

**Aqua Marine Surveying & Services**  
MARINE SURVEYOR AND CONSULTANT

**2007 Sea Ray 310 Sundancer**

***"Pura Vida"***



MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

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# **REPORT OF MARINE SURVEY**

**OF THE VESSEL**

***"Pura Vida"***

**2007 Sea Ray 310 Sundancer**

**CONDUCTED BY  
Glenn Reagan**

**MARINE SURVEYOR**

**PREPARED FOR:**

**Jim Johnson**

**July 01, 2011**

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# I. INTRODUCTION

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## SCOPE OF SURVEY

Acting at the request of Jim Johnson, the attending surveyor did attend onboard the 2007 Sea Ray 310 Sundancer, "Pura Vida" beginning on , July 1st, 2011 at 10:00 am where an "in-the-water-survey" WAS conducted at , Lighthouse Yacht Services, 527 Anclote Rd., Tarpon Springs, FL. 34689. The ship's papers were on board and appeared to be in order. The Hull Identification Number **(SERT9931B707)** WAS verified from the transom. A sea trial WAS performed. An out-of the water inspection of underwater machinery and the exterior of the hulls wetted surface area WAS performed on July 1st, 2011 at Lighthouse Yacht Services, 527 Anclote Rd., Tarpon Springs, FL. 34689. 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 Tramex 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 removals 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.

**NOTE:** It is recommend and understood that all GAS 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 late model Sea Ray express combines sleek styling with luxury-class amenities and a sporty performance. Classy interior with high-gloss cherry cabinets. Ultraleather seating gets high marks for premium furnishings, hardwood flooring, generous storage. This model is equipped with the cockpit wet bar and the optional grill. Fold-away transom seat creates aft-facing seating on swim platform. Impressive helm with flip-up seat, burlled dash. This vessel is equipped with twin inboard gasoline Mercruiser 300 HP V-8 engines with V-drive's for a cruise speed of approximately 25 knots.

## II. GENERAL INFORMATION

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### GENERAL INFORMATION

SURVEY PREPARED FOR: ..... **Jim Johnson**

NAME OF VESSEL: ..... **"Pura Vida"**

TYPE OF SURVEY: ..... **Condition and Value**

**OVERALL VESSEL RATING:..... \*\*\*\* AVERAGE**

**ESTIMATED MARKET VALUE:..... \$98,000.00**

**ESTIMATED REPLACEMENT COST:..... \$250,000.00**

YEAR/MAKE/MODEL OF VESSEL: ..... **2007 Sea Ray 310 Sundancer**

BUILDER: ..... **Sea Ray Boats, Knoxville, TN.**

MODEL YEAR: ..... **2007**

MAKE OF VESSEL: ..... **Sea Ray**

MODEL OF VESSEL: ..... **310 Sundancer**

HULL IDENTIFICATION NUMBER (HIN): ..... **US-SERT9931B707**

HULL NUMBER: ..... **310DA1350**

STATE VALIDATION STICKER NUMBER: ..... **06763166**

STATE REGISTRATION NUMBER: ..... **FL 8192 NY Exp: 5/26/12**

PLACE OF SURVEY: ..... **Lighthouse Yacht Services, 527 Anclote Rd., Tarpon Springs, FL. 34689**

DATE/TIME OF SURVEY: ..... **July 01, 2011 at 10:00 am.**

HULL MATERIAL: ..... **FRP (Fiber Reinforced Plastic).**

HULL TYPE: ..... **Deep-V**

LENGTH OVER ALL (L.O.A.): ..... **33' 4"**

BEAM: ..... **10' 5"**

DRAFT: ..... **3' 3"**

DISPLACEMENT: ..... **14,000#**

PROPULSION SYSTEM: ..... **Twin Mercruiser V-8 engines.**

FUEL TYPE: ..... **Gasoline.**

FUEL CAPACITY: ..... **200 gallons per tank label.**

AC POWER: ..... **Yes, One (1) 125 volt, 30 amp. Inlet**

DC POWER: ..... **Yes, 12 volt.**

FRESH WATER CAPACITY: ..... **35 gallons per power boat guide.**

## II. GENERAL INFORMATION

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HOLDING TANK: .....	<b>28 gallons per power boat guide.</b>
INTENDED USE/BUYER: .....	<b>Not Known</b>
BUYER'S EXPERIENCE: .....	<b>Not Known.</b>
INTENDED CRUISING AREA: .....	<b>Not known.</b>
INTENDED USE: .....	<b>Not known.</b>

## II. GENERAL INFORMATION

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### DEFINITION OF TERMS:

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:

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



## II. GENERAL INFORMATION

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

\*\*\*\* Per Buc Book

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### HULL CONSTRUCTION

TYPE:

**Deep-V**

MATERIAL:

FRP (fiber reinforced plastic)

EXTERIOR HULL:

White gel coat with a black boot stripe. Hull appeared in excellent condition with no obvious damage to gel coat. Hull has a good shine and has been well maintained by captain. Boot stripe port and starboard at sling area has a slight tear from lifting straps. See photo's 1,2,3,4,5,6,7. Serviceable.

PORTLIGHTS:

Four (4) total. Two (2) 7" X 15" stainless steel framed, located starboard cabin. One (1) 7" x 15" stainless steel framed, located at Galley. One (1) 5" x 12" stainless steel framed, located in head. No leaks sighted. Appears serviceable.

STRINGERS:

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

TRANSOM:

FRP (Fiber reinforced plastic). Serviceable.

BILGE:

A smooth white gelcoat surface was used in the bilge area, condition was clean. Serviceable.

CHAIN LOCKER (DRAINAGE):

The chain locker is forward and accessible through an access in the forward deck. Serviceable.

### DECK CONSTRUCTION

TYPE:

Molded FRP (fiber reinforced plastic) with white gelcoat and non-skid surface. Serviceable.

MATERIAL:

Cored FRP (fiber reinforced plastic) with white gelcoat, molded non-skid surface. Serviceable.

COCKPIT:

Cockpit is spacious and equipped with ample guest seating, deck carpet, and a wet bar with grill for entertaining family and friends. Excellent condition. See photo's 35,36,37.

### HULL-TO-DECK JOINT

TYPE:

No access to determine.

FASTENERS:

No access to determine.

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### DECK FITTINGS

#### STANCHIONS:

Welded stainless steel rail system with stanchions that run from midship port to midship starboard. Secure. Serviceable.

#### VENTILATION:

Provided by portlights and hatch over V-berth. Serviceable.

#### WINDLASS/GIPSY:

Quick High Performance. See photo 32. Serviceable.

#### HATCHES:

One (1) Ocean Air, 21" x 21" hatch with sliding screen. Excellent condition. Serviceable.

#### CLEATS:

Eight (8) 10" stainless steel cleats. Serviceable.

### SUPERSTRUCTURE

#### MATERIAL:

FRP (fiber reinforced plastic)

#### DECK HATCHES:

One (1) Ocean Air 21" x 21" with sliding screen. No leaks sighted. Serviceable.

#### JOINERY STRESS:

None Sighted.

#### CANVAS AND SUPPORT STRUCTURE:

Bimini top with aft curtain. Appears to be a black sunbrella material. Appeared in good condition.

## CABIN APPOINTMENTS

### INTERIOR DESCRIPTION:

#### JOINERY AND FINISH:

The joinery and finish of the cherry interior was very beautiful and in excellent condition. Serviceable. See photo 40.

#### INTERIOR BULKHEADS:

The interior bulkheads were finely fit where sighted. Serviceable.

#### WATER INTRUSION SIGNS:

None Sighted.

#### STORAGE AREAS:

The cabinets, lockers, drawers, and shelving were well crafted and finely fit where sighted. Serviceable.

# III. SYSTEMS

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## CABIN APPOINTMENTS

### INTERIOR DESCRIPTION:(Continued)

#### HEADLINERS:

Headliner material in the cabins appeared to be a light colored marine grade vinyl. Appeared serviceable.

#### DOORWAYS:

Sliding lockable entry door. Serviceable.

#### FABRIC AND CUSHIONS:

Cabin lounge seat cushions appear to be light colored leather. Excellent condition. See photo's 41.

#### FLOOR AND WINDOW COVERINGS:

Floor covering is a beige marine grade carpet with a snap in cover. Appears in good condition. Serviceable.

#### ACCOMMODATIONS:

Accommodations provided by forward V-berth with privacy curtain, cabin sofa that converts to sleeper and a mid berth that provides a double bunk. See photo's 18,39,41. Serviceable.

#### HEADS:

One (1) located at port cabin at entry. See photo's 16,17.

#### SALON FURNISHINGS:

Leather sofa sleeper with flat screen TV, DVD player and a wood table stored under V-berth mattress. Excellent condition. See photo's 13,20, 41.

#### CABIN SOLE:

Beige carpet with snap-in carpet protector. Good condition. Serviceable.

#### AIR CONDITIONING UNITS:

One (1) Crusair 12,000 btu reverse cycle cooling/heating unit located under V-berth mattress. Serviceable.

#### TELEVISIONS:

One (1) 19" Sylvania flat screen, One (1) 15" Coby flat screen. Powered up. See photo's 13,19.

#### STEREO, ETC.:

Clarion, model CMDA Sirius ready with a Clarion , model DC2625 6 CD changer. Powered up. See photo 11.

## GALLEY

#### LOCATION:

Port side cabin. See photo 40.

#### SINKS:

Single oval stainless steel sink. Serviceable. See photo 40.

#### REFRIGERATION:

Norcold refrigerator with a Isotherm freezer. See photo 42. Powered up.

# III. SYSTEMS

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## CABIN APPOINTMENTS

### **GALLEY**(*Continued*)

**STOVE/OVEN:**

Kenyon, 2 burner electric/alcohol stove. Powered up. See photo 14.

**MICROWAVE:**

LG, stainless steel microwave oven. Powered up. See photo 15.

## PROPULSION

### MAIN ENGINES

**TYPE:**

Two (2) V-8 gasoline (raw water cooled) naturally aspirated engines.

**MANUFACTURER:**

MerCruiser 350 MAG MPI. See photo's 29,30.

**SERIAL NUMBERS:**

Port engine serial # OW693550 Starboard engine serial # OW693549

**LABELS AND NOTICES:**

The engines were like new and all required labels appeared to be in place and readable. Serviceable.

**HORSE POWER:**

Reportedly 300 horsepower each, for a total of 600.

**NUMBER OF CYLINDERS:**

Eight (8) in a V configuration.

**INDICATED HOURS:**

Port hours: 243 Starboard hours: 243

**THROTTLE CONTROLS:**

Smartcraft digital. Serviceable.

**FLAME ARRESTOR:**

Yes, USCG approved.

**BILGE BLOWERS:**

Two (2) 5" Blowers located in engine room above water line. Powered up.

**PROP SHAFTS:**

Stainless steel 1 1/4 " diameter. Appeared serviceable.

# III. SYSTEMS

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## PROPULSION

### MAIN ENGINES(*Continued*)

#### CONDITION AND DEFICIENCIES:

Outboard riser on the port engine was found heavily corroded and leaking water. See photo 33. Inboard manifold on the starboard engine indicated a leak due to a rust stain on the stringer below. See photo 34. Engine oil in both engines were found 1/2 to 1 quart low and very dirty. Surveyor detected a slight vibration on the port side of vessel at all RPM's. RPM's on the port engine only reached 4,350. Manufacture stated RPM's are 4600-5000. Surveyor recommends having a qualified Mercruiser technician address the issues stated and service both engines before next use. Engines started well and ran smoothly but seemed under powered for the size and displacement of vessel.

### COOLING SYSTEM

#### TYPE:

Raw water cooled with fresh water flush system installed.

#### RAW WATER STRAINERS:

Groco bronze alloy with sight glass. Appears serviceable.

#### BELTS AND PULLEYS:

Belts condition appears serviceable.

#### SEACOCKS AND STRAINERS:

Raw water intakes as well as all thru-hulls connected to shut on/off valves are bronze alloy seacocks. Systems that use raw water for cooling machinery use Groco sea strainers with sight glass. Where sighted, appear serviceable.

### TRANSMISSIONS

#### TYPE:

Inboard.

#### MANUFACTURER:

ZF Hurth. 63 IV-2.0

#### GEAR RATIO:

1.09

#### FLUID LEVEL AND CONDITION:

Full and clean. Serviceable.

#### CONTROLS:

Smartcraft digital. Serviceable.

#### PROP SHAFT:

Size: 1 1/4 " Material: Stainless Steel.

#### COUPLER (SAFETY WIRE):

Yes, safety Wired.

# III. SYSTEMS

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## PROPULSION

### TRANSMISSIONS(*Continued*)

NOTE:

Transmissions shifted and operated well. Appeared in good condition. Serviceable.

## FUEL SYSTEM

### MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

Gasoline.

MATERIAL:

Aluminum.

NUMBER OF TANKS:

Two (2)

TANKS CAPACITY:

200 gallons for both.

SECURED:

Yes, Metal straps with chafe protection. Appears serviceable.

LOCATION:

Fuel tanks are port and starboard, outboard in the main engine room.

MANUFACTURING LABEL:

The ABYC required lables were sighted on the fuel tanks.

FILL PIPE LOCATIONS:

Port and starboard side marked gasoline. Serviceable.

FILL PIPE GROUNDED:

Not sighted due to access.

FILL PIPE MATERIAL:

Type A1 USCG approved hose. Appears serviceable.

FILL PIPE FITTINGS:

Fill deck fitting clearly marked as to fuel type.

HOSE CONNECTIONS, CLAMPS:

Double clamped where sighted, grade USCG type A1. Appears serviceable.

## ELECTRICAL SYSTEMS

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

VOLTAGE:

Lead acid battery powered 24/12 volt system.

# III. SYSTEMS

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## ELECTRICAL SYSTEMS

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

**BATTERIES:**

Four (4) Interstate 800 cca. Batteries were found properly secured with protective covers on the posts. Batteries started engines and operated DC equipment. Serviceable.

**BANKS:**

Two (2).

**CHARGING SYSTEM (BATTERY CHARGER):**

Intell Power Marine, model PD2030. Powered up.

**CHARGING SYSTEM (ALTERNATOR):**

Number: Two (2) Engine mounted belt driven. Appeared serviceable.

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

**SHORE POWER INLET:**

One (1) Marinc 125V/30 amp. Located at starboard side stern. Serviceable. See photo 43.

**AC SOURCE SELECTOR SWITCH:**

AC / Generator: Manual selector switch for shore or ship power. Location: Main A.C. panel, starboard main salon.

**MAIN BREAKER:**

See photo 12.

### GENERATORS AND INVERTERS

**TYPE:**

Generator driven by gasoline powered internal combustion engine,

**MANUFACTURER:**

Kohler. See photo 28.

**FUEL TYPE:**

Gasoline powered.

**KILOWATT RATING:**

5 kw.

**VOLTAGE RATING:**

120/240

**NUMBER OF CYLINDERS:**

Two (2)

**INDICATED HOURS:**

289.



# III. SYSTEMS

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## ELECTRICAL SYSTEMS

### GENERATORS AND INVERTERS(*Continued*)

LOCATION:

Engine room, centerline aft. Well insulated and sound protected.

FLUID LEVELS:

Coolant normal. Oil normal. Surveyor recommends that all fluids be renewed according to the manufactures recommended specifications as soon as possible.

COOLING SYSTEM:

Closed coolant and raw water exhaust type.

ACCESSIBILITY:

Good.

WARNING LABELS:

Yes, required labels appeared to be in place and readable.

NOTE:

Generator started well and operated all systems very well. Good condition. Serviceable.

## FRESH WATER SYSTEM

### FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS:

One (1)

CAPACITY:

35 gallons per power boat guide.

ACCESS:

Access poor.

LOCATION:

Unknown.

INSPECTION/CLEANING ACCESS:

None Sighted.

MATERIAL:

Unknown.

FILL PIPE LOCATION:

Starboard side deck marked for water.

DOCK SIDE PRESSURE REGULATOR:

None Sighted.

## **III. SYSTEMS**

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### **FRESH WATER SYSTEM**

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

**TYPE:**

110 electric. Marine grade. Serviceable.

**MANUFACTURER:**

Attwood.

**CAPACITY:**

6 gallons per label.

**PRESSURE RELIEF VALVE:**

Yes, copper pressure relief valve built into tank.

### **SANITATION**

#### **SANITATION (BLACK WATER)**

**MANUFACTURER:**

Vacuflush.

**MANUAL OR ELECTRIC TYPE:**

Electrically operated head for flush and waste treatment.

**NUMBER OF HEADS:**

One (1).

**M.S.D TYPE USCG SYSTEM:**

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

**RAW WATER SUPPLY AND CLAMPS:**

Yes, appears serviceable where sighted.

**PUMP-OUT LOCATION:**

Port side deck midships. Clearly marked: Waste.

**CAPACITIES:**

28 gallons per power boat guide.

### **STEERING SYSTEM**

#### **STEERING SYSTEM**

**TYPE:**

Power assist hydraulic by Sea Star, Teleflex. Serviceable.

**MANUFACTURER:**

Sea Star by Teleflex.

**NUMBER OF STATIONS:**

One (1) main helm station.

# III. SYSTEMS

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## GROUND TACKLE

### GROUND TACKLE

#### ANCHORS:

One (1) Kodiak, claw type. See photo 31. Serviceable.

#### WINDLASS:

Quick High Performance. Serviceable. See photo 32.

## ELECTRONICS AND NAVIGATION EQUIPMENT

### ELECTRONICS AND NAVIGATION EQUIPMENT

#### VHF:

Northstar NS-100 VHF. Powered up.

#### GPS:

Raymarine, model C-80. GPS, Weather/Chartplotter system. See photo 26. Powered up.

#### COMPASSES:

5" Ritchie. See photo 27.

#### ANTENNAS:

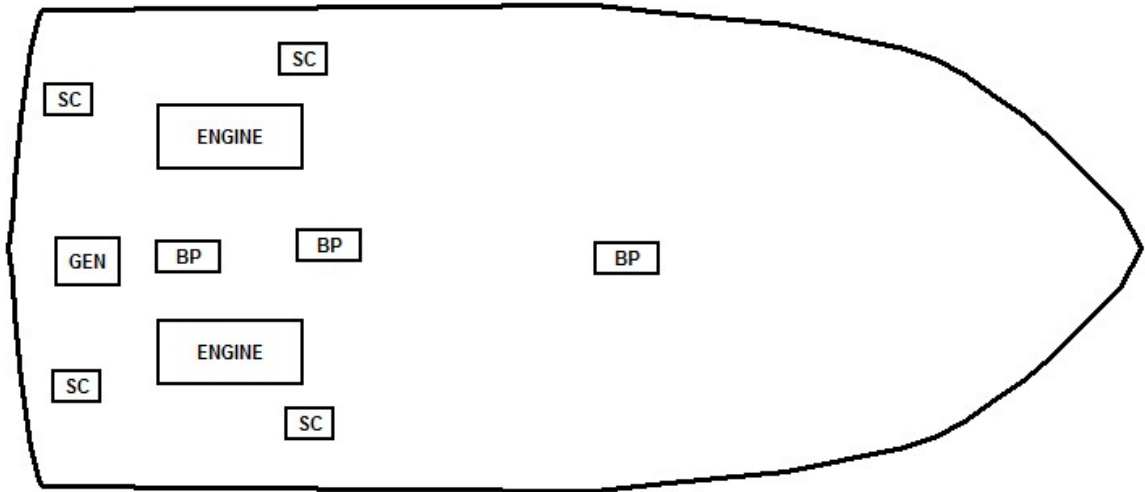
Antennas included one (1) Glomex, One (1) Galaxy Sirius, One (1) Shakespeare Mariner. Appeared serviceable.

# III. SYSTEMS

## THRU-HULLS

### THRU-HULLS:

THRU-HULLS BELOW WATER LINE (DIAGRAM):



Abbreviation	Description
BP	Bilge pump
ENGINE	Engine
GEN	Generator
SC	Seacock

**\*\*Black Icon(s) with white text indicates inoperable item.**

## BONDING SYSTEM

### BONDING SYSTEM

ZINC (HULL ZINC):

**\*B1**

One (1) hull Zinc sighted on transom under swim platform. Appeared serviceable. Two (2) Trim tab mounted zinc's.

## SAFETY EQUIPMENT

### SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

FIRE EXTINGUISHERS:

**\*A1**

One (1) Kiddee Dry Chemical, located at Galley.

# III. SYSTEMS

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## SAFETY EQUIPMENT

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

#### VISUAL DISTRESS SIGNALS:

Flares were 12 gauge Day/night visual distress signals and hand held flares. Serviceable.

#### NAVIGATION LIGHTS:

Sidelights are operable.  
All-round lights is operable.  
Sternlight is operable.  
Anchor lights are operable.

#### "NO OIL DISCHARGE" PLAQUE:

Yes, found properly displayed in engine space.

## AUXILIARY SAFETY EQUIPMENT

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

Sea Fire Suppression System with manual pull pin. Appears serviceable.

#### SEARCH LIGHT:

Yes, 5" controlled from main helm. Serviceable.

#### CARBON MONOXIDE DETECTOR:

Fireboy. Powered up.

## BILGE PUMPS

#### LIST:

Three (3) Attwoods with auto float switch. Powered up.

## OUT OF WATER INSPECTION

### BELOW WATERLINE MACHINERY

#### PROPELLER(S):

**\*B2**

Two (2) Bronze alloy 4 blade propellers. See photo's 23,24.

#### PROPELLER SHAFT(S):

Stainless steel 1 1/4". Appear serviceable. See photo's 23,24.

#### STRUTS:

Single I-beam strut. Appear serviceable.

#### TRIM TABS:

18" Bennett trim hydraulic tabs operated normally. See photo's 21,22.

### CONDITION OF HULL (WETTED SURFACE)

#### BLISTERS:

None Sighted.

# III. SYSTEMS

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## OUT OF WATER INSPECTION

### CONDITION OF HULL (WETTED SURFACE)(*Continued*)

#### CONDITION OF BOTTOM PAINT:

Bottom paint was in excellent condition. Owner stated he had it completely re-painted 3 weeks before survey.

### AIR CONDITIONING AND HEAT (AIR CONDITIONING)

#### AIR CONDITIONING AND HEAT (AIR CONDITIONING)

##### TYPE:

Unitized self contained reverse cycle type.

##### MANUFACTURER:

Cruise Air. Model SXF12-2-RMT

##### NUMBER OF UNITS:

One (1)

##### LOCATION:

Under V-berth.

##### BTU CAPACITY:

12,000.btu.

##### THRU-HULL STRAINER:

Yes, Groco sight style. In the engine room.

##### HOSES, CLAMPS AND CONNECTORS:

Appear to be adequately sized and serviceable for application.

##### RAW WATER COOLING PUMP:

110 volt electric pump system is equipped with a seacock and sea strainer assembly. Appears serviceable.

##### CONDENSATE DRAIN:

None Sighted.

##### NOTE:

Air conditioning operated well and cooled cabin very well with temperatures of 90 degrees outside.

## SEATRIAL REPORT

### INTRODUCTION

#### INTRODUCTION:

The 2007 Sea Ray 310 Sundancer was operated from Anclote Village Marina to the marked channel where the vessel could be operated at full throttle. Sea Trial began on July 1st, 2011 at 10:30 am.

# III. SYSTEMS

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## SEATRIAL REPORT

### OBSERVATIONS

#### OBSERVATIONS:

Engines started without excessive cranking. Exhaust smoke appeared normal.

### TRIAL RUN DATA

#### PORT ENGINE:

Port engine operating temp reached 160 degrees and remained there for the entire sea trial. RPM's reached 4,350 at wide open throttle. Surveyor detected a slight vibration with the port side propulsion system. Oil pressure at cold idle was 50 lbs. Oil pressure at hot wide open throttle reached 60 lbs. Hot idle oil pressure 40 lbs.

#### STARBOARD ENGINE:

Starboard engine operating temp reached 160 degrees and remained there for the entire sea trial. Engine RPM's reached 4,600 at wide open throttle. Oil pressure at cold idle was 50 lbs. Oil pressure at hot wide open throttle was 60 lbs. Oil pressure at hot idle was 40 lbs.

### PERFORMANCE DATA

#### DETAILS:

The vessel seemed very under powered during sea trial. Conditions were flat sea's, light fuel, water and gear. Top speed reached 32 mph. Vessel took along time to plane and required 3/4 to full throttle to remain there.

## IV. FINDINGS AND RECOMMENDATIONS

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 it's value.

Deficiencies will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES
- B. OTHER DEFICIENCIES NEEDING ATTENTION
- C. SURVEYORS NOTES AND OBSERVATIONS

### A. SAFETY DEFICIENCIES:

#### A.1 (PAGE 17) FIRE EXTINGUISHERS:

One (1) Kiddee Dry Chemical, located at Galley.	
FINDINGS	RECOMMENDATIONS
Gauge on Fire extinguisher read "EMPTY".	Replace with new before next operation.

### B. OTHER DEFICIENCIES NEEDING ATTENTION:

#### B.1 (PAGE 17) ZINC (HULL ZINC):

One (1) hull Zinc sighted on transom under swim platform. Appeared serviceable. Two (2) Trim tab mounted zinc's.	
FINDINGS	RECOMMENDATIONS
Zincs mounted on trim tabs have wasted away. See photo's 21,22.	Replace with new.

#### B.2 (PAGE 18) PROPELLER(S):

Two (2) Bronze alloy 4 blade propellers. See photo's 23,24.	
FINDINGS	RECOMMENDATIONS
Surveyor detected a slight vibration coming from the port side of propulsion system. Possible propeller issue? Surveyor did not determine size and pitch of props due to heavy fresh bottom paint.	Remove, balance and repair prop for smooth operation.

**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 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:

**\$98,000.00**

*Ninety Eight Thousand Dollars and Zero cents*

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:

**\$250,000.00**

*Two Hundred Fifty Thousand Dollars and Zero cents*

## V. SUMMARY AND VALUATION

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### SUMMARY:

In accordance with the request for a marine survey of the "Pura Vida", 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 **July 1st, 2011** and was found to be a well constructed, appointed and comfortable vessel. The vessel is very capably captained and well-kept. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies list 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: \_\_\_\_\_

## VI. PHOTOGRAPHS



**Starboard view, photo 1.**



**Port view, photo 2.**



**Aft view, photo 3.**



**Stb hull side, photo 4.**

## VI. PHOTOGRAPHS



**Port aft hull, photo 5.**



**Starboard hull at bow, photo 6.**



**Starboard hull, photo 7.**



**Photo at haul out, photo 8.**

## VI. PHOTOGRAPHS



Photo at haul out, photo 9.



Photo at haul out, photo 10.



Clarion radio/CD changer, photo 11.



Electrical panel, photo 12.

## VI. PHOTOGRAPHS



**Sylvania flat screen TV, photo 13.**



**Electric/Alcohol stove, photo 14.**



**Microwave oven, photo 15.**



**Head sink and vanity, photo 16.**

## VI. PHOTOGRAPHS



**Head, photo 17.**



**Mid berth, photo 18.**



**Aft cabin TV, photo 19.**



**DVD player, photo 20.**



## VI. PHOTOGRAPHS



**Port Trim tab zinc, photo 21.**



**Starboard Trim tab zinc, photo 22.**



**Port prop, shaft, strut, rudder, photo 23.**



**Starboard prop, shaft, strut, rudder, photo 24.**

## VI. PHOTOGRAPHS



**Swim ladder, photo 25.**



**Raymarine GPS, photo 26.**



**Ritchie compass, photo 27.**



**Kohler generator, photo 28.**

## VI. PHOTOGRAPHS



**Starboard engine, photo 29.**



**Port engine, photo 30.**



**Anchor, photo 31.**



**Windless, photo 32.**

## VI. PHOTOGRAPHS



**Port outboard riser, photo 33.**



**Starboard engine inboard stringer, photo 34.**



**Cockpit, photo 35.**



**Cockpit wet bar & Grill, photo 36.**

## VI. PHOTOGRAPHS



**Cockpit seating, photo 37.**



**V-berth, photo 39.**



**Galley, photo 40.**



**Cabin lounge, photo 41.**

## VI. PHOTOGRAPHS

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**Galley frig & freezer, photo 42.**



**Shore power connection & breaker, photo 43.**