

# South Arm International, Inc.

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Michigan Office  
P.O. Box 861  
East Jordan, MI 49727

Marine Surveyors - Consultants  
John "Mike" Dionne, A.M.S.

Florida Office – Open Dec. to April  
106 Nettles Boulevard  
Jensen Beach, Florida 34957-3378

"SUNSHINE"

1971 HATTERAS 38 CONVERTIBLE



MARINE SURVEY

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South Arm International, Inc. Member of

Society of Accredited Marine Surveyors  
Chapman Graduate



Boat U.S., A.B.Y.C., I.A.M.I.  
Wooden Boat Graduate

CONDITION & VALUATION REPORT OF MARINE SURVEY FOR DONATION  
OF THE VESSEL

"SUNSHINE"

1971 HATTERAS 38 CONVERTIBLE

ON SEPTEMBER 6, 2024

Prepared Exclusively For:

████████████████████

Performed by:

John "Mike" Dionne, A.M.S., #553  
Marine Surveyor and Consultant

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[REDACTED]

September 7, 2024

[REDACTED]

RE: SURVEY OF VESSEL, "SUNSHINE", A 1971 HATTERAS 38 CONVERTIBLE

Dear [REDACTED]

In accordance with your request for a Condition & Valuation Marine Survey for donation of the above named vessel, for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my report.

The subject vessel was personally inspected by the undersigned on September 6, 2024 and was found to be a well constructed and comfortable vessel. The vessel is considered to be suitable for its intended use of recreational cruising.


In the conduct of this survey percussion soundings were performed. Moisture recordings were performed using the Electrophysics Moisture Meter Model GRP 33 Plus Relative Meter. Also, survey destructive testing was not done. All parts of the vessel which were accessible without removal of tacked carpeting, screwed boards, bulkheads, decks, etc., were carefully examined. Every effort was made to determine the vessel's condition and estimated fair market value as compared to similar vessels. This survey report represents the condition of the vessel on the above date, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

However, note that deficiencies exist that require repair, replacement, adjustment and updating. Buyers are further advised to acquire written boat yard repair estimates of deficiencies and to consider these costs prior to purchase. As a result of my investigation, and by virtue of my experience, my opinion is:

OVERALL VESSEL CONDITION:	AVERAGE
ESTIMATED FAIR MARKET VALUE:	\$55,000.00
ESTIMATED REPLACEMENT COST:	\$700,000.00 (No longer in production)

This survey is for the exclusive use of Mr. Mark Hagmann.

Respectfully submitted  
SOUTH ARM INTERNATIONAL, INC.

  
John M. Dionne, A.M.S., #553  
Marine Surveyor and Consultant  
JDM:my  
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Wooden Boat Graduate

## I. INTRODUCTION

Responding to the request of Mr. Mark Hagmann, the attending Surveyor, John M. Dionne, did attend "NSHINE", A 1971 HATTERAS 38 CONVERTIBLE at 0830 hours on September 6, 2024 at ██████████ in Charlevoix, MI. She lay in the water and was surveyed same day. Conditions were wet and windy and the air temperature at approximately 55 degrees F. ██████████ was on site and on board for the survey.

Some of the vessel's papers were on board. Boat Specific Papers were not sighted. The hull identification number (H.I.N.) was recorded from the State of Michigan Registration.

The boat's A.C. and D.C. electrical systems were used to check operation of the electronic equipment specified in this survey only. No reference or information in this survey should be construed to indicate any of the following:

1. Evaluation of the internal condition of the engines and the propulsion system's operating capacity.
2. The condition of any surface or machinery below the waterline.
3. Electronic compliance with the manufacturer's published specifications.

This vessel was surveyed without destructive testing or 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. Buyer/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 date, 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: Recommend that the diesel engines be surveyed by a qualified engine surveyor to determine the condition of the engines, gears and pumps, heat exchangers and transmissions. Any propulsion system discrepancies will be noted in Section IV: "Findings and Recommendations" of this survey. Advocate that a Sea Trial be conducted to evaluate operating performance of the vessel.

**THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG) UNDER THE AUTHORITY OF THE FEDERAL BOAT SAFETY ACT (CFR), AND THE VOLUNTARY RECOMMENDED STANDARDS AND PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCTION OF THIS SURVEY, BUT COMPLETE COMPLIANCE WITH ALL SUCH STANDARDS IS NOT GUARANTEED.**

## DEFINITION OF TERMS

### THE FOLLOWING TERMS AND WORDS 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 (i.e. no power available, inability to remove panels, or requirements not to conduct destructive testing).*

**SERVICEABLE:**

*Indicates that the particular component of the vessel is or appears in usable condition.*

**FIT FOR INTENDED SERVICE:**

*Service for which it was designed and manufactured by the naval architect and or builder.*

**FIT FOR INTENDED USE:**

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

**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 (BRISTOL):**

*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.*

**POOR CONDITION:**

*Unusable as is. Requires repairs or replacement of systems, 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.*

**II. GENERAL INFORMATION**

*TYPE OF SURVEY:* *Condition & Valuation, In the Water for donation.*

*NAME OF VESSEL:* *Sunshine*

*SURVEY PREPARED FOR:* [REDACTED]

*YEAR/MAKE/MODEL OF VESSEL:* *1971 Hatteras 38 Convertible*

*HULL IDENTIFICATION NUMBER:* *38C397*

*HAILING PORT:* *Bloomfield Hills, MI*

*STATE REGISTRATION NUMBER:* *MC6868UZ*  
*EXPIRATION DATE:* *3/31/2027*

*\*\*USCG DOCUMENTATION NUMBER:* *999725 (Expires 9/30/2028)*

*\*\*GROSS TONS DOCUMENTATION:* *26*

*\*\*NET TONS DOCUMENTATION:* *21*

*OWNER'S NAME:* [REDACTED]

*OWNER'S ADDRESS:* [REDACTED]

*PLACE OF SURVEY:* [REDACTED]

*DATE OF SURVEY:* *September 6, 2024*

*TIME OF SURVEY:* *0830 Hours*

*BUILDER:* *Hatteras*

*DESIGNER:* *Jack Hargrave*

*HULL MATERIAL:* *Fiberglass, (F.R.P.)*

*HULL TYPE:* *Modified-V*

*\*L.O.A.:* *44"*

*\*LENGTH:* *38' 4"*

*\*BEAM:* *13' 7"*

**II. GENERAL INFORMATION**

\*DRAFT: 3' 2"  
\*DISPLACEMENT (WEIGHT): 29,000 Lbs.  
\*PROPULSION SYSTEM: Twin 260 H.P. Inboards  
\*FUEL TYPE: Diesel  
\*FUEL CAPACITY: 400 Gallons  
\*FRESH WATER CAPACITY: 148 Gallons  
\*WASTE CAPACITY: Approximately 30 Gallons  
\*AC POWER: 120 Volts  
\*DC POWER: 12 Volts  
\*SPEEDS: Approximately 17 Knot Cruise  
INTENDED USE OWNER: Recreational  
NAVIGATIONAL AREA: Great Lakes  
WATER AVAILABLE:  
SHIPS: Yes  
RULES OF THE ROAD: Not Sighted

**COMPUTATIONS TO DETERMINE ESTIMATED FAIR MARKET VALUE**

BUC Values: List a 1973 at \$68,200.00 to \$75,000.00. BUC Condition.

NADA Values: \$21,850.00 to \$24,700.00. Not real.

Powerboat Values: Not Listed.

Same Mfg. and Model, Boats for Sale: 1972 at \$49,900.00 in MI. 1969 at \$34,900 in NJ. 1968 at \$35,500.00 in MS. A fully restored 1968 at \$109,000.00 in FL. \$78,500.00 in FL. 1969 at \$25,000.00 in FL. 1970 at \$78,995.00 in CT. \$129,900.00 in FL. Delete the high and low asking price. The average asking price = \$64,551.00. Minus 10% of asking = \$6,455.00 from \$64,551.00 = \$58,096.00.

Therefore, after considering all available data, and survey Findings, this Surveyors opinion of Estimated Fair Market Value is: \$55,000.00.

*(Asterisks denote source of information):*

\* Per Manufacturer's Specification

\*\* Per USCG Documentation

\*\*\* Per BUC Book

PB Per Power Boat

M Per Mauch



III. SYSTEMS

A. HULL, DECK, AND SUPERSTRUCTURE

HULL CONSTRUCTION:

TYPE

Modified-V.

MATERIAL

Fiberglass, (F.R.P.).

EXTERIOR HULL TOPSIDES (HULLSIDES):

The topsides are gelcoat and painted white, serviceable where sighted.

PORTLIGHTS (ABYC, H-3):

There are four (4).

STEM:

Serviceable.

TRANSOM/DOOR:

Serviceable.

TRIM TABS:

There are two (2), power up. Not sighted.

SWIM PLATFORM, SUPPORTS:

The swim platform is built of teak, serviceable.

WETTED SURFACE, MACHINERY, FITTINGS:

Not Sighted

RUNNING GEAR

SHAFTS

Size:

1 3/4" Diameter

Material:

Stainless Steel

Condition:

Serviceable where sighted, measured in the engine compartment.

DECK CONSTRUCTION:

F.R.P. with non-skid, serviceable. Percussion soundings were generally satisfactory.

STARBOARD AFT GUNWALE:

\*C1. There is crazing with voids sounded. (Photo).



### *III. SYSTEMS*

#### *A. HULL, DECK, AND SUPERSTRUCTURE*

##### HULL TO DECK JOINT:

Overlap flange with fasteners and bedding compound, serviceable where sighted.

##### DECK FITTINGS:

###### STANCHIONS/RAILINGS/LIFELINES/GATES

There are 1" diameter stainless steel tube railings, 31" high near the bow, with 1" diameter stainless steel tube stanchions, serviceable.

###### BOW PULPIT

Built of teak, serviceable.

###### ANCHOR PLATFORM

The foredeck serves.

###### CHAIN/ANCHOR LOCKER

There is one (1), F.R.P., forward of the forward berth, serviceable.

###### MOORING CLEATS

There are six (6), made of stainless steel. The four (4) mid cleats are 8" long. The two (2) aft cleats are 12" long. Serviceable.

###### MOORING CHOCKS

There are two (2) built of stainless steel, located at the bow, serviceable.

###### BITS/BOLLARDS/SAMPSON POST

There is one (1) on the foredeck, serviceable.

###### MOORING HAWSE PIPES

There are four (4) aft, serviceable.

##### GRAB RAILS:

They are built of stainless steel tubing, serviceable.

##### SUPERSTRUCTURE:

The superstructure is built of fiberglass, serviceable.

##### HOUSE:

Approximately 11' X 10' with carpeting sole. Helm forward to starboard. Galley to starboard. Sliding side windows with screen mask. Sofa sleeper to port.

##### EXTERIOR BULKHEADS:

There are two (2) partial bulkheads, serviceable where sighted.

##### WINDSHIELD:

The three (3) piece windshield in aluminum frames is serviceable.

### *III. SYSTEMS*

#### *A. HULL, DECK, AND SUPERSTRUCTURE*

##### TOE RAIL:

The toe rail is built of fiberglass, molded integral with the deck, serviceable.

##### COCKPIT:

Approximately 11' X 8', built of fiberglass with non-skid sole. There are three (3) sole hatches, with two (2) inspection plates. Port and starboard mounts for a two (2) step boarding ladder, inwale bolsters, wet sink with lockers to starboard. Percussion soundings were satisfactory.

##### COCKPIT DRAINS: (ABYC, H-4)

There are two (2) scuppers through transom.

##### FISHING EQUIPMENT:

###### Rod Holders:

Serviceable.

###### Out Riggers:

Serviceable.

##### RADAR ARCH:

Built of stainless steel tubing, serviceable.

##### BRIDGE DECK:

Access the bridge up an eight (8) step stainless steel framed ladder from starboard off the cockpit.

##### COCKPIT

Approximately 9' X 8', built of fiberglass with non-skid. Helm on centerline with good visibility. Percussions soundings were satisfactory.

##### HATCHES/LOCKERS/STORAGE

There are helm and forward bridge lockers, serviceable.

##### BIMINI, CANVAS, VINYL, EISENGLASS, FRAMES

Sunbrella on stainless steel tube frames, serviceable.

##### BRIDGE RAILS

Built of stainless steel tubing, serviceable

##### DODGER

The plexiglass dodger is serviceable

##### BILGES, PUMPS, BILGE STRUCTURE:

###### ENGINE BILGE

Serviceable.

### *III. SYSTEMS*

#### *A. HULL, DECK, AND SUPERSTRUCTURE*

##### BILGES

Serviceable where sighted.

##### BILGE PUMPS (ABYC, H-22 if Electric)

There are four (4) D.C. pumps, Rule 1500 GPH, power up. The high-water alarm powers up.

##### FRAMES

F.R.P. encapsulated, serviceable where sighted.

##### STRINGERS

F.R.P. encapsulated, serviceable where sighted.

### *III. SYSTEMS*

#### *B. CABIN INTERIOR*

(ABYC, H-3)

#### INTERIOR APPOINTMENT:

##### LAYOUT

Access the house via a sliding door off the cockpit. Access the cabin down three (3) steps forward off the house. Head to port, guest berths to starboard, master berth forward with chain locker forward.

##### JOINERY AND FINISH

Serviceable.

##### SIDELINERS

Serviceable.

##### INTERIOR BULKHEADS

There are seven (7) partial bulkheads, serviceable where sighted.

##### CABIN SOLE/FLOOR/TYPE COVERING

Serviceable.

##### HEADLINERS

Serviceable.

##### STORAGE AREAS/LOCKERS

Serviceable.

##### DOORWAYS/DOORS

Serviceable.

##### FABRIC/CUSHIONS

Serviceable.

##### WINDOWS

Sliding windows.

##### WINDOW COVERINGS

Screen mask.

##### HATCHES (ABYC, H-3)

There is one (1) hatch over the forward berth.

##### GRAB RAILS

They are built of stainless steel tubing, serviceable.

##### ACCOMMODATIONS

May sleep four (4) to six (6).

III. SYSTEMS

B. CABIN INTERIOR

HEADS/TOILETS

There is one (1) with electric flush toilet, powers up.

SHOWERS

There is one (1) telephone type with stall, serviceable.

SALOON FURNISHINGS

Sofa sleeper, serviceable.

LIGHTING:

Powers up, serviceable.

AIR CONDITIONING: (ABYC, A-6)

Manufacturer:	Dometic
Size BTU Capacity:	Approximately 20,000
Condensate Drain:	Serviceable
Number of Units:	Two (2)
Location:	Cabin, House
Thru-Hull Strainer:	Serviceable
Hoses/Clamps	Serviceable
Connectors	Serviceable
Wiring:	Serviceable
Water Pump:	Yes
Bonded:	Yes
Operational:	Powers up

GALLEY:

Up to starboard, "L" shape.

SINK

Single porcelain sink, 6" deep, serviceable.

STOVE (ABYC, A-3, A-7, A-30)

Manufacturer:	Princess
Model:	Three (3) burners with oven.
Type:	A.C.
Heat Protection (Insulation):	Yes
Operational:	Powers up

MICROWAVE

Manufacturer:	Welbilt
Model:	Turntable
Location:	Built into the lower galley cabinetry.
Operational:	Powers up

*III. SYSTEMS*

*B. CABIN INTERIOR*

REFRIGERATION (ABYC, A-6)

Describe:	Galley under the counter.
Manufacturer:	Whirlpool
Type:	A.C.
Operational:	Powers up

\*C2. CARBON MONOXIDE DETECTORS (ABYC, A-24)  
Not sighted.

\*C2. SMOKE DETECTOR  
Not sighted.

TELEVISION

Manufacturer:	Sharp
Operational:	Powers up

RADIO/CD

Manufacturer:	Pyle
Model:	PLMRB29W
Operational:	Powers up

CLOCK

Manufacturer:	Weems & Plath
Model:	Quartz

BAROMETER

Manufacturer:	Weems & Plath
Operational:	Appears Serviceable

GENERAL HOUSEKEEPING:

She is maintained clean.

*III. SYSTEMS*

*C. PROPULSION SYSTEM*

(ABYC, P-4)

ENGINES:

	<u>PORT</u>	<u>STARBOARD</u>
TYPE	Inboard	Inboard
FUEL	Diesel	Diesel
MANUFACTURER	Detroit Diesel	Detroit Diesel
MODEL	GM8V53N	GM8V53N
SERIAL NO	5140037	Not Sighted
YEAR	1971	1971
HORSEPOWER	260	260
INDICATED HOURS	2381.5 (Photo)	2421.2 (Photo)



As reported, rebuilt at 1346 Hours. As reported, rebuilt at 979.0 hours.

THROTTLE CONTROLS (ABYC, P-14 (P-24 on Electronic))

Manufacturer: Morse

ENGINE MOUNTS/STRINGERS/BEDS

Type: Flex mounts on steel beds and bolted into the stringers.

Condition: Serviceable where sighted.

OIL DISCHARGE PLACARD: (U.S.C.G.)  
(33CFR155.450)

Yes

LUBRICATION:

Level: Serviceable Range  
Filters: Fleetguard #LF3333



### III. SYSTEMS

#### C. PROPULSION SYSTEM

##### VENTILATION BLOWERS:

Location: Engine Compartment  
Operational: Power up

##### BELTS AND PULLEYS:

Serviceable

##### ALTERNATOR

Manufacturer: Delco Remy  
Rating: Appears 100 Amps

##### EXHAUST SYSTEM: (ABYC, P-1)

Type: Raw Water Wet  
Condition of Hoses: Serviceable  
Condition of Hose Clamps: Serviceable  
Double Clamps: (NFPA3024-3) Yes  
Mufflers: Serviceable  
Exit Location: Through Transom

##### ENGINE GAUGES:

Volts, Hours, Temp, RPM, Oil P.S.I. and Drive P.S.I. on the house helm by VDO; same on the bridge minus hours.

##### ENGINE WIRING:

Serviceable

##### ENGINE SHUT DOWN:

Buttons on the helms.

##### COOLING SYSTEM:

Type: Closed, Fresh Water  
Fluid Level of Coolant: Serviceable Range  
Condition of Hoses: Serviceable  
Condition of Clamps: Serviceable

##### SEACOCKS: (ABYC, H-27)

Type: Bronze Lever Valves  
Double Clamped: Yes  
Intake Hose Condition: Serviceable  
Seacock Condition: Serviceable  
Bonded: Yes

##### STRAINERS:

Condition: Serviceable  
Supply Hose Condition: Serviceable  
Bonded: Yes

##### HEAT EXCHANGERS:

Hoses: Serviceable

*III. SYSTEMS*

*C. PROPULSION SYSTEM*

Clamps:	Serviceable
TRANSMISSIONS:	
Manufacturer:	Twin Disc
Model:	Port #MG506, Starboard #MG506
Fluid Level:	Serviceable Range
Drive Type:	Direct
COUPLERS:	Serviceable
STUFFING BOXES/SHAFT LOGS:	Flax Packing, Serviceable

*III. SYSTEMS*

*D. ELECTRICAL SYSTEM*

D. C. SYSTEM: (ABYC, E-10, E-11)

SYSTEM VOLTAGE: 12 Volts

BATTERIES (ABYC, E-10)

\*C3. Type and Manufacturer: AGM on cranking. Lead Acid house.  
Rating: 1000 MCA on cranking, 700 CCA on house.  
Fluid Level: Serviceable range on house.  
Acid Proof Trays: Serviceable  
Apparent Condition: Serviceable  
Positively Secured: Not 100%.  
Banks: Three (3)  
Location of Banks: Port, starboard, aft in engine compartment.  
Age: 2023 on cranking. 6/2022 on house.  
Ventilation: Adequate

BATTERY SWITCHES

Manufacturer: Perko, Guest, Blue Seas  
Type: On, Off  
Location: Engine Compartment  
Operational: Yes, Serviceable

BATTERY ISOLATOR Yes, by Sure Power.

DISTRIBUTION PANELS

MAIN PANEL

Located to starboard in the house. There is a main and system branch breakers.

HOUSE HELM PANEL

There are ignition key switches, start and stop buttons, horn button and pull accessory switches.

BRIDGE PANEL

There are ignition key switches, start and stop buttons and accessory switches.

ROUTING: Serviceable

SUPPORT: (18") Serviceable

MONITORS: Volts power up.

CHARGING SYSTEM: (ABYC, A-20)

BATTERY CHARGER:

Manufacturer: Pro Mariner  
Model: Pro Sport 20

INVERTER

Xantrex  
Link 2000, Freedom

*III. SYSTEMS*

*D. ELECTRICAL SYSTEM*

	Size (amperage):	20 Amps	30 Amps
	Location:	Aft to port in engine comp.	Aft in engine comp to port
*C4.	Operational:	Powers up	Must turn on by hand.

A.C. SYSTEM: (ABYC, E-11)

SHORE POWER INLETS

Inlet Type and Rating:	Push, Turn, Secure at 30 Amps
Inlet Location:	Starboard in the cockpit.

SHORE POWER CORDS

Manufacturer:	Marinco
Rating:	30 Amps
Condition:	Serviceable

AC OUTLETS

Operational:	Yes
Polarity Check:	Yes, Proper

GROUND FAULT INTERRUPTERS (NFPA302 8-12) (ABYC, E-11)

Location:	Port in the cockpit.
-----------	----------------------

MAIN BREAKER OR FUSE (within 10 ft of inlet)	Yes
--	-----

MAIN BREAKER PANEL

Polarity Indicator: (NFPA302-30-8.8)	Yes
Describe:	Starboard in the house.
Main Breaker Amperage:	Two (2) at 30 Amps
Poles:	Two (2)
Number of Branch Breakers:	Ten (10)
Apparent Condition:	Serviceable

WIRING ROUTING:	Serviceable
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SUPPORT:	Serviceable
----------	-------------

CONNECTORS:	Serviceable
-------------	-------------

VOLTMETER:	Powers up
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WATTS:	Power up
--------	----------

SELECTOR SWITCH (break before make):	No. Selector only.
Location:	Main Panel
Apparent Condition:	Serviceable

*III. SYSTEMS*

*D. ELECTRICAL SYSTEM*

GENERATOR (ABYC, A-27)

Manufacturer:	Northern Lights
Serial No:	SAW16HGK4800
Fuel:	Diesel
Rating:	7.5 KW
Lubrication	
Level:	Serviceable Range
Color:	Clear
Filter:	Fram
Output Voltage (measured):	No
Exhaust System (ABYC, P-1)	
Double Hose Clamps:	Yes
Hose Connections:	Serviceable
Muffler:	Serviceable
Fuel Filter:	Racor
Fuel Supply:	Serviceable
Ventilation:	Adequate

### III. SYSTEMS

#### E. FUEL SYSTEM

(Gas - ABYC, H-24)  
(Diesel - ABYC, H-33)

##### FUEL TANKS:

Manufacturer:	Hatteras
Number:	Three (3)
Material:	Fiberglass
Capacity:	450 Gallons
Manufacturing Labels:	Yes
Diesel (ABYCH-33.7.c)	
Location:	Bilges
Mounting:	Integral
Grounded: Metal Tanks:	Yes, on the metal fittings.

##### FILL PIPES:

Location:	Port, Starboard Sidedecks
Material:	A2 Type Hose
Double Clamps:	Yes
Fill Pipe Screw Caps Labeled:	Yes

##### VENTS:

Location:	Port, Starboard Hullsides
Flame Arrestor:	Yes

##### FUEL GAUGES:

Location:	On the tanks.
-----------	---------------

##### FUEL MANIFOLD VALVES: (labeled)

Yes

##### FUEL FILTERS/SEPARATORS:

Manufacturer:	Racor
Filter Type:	Separators

*III. SYSTEMS*

*F. FRESH WATER SYSTEM*

(ABYC, H-23)

TYPE SYSTEM:	Pressure
STORAGE TANK:	
Number:	One (1)
Material:	Poly
Capacity:	148 Gallons
Location:	Between the engines.
Fill Pipe Location:	Starboard Sidedeck
Fill Cap Labeled:	Yes
Vent Pipe Location:	Starboard Hullside
Access:	Good
Condition:	Serviceable
PUMP:	
Number:	One (1)
Ignition Protection:	Yes
Operational:	Powers up
Electrical Connections:	Serviceable
HOSES AND CLAMPS:	Serviceable
WATER FILTER:	Serviceable

*III. SYSTEMS*

*G. SANITATION SYSTEM*

GRAY WATER:

The basins are gravity drained via thru-hulls in the lower topsides.  
The shower is sump pumped overboard.

PUMP:

Manufacturer:	Johnson
Model:	1000 GPH

IGNITION PROTECTED: Yes

System appears serviceable.

WASH DOWN PUMP:

Manufacturer:	Jabsco
Operational:	Powers up

BLACK WATER:

The marine toilet pumps to an approximately 30 gallon Poly holding tank located aft in the engine compartment.  
Pump out is via a deck plate in the starboard sidedeck.

System appears serviceable.



*III. SYSTEMS*

*H. STEERING SYSTEM*

(ABYC, H-1, P-17, P-21, P-22)  
(Hydraulic Systems, ABYC, H-30)

NUMBER OF STATIONS: Two (2)

LOCATION:  
Starboard in the house, centerline on the bridge.

TYPE:  
Hydraulic steering by Hynautic with aluminum and stainless steel wheels.

FLUID LEVEL: Serviceable Range

FLUID CONDITION: Clear

PRESSURE READING: Approximately 25 P.S.I.

CONDITION OF LINES AND FITTINGS: Serviceable

ROD CONDITION: Serviceable

MOUNTING: Serviceable

RUDDER STOCKS:  
Material: Stainless Steel  
Shaft Logs/Packing Glands: Serviceable  
Upper Rudder Supports: Serviceable  
Condition: Serviceable

AUTOPILOT:  
Manufacturer: Simrad  
Model: AP28  
Operational: Powers up

SYSTEM BONDED: Yes

TYPE OF RUDDERS:  
Spade rudders.

*III. SYSTEMS*

*I. GROUND TACKLE*

(ABYC, H-40)

ANCHORS MOUNTED:

Number:	One (1)
Type:	Plow
Size:	Approximately 25 Lbs.
Location:	Bow Pulpit
Access:	Good

RODE TYPE:

Line Type, Size & Length:	Braided Nylon, 5/8" diameter X approximately 100'.
Chain Size:	5/16" Diameter
Chain Length:	Approximately 150'
*C5. Shackles Safety Wired:	No
Bitter End Secured:	Yes
*C5. Rode Securing Cable or Hardware:	None

OTHER ANCHORS:

Number:	Two (2)
Type:	Danforth, Fortrees
Location:	Bridge Locker, Aft Bilge

ANCHOR RODE WINDLASS:

Type:	Electric with wildcat.
Manufacturer:	Lewmar
Model:	Chain Pro Fish
Controls	
Location:	Bridge Helm and Foredeck
Condition:	Serviceable
Electrical Connections:	Serviceable
Compatibility of Chain and Wildcat:	Yes, compatible.
Operational:	Powers up

RODE ROLLER:

Serviceable

RODE ROLLER MOUNTING, FITTING:

Serviceable

FENDERS:

Four (4), Serviceable

MOORING LINES:

Braided Nylon, Serviceable

III. SYSTEMS

J. ELECTRONICS/NAVIGATION EQUIPMENT

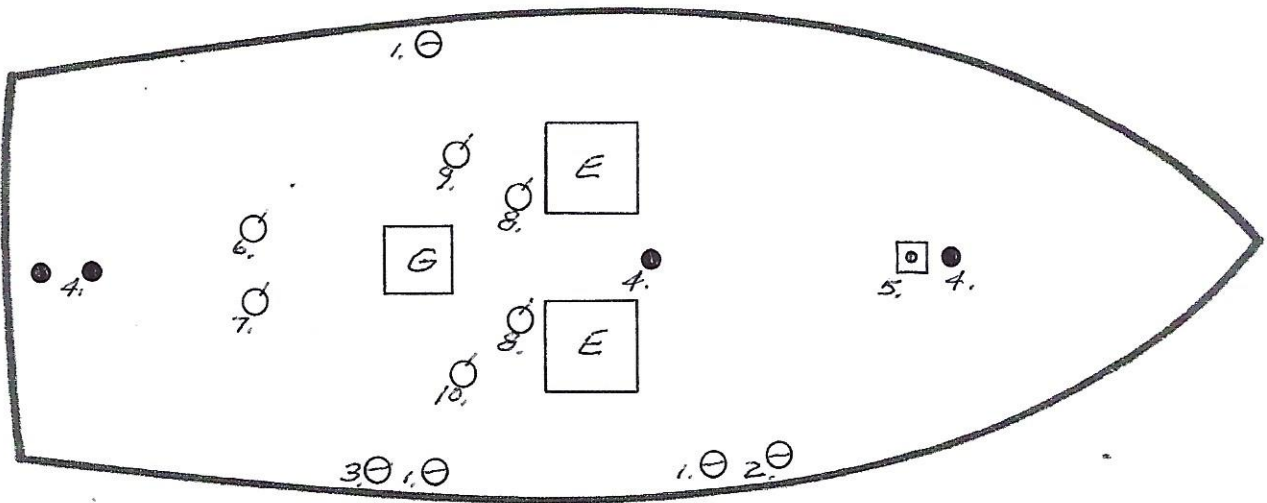
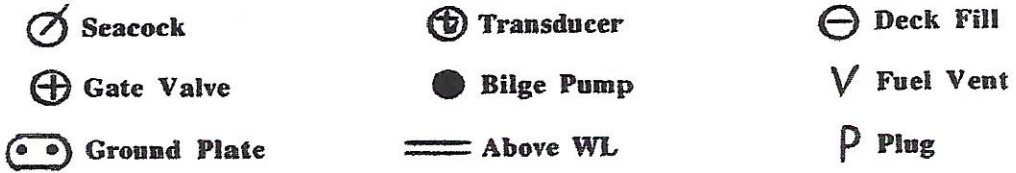
EQUIPMENT:

	<u>LOWER HELM</u>	<u>BRIDGE HELM</u>
VHF		
Manufacturer:	Icom	Standard Horizon
Model:	IC-M802	GX3000S
Operational:	Powers up	Powers up
DEPTH, SPEED, TEMP		
Manufacturer:		Furuno
Operational:		Powers up
*C6. COMPASS		
Manufacturer:	Danforth	Danforth
Model:	Constellation	---
Operational:	Appears Serviceable	Not Serviceable
MARINE RADAR, MULTI FUNCTION		
Manufacturer:		Furuno
Model:		Nav Net 3D
Operational:		Powers up
AUTOPILOT		
Manufacturer:		Simrad
Model:		AP20
Operational:		Powers up
SEARCHLIGHT		
Manufacturer:		Guest
Operational:		Powers up

III. SYSTEMS

K. THROUGH-HULL FITTINGS WHERE SIGHTED

(ABYC, H-27)  
LEGEND



(Sketch not to scale)

LEGEND

Dis-discharge	Wtr-water	GtVlv-gate valve
In-intake	RaWtr-raw water	Pmp-pump
Fwd-forward	Scup-scupper	Cpt-cockpit
Ovbd-overboard	TD-transducer	Drn-drain

<u>Location</u>	<u>Use</u>	<u>Material</u>	<u>Type</u>
1.Port, Starboard Sidedecks	Diesel Fill	Stainless Steel Cap	Deck Plate
2.Starboard Sidedeck	Water Fill	Stainless Steel Cap	Deck Plate
3.Starboard Sidedeck	Waste Pump out	Stainless Steel Cap	Deck Plate
4.Bilges	Bilge Pumps	P.V.C.	D.C. Electric

### III. SYSTEMS

#### K. THROUGH-HULL FITTINGS WHERE SIGHTED

<u>Location</u>	<u>Use</u>	<u>Material</u>	<u>Type</u>
5.Forward Bilge	Sump Pump	P.V.C.	D.C. Electric
6.Aft Bilge, Bottom	RaWtr In, Well	Bronze	Lever Valve
7.Aft Bilge, Bottom	RaWtr In, Wash	Bronze	Lever Valve
8.Engine Bilge, Bottom	RaWtr In, Engines	Bronze	Lever Valve
9.Engine Bilge, Bottom	RaWtr In, Gen Set	Bronze	Lever Valve
10.Engine Bilge, Bottom	RaWtr In, A.C.	Bronze	Lever Valve

### III. SYSTEMS

#### L. SAFETY/FEDERALLY REQUIRED EQUIPMENT UNITED STATES COAST GUARD REQUIRED (AS SIGHTED)

##### PERSONAL FLOTATION DEVICES: (33CFR175 SUBPART B)

Type:	II
Quantity:	Ten (10)
Condition:	Serviceable
Location:	Bridge Locker

##### THROWABLE PFD: (46CFR25.25-5)

Type:	IV Life Ring and Cushion
Quantity:	One (1) each.
Condition:	Serviceable
Location:	Bridge Locker

##### FIRE EXTINGUISHERS: (46CFR25.30) ABYC (A-4 AP 5.4.2)

Manufacturer:	Kidde, Amerex
Classification:	BC:1
Quantity:	Four (4) Hand Held sighted.
Inspection Date or Gauge Reading:	None. Charged.
Location:	House Helm, Head, Berths

##### VISUAL DISTRESS SIGNALS: (33CFR175 SUBPART C)

Type:	Hand Held Flares
Condition:	New
Expiration Date:	June 2027
Location:	Galley

##### SOUND PRODUCING DEVICE: (33USC2033/COLREGS33 and ABYC, A-23)

Type:	Air Horns
Operational:	Power up
Location:	Starboard Bridge Coaming

##### VENTILATION: (33CFR SUBPART K and ABYC, H-2)

Type:	Louvers, Hatch, Windows and Portlights
Quantity:	Two (2), One (1), Two (2) and Four (4)
Location:	Hullsides, Cabin Roof, House and Cabins

##### NAVIGATION LIGHTS: (33USC2033/COLREGS33 and ABYC, A-16)

Anchor:	Yes
Side Lights	
Port:	Yes
Starboard:	Yes
Stern Light:	Yes
Operational:	Power up

*IV. FINDINGS AND RECOMMENDATIONS*

**\*A. SAFETY DEFICIENCIES NOTED**

None sighted.

**\*B. DEFICIENCIES NEEDING IMMEDIATE ATTENTION**

None sighted.

**\*C. OTHER DEFICIENCIES NOTED**

\*C1. (Page 5)

FINDINGS: On the starboard aft gunwale there is crazing with voids sounded. (Photo).  
RECOMMEND: Have a qualified fiberglass technician further check and recommend.

\*C2. (Page 11)

FINDINGS: Carbon monoxide detectors and a smoke detector were not sighted.  
RECOMMEND: Install a new carbon monoxide/smoke combi detector in each full enclosable living area and install one (1) near the galley. Maintain detectors operable.

\*C3. (Page 15)

FINDINGS: The batteries are not 100% secured.  
RECOMMEND: Strap batteries secure.

\*C4. (Page 16)

FINDINGS: The Xantrex Inverter powers up by turning on by hand.  
RECOMMEND: Have a qualified technician repair.

\*C5. (Page 22)

FINDINGS: The anchor rode shackle pins are not safety wired. There is no rode securing cable or hardware.  
RECOMMEND: Secure the pins to the shackles with stainless steel wire. Install proper rode securing cable or hardware. Consider a stainless steel cable with securing clips.

\*C6. (Page 23)

FINDINGS: The Danforth Compass on the bridge helm is not serviceable.  
RECOMMEND: Replace compass.

Further recommend that interested parties and buyers receive written boat yard repair estimates of all the Findings and Recommendations within this report before purchase of the subject vessel.

**V. SUMMARY AND VALUATION**

**A. STATEMENT OF OVERALL VESSEL RATING CONDITION**

It is the surveyor's experience that develops an opinion as to a vessel's **OVERALL VESSEL RATING OF CONDITION** immediately after a complete survey has been performed and the findings organized in a logical manner.

The grading of condition, as 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 useable condition.

As a result of my investigation, as stated 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**

**AVERAGE**



V. SUMMARY AND VALUATION

B. 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 condition's 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 "ESTIMATED FAIR MARKET VALUE" of the subject vessel is:

**\$55,000.00**  
(Fifty-Five Thousand and 00/100 Dollars)

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:

**\$700,000.00 (No longer in production)**  
(Seven Hundred Thousand and 00/100 Dollars)

INFORMATIONAL SOURCES MAY INCLUDE, BUT ARE NOT LIMITED TO:

BUC	Wooden Boat
ABOS	Practical Sailor
Power Boat Guide	Vessel's Papers
Soundings	Exchange
Lakeland Boating	Seaworthy
The Internet	Boat U.S. Listings
Sold Boats.Com	NADA

V. SUMMARY AND VALUATION

C. SUMMARY

The subject vessel "SUNSHINE", A 1971 HATTERAS 38 CONVERTIBLE was surveyed for Condition & Valuation for donation In the Water on September 6, 2024 at [REDACTED] Charlevoix, MI., commencing at 0830 hours. The conditions were wet with rain squalls, windy and the air temperature at approximately 55 degrees F. [REDACTED] was on site and on board for the survey.

She is built on a solid fiberglass hull in a modified-V design. Her decks are cored sandwich construction. Her exterior and interior layouts are engineered from a practical viewpoint and are fairly user friendly. She is a good-looking boat.

The vessel is considered suitable for her intended recreational use and cruise area. However, deficiencies exist that require repair, replacement, adjustment and updating. Buyers are further advised to acquire written boat yard repair estimates of deficiencies and to consider these costs prior to purchase.

This survey report represents the condition of the vessel on the above date, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

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

D. 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.

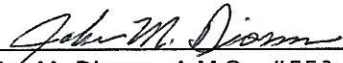
I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

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:

  
\_\_\_\_\_  
John M. Dionne, A.M.S., #553  
Marine Surveyor and Consultant

9/7/2024  
Date

*PHOTOGRAPHS*



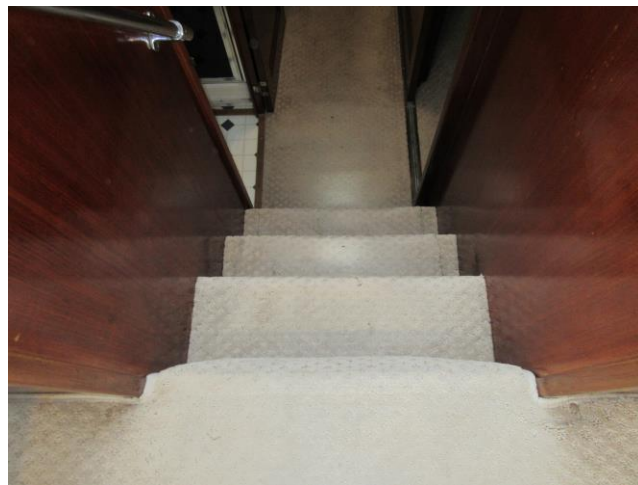
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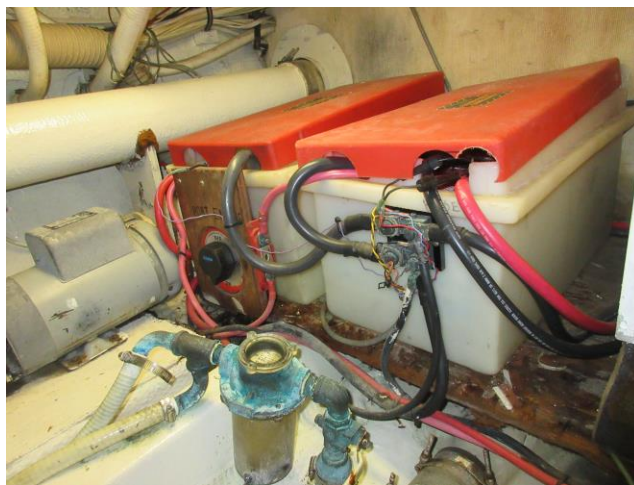
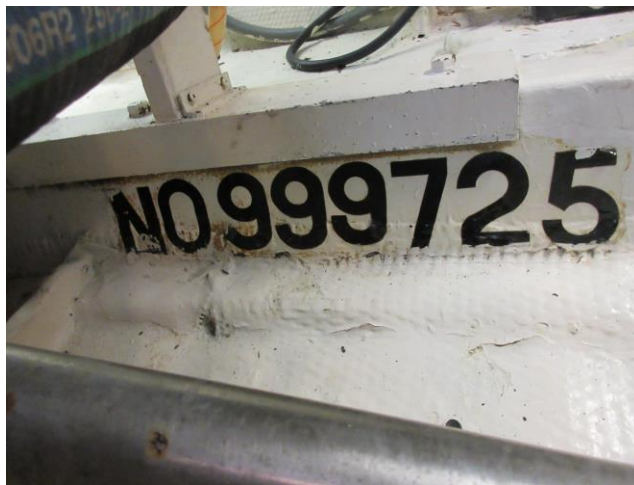
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