

# REPORT OF MARINE SURVEY

OF THE VESSEL

*"Sitting Bull"*

This vessel is a 2003 38 foot Shelter Island Runabout Sport powered by twin "Yanmar" 315 horsepower 6-cylinder diesel engines.

Prepared exclusively for:

United States Marshals Service.

August 12th, 2009

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# I. INTRODUCTION

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## SCOPE OF SURVEY

Acting at the request of the United States Marshals Service the attending surveyor did attend onboard the 2003 38 foot Shelter Island Runabout Sport "Sitting Bull" on August 12th, 2009, where an "Out of the Water Survey" was conducted. A Sea Trial was not performed. The Hull Identification Number CQ138032F303 was verified from the transom. The reason for the survey was to ascertain the physical condition and value of the vessel. Moisture readings taken and referenced throughout the body of the report were taken with the Sovereign Moisture Master meter. 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.

This vessel was surveyed without the removal of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

It is recommended and understood that all diesel and gasoline engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

### CONDUCT OF SURVEY:

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

The use of the word "appears" is intended to indicate that a close or complete inspection was not possible or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

Use of asterisks \* in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

# I. INTRODUCTION

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## VESSEL DESCRIPTION

This vessel is a 2003 38 foot Shelter Island Runabout Sport with a sharply raked stem, slightly rounded transom and hard chines. Vessel is powered by twin "Yanmar" 315 horsepower 6-cylinder diesel engines fitted with outdrives. Vessel is operated from the starboard side helm station equipped with "Sea Stra" hydraulic wheel steering and "Yanmar" clutch and throttle controls, "VDO" voltmeters, "VOD" water temperature gauges, "VDO" oil pressure gauges, and "VDO" tachmeters. The helm station is also equipped with "Northstar" model # 958, "Raymarine" Pathfinder LS72 radar, "Raymarine ST40, "Vetus" 12 volt bow thruster control and "Raymarine" VHF radio. The helm station area is furnished with beige vinyl electrical adjusting helm seat, port side beige vinyl observers seat and port and straboard beige vinyl aft facing passenger seats. The cockpit is also furnished with an aft passenger seat. The cabin is furnished with a port side galley equipped with astainless steel sink and faucet, "Generatl Electric" micro-wave oven, "Tundra" refrigerator/freezer and plentiful cabinetry. The starboard side bath facility is equipped with teak countertop vanity with round stainless steel sink bowl, shower and vacu-flush toilet. The teak dining table converts into a Vee-berth. There is a hanging locker and storage compartment forward. The cabin deck sole is teak & holly.

## II. GENERAL INFORMATION

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### GENERAL INFORMATION

FILE NUMBER: ..... SHEL-0340-09. National Liquidators  
Stock #: 21085.

SURVEY PREPARED FOR: ..... United States Marshals Service.

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NAME OF VESSEL: ..... "Sitting Bull"  
National Liquidators Stock #: 21085

TYPE OF SURVEY: ..... Condition Valuation Survey.

OVERALL VESSEL RATING: ..... \*\*\*\* "Above Average Condition".

YEAR/MAKE/MODEL OF VESSEL: ..... 2003/Shelter Island/Runabout Sport.

BUILDER: ..... Shelter Island.

YEAR BUILT: ..... 2003.

MODEL YEAR: ..... 2003.

MAKE OF VESSEL: ..... Shelter Island.

MODEL OF VESSEL: ..... Runabout Sport.

HULL IDENTIFICATION NUMBER (HIN): ..... CQ138032F303.

HOME PORT: ..... Montauk, New York.

OWNER: ..... United States Marshals Service.

OWNER'S NAME: ..... United States Marshals Service.

PLACE OF SURVEY: ..... National Liquidators  
1915 S. W. 21st Avenue  
Ft. Lauderdale, Florida 33312

DATE/TIME OF SURVEY: ..... August 12th, 2009.

HULL MATERIAL: ..... Fiberglass Reinforced Plastic (FRP).

HULL TYPE: ..... Semi-Vee planing hull with hard  
chines.

LENGTH OVER ALL (L.O.A.): ..... 38 feet.

BEAM: ..... 10.0 feet.

DRAFT: ..... 2 feet 3 inches. Depth: 4.2 feet

DISPLACEMENT: ..... 11,800 lbs.

## II. GENERAL INFORMATION

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PROPULSION SYSTEM: .....	<b>Twin "Yanmar" 315 horsepower diesel engines.</b>
FUEL TYPE: .....	<b>Diesel.</b>
FUEL CAPACITY: .....	<b>200 gallons total capacity.</b>
AC POWER: .....	<b>120 vac.</b>
DC POWER: .....	<b>12 vdc.</b>
FRESH WATER CAPACITY: .....	<b>40 gallons.</b>
HOLDING TANK: .....	<b>28 gallon plastic holding tank.</b>
INTENDED USE/BUYER: .....	<b>Recreational.</b>
BUYER'S EXPERIENCE: .....	<b>Not known.</b>
INTENDED CRUISING AREA: .....	<b>Coastal Florida Waters.</b>
INTENDED USE: .....	<b>Recreational.</b>

The terms and words used in this report have the following meanings as used in this Report of survey:

**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, inability to remove panels, or requirements not to conduct destructive tests).

**FIT FOR INTENDED USE:**

Use which is intended by Survey Purchaser (present or prospective owner).

**SERVICEABLE: ADEQUATE:**

Sufficient for a specific requirement.

**POWERS UP:**

Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

**EXCELLENT CONDITION:**

New or like new.

**GOOD CONDITION:**

Nearly new, with only minor cosmetic or structural discrepancies noted.

**FAIR CONDITION:**

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

**POOR CONDITION:**

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

**USE OF \***

Use of \* in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" section pertaining to the \* item.

Asterisks \* in this General Information section refers to the source of such information as follows:

## II. GENERAL INFORMATION

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### DEFINITION OF TERMS: *(Continued)*

- \* Per Manufacturer's Specifications
- \*\*Refer to Summary and Valuation Section
- \*\*\* Per USCG Documentation
- \*\*\*\* Per Buc Book

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### HULL CONSTRUCTION

**TYPE:**

Semi-Vee planing hull with hard chines.

**MATERIAL:**

Fiberglass Reinforce Plastic (FRP) with port and starboard topsides sandwiched foam core.

**EXTERIOR HULL:**

Hull's topsides are white gelcoat. Beige canvas Bimini top. Cabin superstructure and decks are white gelcoat with beige non-skid. Cabin trim and cap rails are high gloss varnished teak with high gloss varnished teak transom.

**BULKHEADS:**

Athwartships reinforcement enhanced by wood bulkheads bonded to the hull with FRP (fiber reinforced plastic).

**STRINGERS:**

Hull stiffness provided by FRP longitudinal stringers. Complete inspection not possible due to limited access. Appears serviceable where observed.

**STEM:**

Sharply raked stem of fiberglass Reinforced Plastic.

**TRANSOM:**

Fiberglass Reinforced Plastic (FRP) slightly rounded.

**BILGE:**

Deep (below decks) bilge area provides the area for most boat systems and tankage.

**CHAIN LOCKER (DRAINAGE):**

Chain locker below bow deck. Fitted with scupper drain and hawse pipe.

**LIMBER HOLES:**

Limber holes are of adequate size and clear where sighted.

**FRAMES (RIBS):**

Fiberglass Reinforced Plastic (FRP) frames molded into hull.

### DECK CONSTRUCTION

**TYPE:**

Molded FRP (fiber reinforced plastic) with white gelcoat non-skid deck surfaces.

**MATERIAL:**

Fiberglass Reinforced Plastic (FRP) with sandwiched foam core. Deck surfaces are molded-in non-skid.

### HULL-TO-DECK JOINT

**TYPE:**

Hull has inward turning flange for the deck joint. The deck is thru-bolted with stainless steel fasteners. It is reportedly bedded in elastomeric compound as well. Appears serviceable where sighted.

**FASTENERS:**

Thru-bolted stainless steel nut and bolts.

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### HULL-TO-DECK JOINT *(Continued)*

#### BEDDING COMPOUND:

Appeared to be elastomeric compound.

#### REINFORCEMENT:

Fasteners have flat washers in place.

### DECK FITTINGS

#### CHOCKS AND CLEATS:

Stainless steel cleats on bow deck. Port and starboard stainless steel cleats forward of midship's. Port and starboard stainless steel cleats at transom's port and starboard gunnels.

#### WINDLASS/GIPSY:

N.A.

#### HAWSE PIPES:

Stainless steel hawse pipe.

#### DECK SURFACE:

White gelcoat with molded in non-skid. Condition is serviceable. The port and starboard wetaher decks, transom deck and bow deck are fitted with high gloss varnished teakwood caprails.

#### HATCHES:

Engine room hatch. Anchor chain locker hatch.

#### GRAB RAIL:

Stainless steel hand rails along sides of cabin superstructure and others at various locations on vessel. Appear adequate.

#### ANCHOR PLATFORM:

Polished stainless steel anchor chute and roller assembly.

### SUPERSTRUCTURE

#### MATERIAL:

Fiberglass Reinforced Plastic (FRP) superstructure with sandwiched core.

#### WINDOWS/PORTS/DOORS:

Four (4) opening port lights and "Lewmar" opening hatches.

#### FITTINGS AND HARDWARE:

Various stainless steel handles mounted in strategic places. Stainless steel hand rails port and starboard along cabin superstructure.

#### CANVAS AND SUPPORT STRUCTURE:

Beige canvas Bimini top.

#### SUPERSTRUCTURE HOUSE TO DECK JOINT:

Cabin superstructure and deck appeared to be molded seamlessly. No joint was observed . Condition appeared new.

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### BRIDGE DECK

#### COCKPIT:

Port and starboard aft facing beige leatherette cockpit passenger seats.

#### BIMINI:

Beige canvas Bimini top with stainless steel frame.

#### WINDSHIELD:

High gloss varnished teakwood framed tinted plated safty glass windshields.

#### SAFETY RAIL SYSTEM:

Stainless steel bow rail.

### FISHING EQUIPMENT

#### ROD HOLDERS:

N.A..

## CABIN APPOINTMENTS

### INTERIOR DESCRIPTION:

#### INTERIOR BULKHEADS:

The teakwood bulkheads were finely fit where sighted.

#### WATER INTRUSION SIGNS:

There was no apparent signs of water intrusion.

#### STORAGE AREAS:

Adequate storage compartment in cockpit deck.

#### HEADLINERS:

Fiberglass headliner.

#### FABRIC AND CUSHIONS:

Beige leatherette helm seat, port side beige vinyl observer's seat. port and starboard aft facing beige leatherette passenger seats and aft cockpit forward facing beige leatherette passenger seat.

#### ACCOMMODATIONS:

The V-berth stateroom is furnished with port and starboard berths.

#### HEADS:

One (1) head facility equipped with Vacu-Flush toilet.

#### SHOWERS:

Fiberglass enclosed shower in bath facility.

#### FAUCET FIXTURES:

The faucet fixtures and sinks were operable in head and in the galley.

#### LIGHT FIXTURES:

An adequate array of 12 vdc lighting.

#### VENTILATION:

12 vdc blower in head facilities.

# III. SYSTEMS

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## CABIN APPOINTMENTS

### INTERIOR DESCRIPTION: *(Continued)*

#### STEREO, ETC.:

"Clarion" am/fm/cd player.

### GALLEY

#### LOCATION:

The galley is located on the starboard side.

#### SINKS:

Stainless steel galley sink.

#### REFRIGERATION:

"Tundra" 115 vac built-in refrigerator/freezer.

#### STOVE/OVEN:

"General Electric" micro-wave oven.

## PROPULSION

### MAIN ENGINES

#### TYPE:

Twin diesel engines.

#### MANUFACTURER:

"Yanmar".

#### SERIAL NUMBERS:

Port Engine Model Number: 6LPASTZP. Starboard Engine Model Number: GLPASTZP. Port Engine Serial Number #: N52525. Starboard Engine Model #: N52292.

#### LABELS AND NOTICES:

The engine's required labels are readable.

#### HORSE POWER:

Twin 315 horsepower diesel engines.

#### NUMBER OF CYLINDERS:

Six (6) cylinders.

#### THROTTLE CONTROLS:

"Yanmar" clutch and throttle controls.

#### FLAME ARRESTOR:

N.A..

#### LUBRICATION:

Level and Condition: Appears serviceable. Filters: Level and Condition: Appears serviceable. Filters: Engine mounted spin on/off canister type filters. {Surveyor recommends that the oil and filters for both engines be serviced before the vessel is next underway}.

#### EXHAUST SYSTEM:

Raw water cooled with cast iron risers and flexible connection 6 inch pipes to outboard frame supports. Exiting through port and starboard transom quarters. Hose to pipe connections are double clamped where sighted and appear serviceable.

# III. SYSTEMS

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## PROPULSION

### COOLING SYSTEM

TYPE:

Freshwater reservoir enclosed type cooling. Cooled by heat exchangers with raw water cooled wet exhaust.

### TRANSMISSIONS

CONTROLS:

"Yanmar" clutch and throttle control levers. Serviceable condition.

## FUEL SYSTEM

### MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

Diesel.

MATERIAL:

Aluminum.

NUMBER OF TANKS:

One (1).

TANKS CAPACITY:

200 gallons total capacity.

SECURED:

Metal straps with chafe protection. Appears serviceable.

LOCATION:

Below cockpit deck.

MANUFACTURING LABEL:

Manufacturing labels were sighted.

FILL PIPE GROUNDED:

Appear to be properly grounded.

FILL PIPE MATERIAL:

Type A1 U. S. Coast Guard approved hose. Appears serviceable.

FILL PIPE FITTINGS:

One (1) port fuel fill deck fitting clearly marked as to fuel type: "Diesel".

HOSE CONNECTIONS, CLAMPS:

Double clamped where sighted. A1 grade U. S. Coast Guard approved. Appears serviceable.

FUEL LINES AND FITTINGS:

U. S. Coast Guard approved type A1. Appears serviceable where sighted.

FUEL FILTERS:

Spin on/off secondary fuel filters fitted on port and starboard engines.

FUEL PUMP TO CARB HOSE:

N.A.

# III. SYSTEMS

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## FUEL SYSTEM

### MAIN ENGINE(S) FUEL SYSTEM *(Continued)*

FILTER/FUEL CONDITION:  
Appears serviceable.

## ELECTRICAL SYSTEMS

### ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:  
12 vdc.

BATTERIES:  
Two (2) 12 volt 8-D lead-acid batteries. Located port and starboard engine room outboard of port and starboard main engines.

BANKS:  
Two (2) banks.

MAIN BATTERY SWITCHES:  
Three battery switches.

PANEL:  
12 VDC distribution panel fitted with designated circuit breaker switches. Located in main salon starboard bulwarks cabinet.

TYPE CONNECTORS:  
Round Lugs: Captive type. Condition: Appear serviceable.

ROUTING/SUPPORT:  
Well supported and secured where sighted.

CHARGING SYSTEM:  
12 volt alternators on port and starboard main engines.

CHARGING SYSTEM (BATTERY CHARGER):  
"Freedom Marine" 12 volt battery charger.

### ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET:  
"Marinco" 30 amp 125 vac shorepower inlet fitted with stainless steel cap. Mounted starboard side outboard.

SHORE POWER:  
"Marinco" 50 foot 30 amp 125 vac shorepower cord.

MAIN BREAKER:  
Main A.C. breaker mounted on main A.C. distribution panel.

BRANCH BREAKERS:  
Designated branch breakers for galley appliances, battery charger and 115 vac lighting.

CIRCUIT LOAD MONITORS:  
Volt and ampere monitoring gauges.

CONNECTIONS (TYPE):  
Captive lug type. Appears serviceable where sighted.

# III. SYSTEMS

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## ELECTRICAL SYSTEMS

### ELECTRICAL SYSTEM (A.C. SYSTEM) *(Continued)*

WIRE TYPE (SIZE AND RATING):

Size and rating where sighted appeared well routed and supported. Serviceable for intended use.

ROUTING:

Well routed and supported where sighted.

OUTLETS:

Various A.C. outlets available throughout yacht. Appear adequate and conveniently located. Appear serviceable.

## FRESH WATER SYSTEM

### FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS:

One (1) potable water tank.

CAPACITY:

40 gallons.

ACCESS:

Access to water tank adequate.

INSPECTION/CLEANING ACCESS:

Adequate.

MATERIAL:

Plastic potable water tank.

FILL PIPE LOCATION:

Port weather deck.

VENT PIPE LOCATION:

Port topsides below water fill pipe.

PUMPS:

"Shur-Flo" model # 2093 12 vdc potable water pressure pump.

HOSES AND CLAMPS:

Plastic tubing at various areas throughout vessel. Copper lines sighted at fixtures and appliances. Appears serviceable where sighted.

### FRESH WATER SYSTEM (HOT WATER SYSTEM)

TYPE:

"Atlantic" 115 vac 10 gallon hot water heater.

MANUFACTURER:

"Atlantic".

CAPACITY:

10 gallons.

PRESSURE RELIEF VALVE:

Copper pressure relief valve built into tank.

## III. SYSTEMS

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### FRESH WATER SYSTEM

#### FRESH WATER SYSTEM (HOT WATER SYSTEM) *(Continued)*

IGNITION PROTECTION:

Hot water heater is ignition protected.

### SANITATION

#### SANITATION (BLACK WATER)

MANUFACTURER:

"Sea Land".

MANUAL OR ELECTRIC TYPE:

Vacu-Flush.

NUMBER OF HEADS:

One (1).

LOCATION OF HEADS:

Starboard side.

M.S.D TYPE USCG SYSTEM:

Certification Type: MSD U.S.C.G. Type III. (Holding tank).

RAW WATER SUPPLY AND CLAMPS:

Thru-hull at head location. Double clamped and serviceable.

DISCHARGE HOSES AND CLAMPS:

Thru-hulls at head location. Double clamped and serviceable.

MACERATOR:

"Shur-Flo 12 vdc macerator pump. Approved for overboard discharge.

"Y" VALVES:

Yes, "Y" valves is provided for holding tank and overboard discharge.

HOLDING TANK:

Plastic holding tank.

CAPACITIES:

28 gallons.

### STEERING SYSTEM

#### STEERING SYSTEM

TYPE:

Hydraulic steering.

MANUFACTURER:

"Sea Star".

NUMBER OF STATIONS:

One (1).

LOCATIONS:

Starboard side helm station console.

## III. SYSTEMS

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### STEERING SYSTEM

#### STEERING SYSTEM *(Continued)*

LINES AND FITTINGS:

Reinforced flexible hoses with metallic fittings. Appears serviceable.

ACTUATOR CYLINDER:

Appears serviceable.

MOUNTING:

Cylinder and ram actuator are well secured.

### GROUND TACKLE

#### GROUND TACKLE

ANCHORS:

"" anchor.

LINE:

Adequate 5/8 inch nylon anchor line.

CHAIN:

Adequate 3/8 inch galvanized steel anchor chain.

WINDLASS:

None sighted.

### ELECTRONICS AND NAVIGATION EQUIPMENT

#### ELECTRONICS AND NAVIGATION EQUIPMENT

GPS:

"Nrothstar" model # 958 GPS. "Raymarine" Pathfinder model # SL72 radar. "Raymarine" ST 40.

DEPTH SOUNDER:

"Raymarine" VHF radio.

COMPASSES:

"Ritchie" magnetic steering compass.

#### ELECTRONICS (ENTERTAINMENT)

STEREO SYSTEM:

"Clarion" am/fm/cd player stereo.

SPEAKERS:

Stereo speakers through-out vessel..

TELEVISION(S):

None sighted.

## III. SYSTEMS

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### THRU-HULLS

#### THRU-HULLS:

**MATERIAL:**

Bronze.

**TYPE:**

Ball valves.

**BONDED:**

Thru-hulls bonded where sighted. Appears serviceable.

**CONDITION:**

Appeared serviceable.

**OPERABLE:**

Yes.

**HULL REINFORCEMENTS:**

Core material was plugged with solid FRP.

**MOUNTING FLANGE AND BOLTS:**

Appears serviceable.

**FARING BLOCKS:**

None Sighted.

### BONDING SYSTEM

#### BONDING SYSTEM

**MAIN BONDING CONDUCTOR:**

The bonding system is mostly well established where sighted. A separate bonding system was not performed and I did not use a corrosion meter to establish the level of protection. However the bonding system is using individual green insulated wire and appeared to be serviceable where sighted.

**THRU-HULL FITTINGS:**

The thru-hull fittings as well as all sighted underwater fittings are bonded where sighted and show no excessive corrosion.

**SEA STRAINERS:**

"Groco" sea strainers appeared to be bonded.

**PUMPS AND MOTOR HOUSINGS:**

All pumps and housings appeared to be bonded where sighted.

### SAFETY EQUIPMENT

#### SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

**NUMBER AND TYPE OF PFD'S:**

Seven (7) U. S. Coast Guard approved type II Personal Floatation Devices (PFD's). Vessel is also equipped with a "Avon" 6-passenger survival raft.

**FIRE EXTINGUISHERS:**

Two (2) 2 1/2 lb. dry chemical hand held fire extinguishers. Halon 1301 engine room fixed fire extinguisher system. (See Findings and Recommendations).

# III. SYSTEMS

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## SAFETY EQUIPMENT

### SAFETY EQUIPMENT (UNITED STATES COAST GUARD) *(Continued)*

#### VISUAL DISTRESS SIGNALS:

(See Findings and Recommendations).

#### SOUND DEVICES:

12 volt signal horn. Operable.

#### FLAME ARRESTORS:

Flame arrestor on fuel tank vent.

#### NAVIGATION LIGHTS:

U. S. Coast Guard approved navigation lights. Operable.

### AUXILIARY SAFETY EQUIPMENT

#### E.P.I.R.B.:

None sighted. Highly recommended.

#### SMOKE DETECTOR:

None Sighted. Highly recommended.

#### FIXED FIRE EXTINGUISHING SYSTEM (HALON TYPE):

Clean Agent 241 engine room fixed fire extinguisher system. (See Findings and Recommendations).

### BILGE PUMPS

#### LIST:

"Rule" 12 vdc automatic submersible bilge pump fitted with automatic float switch.

## OUT OF WATER INSPECTION

### BELOW WATERLINE MACHINERY

#### PROPELLER(S):

Duo stainless steel 3-bladed counter-rotating propellers.

#### TRIM TABS:

"Lenco" hydraulic trim tabs. Operable.

#### THRU-HULLS:

Bronze thru-hulls fittings. Serviceable condition.

### CONDITION OF HULL (WETTED SURFACE)

#### BLISTERS:

There were no apparent signs of blisters on hull's wetted surfaces.

#### CONDITION OF BOTTOM PAINT:

Green anti-foul bottom paint. It is recommended having two (2) new applications of primer and two (2) new applications of anti-foul bottom paint.

## IV. FINDINGS AND RECOMMENDATIONS

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Deficiencies noted under "SAFETY" should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition. Findings may also be in violation of U.S.C.G. regulations.

Deficiencies noted under "OTHER DEFICIENCIES" should be corrected in the near future so as to maintain standards and to help the vessel to retain its value.

Deficiencies will be listed under the appropriate heading:

A. SAFETY DEFICIENCIES:

\*A1-Equip vessel with new Visual Distress Signals (VSD's). Day and night flares.

\*A2-It is recommended having all 2 1/2 lb. dry chemical fire extinguishers inspected and serviced by a certified fire extinguisher service facility.

\*A3-It is recommended having the Halon 1301 engine room fixed fire extinguisher system inspected and serviced by a certified fire extinguisher service facility.

B. OTHER DEFICIENCIES NEEDING ATTENTION:

\*B1-It is recommended having 100 hours service performed to port and starboard engines. Change lube oil, lube oil filters and fuel filters on port and starboard main engines.

\*B2-It is recommended having the port and starboard outdrives acid washed to clean stains and crustacean growth from outdrive's surfaces.

\*B3-Repair osmotic blisters in gelcoat surfaces on aft passenger seat base.

\*C SURVEYORS NOTES AND OBSERVATIONS:

\*C1-It is the opinion of the undersigned Marine Surveyor that the said vessel is a "Good fire and Insurance Risk".

NOTE: If cruising more than 25 nautical miles offshore it is also recommended that a USCG approved self-inflating life raft be fitted to the vessel. And a first aid kit and small manual watermaker be added to the ships safety gear.

## V. SUMMARY AND VALUATION

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### STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION After a the survey has been completed and the findings have been organized in a logical manner.

The grading of condition, developed by BUC RESEARCH, and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the BUC USED BOAT PRICE GUIDE, for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted marine grading system of condition:

"EXCELLENT (BRISTOL) CONDITION", is a vessel that is maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

"ABOVE AVERAGE CONDITION", has had above average care and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION", ready for sale requiring no additional work and normally equipped for her size.

"FAIR CONDITION", requires usual maintenance to prepare for sale.

"POOR CONDITION", substantial yard work required and devoid of extras.

"RESTORABLE CONDITION", enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the SYSTEMS AND FINDINGS AND RECOMMENDATIONS section of this REPORT OF SURVEY, and by virtue of my experience, my opinion is

### OVERALL VESSEL RATING:

"Above Average Condition".

## V. SUMMARY AND VALUATION

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### STATEMENT OF VALUATION:

1. The "FAIR MARKET VALUE" is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel is:

2. The "ESTIMATED REPLACEMENT COST" indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. "ESTIMATED REPLACEMENT COST" of the subject vessel is:

## V. SUMMARY AND VALUATION

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### SUMMARY:

In accordance with the request for a marine survey by U. S. Marshals Services of the 2003 38 foot Shelter Island Runabout Sport "Sitting Bull" for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on August 12th, 2009. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies listed should be attended to in a timely fashion.

### SURVEYOR'S CERTIFICATION:

I certify that, to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct.

The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.

I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.

I have made a personal inspection of the vessel that is the subject of this report.

This report is submitted without prejudice and for the benefit of whom it may concern.

ATTENDING SURVEYOR: Capt. S. J. Kelly, Jr.