



**Captain John & Son**  
Yacht & Small Craft Surveyors

**1984 32' Carver Convertible**

**"SEA CHASE"**



# Underwriter's C&V Survey Report

*Of the Vessel*

## "SEA CHASE"

**1984 32' Carver Convertable**

**Conducted By**

Liam Reichardt, Surveyor

Captain John And Son Yacht And Small Craft Surveyors

**Prepared For**



**Date Of Survey:** 07/31/2024

**Report Submitted On:** 08/01/2024

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# 1 INTRODUCTION

## 1.1 PURPOSE & SCOPE

On the 31st of July 2024, the undersigned surveyor attended the subject vessel with HIN: CDRN2001E485 at the owner of the vessel's request for a condition and value survey. This survey was commenced on the hard of [REDACTED] Berlin, MA 01503

The surveyor's inspection of the hull (wetted surfaces, topsides, transom, and deck) included percussion testing using a phenolic hammer. A conductivity (moisture) meter was used to supplement the percussion testing when sounding and/or visual abnormalities were found, or if specifically requested by the client. Exterior hardware and drive components were visually examined for damage unless otherwise specified.

There were no engine surveys performed during the inspection. It is highly encouraged that all propulsion and auxiliary power systems (engines, transmissions, gears, drives, and generators) be inspected by their respective manufacturer's certified technicians to determine their thorough condition and function.

Vessel tankage was visually inspected where accessible. No obvious leaks were observed unless otherwise specified. It is unknown if the tanks were full at the time of inspection. If a more thorough inspection is desired, the tanks should be filled and checked under full tank status or pressure tested to further attest their condition.

Electrical and electrical equipment was not powered up As the condition of the batteries hindered the use of 12 Volt systems. The wiring (conductors) were inspected from a general perspective where accessible. A significant amount of wiring could not be observed due to the wiring looms and conduits that transit in areas that require dismantling and removals for their inspection. If a detailed report as to the condition and capacities of the wiring and electrical components is desired, it is recommended that a qualified ABYC-certified marine electrical engineer be engaged.

The vessel was surveyed without the removal of all parts, including but not limited to fastened panels and fixed partitions, without the removal of bolts and/or fasteners. The survey requestor is advised to open up all such areas for further inspection. A visual inspection was conducted only on accessible structures and no destructive testing was performed. Naval architecture and engineering were not part of this survey. Furthermore, the determination of stability characteristics or inherited structural integrity has been made, and no opinion is expressed with respect thereto. Complete compliance with, identification of, and reporting on all standards, codes, and regulations is not guaranteed

A limited trial run was not performed as part of the survey inspection.

It is recommended a qualified marine technician carry out all recommendations in compliance with ABYC and CFR recommendations and standards.

The signed report represents the findings of the survey and supersedes any and all conversations, statements, and representations, whether verbal or in writing. This survey report represents the vessel's condition on the above inspection date and is the unbiased opinion of the undersigned, but is not to be considered an inventory, warranty, or guarantee, either specified or implied. The survey report is for the exclusive use of the client and those lenders and underwriters that will finance and insure the vessel for this client only and is not assignable to any other parties for any purpose.

## 1.2 DEFINITION OF TERMS

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

### ADEQUATELY

Observed to a satisfactory or acceptable extent.

### FIT FOR INTENDED USE:

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

**SERVICEABLE:**

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.

**SERVICE LIFE:**

The period of time that a noted part of the vessel is fit for use

**M.M.**

Moisture Meter.

**Percussion testing**

The use of a phenolic hammer to provide sounding of the vessel construction.

**STBD**

Starboard.

**USE OF \*:**

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

**1.3 CONDUCT OF SURVEY**

The mandatory standard promulgated by the United States Coast Guard (USCG) under the authority of Title 46 United States Code (USC), Titles 33 and 46 of the 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.

**2 GENERAL VESSEL INFORMATION****2.1 Vessel Information****2.1.1 LENGTH OVERALL (LOA)**

32', as reported by BUCValuPro™

**2.1.2 BEAM**

11' 7", as reported by BUCValuPro™

**2.1.3 DRAFT**

2' 10" as reported by BUCValuPro™

**2.1.4 BALLAST**

Data Not Available.

2.1.5 **DISPLACEMENT**

12,600 lbs. as reported by BUCValuPro™

2.1.6 **GROSS TONNAGE**

Data Not Available.

2.1.7 **NET TONNAGE**

Data Not Available

2.2 *Rating & Valuation*

2.2.1 **VESSEL OVERALL RATING**

Poor Condition"

2.2.2 **ESTIMATED MARKET VALUE**

\$6,700

SIX THOUSAND SEVEN HUNDRED DOLLARS

2.2.3 **ESTIMATED REPLACEMENT COST**

\$277,000

TWO HUNDRED SEVENTY-SEVEN THOUSAND DOLLARS.

3 VESSEL DOCUMENTATION

3.1 **HIN (HULL IDENTIFICATION NUMBER) COMPLIANCE (33 CFR 181)**

The vessel's HIN (Hull Identification Number) displayed on the starboard transom was properly affixed and formatted as per 33 CFR 181. Damage to the gel coat was sighted, hindering the legability of the HIN\*. Hin was referenced from the title.



Photo 1

4 SAFETY EQUIPMENT

4.1 *Additional Safety Equipment*

4.1.1 **CARBON MONOXIDE & SMOKE DETECTORS**

None sighted Highly recommend installing Carbon Monoxide Detector inside all of the accommodation space Per NFPA 302 13.1, 13.2.\*

**Finding A 1**

Carbon monoxide detectors were not sighted onboard the vessel.

**Recommendation**

Install carbon monoxide detectors inside all of the accommodation spaces. Per NFPA 302 and ABYC A-24

## 4.2 *Bilge Pumping Systems*

### 4.2.1 **ELECTRIC BILGE PUMPING SYSTEMS**

The vessel was fitted with a single Rule 1500 GPH, 12-volt DC-powered electric submersible pump with a separate float switch for automatic operation. The pump is mounted in the aft bilge and was not tested.



## 4.3 *Through-Hulls*

### 4.3.1 **SEACOCKS/SEA-VALVES AND FITTINGS**

The vessel's raw water seacocks were bronze alloy ball valve type. All of the seacock valves were exercised and moved freely.

## 4.4 *Ground Tackle*

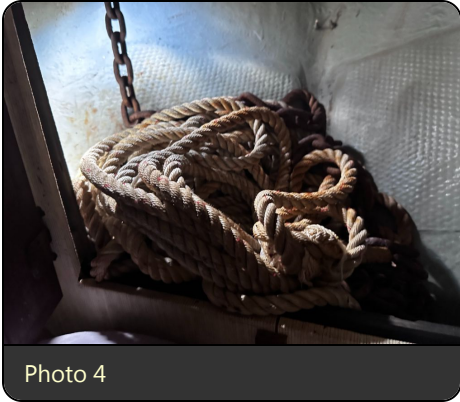
### 4.4.1 **ANCHORS**

A galvanized steel Danforth type anchor was rigged from the bow anchor storage locker. The Anchor had minimal surface corrosion and was noted to be of adequate size for the vessel and in serviceable condition.



### 4.4.2 **ANCHOR RODE TYPE**

The vessel was equipped with an unidentified length of galvanized chain and stranded nylon line. The anchor rode was noted to be of adequate size for the vessel and was fit for the intended use.





## 5 HULL

### 5.1 HULL DESCRIPTION

The vessel has a Modified V type hull with hard chine and a molded in keel. The vessel has a conventional sheer line from the bow to the transom. The hull is fiberglass, but coring is not known. Hull stiffness was provided by FRP-encapsulated stringers and Bulkheads (core material not determined). The hull and topsides were percussion tested utilizing a phenolic hammer approximately every six inches where accessible to identify any anomalies; none were detected. Conductivity readings were low throughout the hull. No evidence of structural failure or indication of damage to the hull were noted unless otherwise specified\*. Damage to the fiberglass was sighted in multiple locations on the STBD topside, conductivity readings were low. No blistering of the hull was observed. The wetted areas were painted black with copper ablative bottom paint that needed servicing.

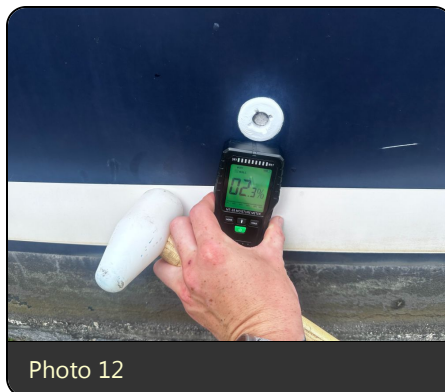
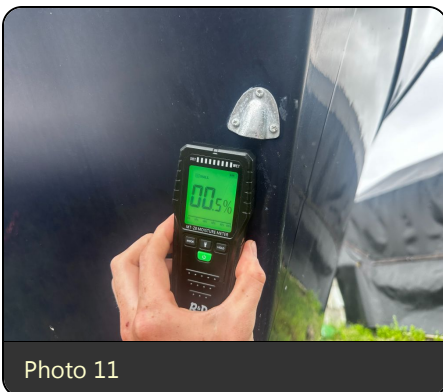
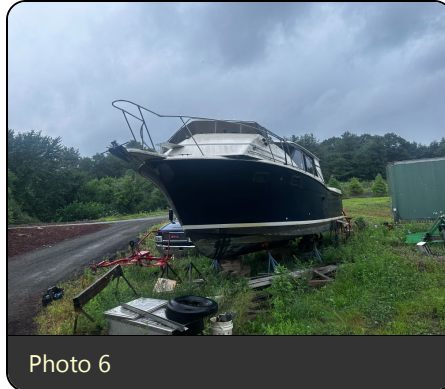
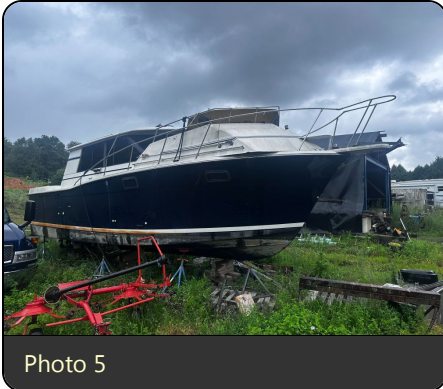




Photo 14



Photo 15

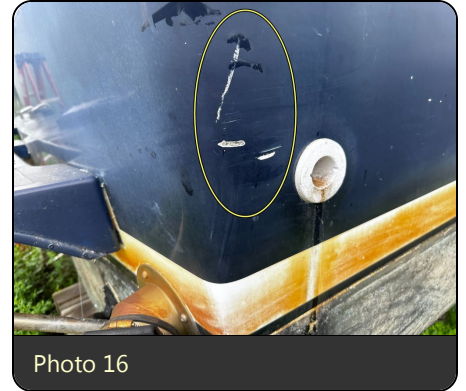


Photo 16

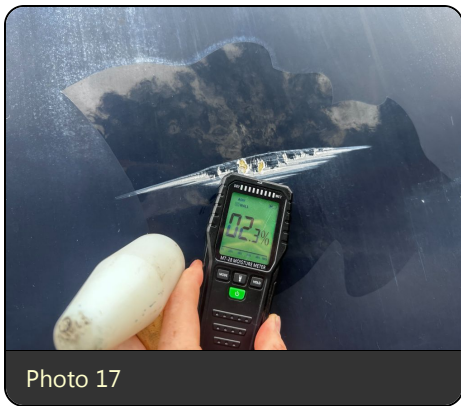


Photo 17

**Finding B-1**

Damage to the STBD top side laminate was sighted mid hip and at the transom corner

**Recommendation**

Have a qualified Fiberglass technician Investigate further, and repair as necessary.

**Finding B-2**

The Port side midship hatch framing was not secured to the hull, and the fastener holes were exposed.

**Recommendation**

Re fasten and seal the framing to prevent water intrusion

**5.2 TRANSOM**

The transom is constructed of fiberglass (the presence of coring was not determined) and was visually examined and percussion tested approximately every six inches with a phenolic hammer. Conductivity (moisture) readings were taken with no elevated readings noted.





Photo 18



Photo 19

**Finding B-3**

The swim platform was not secured to the transom.

**Recommendation**

Tighten the fasteners and install the missing one to secure the swim platform

**6 DECK**

**6.1 DECK DESCRIPTION**

The cockpit deck was constructed of fiberglass (the presence of a coring material is not known) and covered with a diamond pattern with a textured non-kid gel coat. The deck was visually inspected and periodically sounded with a phenolic hammer with no indications of voids or delamination noted. Conductivity (moisture) did show high readings along the bow toe rail from the midship to the anchor roller. The flybridge deck was soft, and conductivity readings were high.



Photo 20



Photo 21



Photo 22



Photo 23

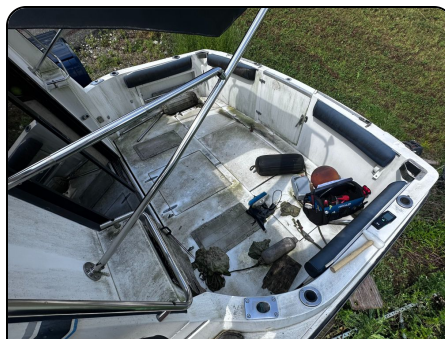


Photo 24



Photo 25



Photo 26



Photo 27

**Finding B-4**

The Flybridge cockpit deck was soft and wet.

**Recommendation**

Have a qualified fiberglass technician investigate further and repair in accordance with good marine practice as necessary.

**Finding B-5**

The Flybridge was removed for transport. All electronics and operational controls were disconnected.

**Recommendation**

Re-install the flybridge and all corresponding controls and electronics using good mariner practice.

**7 PROPULSION SYSTEM**

**7.1 Propulsion System**

**7.1.1 PROPULSION SYSTEM DESCRIPTION**

The vessel has twin Cruisier 6.7L MPI Inboard gasoline powered naturally aspirated engines with freshwater cooling. Both engines had minimal surface rust throughout. The engines did not show signs of overheating, as the manifolds and risers were in good condition. The engine mounts were serviceable. Engine oil was clean; Metal shavings or water was not sighted. The spark arrestors were not clogged. Both transmissions are equipped with 1" prop shafts, and bronze alloys 18"x18 props that are correctly secured to the shaft. Both the prop and shaft were in good condition and did not show signs of corrosion or pitting. The Shaft packing seal did not show signs of water intrusion or corrosion. Both prop shafts were noted to be aligned coming through the shaft seal and spun freely.





Photo 28



Photo 29



Photo 30

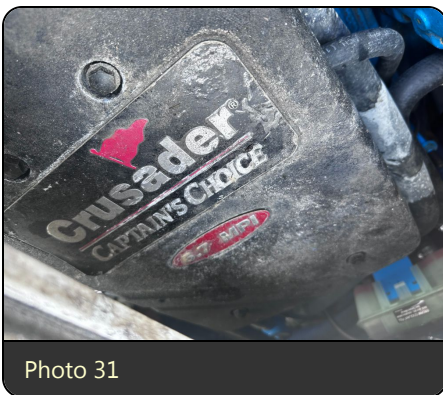


Photo 31

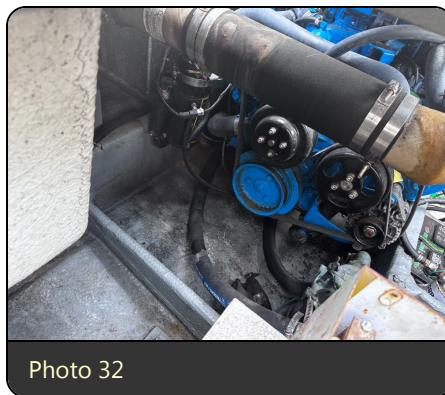


Photo 32

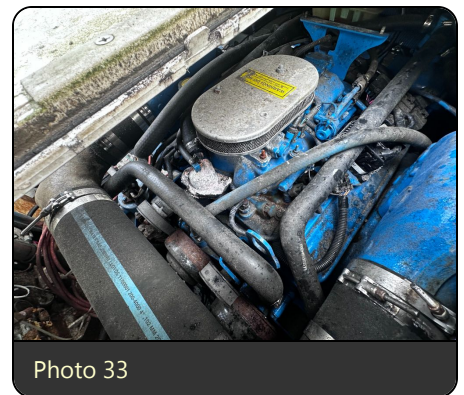


Photo 33

## 8 FUEL SYSTEMS

### 8.1 FUEL SYSTEM DESCRIPTION

Two aluminum fuel tanks were sighted midship on either side of the engine bilge. The fuel tanks appeared to be in good condition and did not show signs of leakage or termination. All fuel fill, supply, and vent hoses were noted to be in serviceable condition where sighted. The fuel fill O-rings were no longer serviceable.



Photo 34

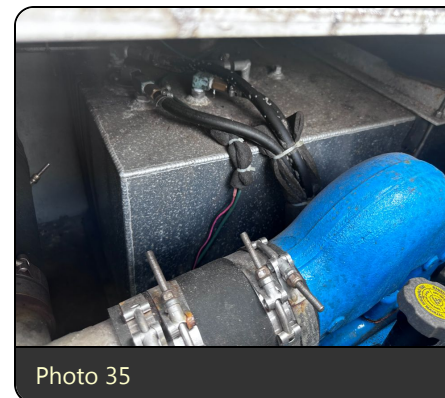


Photo 35

**Finding B-6**

The fuel fill vacuum seal O ring was past its service life

**Recommendation**

Remove and replace the O-ring.

**8.2 FUEL TANK VENTILATION**

The fuel tank vent was sighted midship on the port and starboard side of the hull. The Port and STBD vents were in need of service.

**Finding A-2**

Both of the fuel tank vents were heavily corroded and are missing their screens.

**9 STEERING SYSTEMS**

**9.1 STEERING SYSTEM DESCRIPTION**

A Hydraulic power steering system was sighted. Hydraulic fluid was at a normal level. The hydraulic lines, fittings, and ram did not show signs of leakage. When tested the steering system moved both rudders evenly and easily.

**10 ELECTRICAL SYSTEMS**

**10.1 DC Electrical Systems**

**10.1.1 DC SYSTEM DESCRIPTION**

24/12 volt system

**Finding A-3**

A GFCI was sighted in the engine bilge unsupported.

**Recommendation**

Properly mount the unit.

**10.1.2 BATTERIES BATTERY CHARGERS ALTERNATORS**

The vessel was fitted with two 12 volt lead acid batteries. The batteries were properly secured and all conductors were fastened to the terminals within ABYC regulations but did not have protective boots over the terminals. Sighted port side of the cabin within seat storage was a single 35 amp battery charger. The DC system was not tested.



Photo 36



Photo 37

**10.2 Generator**

**10.2.1 GENERATOR DESCRIPTION**

A generator was located aft of the engines in the bilge. An ID tag for the unit was not sighted.



Photo 38

**FINDINGS LEAD-IN**

The Findings & Recommendations section is only one section of the "SEA CHASE" survey report. If received on its own, this section should not be mistaken as this vessel's full survey report. **PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT** Also the following Finding & Recommendations are included for an Underwriter's Condition & Value Survey inspection only, and do not include deficiencies that are deemed non-critical to the safe operation of the vessel.

Deficiencies noted under "FIRST PRIORITY/SAFETY FINDINGS" should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. Findings may also be in violation of U.S.C.G. Regulations, ABYC Voluntary Safety Standards & Recommended Practices or NFPA Codes & Standards.

Deficiencies noted under "SECONDARY PRIORITY/FINDINGS NEEDING TIMELY ATTENTION" should be corrected in the near future, so as to maintain and adhere to certain codes, regulations, standards or recommended practices (and safety in some cases) and to help the vessel to retain its value.

Deficiencies will be listed under the appropriate heading

- A.** FIRST PRIORITY/SAFETY FINDINGS
- B.** SECOND PRIORITY/FINDINGS NEEDING TIMELY ATTENTION

**A: FIRST PRIORITY / SAFETY AND COMPLIANCE DEFICIENCIES****Finding A 1 Carbon Monoxide & Smoke Detectors**

Carbon monoxide detectors were not sighted onboard the vessel.

**Recommendation**

Install carbon monoxide detectors inside all of the accommodation spaces. Per NFPA 302 and ABYC A-24

**Finding A 2 Fuel Tank Ventilation**

Both of the fuel tank vents were heavily corroded and are missing their screens.

**Finding A-3 DC System Description**

A GFCI was sighted in the engine bilge unsupported

**Recommendation**

Properly mount the unit.

**B: SECONDARY PRIORITY / FINDINGS NEEDING TIMELY ATTENTION****Finding B-1 Hull Description**

Damage to the STBD top side laminate was sighted mid hip and at the transom corner

**Recommendation**

Have a qualified Fiberglass technician Investigate further, and repair as necessary.

**Finding B-2 Hull Description**

The Port side mid hip hatch framing was not secured to the hull and the fastener holes were exposed



**Recommendation**

Re-fasten and seal the framing to prevent water intrusion.

**Finding B-3 Transom**

The swim platform was not secured to the transom.

**Recommendation**

Tighten the fasteners and install the missing ones to secure the swim platform.

**Finding B-4 Deck Description**

The flybridge cockpit deck was soft and wet.

**Recommendation**

Have a qualified fiberglass technician investigate further, and repair in accordance with good marine practice as necessary.

**Finding B-5 Deck Description**

The flybridge was removed for transport; all electronic and operational controls were disconnected.

**Recommendation**

Re-install the flybridge and all corresponding controls and electronics using good mariner practice.

**Finding B-6 Fuel System Description**

The fuel fill vacuum seal O-ring was past its service life.

**Recommendation**

Remove and replace the O-ring.

## 11 SUMMARY

### 11.1 VESSEL CONDITION

It is the Surveyor's experience that develop an opinion of the OVERALL VESSEL RATING OF CONDITION after the survey is completed, and the findings have been organized logically.

The grading of condition developed by BUC RESEARCH and accepted in the marine industry for a vessel at the time of Survey determine the adjustment to the range of base value in the BUC USED BOAT PRICE GUIDE/BUCValuPro.com for a similar vessel sold within a given 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 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

'BUC/AVERAGE CONDITION' ready for sale, requiring no additional work and typically equipped for her size.

'FAIR CONDITION' requires usual maintenance to prepare for a sale

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

'RESTORABLE CONDITION' enough of hull and engine exist to restore the boat to a usable condition

As a result of the Survey, as shown in the REPORT OF MARINE SURVEY & FINDINGS AND RECOMMENDATIONS sections of this report and by my experience, my opinion is that the vessel is in: "Poor Condition."

### 11.2 STATEMENT OF VALUATION

#### CONDITION

It is the undersigned unbiased opinion that the subject vessel was found to be in "Poor Condition."

#### VALUATION

**All comparisons during the valuation process were of the same year, make, model, and Condition of the subject vessel or close to.**

The vessel's fair market value was found to be \$6,700 BUC valuation is between \$6,700 and \$7,700. The condition of the vessel is not comparable to any current or past listings.

### 11.3 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 stated 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 concerning 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 client's cause, the amount of the value estimate, the attainment of a stipulated 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 Eric Baum on 07/31/2024. Report submitted on 08/02/2024

A handwritten signature in black ink, appearing to read "Liam Reichardt". The signature is fluid and cursive, with a long horizontal stroke at the end.

Liam Reichardt  
Surveyor

Reviewed By  
ohn Reichardt  
Sam Am #952



Photo 39



Photo 40



Photo 41



Photo 42



Photo 43



Photo 44



Photo 45



Photo 46



Photo 47