

Nolen's Marine Surveying
SOCIETY OF ACCREDITED MARINE SURVEYORS (SAMS)
ACCREDITED MARINE SURVEYOR

2002 / Regal / 3860 Commodore

3860 Commodore

Your Boat Picture
Here

AMERICAN BOAT AND YACHT COUNCIL (ABYC) STANDARDS ACCREDITED

196 Hance Point Rd. North East, MD 21901
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REPORT OF MARINE SURVEY

OF THE VESSEL

"3860 Commodore"

2002 / Regal / 3860 Commodore

**CONDUCTED BY
CAPTAIN JOYCE NOLEN, AMS**

SAMS – ACCREDITED MARINE SURVEYOR


4/7/05 at 0830 through 1530 Hours.

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I. INTRODUCTION

Acting at the request of [REDACTED] the attending surveyor did attend onboard the 2002 / Regal / 3860 Commodore, "3860 Commodore" on April 7, 2006 at approximately 0830 hours where an "in-water-survey" WAS conducted at Jackson Marine Sales, North East, Md. 21901.. The ship's papers were NOT on board. The Hull Identification Number (HIN) 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. The reason for the survey, was to ascertain the physical condition and value of the vessel for interested buyers. Moisture readings taken and referenced throughout the body of the report, were taken with the Aquant Plus 2 Moisture Meter by Prolimeter. Engine, transmission and component temperatures, where applicable, were checked using the Raynger ST2 infrared laser noncontact thermometer during sea trial. AC and DC power WERE used to check operation of the electrical systems specified in this report only.

NOTE: This is considered to be a Non-Mechanical Survey.

DISCLAIMER

No reference or information 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 of the vessels propulsion systems..*
2. *Electronic equipment 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.

No liability is assumed by me for errors of judgment or omission, or for any subsequent mechanical or structural weaknesses of this vessel. In the event of dissatisfaction with the conduct of the survey, with errors contained in the report, or by omission of information, the sole and maximum remedy shall be limited to the amount of fee actually received for this report, which shall be refunded. The use of this report shall constitute an acceptance of the above mentioned terms and conditions.

NOTE: It is recommend and understood that all DIESEL/GAS engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

NOTE: This is to be considered a Non-Mechanical Survey.

I. INTRODUCTION

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.

Your surveyor attests that she has used her best efforts and judgements, based on formal training, field experience and continuing technical and professional studies in making a thorough visual examination, employing only non-invasive and non-destructive testing methods as defined within the scope of this survey.

TERMS OF REPORT ISSUE: This report was prepared and submitted for the exclusive use of the person for whom the survey was performed and no changes or supplements are permitted unless provided by the surveyor of record whose signature appears below. The original report is issued solely to the person on whose behalf it was prepared. Users of this report are advised that only the original and certified copies should be used. These are identified by the **RED "ORIGINAL" STAMP** at the bottom of each page. The accuracy and authenticity of all other copies is not warranted and such copies are accepted at the sole risk of the user. The undersigned surveyor accepts no responsibility for the authenticity of non-certified copies.

Third parties having an interest in the survey report should secure written permission directly from the purchaser to obtain certified copies. The surveyor will issue additional copies of the survey report on instruction and with the permission of the original purchaser. Fees for additional copies and transmittal expenses will be assessed to the requester.

ORIGINAL ISSUED TO: 

DATE: APRIL 7, 2005

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I. INTRODUCTION

VESSEL DESCRIPTION

The Commodore 3860 by Regal is a comfortable family cruiser with a sporty profile. She is reportedly built on an easy riding modified deep-V Fiberglass Hull with cored topsides. There are overnight accommodations for four or five adults with two private staterooms and two marine heads with vac-u-flush systems. The vessel offers a contemporary, fully outfitted galley and with an oversized refrigerator/freezer, two burner stove top, microwave, coffee maker and hardwood flooring. The interior lay out offers a large mid-cabin with 6' 6" standing headroom, V-berth stateroom, private aft stateroom and starboard side sofa with built in recliners. Her cabin is quite stylish with a beautiful maple hurl interior, tan carpeting, accent lighting and a built in central vacuum system.

The cockpit offers a user friendly helm station. A wet bar with ice maker is to starboard side, with a wrap around lounge and removable table located to port. Double wide captain's seat and a port side mate's lounge is opposite. A step through windshield provides easy access to the bow area. Reverse raked radar arch provides a point of attachment for lighting and antennas while providing a pleasing appearance to the vessel.

Other amenities include a 7.3 Kohler gen set, Lofrans anchor windlass, 12 VDC engine hatch that provides easy access to the engine and gen set compartment, large bolt on fiberglass swim platform, and fresh water wash down systems at stern and bow areas.

Few deficiencies were noted throughout the survey, some being quite important while most were basic maintenance issues often found on used boats. This Regal 3860 appears to have been well cared for in the past and shows well to perspective buyers. Address the findings noted in this report and with continued care and professional maintenance this vessel should hold her above average condition and high market value for years to come.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER: 045MG
SURVEY PREPARED FOR: [REDACTED]

NAME OF VESSEL: "3860 Commodore"
TYPE OF SURVEY: Pre-Purchase for Buyer
OVERALL VESSEL RATING: ABOVE AVERAGE
ESTIMATED MARKET VALUE: [REDACTED]
ESTIMATED REPLACEMENT COST: [REDACTED]

YEAR/MAKE/MODEL OF VESSEL: 2002 / Regal / 3860 Commodore
BUILDER: Regal Marine, Orlando, FL.
YEAR BUILT: August, 2002.
MODEL YEAR: 2002.
MODEL OF VESSEL: EXPRESS CRUISER
HULL IDENTIFICATION NUMBER (HIN): RGMLA019H102
STATE VALIDATION STICKER NUMBER: 133866 Expires Dec. 05.
STATE REGISTRATION NUMBER: None sighted.
PLACE OF SURVEY: Jackson Marine Sales, North East, Md. 21901.
DATE/TIME OF SURVEY: April 7, 2005 -- 0900 through 1600 Hours.
HULL MATERIAL: Reported to be SOLID FRP (Fiber Reinforced Plastic) bottom with cored hull topsides.
HULL TYPE: Modified-V with 18 degrees deadrise.
LENGTH OVER ALL (L.O.A.): 40' 1"
(LOAD) LENGTH WATERLINE (L.W.L.): 38'
BEAM: 13' 0"
DRAFT: 3' 3"
DISPLACEMENT: Approximately 17,800 lbs.
OVERHEAD CLEARANCE: Approximately 11'9" with radar arch. NOTE: This measurement does not take into account after market add ons such as antennas.

PROPULSION SYSTEM: Twin, Mercruiser 8.1 Liter.
FUEL TYPE: Gasoline.
FUEL CAPACITY: 276 Gallons.
AC POWER: 120 VAC.

II. GENERAL INFORMATION

GENERAL INFORMATION (Continued)

DC POWER:	12 VDC.
FRESH WATER CAPACITY:	Approximately 75 gallons.
HOLDING TANK:	40 Gallons.
INTENDED USE/BUYER:	Recreational near coastal cruising.

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, calibration, or accuracy 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 or component in order for it to be considered functional.

General information may have been gathered from any or all of the following referenced resources: The most recent editions of the BUC BOOK pricing guide, NADA's GUIDE for used boats, Brokers Edition of POWER BOAT GUIDE by McKnew & Parker, ABOS MARINE BLUE BOOK. The internet was also accessed for most current market values.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

TYPE: Modified-V, planing type, with hard chines.

MATERIAL: Reportedly, solid fiberglass bottom with balsa cored topsides.

EXTERIOR HULL: White gelcoat with dark blue boot stripe.

PORTLIGHTS: Four to port, five to starboard. Good condition and operable.

BULKHEADS: Solid. Good tabbing.

STRINGERS: Solid. Good tabbing.

* **TRANSOM:** [C1] Solid transom with large bolt on fiberglass swim platform. Boarding ladder to portside.

BILGE: Clean and organized.

CHAIN LOCKER (DRAINAGE): Drainage is overboard via two holes located in the bow stem.

KEEL EXTERNAL: No external FRP keel.

LIMBER HOLES: Limber holes are of adequate size and clear where sighted.

DECK CONSTRUCTION

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

COCKPIT: Split-level with elevated helm station. White FRP with non-slip surface. Observed as being firm and solid with no delamination detected.

NOTE: U-Line ce maker at starboard side cockpit. Powered up.

HULL-TO-DECK JOINT

TYPE: The hull to deck joint was of the deck overlap type (shoe box style). Appeared serviceable where sighted. No signs of impact or collision. A firm marriage.

FASTENERS: Both chemical and stainless steel mechanical fasteners.

BEDDING COMPOUND: None sighted.

NOTE: Exterior side of hull to deck joint is covered with a protective "rub rail" found to be in above average condition. No signs of impact or collision was noted.

DECK FITTINGS

STANCHIONS: Solid stainless steel safety rail, safe and secure.

BOW PULPIT (BOW RAIL): Solid construction, stainless steel.

TOP RAILS: Yes - molded in toe rails are incorporated into the side decks.

SCUPPERS: Scupper system appears serviceable. All hoses were attached and clamped.

CHOCKS AND CLEATS: Chocks and cleats appeared to be thru-bolted and serviceable.

WINDLASS/GIPSY: Lofrans 12 VDC.

DECK SURFACE: White gel coat with molded in non-skid surface. Condition is good.

HATCHES: Large 12 VDC engine hatch offering excellent access to engine compartment.

GRAB RAIL: Secured hand rails along top of super structure and various locations on vessel. Appears adequate.

ANCHOR PLATFORM: Pass through anchor rode at bow.

SUPERSTRUCTURE

MATERIAL: FRP-Good throughout.

DECK HATCHES: V-Berth escape plus other roof hatches. All good condition, no elevated moisture in surrounding fiberglass.

JOINERY STRESS: None Sighted.

SUPERSTRUCTURE HOUSE TO DECK JOINT: No seam, good condition.

MOISTURE CONTENT: No elevated moisture was detected in the side decks, cockpit deck, fore deck or cabin roof. No delamination was observed. Solid and firm!

NOTE: Large sun pad on superstructure - good condition.

BRIDGE DECK

MATERIAL: FRP (fiber reinforced plastic).

TYPE: Split Level with elevated helm.

SEATS: Vinyl upholstered seats and bunks, very nice condition providing adequate seating for captain, crew and guests.

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

BRIDGE DECK (Continued)

- * **WINDSHIELD:** [B1] Aluminum framed windshield provides good visibility from the helm station. Step through windshield providing access to bow deck and sun pad.

Centerline, 12 VDC, openable ventilation windshield.

Wiper motor powers up -- Needs new wiper blade.

ADDITIONAL EQUIPMENT AND ACCESSORIES

CANVAS AND COVERS: Full camper enclosure with eisenglass panel inserts. Very good condition. See photos.
DOCK LINES: Assorted dock lines are on board.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

CABIN BRIGHT WORK: Nice fit and finish through all cabin interiors. Appears to be finished and trimmed with a maple burl wood. Interior decor was tastefully executed throughout.

INTERIOR BULKHEADS: Solid and finely fit where sighted.

WATER INTRUSION SIGNS: None Sighted.

HEADLINERS: Vinyl upholstery -- very good condition.

- * **DOORWAYS:** [C2] Pocket doors to both cabins.

FABRIC AND CUSHIONS: Appeared to be in very nice condition. No tears or stains noted.

ACCOMMODATIONS: Overnight accommodations for 4 or 5 Adults.

HEADS: Two, fully enclosed, private heads located to port.

SHOWERS: Separate shower enclosure at forward head.

FAUCET FIXTURES: Appears serviceable.

LIGHT FIXTURES: 12 volt cabin lights throughout the vessel were operable.

CABIN SOLE: Galley flooring is finished with what appears to be a cherry hardwood.

AIR CONDITIONING UNITS: Two Marine Air units.

CABIN HEATING: The Marine Air units are reverse cycle for heat.

TELEVISIONS: Main cabin -- RCA 20" w/VCR.

V-Berth -- 9" Philips w/VCR.

Aft cabin -- 9" Philips.

All power up.

STEREO, ETC.: Kenwood, KDC 318S with 6 CD changer. Powered up.

- * **CONDITION AND DEFICIENCIES:** [C3] The overall house keeping for this vessel was above average. It reflects the care of a conscientious crew, with good sea keeping skills.

OTHER: Cabin has central vacuum system by Wal Vac. Powered up.
Filter bags #54062.

NOTE: Closets are cedar lined.

GALLEY

LOCATION: Port side.

SINKS: Stainless steel single bowl sink.

REFRIGERATION: Nova Kool, AC/DC -- model RSP-7500. Separate freezer.

S/N: 216252 - Powered up on both AC and DC electric.

STOVE/OVEN: Two burner electric stove by Princess. Tested on AC -- worked properly.

MICROWAVE: G.E. Turntable - Powered up.

ACCESSORIES: Black and Decker Space Maker Coffee Maker is mounted in the galley area. Appears to be in good condition.

PROPULSION

MAIN ENGINES

TYPE: Two (2) V-8 gasoline naturally aspirated engines.

MANUFACTURER: Merc-Cruiser.

III. SYSTEMS

PROPULSION

MAIN ENGINES (Continued)

SERIAL NUMBERS: Port. OMO27563

Stbd. OMD27562

HORSE POWER: 8.1 Liter, 496 CID.

NUMBER OF CYLINDERS: Eight per engine.

INDICATED HOURS: 232.6 port / 99.5 starboard.

THROTTLE CONTROLS: Teleflex Mechanical.

FLAME ARRESTOR: Yes, USCG approved.

ENGINE MOUNTS AND RFD: Fiberglass engine beds appeared serviceable with aluminum right angle bolts fast. Engine mounts were good.

LUBRICATION: Level and Condition: Level indication is normal both port and starboard. The appearance of the oil is clean. Oil filter Q.S. 35-802885T.

VENTILATION: Natural ventilation provided by thru hull vents located in the hull's top sides. Appears adequate.

BILGE BLOWERS: Two bilge blowers worked properly when tested.

EXHAUST SYSTEM: Double clamped throughout.

PROP SHAFTS: Stainless steel 1 1/2" diameter. Appeared serviceable.

ENGINE ALARMS: Yes -- low oil pressure, high H2O temperature alarms.

CONDITION AND DEFICIENCIES: Overall the engine and bilge area was found to be generally clean, orderly and no deficiencies were noted. Evidence of a conscientious captain was obvious.

COOLING SYSTEM

TYPE: Freshwater reservoir type cooling with raw water cooled wet exhaust.

HOSES AND CLAMPS: Double clamped where sighted. Appears serviceable.

BELTS AND PULLEYS: All belts and pulleys appear to be in good condition.

SEACOCKS AND STRAINERS: Bronze seacocks in service. Sea Strainers with sight glass, well mounted.

* **NOTE:** [B2] Starboard engine's inboard exhaust system has broken support rod.

TRANSMISSIONS

TYPE: V-Drive.

MANUFACTURER: ZF Hurth Marine. Model: HSW 630V1 2.5R.

Port serial number: 16519K.

Starboard serial number: 17185K.

FLUID LEVEL AND CONDITION: Full and clean, checked with engines not running.

CONTROLS: Mechanical cable and linkage type. Appears serviceable.

PACKING GLAND: Double clamped. Packing glands are water cooled, dripless system by 'Strong'.

FUEL SYSTEM

MAIN ENGINES

FUEL TYPE: Gasoline.

MATERIAL: Aluminum - 5052.

NUMBER OF TANKS: Two (2).

TANKS CAPACITY: 138 gallons each.

SECURED: Yes, welded brackets at base.

LOCATION: Outboard engine bilge.

MANUFACTURING LABEL: The ABYC required labels were sighted on the fuel tanks.

FILL PIPE LOCATIONS: Outboard transom corners.

FILL PIPE GROUNDED: Yes - Both are properly grounded.

FILL PIPE MATERIAL: Type A2, USCG approved hose. Appears serviceable.

FILL PIPE FITTINGS: Fill deck fittings clearly marked for gasoline.

HOSE CONNECTIONS, CLAMPS: Double clamped at each end.

FUEL LINES AND FITTINGS: Grade USCG type A1. Appears serviceable where sighted.

FUEL MANIFOLD VALVES: Ball type valves properly marked, operable.

III. SYSTEMS

FUEL SYSTEM

MAIN ENGINES (Continued)

VENT LOCATION: Port and starboard topsides, flame screens were sighted.

SHUT-OFF VALVE: Yes - sighted in the fuel system.

FUEL FILTERS: Quick Silver fuel filters, # 35-807172. Appear serviceable.

NOTE: Don't Forget: Always close hatches, portlights, windows, cabin doorways, etc. before refueling! Gasoline fumes are heavier than air and seek the lowest areas. Run you bilge blowers for at least four minutes AFTER fueling is complete. Personally inspect the bilges where fuel tank and supply lines are contained, prior to starting engines.

NEVER SMOKE OR COOK WHILE REFUELING.

Keep the metal fuel nozzle in contact with the metal gasoline deck fill plate. Do not allow it to bounce around in the deck fill plate - this may cause static electrical sparks to occur.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE: Lead acid battery powered 12 volt system.

BATTERIES: 1 - 908D, Deka (1550 CCA) Secured and covered. Fluid level good.

Two - HD31A batteries in service. Properly covered and secured.

MAIN BATTERY SWITCHES: Yes - three rotary switches located under cockpit's port side lounge at upper level.

PANEL: Yes - DC Volt and Amp meters.

BREAKERS/FUSES: 17 are in service. Well marked.

TYPE CONNECTORS: Captive type, where sighted.

ROUTING/SUPPORT: Well supported and secured where sighted.

CHARGING SYSTEM (BATTERY CHARGER): C-Charger, 60 AMP, powered up. 5000 series. Model: 12605E.
Serial Number: A0114010693.

OUTLETS: 12 Volt outlets were cigarette lighter socket type. Appeared serviceable. Powered up.

OTHER: Guest battery isolator in service.

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET: Twin-port side transom locker. Each inlet has double pole 30 amp circuit breaker in service.

* **SHORE POWER:** [A1] Twin cords 30 amp/120 VAC.

AC SOURCE SELECTOR SWITCH: AC / Generator. Manual Rotary selector switch for shore or ship power. Location: Main A.C. panel.

MAIN BREAKER: Yes - one main per side.

BRANCH BREAKERS: 6 per side, well marked.

CIRCUIT LOAD MONITORS: 0 - 150 Volt 0 - 50 Amp.

CONNECTIONS (TYPE): Captive where sighted.

WIRE TYPE (SIZE AND RATING): Size and rating, where sighted, appears, serviceable for intended use.

ROUTING: Well routed and supported where sighted.

OUTLETS: GFCI protected outlets throughout vessel.

POLARITY: Polarity indicator at panel. The polarity was checked by myself at all outlets that I could find and proved normal.

GALVANIC ISOLATOR: None Sighted. Highly recommended to reduce accelerated zinc loss.

NOTE: A galvanic isolator is a device installed in series with the grounding (green or green w/ yellow stripe) conductor of the shore power cable to block low voltage DC galvanic current flow, but will permit the flow of alternating current normally associated with the grounding (green or green w/ yellow stripe) conductor. ABYC A-28.4.

NOTE: WORD of CAUTION: Do not swim around vessels which are tied up in any marina. If a 110/120 volt electrical short is leaking into the waters around your vessel, there is a risk of electrocution.

GENERATORS AND INVERTERS

TYPE: Generator driven by gasoline powered internal combustion engine.

* **MANUFACTURER:** [B3] Kohler. Model 7 3E-CB.

S/N: 0708234. 3600 RPM

FUEL TYPE: Gasoline powered.

KILOWATT RATING: 7.3 KW

III. SYSTEMS

ELECTRICAL SYSTEMS

GENERATORS AND INVERTERS (Continued)

VOLTAGE RATING: 120 VOLTS.

INDICATED HOURS: 141.6 hrs on meter.

LOCATION: Engine room, centerline just aft of engines.

COOLING SYSTEM: Freshwater cooled with raw water wet exhaust type.

* **EXHAUST SYSTEM:** [A2] Double clamped.

OTHER: Do NOT sleep on board while the generator is running. Carbon monoxide fumes may go undetected.

NOTE: Bronze intake strainer in service. Properly secured. Double clamped.

NOTE: Your surveyor would like to emphasize the danger of all persons on board sleeping while the generator is running. Due to the risk of carbon monoxide poisoning (the silent killer) I recommend that you never sleep with the generator running. The last person up at night should turn the generator off before retiring.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS: One fresh water storage tank is in service. Fresh water system was not tested. System was not activated at time of survey.

LOCATION: Under V-berth bunk, forward.

MATERIAL: Poly plastic material.

FILL PIPE LOCATION: Bow deck starboard deck fill inside locker.

ACCUMULATOR TANK: Groco PST-1 in engine bilge area.

PUMPS: 12 VDC water pump by Shurflo. Good condition, not tested.

FILTERS: Yes, in line at pump.

HOSES AND CLAMPS: Tuffpak plastic water tubing in service. No drips sighted. Blue in color for cold water, red in color for hot water. Appears serviceable.

DOCK SIDE PRESSURE REGULATOR: Yes. Always remember to turn off and disconnect the shore side water supply when you leave your vessel unattended.

OTHER: Fresh water, hand held shower wand in service at transom. Hot and cold water supply. Cold water wash down at bow deck anchor area.

NOTE: Water system could not be tested due to vessel winterization.

FRESH WATER SYSTEM (HOT WATER SYSTEM)

TYPE: 120 electric. Marine grade.

MANUFACTURER: Sea Ward.

CAPACITY: 11 Gallons.

PRESSURE RELIEF VALVE: Yes.

IGNITION PROTECTION: Stated to be ignition protected.

NOTE: Not tested. Water heater had been winterized prior to survey. Appears in good condition. Amperage gage at electric panel indicates heating element is working.

SANITATION

SANITATION (BLACK WATER)

MANUFACTURER: Sea Land.

MANUAL OR ELECTRIC TYPE: Vac U-Flush system with foot pedal operation.

NUMBER OF HEADS: Two (2) heads on vessel.

LOCATION OF HEADS: Port side forward and aft.

M.S.D TYPE USCG SYSTEM: Certification Type: MSD U.S.C.G. Type III. (Holding tank)

RAW WATER SUPPLY AND CLAMPS: Water supply is from fresh water holding tank.

* **DISCHARGE HOSES AND CLAMPS:** [B4] Ball valve overboard discharge. In closed position

MAGRATOR: Yes.

HOLDING TANK: Poly tank, located centerline midships under main cabin flooring.

CAPACITIES: Reportedly 40 gallons.

III. SYSTEMS

SANITATION

SANITATION (GREY WATER)

SUMP TANK LOCATION: Centerline forward V-Eerth area.

SHOWER DRAIN PUMPS: Atwood V750 w/fl svr.

STEERING SYSTEM

STEERING SYSTEM

TYPE: Hydraulic.

MANUFACTURER: Sea Star manufactured by Teleflex.

NUMBER OF STATIONS: One.

NOTE: Appeared to operate smoothly and normally at sea trial. No drips sighted at cylinder or lines.

GROUND TACKLE

GROUND TACKLE

ANCHORS: Danforth fluke style. Appears to be appropriately sized. Good condition.

LINE: 5/16" Nylon twisted.

CHAIN: Yes. Approximately 20'.

WINDLASS: Lofrans 12 VDC anchor windlass.

* **OTHER:** [C4] Windlass jams as it retrieves rode where chain meets nylon line.

* **NOTE:** [B6] Shackle Pin was not safety wired.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

W/F: Raytheon Ray 210 -- powered up.

CHART PLOTTER: Raychart RC830 by Raytheon -- Powered up.

DEPTH SOUNDER: Raymarine ST60 -- Powered up.

COMPASSES: Danforth, good condition.

ANTENNAS: All antennas sighted appear to be well mounted and serviceable.

THRU-HULLS

THRU-HULLS:

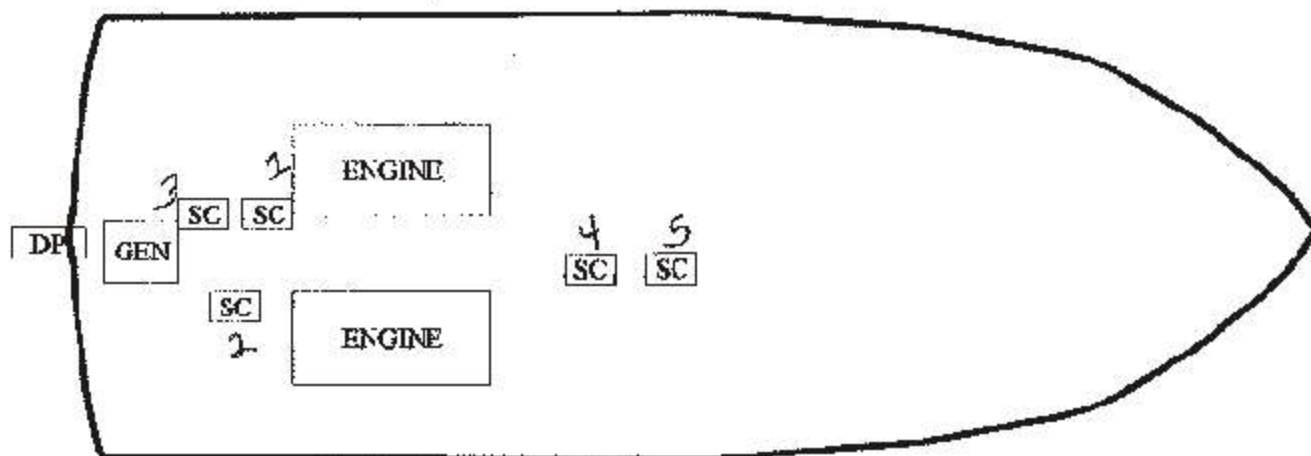
NOTE: All thru hull fittings located above the water line were chrome plated bronze metal or nylon and were found to be in good condition.

III. SYSTEMS

THRU-HULLS

THRU-HULLS: (Continued)

THRU-HULLS BELOW WATER LINE (DIAGRAM):



THRU-HULLS LIST: 1.) Port engine intake.
2.) Starboard engine intake.
3.) Gen Set intake.
4.) Direct overboard discharge.
5.) Air Conditioning intake.

NOTE: All thru hulls presently in service were double clamped.

MATERIAL: Appeared to be bronze alloy.

TYPE: Ball valves.

BONDED: Bonding wires were sighted. Appears serviceable.

CONDITION: All were operable and appeared to be in good condition.

DRAIN PLUGS: Centerline, aft.

* NOTE: [00] Backing nut has fallen off port engine's raw water intake ball valve handle.

BONDING SYSTEM

BONDING SYSTEM

THRU-HULL FITTINGS: Metal below the water line thru-hull fittings as well as all sighted underwater machinery had green grounding wires attached and were showing no excessive corrosion.

SEA STRAINERS: All sea strainers appeared to be bonded.

FUEL WATER AND WASTE TANKS: Fuel tanks appear to be bonded.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S: 6 Type II PFDs are on board.

* NUMBER OF THROWABLE PFD'S: [A3] None sighted.

* FIRE EXTINGUISHERS: [C3] B:C size 1 USCG approved fire extinguisher is on board. Gage indicates it is full and properly charged.
1301 Halon fixed fire extinguisher in engine bilge.

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD) (Continued)

- * **VISUAL DISTRESS SIGNALS:** [A4] None sighted. Must add to vessel before next cruise. Make sure they are currently dated. Minimum of three day/night flares are required.
- SOUND DEVICES:** Yes, horn. Operable.
- FLAME ARRESTORS:** Yes, USCG approved.
- POWER EXHAUST BLOWERS:** Yes, operable.
- * **NAVIGATIONAL LIGHTS:** [B7] Navigation lights and anchor lights are operable with the exception of the aft 180 degree anchor light.
- "NO OIL DISCHARGE" PLAQUE:** Yes, found properly displayed.
- TRASH DISPOSAL PLACARD:** Yes, found properly displayed.

AUXILIARY SAFETY EQUIPMENT

- BILGE WATER ALARM AND SAFETY SWITCHES:** Yes, tested bilge high water alarm in forward engine room
- FIXED FIRE EXTINGUISHING SYSTEM (HALON TYPE):** Sea Fire, 1301. Model: BB400
- SEARCH LIGHT:** Guest - spot/flood search light. Powered up.
- FIRST AID KIT:** None sighted. This is highly recommended.
- FUME SNIFFER ALARM SYSTEMS:** CO detectors in V-berth and aft cabins. Fireboy Xintex - Tested OK
- MAN OVERBOARD SYSTEM:** No. This item is highly recommended.
- <User Define>** Xintex gasoline fume detector. Fireboy M-1 at helm
- NOTE:** Consider adding the above mentioned safety equipment. It could some day save a life.

BILGE PUMPS

- LIST:** Two in engine bilge, Rule 1500 GPH with enclosed Sure Ball float switches - Tested ok.
- * **COMMENTS:** [B8] Auto Float Switches are NOT wired to remain HOT with master battery switches in off position.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

- PROPELLER(S):** Two -- 4 bladed bronze propellers are in service.
- PROPELLER SHAFT(S):** Prop shaft diameter is 1 1/2" inch. Material: Stainless steel.
- SHAFT BEARING (CUTTLESS BEARING):** Cuttless bearings showed no signs of sloppiness or end play.
- STRUTS:** Single I-beam strut system per side. Good condition. Well tabbed.
- RUDDER(S) MATERIAL:** Two cast bronze rudders in service. Good condition.
- RUDDER(S) MOUNTING:** Both rudders are mounted to the hull (typical stem mounting). Monitor packing glands for dripping at next launch. They should be dry at all times.
- TRIM TABS:** Bennett trim hydraulic tabs, appeared serviceable. Operated properly at sea trial.
- PROPELLER PROTECTION:** Hull has "Prop Pocket" design which offers some propeller protection by allowing the prop to be recessed up inside the "pocket" area.
- THRU-HULLS:** All thru hulls, both above and below the water line appeared to be in good, serviceable condition.
- TRANSDUCERS:** Appear to be in good condition.
- * **ZINCS:** [B9] Zincs found on rudders, prop shafts, and trim tabs all need to be replaced.

CONDITION OF HULL (WETTED SURFACE)

- BLISTERS:** None Sighted.
- CONDITION OF BOTTOM PAINT:** Bottom well painted. Condition good. Touch up few spots for this year's commissioning.
- NOTE:** No signs of impact or grinding was observed. Percussion soundings indicated a solid and sound hull structure.

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

- TYPE:** 120 volt marine air conditioning system with reverse cycle for heat.
- MANUFACTURER:** Marine Air with reverse cycle for heat
- NUMBER OF UNITS:** Two.
- LOCATION:** V-Berth & Aft cabin
- BTU CAPACITY:** Compressors rated at 12,000 BTU Aft cabin. 16,000 BTU for the V-Berth unit

III. SYSTEMS

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

AIR CONDITIONING AND HEAT (AIR CONDITIONING) (Continued)

* **THRU-HULL STRAINER:** [B10] Bronze strainer with sight glass.

HOSES, CLAMPS AND CONNECTORS: Appear to be adequately sized and serviceable for application.

* **RAW WATER COOLING PUMP:** [B11] Taylor 120 VAC pump.

DRIP TRAYS: Yes. Appears serviceable.

CONDENSATE DRAIN: V-berth drains into shower sump. Aft drains into engine bilge.

<User Define> Air conditioning unit located in V-Berth -- S/N: G1-M04287. Model-VCP16KHV

<User Define> Aft cabin air conditioning unit -- S/N: G-1-M03805. Model VCP12K.

NOTE: Passport II digital controls.

System was activated and tested in both the heat mode, and cooling mode. Appeared to operate properly.

SEATRIAL REPORT

INTRODUCTION

INTRODUCTION: The "3860 Commodore" was operated from Jackson Marine Sales on the North East River between the hours of 1400 and 1440 on 4/7/05. The vessel was operated by Tom Ruggiero from Jackson Marine Sales. Buyers were not present.

Seas were calm and visibility was excellent.

OBSERVATIONS

* **OBSERVATIONS:** [C6] 1. The engines started without excessive cranking.

2. The engines exhaust appeared normal.

3. The cooling water exhaust appeared adequate and normal.

4. The engines instruments operated within normal operating limits at idle, cruising speed, and maximum throttle.

5. Engines reached approximately 4500 RPM at full throttle.

6. The steering system operated normally.

7. The throttles operated normally.

8. The transmission operated normally/smoothly

9. The backdown test was satisfactory.

10. There were no excessive vibrations noted.

11. The trim tabs operated normally.

12. There were no oil or coolant leaks observed. (On engine or in exhaust water)

The water temperature is in Fahrenheit @ 170 port and 165 stbd. The oil pressure is in pounds per square inch @ 50 psi port & 40 psi stbd. Revs refers to revolutions per minute. Batts are in volts of charge from the alternator @ 13 Volts. These figures are comprised of data read from the vessels gauges while underway on the above stated date and time of the sea trial.

IV. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under "**SAFETY**" should be addressed before vessel is next underway, OR in the immediate future, depending on the specific problem. 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.

"**C FINDINGS**", or **Surveyors Notes and Observations** are usually cosmetic in nature, not structural. Be aware of the situation and act accordingly.

Deficiencies will be listed under the appropriate heading:

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

A. SAFETY DEFICIENCIES:

FINDINGS	RECOMMENDATIONS
A.1 (PAGE 9) Back side of the two shore power inlet's circuit breakers are exposed. NOTE: These two breakers are in the gasoline engine compartment.	<i>Enclose / insulate the 120 VAC circuit breakers to prevent possible electrocution. Make sure that these two breakers are ignition protected.</i>
A.2 (PAGE 10) CAUTION - Generator's exhaust exits the vessel under the swim platform. Carbon monoxide fumes may be "trapped" under the swim platform while vessel is anchored.	<i>DO NOT SWIM around the swim platform while generator is running. Danger of carbon monoxide poisoning is present.</i>
A.3 (PAGE 12) No type IV USCG approved life saving equipment on board at time of survey - 'life cushion or round Jim Bouy'.	<i>Comply with USCG Safety Regulations and place a Type IV throwable device on board.</i>
A.4 (PAGE 12) No visual distress flares sighted.	<i>Place current issue visual distress signals on board before leaving dockside. Comply with USCG Safety Regulations.</i>

B. OTHER DEFICIENCIES NEEDING ATTENTION:

FINDINGS	RECOMMENDATIONS
B.1 (PAGE 6) Worn wiper blade at starboard side windshield.	<i>Replace wiper blade to assure good visibility in inclement weather.</i>
B.2 (PAGE 8) Starboard engine's inboard exhaust system has broken support rod.	<i>Place support rod back in service.</i>

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

FINDINGS	RECOMMENDATIONS
B.3 (PAGE 9) Kohler gen set runs for approximately 2-5 minutes and then shuts down.	<i>Further investigate and repair as necessary.</i>
B.4 (PAGE 10) Discharge ball valve for sanitation has a small leak when sea cock is opened.	<i>Adjust clamps at ball valve seacock discharge to prevent leaks.</i>
B.5 (PAGE 11) Shackle Pin which secures anchor to it's line was not safety wired.	<i>Secure Shackle Pin by wrapping wire through it's hole to assure it does not vibrate open and the anchor is lost overboard.</i>
B.6 (PAGE 12) Backing nut has fallen off port engine's raw water intake ball valve handle.	<i>Replace nut to secure handle.</i>
B.7 (PAGE 13) Anchor light did not work properly when tested. Stern navigation light was not working at time of survey.	<i>Investigate further and repair or renew as necessary.</i>
B.8 (PAGE 13) The two 12 VDC bilge pumps auto float switches are not wired to remain HOT with master battery switches in the off position.	<i>Be aware of this issue. Consider wiring Float Switches to remain operable when master battery switch is in off position.</i>
B.9 (PAGE 13) All zincs were deteriorated and had film covering their surfaces.	<i>Renew all zincs before vessel is commissioned for the season.</i>
B.10 (PAGE 13) Clamps are in wrong position on outlet side of raw water sea strainer.	<i>Adjust clamps for better grip and service.</i>
B.11 (PAGE 14) Water drip sighted at nylon fittings on Taylor 120 VAC pump for air conditioning system.	<i>Tighten to stop drips.</i>

C. SURVEYOR'S NOTES AND OBSERVATIONS:

FINDINGS	RECOMMENDATIONS
C.1 (PAGE 6) Swim ladder has a broken bolt at swim platform. Ladder is sloppy when opening and folding.	<i>Replace the broken bolt at swim platforms mounting hardware.</i>
C.2 (PAGE 7) V-Berth and aft cabin's privacy pocket doors are not opening and closing smoothly.	<i>Investigate further and repair or renew as necessary.</i>
C.3 (PAGE 7) Cabin steps at entry are slightly loose. Appear to be working loose at top step mounting hardware.	<i>Investigate further and repair / tighten as necessary. If mechanical fasteners presently in service are screws, I recommend they be replaced with bolts, backing washers and lock nuts.</i>

IV. FINDINGS AND RECOMMENDATIONS

C. SURVEYOR'S NOTES AND OBSERVATIONS:

FINDINGS

RECOMMENDATIONS

C.4 (PAGE 11)

Windlass jams when retrieving rode. Jam occurs where chain is knotted to nylon line.

Flip anchor rode end over end and secure chain to nylon line minimizing the size of the splice joint.

C.5 (PAGE 12)

NOTE: Although vessel is presently in compliance with USCG codes for fire protection extinguishers were not tagged.

Comply with ABYC and NFPA's voluntary recommended standards for fire protection. Extinguishers must be inspected semi annually if there is no gauge, and annually if there is a gauge.

C.6 (PAGE 14)

Reportly starboard hour meter was replaced reflecting the difference between the two meters.

Beware of situation and document vessel's log book accordingly.

NOTE: It is recommended that all below the water line thru-hulls have a proper sized wooden plug attached to function as emergency plugging device.

V. SUMMARY AND VALUATION

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 major work, possibly minor repairs, no major structural weaknesses present.

"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

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:

[REDACTED]

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:

[REDACTED]

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the "3860 Commodore", 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 April 7, 2005 and was found to be a well constructed, appointed and comfortable vessel. The vessel is very capably captained and well-kept. Other than the discrepancies noted in the body of the report, the "3860 Commodore" is considered to be "Fit for its Intended Use" of *Recreational near coastal cruising*.

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 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:

CAPTAIN Jayme Nolan, AMS 15'