wet locations.  
**A.C. meter(s):** Analog type, Amps, Volts.  
**Wire type:** Stranded copper boat cable- size and rating, where sighted, appears correct and

**Wiring secured:**  
**Wire terminations:**  
**Anti-chafe protection:**  
**A.C. Electrical ground:**

serviceable for intended use.  
Yes all wiring secured every 18" per ABYC and NFPA recommendations.  
A.C. wiring is properly terminated. No wire nuts or loose connections sighted.  
Yes sighted at all compartment pass thru locations.  
A.C. electrical system is properly tied into vessels electrical ground system using the engines as a common ground.

**GENERATOR**

**Location/Manufacturer:**  
**Kilowatt/Voltage rating:**

Engine space, Westerbeke, 3 cylinder, Gasoline.



20 KW, 110 / 220 Volts AC.

**Hour meter:**



**Generator test:**

3465.3.  
Could not start generator as the stern thruster has been removed for maintenance and battery is disconnected by maintenance personnel.

**Type of installation:**

On tray.

**Hoses and clamps:**

Properly double clamped. Good condition-No cracks sighted.

**Belts and pulleys:**

Belts condition are serviceable. No cracks or splits sighted. Pulleys/belts appear to be in line.

**Cooling system(s):**

Raw water cooled, Raw water strainer installed.

**Oil level and condition:**

Clean & full on dipstick.

**Flame arrestor(s):**

Yes- USCG approved.

**Ignition protection:**

Yes -Distributor, Alternator and Starter are OEM and ignition protected.

**Fuel pump(s):**

12V electric fuel pump.

**Fuel supply lines:**

USCG B1 flex.

**Fuel filter(s):**

Engine mounted.

**Engine mounts and beds:**

Engine mounts appear to be well secured to the support mounting.

**Engine ground cable:**

Generator is properly grounded with a proper size conductor cable.

**Exhaust piping:**

Transom exhaust.

**Muffler(s):**

Fiberglass water lift muffler double clamped at both ends.

**Ventilation:**

Blower and natural.

**Warning labels:**

Yes.

**Accessibility:**

Good.

**INVERTER/CONVERTER**

**Type:**

Charger / Inverter by Trace.

**Location:**

forward basement.

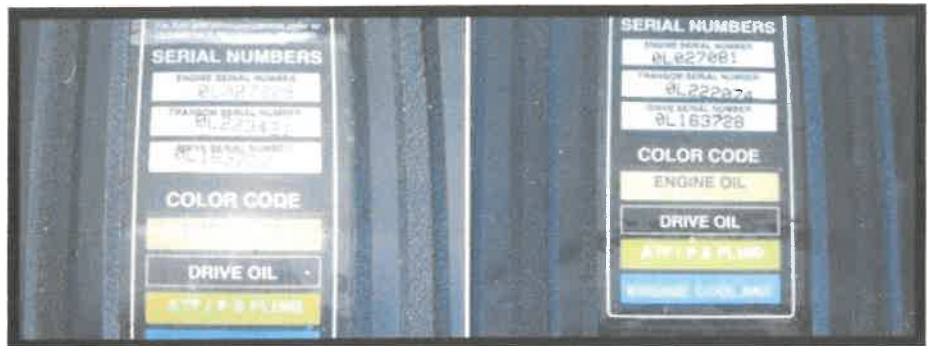
**ENGINE COMPARTMENT / PROPULSION SYSTEM**

**MAIN ENGINE(S)**

**No./Type/Cylinders**

Two, MerCruiser 5.7 liter, Inboard/outdrive, Gasoline, V8 Naturally aspirated.

**Serial no(s):**



Port engine: 0L027229

Starboard engine: 0L27081.

**Engine(s) hours:**

Upper helm indicates: Port: 1525.7 Starboard: 1419.8

Lower helm indicates: Port: 79.0 Starboard: 84.1.

**Raw water hoses:**

Good condition-No cracks, soft spots or leakage sighted.

**Belts and pulleys:**

Belts condition are serviceable. No cracks or splits sighted. Pulleys/belts appear to be in line.

**Cooling system(s):**

Raw water cooled, Raw water strainer(s) installed and clear.

**Oil level and condition:**

Clean & full on dipstick(s). No evidence of water or cuttings in lube oil as sighted on dipstick(s).

**Flame arrestor(s):**

Yes- USCG approved.

**Ignition protection:**

Yes -Alternator and Starter appear to be OEM and ignition protected.

**Engine ventilation:**

Natural ventilation for engine space is provided. Power exhaust ventilation blower(s) are installed. Power vents are fully operational.

**Fuel pump(s):**

12V electric fuel pump. No leaks sighted.

**Fuel supply lines:**

USCG A1 flex. No leaks, cracks or soft spots sighted.

**Fuel pump to carb hose:**

Fuel injection system.

**Fuel filter(s):**

No leaks sighted at fuel filter(s).

**Engine mounts and beds:**

Engine mounts appear to be well secured to the support stringers. NOTE: See Hull Interior section for condition of stringers themselves.

**Engine ground cable:**

Engines are properly grounded together with a proper size conductor cable.

**Engine(s) operated:**

Engines not operated for purposes of this survey. They are winterized, buyer has been onboard when engines were running and operated well.

**Engine room summary:**

Engine room is exceptionally clean and uncluttered.

**Other notes:**

• *It is good practice when buying a used vessel that all fluids (Engine/Transmission or Outdrive ) be changed and the raw water cooling impeller(s) also be changed. As stated in the Terms and Conditions agreement, It is understood that the attending surveyor is not an engine/transmission surveyor. As such, I recommend that all engines and transmissions be inspected by a qualified expert engine surveyor/mechanic to determine the internal condition and any repairs necessary of the engine(s), transmission gears, and pumps, heat exchangers, coolers, etc.*

## **EXHAUST SYSTEM**

**Exhaust manifold:**

Excellent condition- No cracks or leakage sighted using inspection mirror.

**Muffler(s):**

No visible leaks or water tracks sighted.

**Piping/Clamps:**

Flex hose, Securely double clamped as required. No cracks soft spots or evidence of leaks sighted in exhaust system.

**Discharge location(s):**

Thru out drive prop hub(s).

## **OUTDRIVE(S)**

**No/Make/Model:**

Two, MerCruiser Bravo Two.

**Transom/ gimbal**

Sound - No corrosion sighted. Well secured.



housing(s):  
Upper housing(s): Sound-No corrosion sighted.  
Lower housing(s): Sound-No corrosion sighted.

## STEERING SYSTEM

### STEERING SYSTEM

**Type:** Sea Star-Teleflex.  
**Lines and fittings:** No leaks sighted.  
**Pulley, cable, chain:** Cable appeared to be in good condition - No broken cable wires sighted and cable pulley / sheaves are well secured. Keep this cable properly lubed and inspect steering often.  
**Mounting(s):** Cylinder & ram actuator well secured-no leaks sighted.  
**Steering tie bar:** Well mounted with rudder steering arms connected by a steel lateral bar.

## TANKAGE / PLUMBING

### FUEL TANK(S)

**No & Location:** Three tanks located forward of the engine compartment.  
**Tank type & capacity:** Tank(s) are constructed of 5052 Aluminum. The tank capacity is estimated at 150 gallons each for two main engine tanks and 75 gallon for jet ski tank.  
**Fuel supply lines:** USCG A1 flex hose from tank to fuel pump. Well secured and No cracks, soft spots or splitting sighted. Serviceable, *NOTE: Most fuel hose manufacturers now recommend fuel hoses be replaced every five years. (just like replacing older signal flares). This is more important with the introduction of ethanol into gasoline as hoses can and do deteriorate from the inside. The date of manufacture is imprinted on all USCG approved fuel hoses. Consider replacing all flexible fuel hoses every 5 years as a part of routine maintenance.*  
**Vent line/location:** Vent located on hull side(s), with flame screens or cleanable vents in place and clear.  
**Fill line(s) located:** Aft deck.  
**Fill pipe & condition:** USCG A1 flex type hose, No cracks, soft spots or splitting sighted. Serviceable. Fill hose is properly double clamped at both ends of fill hose.  
**Fuel fill grounded:** Fuel fill is properly grounded to fuel tank.  
**Tank(s) grounded:** Yes-All tanks are properly grounded.  
**Tank(s) secured:** Yes -metal straps with chafe protection are secure.  
**Tank(s) on flat surface:** The bottoms of the tanks are adequately ventilated.  
**Inspection/cleaning access:** Good.  
**Tank(s) condition:** Visually good (where accessible)

### FRESH WATER TANK(S)

**No & locations of tanks:** Two tanks under cabin sole.

**Tank(s) type & capacity:**



Plastic with a total capacity of 80 gallons each.

- Tank(s) secured:** Yes.  
**Filter(s):** In line filter. Filter appears clean.  
**Inspection/cleaning access:** Good.  
**Tank(s) condition:** Visually good (where accessible)  
**Water pump(s):** 12 Volt.  
**Supply lines:** PVC water lines. No leaks sighted.  
**Filling line(s) located:** Located on top deck at bow area clearly marked for water.  
**Vent(s) location(s):** Side hull.

**HOLDING TANK(S) - BLACK WATER**

- No & Location of tanks:** Two holding tanks located under cabin sole.  
**Marine Sanitation Device:** Certification Type: MSD U.S.C.G. Type III. (Holding tank). Waste tank is connected to deck waste fitting for pump out. No overboard discharge was sighted to comply with USCG regulations for the Great Lakes and all inland waters.  
**Tank(s) type & capacity:** Plastic with a total capacity of 80 gallons each.  
**Tank Monitor system:** Tank Watch system. Appears functional.  
**Tank(s) secured:** Yes.  
**Tank(s) condition:** Visually good (where accessible)  
**Lines:** Lines are all well secured. No cracks or leaks sighted.  
**Discharge line(s) located:** Deck pump out, Marked for Waste.  
**Vent(s) location(s):** Side hull.

**WATER HEATER**

- Tank location:** Two Under cabin sole.

**Manufacturer/capacity:**



**How powered:**  
**Ignition protected:**

**Water heater test:**  
**Pressure relief valve(s):**  
**Drain fixture(s)/plug(s):**  
**Supply lines:**  
**Outer tank material:**  
**Tank(s) secured:**  
**Inspection/cleaning access:**  
**Other notes:**

Tank was built by: Speed-O-Matic, The capacity is 17 gallons each.  
110V no heat exchanger installed.  
Did not observe label on water heater as being ignition protected. The water heater is not in a gasoline powered engine space but in a separate sealed compartment.  
Water heater tested using 110V system and found fully functional.  
Yes- Drains into bilge area.  
Yes- Appears functional.  
No leaks sighted.  
Galvanized.  
Yes, Tank is well secured to base.  
Good.  
*NOTE: Do not leave hot water heater AC switch on unless water is in the hot water tank or the heating element will burn out. Turn water heater off whenever leaving the vessel.*

## SAFETY EQUIPMENT

### U.S.C.G. REQUIRED

**Navigation lights:**  
**Life Jackets(PFD's):**  
**Throwable type PFD's:**  
**Visual Distress Signals:**

All Navigation running lights were tested and found fully operational.  
USCG Type II.  
USCG approved Ring buoy(s)  
None sighted on board. Vessel will reportedly be used on in land lake. *NOTE: If vessel will be used on coastal waters or Great Lakes or any connected directly to them visual distress signals are required to comply with USCG regulations 33 CFR 175.110 for visual distress signals prior to using vessel.*

*NOTE: All visual distress signals have a printed expiration date- 3 years from date of manufacture. It is recommended that expired signals be retained for backup. You must have at least three aerial or three red hand held signals that are current.*

**Sound devices:**

Electric horn control at helm station is functional.

**USCG placards:** Both USCG mandated placards (Oil & Garbage) are properly posted.

**Flame arrestor(s):** Yes- USCG approved.

**Engine ventilation:** Natural ventilation for engine space is provided, Power exhaust ventilation blower(s) are installed and are fully functional.

**Ignition protection:** Yes - all electrical equipment sighted in the engine space appears to be OEM / Ignition protected equipment.

**Waste Management Plan:** A written waste management plan was not sighted on board to comply with USCG regulations. ----- Vessels over 39'4" (12M) or longer with a galley and berthing require a written waste management plan describing the procedures for collecting, processing, storing and discharging garbage, and designate the person who is in charge of carrying out this plan. This is a USCG CFR 33 151.57 requirement. Non compliance could lead to a fine.

### **FIRE FIGHTING EQUIPMENT-U.S.C.G. Required**

---

**Dry Chemical Size I:** Three  
**NOTE:** It is my recommendation that all fire extinguishers on a used vessel be replaced when new owner buys vessel. The fine powder packs hard at bottom of extinguisher from the vibration of vessel when underway.

**Fixed /Clean Agent:** One USCG approved Halon 1301 automatic fire extinguisher, Located: in the engine compartment, Fixed fire extinguisher in engine space has outdated or no certification tag. ----- ABYC A-4 and NFPA 302 recommends that fixed fire protection systems be inspected and reweighed at one year intervals and tagged accordingly. Recommend compliance.  
**NOTE:** Halon or other "clean agent" type fire extinguishers must be weighed to determine true contents. Monitor lights and gauges only show there is pressure available and do not reflect the quantity available. Annual inspection and a tag to show date is recommended to meet ABYC A-4 and NFPA 302 standards.

### **FIRE EQUIPMENT OBSERVATION:**

**NOTES:**

- *Dry chemical Fire extinguishers should be installed with available brackets in a readily accessible and visible location- Not stored inside drawers or cupboards.*
- *ABYC A-4 recommends that portable fire extinguishers have a full maintenance check performed at least once per year by a qualified fire extinguishing service company a tag should be attached showing the date of the maintenance check.*
- *Fire extinguisher pressure gauges should be checked monthly to assure that readings are full or in the green area.*
- *NFPA recommends that dry chemical fire extinguishers be periodically shaken to ensure the dry chemical powder is loose and is not compacted. If in doubt, replace the extinguisher.*

### **BILGE PUMPS**

---

**ELECTRIC PUMPS:** Three electric pumps. Automatic built in float switch.

**Bilge Pump Comments:** *CAUTION----* Bilge pumps are high maintenance items. Bilge pumps are only the initial part of a de-watering system, which may include a strum-box, check-valves or occasionally anti-siphon loops and valves, piping, a seacock if the exit is below waterline and a thru-hull tailpiece. This entire system must be understood and maintained. Bilge pumps may fail at any time. No warranty as to longevity can be expressed or implied at survey. Tapered wooden plugs tied to seacocks are an inexpensive safety item and highly recommended under current ABYC standards. Keeping bilges clean and free of debris is a vital part of insuring proper operation. It is also recommended that each bilge pump be periodically tested by filling the immediate bilge area with water, to ensure the pump(s) and float switch(s) and or high water alarms (if equipped) are operating as designed.

## GROUND TACKLE

---

**Primary anchor:** Danforth type Fluke, with undetermined length of what appears to be three strand.

## AUXILIARY SAFETY EQUIPMENT

---

**First aid kit:** Yes and appears well equipped.

**Smoke detector(s):** None sighted. ----- Since 2004, NFPA 302-12.3 has recommended RV tested or more recently marine tested Smoke Detection devices for all vessels 26 ft (8m) or more in length with accommodation spaces intended for sleeping and is installed and maintained according to the manufacturer's instructions.

**Carbon monoxide detectors:** Two Safe-T-Alert Carbon Monoxide detectors

*NOTE: During the burning of any of fuels, Carbon Monoxide (CO) gas may be created due to incomplete combustion from propulsion systems, cabin heater or stove as well as nearby boats running generators. Adequate ventilation must be provided at all times while burning any of these fuels, but CO may also be drawn into the cabin through ventilation systems. This is especially true of boats running air conditioning. Unlike smoke, CO is odorless and colorless and can't be detected by a human. CO is a silent menace and kills without warning, Regular testing of installed CO detectors in any occupied spaces below decks is highly recommended. Also, remember that CO alarms have a limited life span - five years according to most manufacturers. Check the manufacture date on the CO detectors on board and replace as recommended by the manufacturer.*

## AUXILIARY EQUIPMENT

## MISCELLANEOUS EQUIPMENT & ACCESSORIES

---

**Boat hook(s):** Yes.

**Deck brush:** Yes.

**Deck chairs:** Yes.

**Docking lines:** Yes, assorted size and length both braided and twisted nylon.

**Fenders:** Yes.

**Washer / Dryer:**



General Electric Household size washer and dryer.

## **INSPECTION RECOMMENDATIONS SUMMARY**

### **PRIORITY I - SAFETY & REGULATORY RECOMMENDATIONS:**

*(MAY BE MANDATORY)*

The items listed are required by state laws or federal laws and U.S.C.G. regulations or are considered by the attending surveyor to represent unsafe operating conditions. Recommend these items be corrected before next use of vessel.

### **PRIORITY II - MAINTENANCE & STANDARDS RELATED RECOMMENDATIONS:**

*(NOT NORMALLY MANDATORY)*

These are important maintenance items sighted which in this firm's opinion should be performed. They may also include recommendations to conform to current ABYC and NFPA-302 voluntary standards which may not have been in effect or may not have been adhered to by the builder when the vessel was constructed. Some of these, if not addressed, could lead to a Priority I safety issue and/or may result in a reduced vessel market value.

### **OTHER OBSERVATIONS:**

These are other less significant maintenance items or observations that if not addressed, could lead to more important priority issues and/or could lead to a reduced vessel market value. The cost of addressing these recommendations is generally minimal.

### **HELM & NAVIGATION ELECTRONICS**

#### **OTHER ELECTRONICS AND CONTROLS**

*Thrusters:*

1. HydraNautics both bow and stern-Not connected at time of survey.

### **SAFETY EQUIPMENT**

#### **U.S.C.G. REQUIRED**

*Visual Distress Signals:*

2. None sighted on board. Vessel will reportedly be used on in land lake. NOTE: If vessel will be used on coastal waters or Great Lakes or any connected directly to them visual distress signals are required to comply with USCG regulations 33 CFR 175.110 for visual distress signals prior to using vessel.

*Waste Management Plan:*

3. A written waste management plan was not sighted on board to comply with USCG regulations. ----- Vessels over 39'4" (12M) or longer with a galley and berthing require a written waste management plan describing the procedures for collecting, processing, storing and discharging garbage, and designate the person who is in charge of carrying out this plan. This is a USCG CFR 33 151.57 requirement. Non compliance could lead to a fine.

#### **FIRE FIGHTING EQUIPMENT-U.S.C.G. Required**

*Fixed /Clean Agent:*

4. Fixed fire extinguisher in engine space has outdated or no certification tag. ----- ABYC A-4 and NFPA 302 recommends that fixed fire protection systems be inspected and reweighed at one year intervals and tagged accordingly. Recommend compliance.

NOTE: Halon or other "clean agent" type fire extinguishers must be weighed to determine true contents. Monitor lights and gauges only show there is pressure available and do not reflect the quantity available. Annual inspection and a tag to show date is recommended to meet ABYC A-4 and NFPA 302 standards.

#### **AUXILIARY SAFETY EQUIPMENT**

*Smoke detector(s):*

5. None sighted. ----- Since 2004, NFPA 302-12.3 has recommended RV tested or more recently marine tested Smoke Detection devices for all vessels 26 ft (8m) or more in length with accommodation spaces intended for sleeping and is installed and maintained according to the manufacturer' s instructions.



## CONDITION & VALUE REPORT SUMMARY

### **DECLARATION:**

Rating of vessel condition was determined upon completion and review of all reported survey information including recommendations and comparing vessel to the same or similar age models. Possible vessel condition ratings are as follows:

- **EXCELLENT** - Essentially as new or bristol in appearance.
- **ABOVE AVERAGE** - Has had above average care with no obvious defects or limitations.
- **AVERAGE** - Ready for sale but needs some maintenance or repairs, updates or cleaning.
- **BELOW AVERAGE** - Needs significant maintenance, repair or service.

Estimated fair market value was determined by cross referencing data from Soldboats.com, BUC, ABOS, NADA, Powerboat Guide and other brokerage listings or local dealers. Adjustments are then made for condition or equipment as necessary. The fair market value is for the vessel in it's current condition prior to any repairs or maintenance.

Estimated replacement cost was determined using information obtained from BUC, ABOS or local dealer prices using the same or similar make and model with similar equipment options.

- **RATING OF VESSEL CONDITION.....ABOVE AVERAGE CONDITION**
  
- **INTENDED USE OF VESSEL.....Pleasure, Inland lakes cruising**
- **SUITABILITY FOR INTENDED SERVICE: Vessel IS considered fit for it's intended use and upon correction of all listed Priority I recommendations.**

**NOTE:** All "Priority II" and "Other Recommendations" should be thoroughly reviewed to bring vessel up to current standards and or improve the value of the vessel.


**CLOSING STATEMENT & SIGNATURE:**

---

This report is submitted in confidence for the exclusive use of Randall Newman without prejudice to the rights and/or interests of other concerned parties. It is not transferable except for the named client's purpose of insuring, financing or repairing the vessel and may not be used for any other purpose or relied upon by any other person.

---

ATTENDING SURVEYOR:

  
Gary Swearingin, AMS #761, S.A.M.S



**REPORT OF MARINE SURVEY**

**Insurance condition & value  
of the vessel**

**"No Name"**

**2002 Sumerset 16 X 70 Houseboat**



**PREPARED EXCLUSIVELY FOR:**

**Randall Newman  
510 Rabbit Point Road  
Cropwell AL 35054**

**CONDUCTED BY:**

**Gary Swearengin AMS ® 761 S.A.M.S  
on  
08/25/2016**

# SURVEY REPORT TABLE OF CONTENTS

<b><u>Major Report Sections</u></b>	<b><u>Page No.</u></b>
SCOPE OF SURVEY & GENERAL INFORMATION	3
PONTOON HULL	5
EXTERIOR HULL & BOTTOM INSPECTION	5
INTERIOR HULL & STRUCTURAL INSPECTION	6
TOP DECK & SUPERSTRUCTURE	6
HELM & NAVIGATION ELECTRONICS	8
CABIN INTERIOR APPOINTMENTS	10
ELECTRICAL SYSTEMS	14
PROPULSION SYSTEM	19
STEERING SYSTEM	20
TANKAGE / PLUMBING	20
SAFETY EQUIPMENT	22
AUXILIARY EQUIPMENT	24
INSPECTION RECOMMENDATIONS SUMMARY	25
CONDITION & VALUE SUMMARY	26

## SCOPE OF SURVEY & GENERAL INFORMATION

### SCOPE OF SURVEY

**Report file no:** 16149.  
**Inspection date(s):** 08/25/2016.  
**Date report written:** 08/26/2016.  
**Survey requested by:** This survey was performed at the request of the owner Randall Newman, who was present at the time of the survey.  
**Purpose of survey:** Assess the overall condition and value of vessel for purposes of obtaining insurance and insurance underwriting. *This type of survey should not be misconstrued as being a thorough and more detailed buyers pre-purchase condition survey and is not intended to be assumed as such.*  
**Conducted by:** Gary Swearengin AMS @ 761 S.A.M.S.  
**Intended use:** Pleasure, Inland lakes cruising.  
**Vessel surveyed at:** 510 Rabbit Point Road, Cropwell AL.  
**How survey conducted:** The vessel was surveyed in the water only while resting in it's assigned slip The bottom and underwater machinery was NOT inspected per the owners request.  
**Electrical systems checked:** AC shore power was used to check AC electrical systems. DC power was used to check DC electrical systems.  
**Sea trial:** Per the clients request, a sea trial was not conducted as a part of this survey.  
**Weather conditions:** Clear & dry.

### VESSEL CONDITION & VALUE

**Condition rating:** ABOVE AVERAGE CONDITION.

### SURVEY REQUESTED BY

**Client name:** Randall Newman.  
**Street address:** 510 Rabbit Point Road.  
**City/State/Zip:** Cropwell AL 35054.  
**Business phone:**  
**Cellular phone:**

### VESSEL INFORMATION

**Vessel Yr/Make/Model:** 2002 Somerset 16 X 70 Houseboat.  
**Vessel name:** No Name.  
**Hull ID number (HIN):** SZJ02963E102 - A true digital photograph of the hull ID number of the referenced vessel is shown here.



**Manufacturer/Builder:** SUMERSET HOUSEBOATS  
375 PARKERS MILL RD  
SOMERSET KY.  
**Year built:** MAY 2001.

---

### VESSEL SPECIFICATIONS

**Type:** Aluminum, Cruiser hulled houseboat with flybridge and upper deck.  
**Length overall (L.O.A.):** 70'  
**Beam:** 16'

---

### SURVEY STANDARDS

**Standards followed:** *This survey was completed using as reference the federal regulations and amendments issued and enforced by the United States Coast Guard under the authority of Titles 33 and 46 of the United States Code of Federal Regulations (CFR's). In addition the American Boat and Yacht Council (ABYC) and National Fire Protection Association (NFPA-302) voluntary standards were used as reference during the survey. These ABYC and NFPA voluntary standard practices are generally followed by most vessel manufacturers today.*

---

### SURVEY INSPECTION COMMENTS

**Comments:** *• All systems and components inspected and described herein are considered serviceable and/or functional except as indicated in the survey report and Recommendations section. Electronic devices and instruments were checked for power up only - not for functionality. Areas not inspected include vessel structure areas which are covered, unexposed or inaccessible such as screwed down or false panels or bulkheads, moldings or any area that was not readily open for visual inspection. If a component is not identified in this report, it was not inspected.*

- *"Priority I Recommendations" are related to Safety & Regulatory findings and are listed in **RED** in the report.*
- *"Priority II Recommendations" are related to Maintenance & Standards findings and are listed in **BLUE** in the report.*
- *"Other Observations" are findings that are relatively minor in nature and are listed in **GREEN** in the report.*

*It is the nature of marine vessels that deterioration, wear and accidents do occur and as such, this report therefore represents the condition of the vessel only at the time the survey was conducted.*

**Report terms used:**

- *FRP: Fibre reinforced plastic-Also known as Fiberglass. This is the typical construction material for most modern day yachts and small craft.*
- *APPEARS: Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e. g. no power available, behind screwed down panels, or requirements not to conduct destructive tests).*
- *FUNCTIONAL/OPERABLE: Functions as intended.*
- *SERVICEABLE: Sufficient for a specific requirement.*
- *EXCELLENT CONDITION: New or like new.*
- *GOOD CONDITION: Shows minimal wear with possible minor cosmetic discrepancies.*
- *FAIR CONDITION: Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)*
- *POOR CONDITION: Requires repair or replacement of system, component or item to be considered fully usable.*

## PONTOON HULL

### DECKHOUSE

<b>Construction material:</b>	2 x 4 stud frame.
<b>Siding:</b>	Aluminum.
<b>Window(s):</b>	Fixed and Sliding.
<b>Door(s):</b>	Solid, Sliding.

## EXTERIOR HULL & BOTTOM INSPECTION

### HULL EXTERIOR

<b>Construction material:</b>	Aluminum.
<b>Stem:</b>	Solid, no cracks on external inspection.
<b>Docking lights:</b>	Docking lights installed on both forward sides of hull. Both lights power up.
<b>Side thru hull fittings:</b>	Welded aluminum, used for Bilge/Sump drains, Sink drains, Generator exhaust, Vents also sighted for: Fuel vent, Water tank vent, Waste tank vent, Engine compartment vent, All thru hull fittings are adequately secured and sealed to hull..
<b>Rub rail:</b>	Rub rail is black plastic on aluminum backing.
<b>Engine vents:</b>	Vents are attached and in good condition- no cracks sighted.
<b>Transom:</b>	Conventional transom.
<b>Swim Platform</b>	Aluminum bolt on swim platform.
<b>Aft deck:</b>	Large sliding door to cabin. Room for free standing chairs and a table.



**Hull cosmetics:** Hull cosmetics are in good condition-minor nicks and scratches..

## INTERIOR HULL & STRUCTURAL INSPECTION

### HULL INTERIOR & STRUCTURAL COMPONENTS

<b>Hull to deck joint:</b>	Welded aluminum
<b>Bilge(s):</b>	Clean and dry. <i>NOTE: Whenever you visit your boat, it's good practice to check the bilge area(s) for higher than normal levels of water or anything else that could be causing trouble.</i>
<b>Stringers:</b>	welded Aluminum.
<b>Bulkheads:</b>	Welded Aluminum.
<b>Stem:</b>	Solid stem, no cracks or separation sighted inside.
<b>Inside of transom:</b>	Reinforced. Secure-no cracks or separation sighted.

### ALL THRU HULL FITTINGS

<b>Sea valves:</b>	Welded aluminum stand pipes with bronze ball valve.
<b>Sea valve condition:</b>	Sea valves are all functional.
<b>Sea valves piping:</b>	Marine rubber covered reinforced hose. Hoses are double clamped. Monitor all hoses periodically and replace if cracks appear.
<b>Sea strainers:</b>	Internal strainer(s) installed for generator raw water.

## TOP DECK & SUPERSTRUCTURE

### MAIN DECK & FITTINGS

<b>Deck Surface:</b>	Marine plywood with grey carpet glue down to deck outside cabin and berber/linoleum inside cabin.
<b>Anchor/chain locker:</b>	Yes accessed from top deck with hatch lock. Functional.
<b>Stanchions/side rail(s):</b>	Brushed aluminum.



**Deck hatches:** Yes, well secured, seals in good condition, support arm(s) in place.  
**Foredeck seating:** Room for free standing chairs and table.



**Scuppers/deck drain(s):** Yes. Drains are clear, hoses secure and drains overboard, at transom, on hull side decks.  
**Boarding gate:** Port and starboard sides have boarding gates.  
**Cleats & fairleads:** Horn cleats are all well secured to deck and side deck and are functional.  
**Joinery stress:** None noted.  
**Spotlight:** Guest spotlight.  
**Radar arch:** Brushed Aluminum, well secured.  
**Stern rail:** Welded aluminum railing.  
**Dinghy launch/lift:** Electric davit that is stored in engine compartment that fits on aft deck to bring jet skis on to swim platform.

### **COCKPIT / AFT DECK**

---

**Top/superstructure:** FRP hard top that is well secured.  
**Cabin entrance:** Sliding aluminum door with tinted glass for cabin entrance with lock.  
**Storage:** Two side cockpit storage lockers.  
**Engine compartment access:** In aft deck sole. Three manual lift engine compartment hatch covers with Hydraulic Ram assist.  
**Shore fresh water inlet:** *NOTE: Be sure that dockside water pressure is turned off when the boat is unoccupied for any length of time. A burst hose or other water system malfunction could cause serious damage to the vessel or possibly sink the vessel at its assigned slip.*

### **FLYBRIDGE**

---

**Construction material:** Fiberglass and well secured with screws at base and supported with aluminum structure.  
**Joinery stress:** None sighted.

**Accessed by:** Steps on starboard side and spiral steps at port aft corner.  
**Helm station:** Wheel steering with full instrumentation. (See Helm section)  
**Seating:** Side seats.  
**Canvas:** Fly bridge cover, Good condition.  
**Side rails:** Brushed aluminum.

**UPPER DECK**

**Joinery stress:** None sighted.  
**Accessed by:** Spiral staircase aft within aft deck perimeter, Vertical staircase.  
**Seat(s):** Free standing deck chairs and table with 2 loungers.

**HELM & NAVIGATION ELECTRONICS**

**NAVIGATION ELECTRONICS**

**Helm station:** Both upper and Lower helm Stations.  
**VHF radio(s):** President VHF at lower helm.



**Depth sounder(s):** Lowrance at both helm stations.  
**GPS:** Garmin Echo map 50s.



---

### **ENGINE INSTRUMENTS AND CONTROLS**

**Throttle and shift controls:** Micro Commander. Separate levers for each engine throttle and shift control.  
**Engine room blowers:** Engine room blower(s) power up and are fully functional.  
**Engine alarm shutdown:** Alarm is functional.  
**Engine status:** All engine instruments are OEM.  
**Volt:** Yes.  
**Oil pressure:** Yes.  
**Tachometer(s):** Yes.  
**Temperature:** Yes.  
**Fuel:** Yes.

---

### **OTHER ELECTRONICS AND CONTROLS**

**Antenna(s):** VHF, GPS, securely mounted on radar arch.  
**Docking lights:** Docking lights are functional.  
**Rudder position indicator(s):** Yes both helm stations.  
**Trailer / Trim switches:** in engine compartment.



## CABIN INTERIOR APPOINTMENTS

### MAIN SALON

<b>Style:</b>	Contemporary, Maple bulkheads and maple trim panels.
<b>Sole:</b>	Berber carpet.
<b>Framing Trim:</b>	Maple trim.
<b>Water intrusion signs:</b>	No evidence sighted.
<b>Seat cushions:</b>	Cloth covered Excellent condition-No holes or tears sighted.
<b>Curtains:</b>	Yes, – cloth curtains, folding shades.
<b>Light fixtures:</b>	12 volt cabin lights throughout the vessel. 110 Volt lamps also available.
<b>Storage:</b>	Storage drawers, hanging locker(s) In floor storage compartments.

### ENTERTAINMENT ELECTRONICS

<b>Television:</b>	Main salon: Vizeo LCD Master stateroom: Magnavox LCD.
--------------------	--



---

**GALLEY**

**Location:** Port side.  
**Stove:** Whirlpool, four burner, with oven.



**Refrigeration:** Upright, Whirlpool.



**Water system:**

Pressurized hot and cold.

**Sink(s):**

Twin stainless steel deep well.



**Microwave:**

Whirlpool, built into cabinet. well secured.



---

**DINETTE**

**Table type:** Free standing table with four chairs port of galley.

---

**BERTHS / STATEROOMS**

**Berths:** Four, Master stateroom aft, Two berths mid and down and one berth main deck level.

---

**HEAD(S)**

**Number/Location:** Two heads.



**Toilet(s):** Electric flush pump.

**Sink:** Solid surface.

**Shower(s):** Stand up stalls.

**Vent fan:** Functional.

## AIR CONDITIONING

**Manufacturer & Type:** Trane household type unit.



**Locations / BTU Capacity:** Aft deck- BTU: Estimated to be 3 tom.

**Temp Controls:** Digital temperature controls.

## ELECTRICAL SYSTEMS

### D.C. ELECTRICAL SYSTEMS

**D.C. Voltage system:** 12 Volt system.

**Primary batteries:** There are eight batteries located forward deck that are Group 31 Lead acid batteries which provide service to the house electrical and are wired in parallel producing 12 volts. Batteries are well secured in boxes with straps or hold down brackets. Cables are properly color coded and positive terminals are properly covered with boots or box covers.

**Battery Set Two:** There are two batteries located in the engine compartment that are Group 31 Gel cell batteries which provide service to the inverter and are wired in parallel producing 12 volts. Batteries are well secured in boxes or hold down brackets. Cables are properly color coded and positive terminals are properly covered with boots or box covers.

**Battery Set Three:** There is one battery located in the engine compartment that is a Group 31 Lead acid battery which provide service to the port engine.

**Battery Set Four:** There is one battery located in the engine compartment that is a Group 31 Lead acid battery which provide service to the starboard engine.

**Battery set five** There is one battery located in the engine compartment that is a Group 31 Lead acid battery which provide service to the generator.

**Charging system:** Both engine alternators, plus the battery charger is a Trace inverter/charger with RC6 monitor at lower helm and C-Charger 30 amp and 10 amp changers in main engine compartment.





**Distribution panel:** Yes located in main salon. combined with AC Power panel.

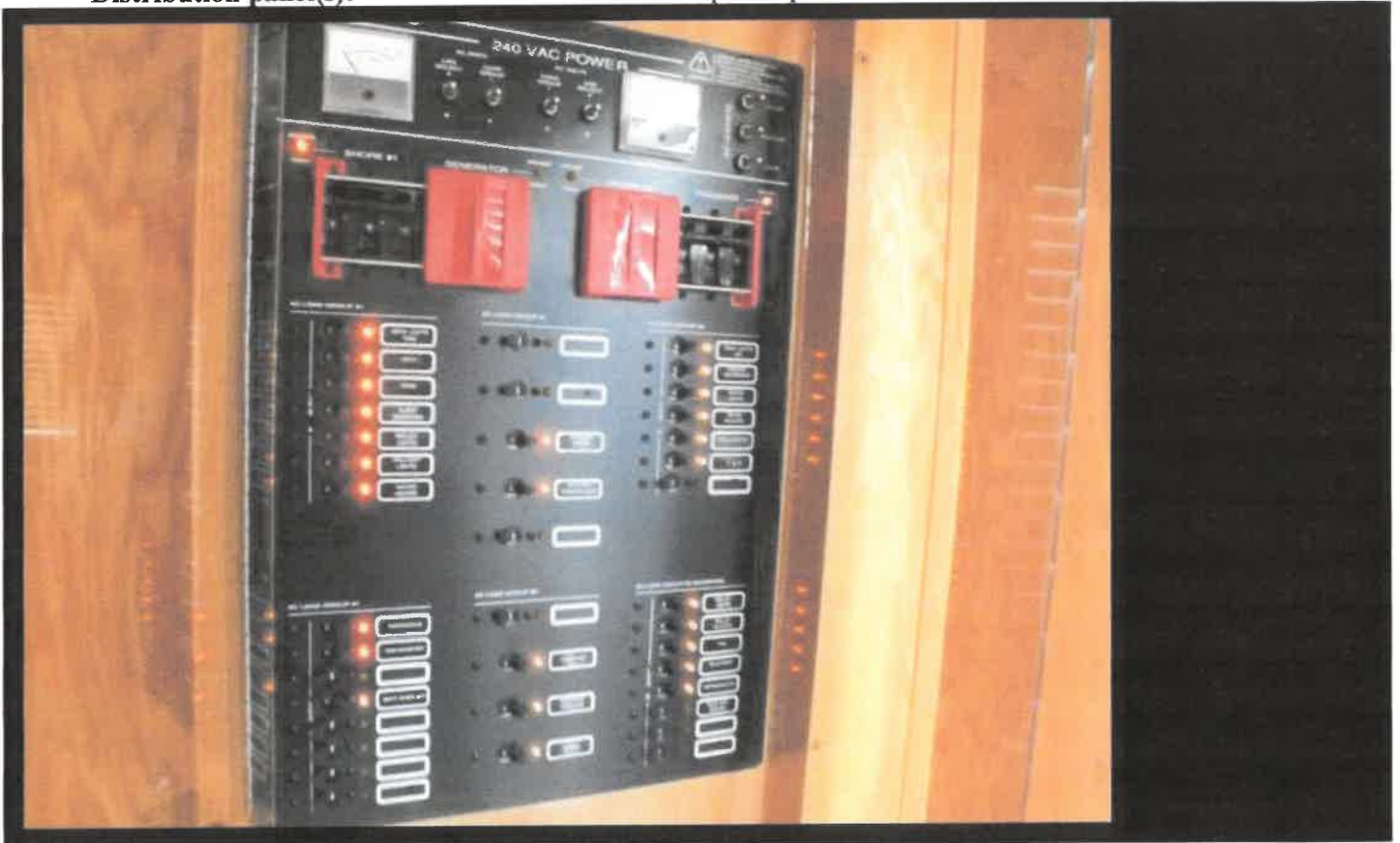


**Breaker(s)/fuse(s):** All D.C. circuits are adequately protected by branch breakers.

<b>Connectors:</b>	Ring spade or crimp on connectors sighted for wiring connections.
<b>D.C. usage meter(s):</b>	Analog type, Volts.
<b>D.C. wiring:</b>	All wiring runs are properly secured every 18" per ABYC E-11 recommendations.
<b>DC Electrical ground:</b>	DC electrical system is properly tied into vessels electrical ground system using the engine as a common ground.
<b>Other notes:</b>	<i>Note: For 12 volt systems, a fully charged battery reads 12.7 Volts, 75% charged battery reads 12.4 Volts, 50% charged battery reads 12.2 Volts, 25% charged battery reads 12.0 Volts and a discharged battery reads 11.9 Volts or less. Check battery condition frequently.</i>

## A.C. ELECTRICAL SYSTEMS

<b>A.C. Voltage system:</b>	50 Amp - 220 Volt system.
<b>Shore power cord(s):</b>	50 AMP, Cord(s) appear serviceable with no burnt or corroded fittings & cord shows no cracks.
<b>Shore power breaker:</b>	Dual pole breaker for shore power at main power distribution panel per ABYC recommendations.
<b>A.C. power selector switch:</b>	Slider cover over switches that allow only generator or shore power to be on.
<b>Distribution panel(s):</b>	Yes combined with DC power panel.



<b>Branch breakers:</b>	All A.C. circuits are adequately protected by branch breakers.
<b>Reverse polarity indicator:</b>	Functional and outlets tested OK for proper polarity.
<b>GFCI protection:</b>	GFCI equipped 110V outlets have been installed in all wet locations.
<b>A.C. meter(s):</b>	Analog type, Amps, Volts.
<b>Wire type:</b>	Stranded copper boat cable- size and rating, where sighted, appears correct and serviceable for intended use.
<b>Wiring secured:</b>	Yes all wiring secured every 18" per ABYC and NFPA recommendations.
<b>Wire terminations:</b>	A.C. wiring is properly terminated. No wire nuts or loose connections sighted.
<b>Anti-chafe protection:</b>	Yes sighted at all compartment pass thru locations.

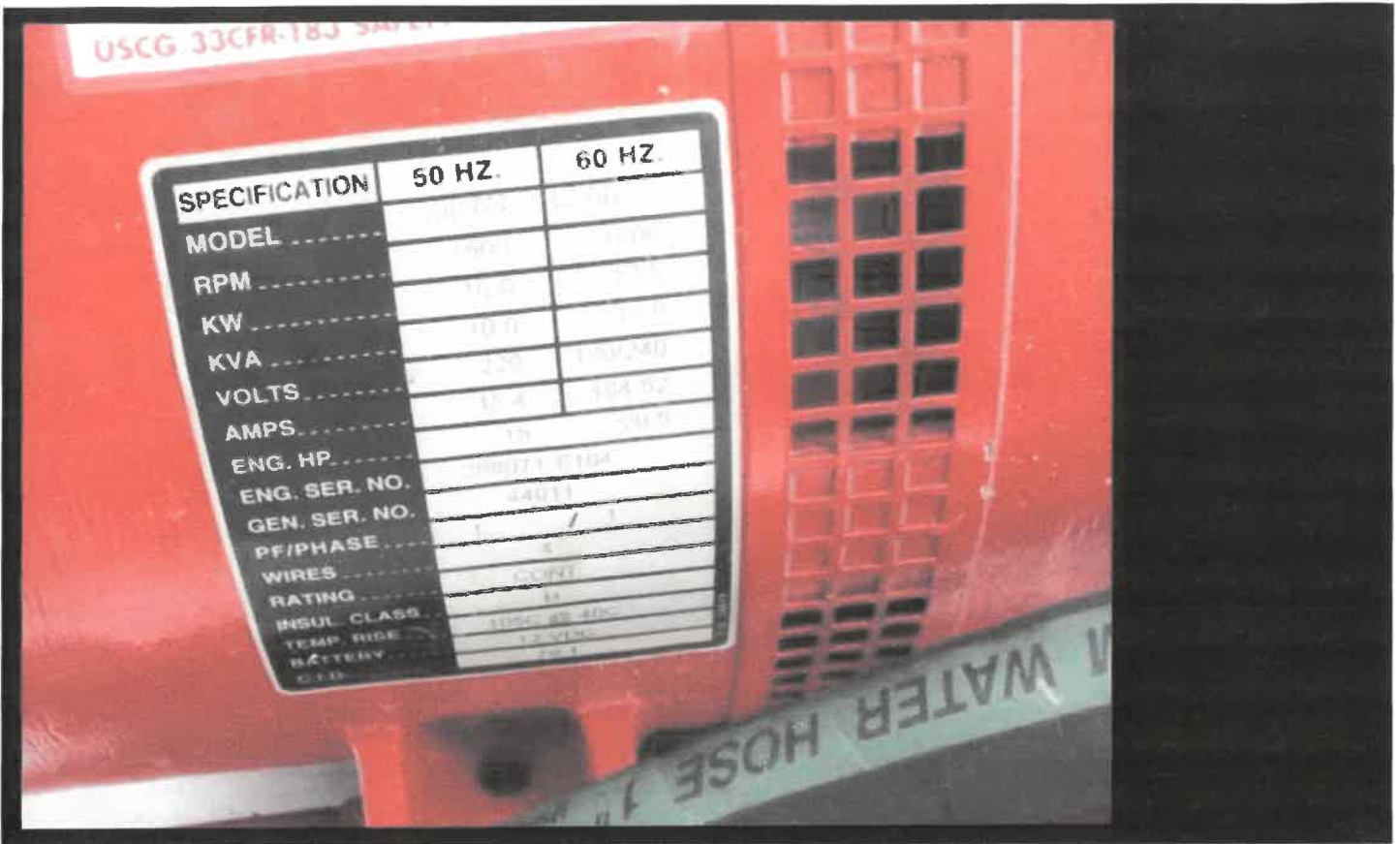
**A.C. Electrical ground:** A.C. electrical system is properly tied into vessels electrical ground system using the engines as a common ground.

**GENERATOR**

**Location/Manufacturer:** Westerbeke, Gasoline, Four cylinders.



**Kilowatt/Voltage rating:** 12.5 KW 120/240 volts.



**Hour meter:** 962.2.

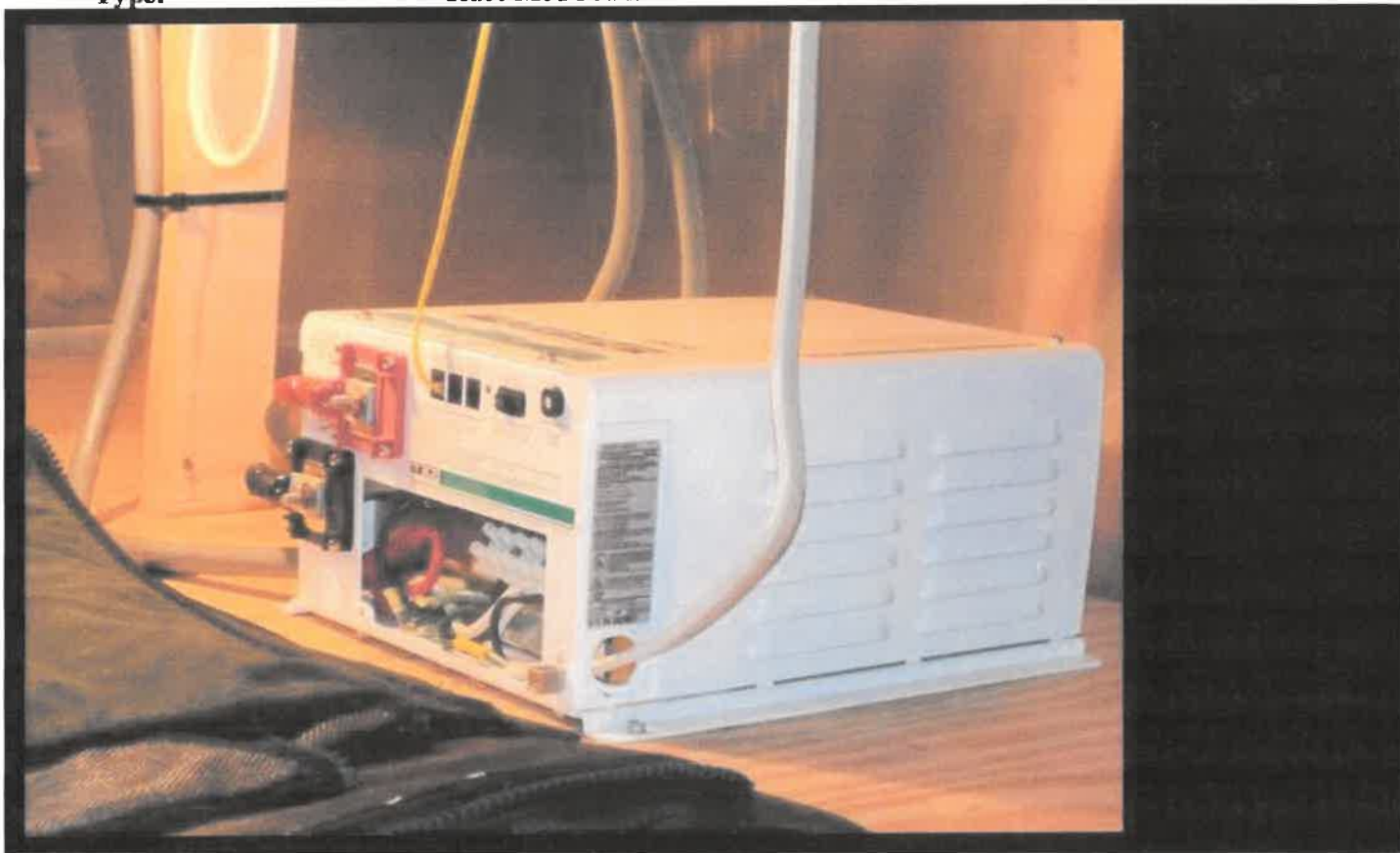


**Type of installation:** On tray.

<b>Hoses and clamps:</b>	Properly double clamped.
<b>Belts and pulleys:</b>	Belts condition are serviceable. No cracks or splits sighted. Pulleys/belts appear to be in line.
<b>Cooling system(s):</b>	Fresh water / heat exchanger cooled, -- coolant level is full and in good condition.
<b>Oil level and condition:</b>	Clean & full on dipstick.
<b>Flame arrestor(s):</b>	Yes- USCG approved.
<b>Ignition protection:</b>	Yes -Distributor, Alternator and Starter are OEM and ignition protected.
<b>Fuel pump(s):</b>	12V electric fuel pump.
<b>Fuel supply lines:</b>	No cracks or soft spots.
<b>Fuel filter(s):</b>	Engine mounted.
<b>Engine mounts and beds:</b>	Engine mounts appear to be well secured to the support mounting.
<b>Engine ground cable:</b>	Generator is properly grounded with a proper size conductor cable.
<b>Exhaust piping:</b>	Side hull exhaust and dry stack out and above stern.
<b>Warning labels:</b>	Yes.
<b>Accessibility:</b>	Good.

### INVERTER/CONVERTER

**Type:** Trace Mod 3012.



<b>Serial number(s):</b>	BK 00167.
<b>Location:</b>	Basement forward.
<b>Warning labels:</b>	Yes.

## PROPULSION SYSTEM

### MAIN ENGINE(S)

<b>No./Type/Cylinders</b>	Two, Inboard/outdrive, Gasoline, Four cylinders, Naturally aspirated.
<b>Make / Model:</b>	MerCruiser 135 hp.
<b>Serial no(s):</b>	Port engine: MO79205

Starboard engine: MO79640.

## OUTDRIVE(S)

**No/Make/Model:** Two, MerCruiser, Alpha One.

## STEERING SYSTEM

### STEERING SYSTEM

**Type:** Teleflex. Main deck and fly bridge, Wheel steering.  
**Lines and fittings:** No leaks sighted.  
**Mounting(s):** Cylinder & ram actuator well secured-no leaks sighted.  
**Steering tie bar:** Well mounted with rudder steering arms connected by a steel lateral bar.

## TANKAGE / PLUMBING

### FUEL TANK(S)

**No & Location:** Two tanks located In engine space, on the port and starboard sides forward of the engine compartment.

**Tank type & capacity:** Tank(s) are constructed of 5052 Aluminum. The tank capacity is 180 gallons total.

**Fuel supply lines:** USCG A1 flex hose from tank to fuel pump. Well secured and No cracks, soft spots or splitting sighted. Serviceable, *NOTE: Most fuel hose manufacturers now recommend fuel hoses be replaced every five years. (just like replacing older signal flares). This is more important with the introduction of ethanol into gasoline as hoses can and do deteriorate from the inside. The date of manufacture is imprinted on all USCG approved fuel hoses. Consider replacing all flexible fuel hoses every 5 years as a part of routine maintenance.*

**Vent line/location:** Vent located on hull side(s), with flame screens or cleanable vents in place and clear.  
USCG A1 No cracks, soft spots or splitting sighted. Serviceable.

**Fill line(s) located:** Aft deck, clearly marked for gasoline fuel per ABYC recommendations.

**Fill pipe & condition:** USCG A1 flex type hose, No cracks, soft spots or splitting sighted. Serviceable.  
Fill hose is properly double clamped at both ends of fill hose.

**Fuel fill grounded:** Fuel fill is properly grounded to fuel tank.

**Tank(s) grounded:** Yes-Both tanks are properly grounded.

**Tank(s) secured:** Yes -metal straps with chafe protection are secure.

**Tank(s) on flat surface:** The bottoms of the tanks are adequately ventilated.

**Inspection/cleaning access:** Good.

**Tank(s) condition:** Visually good (where accessible)

### FRESH WATER TANK(S)

**No & locations of tanks:** Two tanks under cabin sole.

**Tank(s) type & capacity:** Plastic with a total capacity of 150 gallons total.

**Tank(s) secured:** Yes.

**Filter(s):** In line filter. Filter appears clean.

**Inspection/cleaning access:** Good.

**Tank(s) condition:** Visually good (where accessible)

**Accumulator tank(s):** - Groco.

**Water pump(s):** 12 Volt.

**Supply lines:** Red & Blue plastic piping is used for all water connections. No leaks sighted.

**Filling line(s) located:** Side deck clearly marked for water.

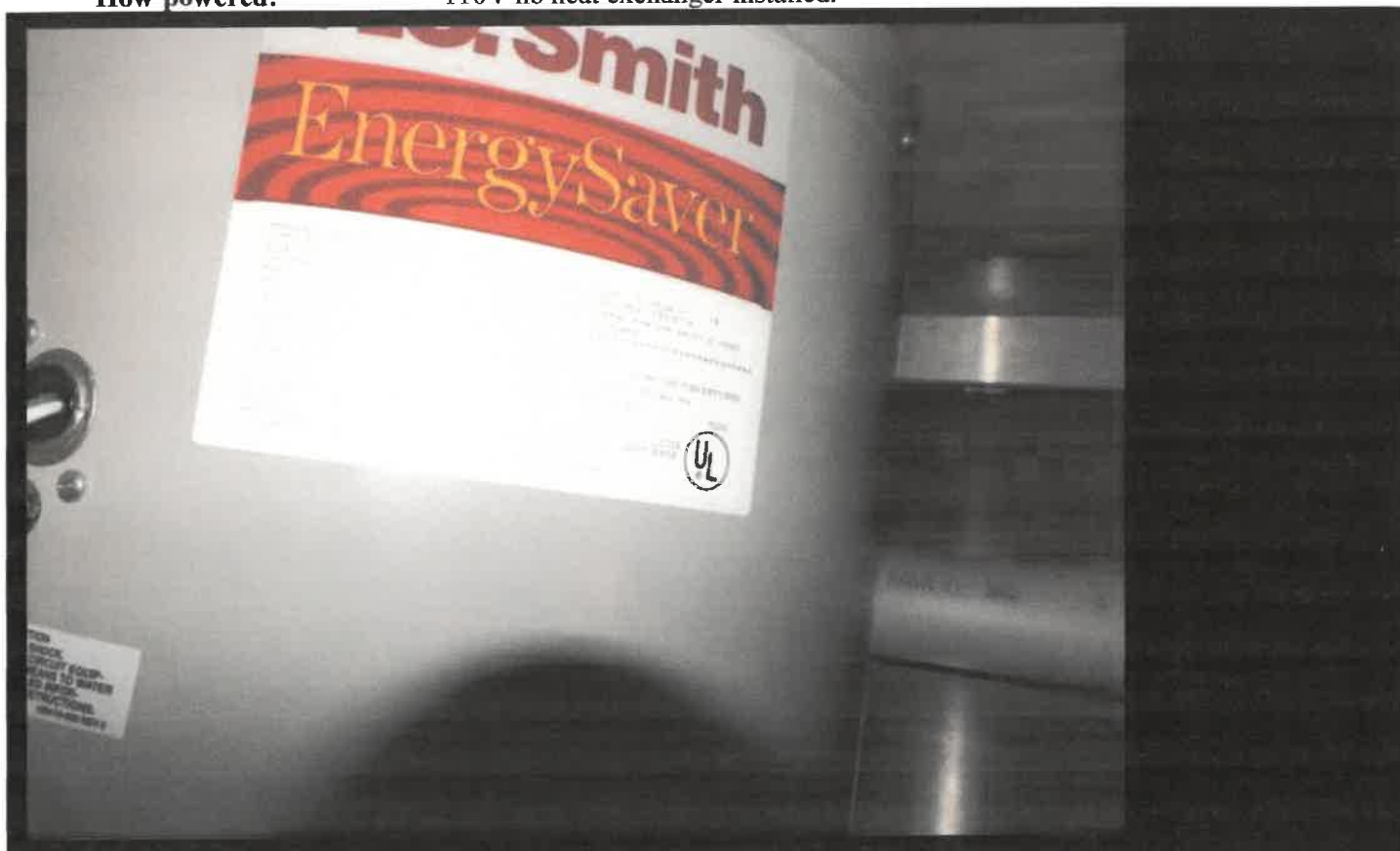
**Vent(s) location(s):** Side hull.

## HOLDING TANK(S) - BLACK WATER

**No & Location of tanks:** Two holding tanks located under cabin sole.  
**Marine Sanitation Device:** Certification Type: MSD U.S.C.G. Type III. (Holding tank). Waste tank is connected to deck waste fitting for pump out.  
**Tank(s) type & capacity:** Plastic with a total capacity of 180 gallons total.  
**Tank(s) secured:** Yes.  
**Tank(s) condition:** Visually good (where accessible)  
**Inspection/cleaning access:** Good.  
**Lines:** Lines are all well secured. No cracks or leaks sighted.  
**Discharge line(s) located:** Deck pump out.  
**Vent(s) location(s):** Side hull.  
**Macerator pump(s):** 12V.

## WATER HEATER

**Tank location:** Under cabin sole.  
**Manufacturer/capacity:** AO Smith 19 gallon.  
**How powered:** 110V no heat exchanger installed.



**Water heater test:** Water heater tested using 110V system and found fully functional.  
**Pressure relief valve(s):** Yes- Drains overboard.  
**Drain fixture(s)/plug(s):** Yes- Appears functional.  
**Supply lines:** Red/Blue plastic connections.  
**Outer tank material:** Galvanized.  
**Tank(s) secured:** Yes, Tank is well secured to base.  
**Inspection/cleaning access:** Good.  
**Other notes:** NOTE: Do not leave hot water heater AC switch on unless water is in the hot water tank or the heating element will burn out. Turn water heater off whenever leaving the vessel.

## SAFETY EQUIPMENT

### U.S.C.G. REQUIRED

---

<b>Navigation lights:</b>	All Navigation running lights were tested and found fully operational.
<b>Life Jackets(PFD's):</b>	USCG Type II. 5 to 10 sighted aboard.
<b>Throwable type PFD's:</b>	USCG approved Ring buoy(s)
<b>Visual Distress Signals:</b>	<b>None sighted on board. RECOMMENDATION: Ensure visual distress signals are aboard to comply with USCG regulations 33 CFR 175.110 for visual distress signals prior to using vessel. You must have at least three aerial or three red hand held signals that are current.</b> <i>NOTE: All visual distress signals have a printed expiration date- 3 years from date of manufacture. It is recommended that expired signals be retained for backup. You must have at least three aerial or three red hand held signals that are current.</i>
<b>Sound devices:</b>	Electric horn control at helm station is functional.
<b>USCG placards:</b>	Both USCG mandated placards (Oil & Garbage) are properly posted.
<b>Flame arrestor(s):</b>	Yes- USCG approved.
<b>Engine ventilation:</b>	Natural ventilation for engine space is provided, Power exhaust ventilation blower(s) are installed and are fully functional.

### FIRE FIGHTING EQUIPMENT-U.S.C.G. Required

---

**Dry Chemical Size I:** Five or more All gauge(s) read full.

*NOTE: It is my recommendation that all fire extinguishers on a used vessel be replaced when new owner buys vessel. The fine powder packs hard at bottom of extinguisher from the vibration of vessel when underway.*

**Fixed /Clean Agent:** One USCG approved clean agent FE241 Gauge reads full. Located: in the engine compartment, Fixed fire extinguisher in engine space has outdated or no certification tag. ----- ABYC A-4 and NFPA 302 recommends that fixed fire protection systems be inspected and reweighed at one year intervals and tagged accordingly. Recommend compliance.

*NOTE: Halon or other "clean agent" type fire extinguishers must be weighed to determine true contents. Monitor lights and gauges only show there is pressure available and do not reflect the quantity available. Annual inspection and a tag to show date is recommended to meet ABYC A-4 and NFPA 302 standards.*

#### FIRE EQUIPMENT OBSERVATION:

*NOTES:*

- *Dry chemical Fire extinguishers should be installed with available brackets in a readily accessible and visible location- Not stored inside drawers or cupboards.*
- *ABYC A-4 recommends that portable fire extinguishers have a full maintenance check performed at least once per year by a qualified fire extinguishing service company a tag should be attached showing the date of the maintenance check.*
- *Fire extinguisher pressure gauges should be checked monthly to assure that readings are full or in the green area.*
- *NFPA recommends that dry chemical fire extinguishers be periodically shaken to ensure the dry chemical powder is loose and is not compacted. If in doubt, replace the extinguisher.*

### BILGE PUMPS

---

**ELECTRIC PUMPS:** Three electric pumps.

**Bilge Pump Comments:** *CAUTION----* Bilge pumps are high maintenance items. Bilge pumps are only the initial part of a de-watering system, which may include a strum-box, check-valves or occasionally anti-siphon loops and valves, piping, a seacock if the exit is below



waterline and a thru-hull tailpiece. This entire system must be understood and maintained. Bilge pumps may fail at any time. No warranty as to longevity can be expressed or implied at survey. Tapered wooden plugs tied to seacocks are an inexpensive safety item and highly recommended under current ABYC standards. Keeping bilges clean and free of debris is a vital part of insuring proper operation. It is also recommended that each bilge pump be periodically tested by filling the immediate bilge area with water, to ensure the pump(s) and float switch(s) and or high water alarms (if equipped) are operating as designed.

## **GROUND TACKLE**

**Primary anchor:** Danforth type Fluke, with undetermined length of raw chain 9/16" anchor line.

## **AUXILIARY SAFETY EQUIPMENT**

**Carbon monoxide detectors:** Safe-T-Alert Carbon Monoxide detectors Tests OK.

*NOTE: During the burning of any of fuels, Carbon Monoxide (CO) gas may be created due to incomplete combustion from propulsion systems, cabin heater or stove as well as nearby boats running generators. Adequate ventilation must be provided at all times while burning any of these fuels, but CO may also be drawn into the cabin through ventilation systems. This is especially true of boats running air conditioning. Unlike smoke, CO is odorless and colorless and can't be detected by a human. CO is a silent menace and kills without warning, Regular testing of installed CO detectors in any occupied spaces below decks is highly recommended. Also, remember that CO alarms have a limited life span - five years according to most manufacturers. Check the manufacture date on the CO detectors on board and replace as recommended by the manufacturer.*



## AUXILIARY EQUIPMENT

### MISCELLANEOUS EQUIPMENT & ACCESSORIES

**Docking lines:** Yes.  
**Fenders:** Yes.  
**Washer / Dryer:** Whirlpool Thin Twin.



## **INSPECTION RECOMMENDATIONS SUMMARY**

### **PRIORITY I - SAFETY & REGULATORY RECOMMENDATIONS:**

*(MAY BE MANDATORY)*

The items listed are required by state laws or federal laws and U.S.C.G. regulations or are considered by the attending surveyor to represent unsafe operating conditions. Recommend these items be corrected before next use of vessel.

#### **SAFETY EQUIPMENT**

##### **U.S.C.G. REQUIRED**

##### *Visual Distress Signals:*

1. None sighted on board. RECOMMENDATION: Ensure visual distress signals are aboard to comply with USCG regulations 33 CFR 175.110 for visual distress signals prior to using vessel. You must have at least three aerial or three red hand held signals that are current.

### **PRIORITY II - MAINTENANCE & STANDARDS RELATED RECOMMENDATIONS:**

*(NOT NORMALLY MANDATORY)*

These are important maintenance items sighted which in this firm's opinion should be performed. They may also include recommendations to conform to current ABYC and NFPA-302 voluntary standards which may not have been in effect or may not have been adhered to by the builder when the vessel was constructed. Some of these, if not addressed, could lead to a Priority I safety issue and/or may result in a reduced vessel market value.

### **OTHER OBSERVATIONS:**

These are other less significant maintenance items or observations that if not addressed, could lead to more important priority issues and/or could lead to a reduced vessel market value. The cost of addressing these recommendations is generally minimal.

#### **SAFETY EQUIPMENT**

##### **FIRE FIGHTING EQUIPMENT-U.S.C.G. Required**

##### *Fixed /Clean Agent:*

1. Fixed fire extinguisher in engine space has outdated or no certification tag. ---- ABYC A-4 and NFPA 302 recommends that fixed fire protection systems be inspected and reweighed at one year intervals and tagged accordingly. Recommend compliance.

NOTE: Halon or other "clean agent" type fire extinguishers must be weighed to determine true contents. Monitor lights and gauges only show there is pressure available and do not reflect the quantity available. Annual inspection and a tag to show date is recommended to meet ABYC A-4 and NFPA 302 standards.

## CONDITION & VALUE REPORT SUMMARY

### **DECLARATION:**

Rating of vessel condition was determined upon completion and review of all reported survey information including recommendations and comparing vessel to the same or similar age models. Possible vessel condition ratings are as follows:

- **EXCELLENT** - Essentially as new or bristol in appearance.
- **ABOVE AVERAGE** - Has had above average care with no obvious defects or limitations.
- **AVERAGE** - Ready for sale but needs some maintenance or repairs, updates or cleaning.
- **BELOW AVERAGE** - Needs significant maintenance, repair or service.

Estimated fair market value was determined by cross referencing data from Soldboats.com, BUC, ABOS, NADA, Powerboat Guide and other brokerage listings or local dealers. Adjustments are then made for condition or equipment as necessary. The fair market value is for the vessel in it's current condition prior to any repairs or maintenance.

Estimated replacement cost was determined using information obtained from BUC, ABOS or local dealer prices using the same or similar make and model with similar equipment options.

- **RATING OF VESSEL CONDITION.....ABOVE AVERAGE CONDITION**
  
- **INTENDED USE OF VESSEL.....Pleasure, Inland lakes cruising**
- **SUITABILITY FOR INTENDED SERVICE: Vessel IS considered fit for it's intended use and upon correction of all listed Priority I recommendations.**

**NOTE:** All "Priority II" and "Other Recommendations" should be thoroughly reviewed to bring vessel up to current standards and or improve the value of the vessel.


**CLOSING STATEMENT & SIGNATURE:**

---

This report is submitted in confidence for the exclusive use of Randall Newman without prejudice to the rights and/or interests of other concerned parties. It is not transferable except for the named client's purpose of insuring, financing or repairing the vessel and may not be used for any other purpose or relied upon by any other person.

---

ATTENDING SURVEYOR:

  
Gary Swearingin, AMS #761, S.A.M.S



The following statements concerning the procedures for surveying this vessel are for your information and benefit. Two survey reports or a pdf copy will be provided only to the person authorizing this survey or as agreed to between this surveyor and his client. Please sign and return. Please call 256-881-2589 if you have any questions.

• Generally, the "Pre-Purchase" Survey (the most detailed) is conducted for buyers and the "Condition & Value" Survey is conducted for financing and insuring. Surveys can save prospective buyers thousands of dollars by advising them of the vessel's true condition, possible defects, and by determining the fair market value of the vessel. A boat owner may also request a survey or "Appraisal" to determine the fair market value before placing the boat on the market or refinancing the vessel. If a vessel is damaged, the owner's insurance company will require a "Damage Survey" to determine the cause, extent of damage, and cost of repairs.

• This survey will include the inspection of all parts of the vessel where accessible, including the condition and safety of all accessible parts and equipment, to determine the "fair market" and "replacement values" of the vessel. The report will include "Findings & Recommendations", which must be fixed to insure safety of the vessel, and state whether the boat is "Fit for Its Intended Service and Suitable for Its Intended Use".

• I urge that all gasoline and diesel engines/transmissions be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc. Oil samples are also recommended for each engine and transmission. I recommend a "Trial Run" be performed and that the vessel be hauled out for an out-of-water inspection of the vessel's hull and underwater machinery. Fasteners on wood boats or keel bolts on sailboats may need to be inspected for corrosion. Removal and reinstallation of these parts are the responsibility of the owner of the vessel and should be done by qualified persons. No joiner work or fasteners will be removed, nor will any destructive testing be performed without written consent by the owner. Only accessible areas will be inspected, and it is understood that the surveyor assumes no responsibility for any defects not found in non-accessible areas and is not responsible for conditions subsequently arising. Rigging surveyed on sailing vessels above eye level (aloft) must be arranged in advance, and will depend on the vessels equipment condition, available personnel and weather conditions if the mast is to be ascended.

• The report will be prepared after a thorough visual and hands-on examination of the hull, machinery, rigging, hardware, systems, and equipment. The report will be submitted in good faith, without prejudice and constitutes a description of the condition of the vessel at the time of the survey. The report will not expressly or impliedly warrant or guarantee the condition of the vessel. I assume no duty or obligation to anyone other than the person ordering and paying for the marine survey. I also assume no duty, obligation, or liability in the event of injury by the vessel or any part thereof to any person or property.

VESSEL NAME: \* No Name  
LOCATION: 510 Rabbit Point Rd  
Cropwell, AL 35054

VESSEL OWNER: (Broker, private) Randall Newman

SURVEY TYPE: (CIRCLE) Pre-purchase, Pre-sale, Condition & Valuation-(Insurance), Appraisal, Refinancing, Consulting, Moisture Testing, Corrosion Testing, Other: \_\_\_\_\_

VESSEL TYPE: Houseboat  
LENGTH OVERALL: 70'  
SURVEY ORDERED BY: \_\_\_\_\_

Randall Newman  
ADDRESS: 510 Rabbit Point Rd  
Cropwell, AL 35054

WHO TO SEE: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_

PHONE#: \_\_\_\_\_  
VESSEL: (afloat/hailed/blocked) afloat  
BOTTOM SURVEY? Y/N Initial No  
SEA TRIAL? Y/N Initial No

YEAR: 2002 POWER: Merc 3.0 x 2  
MANUFACTURE: Sumerset  
BEAM: 16' DRAFT: \_\_\_\_\_  
HIN #: 5ZJ 02963 E 102

REGISTRATION #: \_\_\_\_\_  
SURVEY SCHEDULE DATE: 8/25/2016  
FAX #: \_\_\_\_\_  
PHONE #: \_\_\_\_\_

AGREED SURVEY FEES: \$180/hr + Mileage  
\*Authorization to board and survey above named vessel.

\*I hereby agree and consent to the above terms. (Signature) X Randall Newman

DATE: 8-25-16