

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for Privacy
Current owner: Removed

Date of report: December 18, 2021
Our file #: 21 – 20223web

This inspection was performed upon the request of the client listed above on December 15, 2021 while the vessel was hauled at Driscoll Mission Bay, San Diego, CA and afloat at Hyatt Regency Marina, San Diego, CA and Alfredo Neri (mechanic), Kells Manthei (surveyor) and Kells Christian (surveyor) attended.

Scope of Services

The vessel was examined by surveyor and/or surveyor's agents from all accessible areas of the interior without removal of secured panels, destructive testing or disassembly. The hull bottom laminate, plating and/or planking was examined by percussion sounding and visual inspection only. No moisture content readings were taken, and no destructive testing was performed. The surveyor may have used a moisture meter if/when they deemed it useful or if specifically requested by client. Exterior hardware was visually examined for damage and drive components were tested by sight only. The inspection of engines, generators, machinery and related mechanical systems is not within the scope of this survey. Only a brief cursory inspection of the machinery was conducted, and no opinion of their overall condition was formed. Client shall retain the services of a qualified mechanic, engine surveyor or other expert to inspect such engine, generators, machinery and related mechanical systems. Tankage was inspected from visible surfaces only and no opinion was rendered as to their overall condition. On sailing vessels, the rig was not inspected aloft, nor were sails inspected unless they were visible during a sea trial. Client shall retain the services of a qualified rig surveyor or other expert to inspect sails, rigging and equipment. The electrical system was visually inspected where accessible, and electronic and electrical components powered only with permission of or in the presence of the vessel's owner or agent. No in-depth testing or examination of the electrical system or electric schematic was conducted. Specifications were taken from published sources, measurements if made, should be considered approximate. The recommendations are based on federal and state regulations, industry standards, and/or surveyor's own personal experience. The market value is based on research of available new/used comparable vessels, with consideration of geographic area where the vessel is located and reported sale prices where available. The surveyor will refer to and may reference CFRs, NFPA and ABYC recommendations (and/or other services) as the surveyor deems reasonable but not all regulations and recommendations will be applied nor should this report be relied upon as full compliance with the aforementioned entities. Every vessel inspection is different, and limitations may alter the scope of this survey, some limitations will be implied in the text of the report and some will be explicitly detailed. A Marine Survey Agreement which is reviewed and signed by the client details the terms governing this marine survey.

Marine Claims Assistance - Vessel Inspections
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VESSEL DESCRIPTION

Builder:	Sea Ray	Doc. #:	Removed
Model/type:	44 Sundancer / express cruiser	HIN:	Removed
Year:	2006	Engines:	Two Cummins
Length:	48' 4" (w/ platform) 44' 10" (w/ out platform)	Name:	<i>"Removed"</i> *
Draft:	3' 6"	Hailing port:	Unknown
Beam:	14'	Weight:	45,000 lb. (travel lift's scale)
		Dry weight:	22,500 lb. **
			*** listing specifications

* USCG data base
** listing of similar vessel

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, modified-V shape, double hard chines, three lifting strakes per side, black anti-fouling paint

Topsides & transom: Molded fiberglass construction, unknown core, white gelcoat, blue vinyl boot stripes

Decks & superstructure: Molded fiberglass construction, unknown core, white gelcoat, molded nonskid deck surface, fiberglass toe rails, faux teak cockpit deck surface

Deck hardware: Transom shower, anchor roller, full cockpit enclosure, foredeck hatch, foredeck skylight, hardtop hatch, stainless steel bow rail with single lifeline, three bow cleats, sets of side and stern cleats

Longitudinals/stringers: Fiberglass encased stringers, unknown core

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Express cruiser, port transom door, engines below the cockpit deck, dinette aft, helm to starboard forward with a bench seat, port companionway, interior includes aft cabin with a convertible sofa, starboard head aft in the salon, galley area to starboard, bench seat to port, cabin forward with forward berth and split head (shower to starboard / head and sink to port)

Bilge: Holding minimal oily water in the engine room

Comments: The vessel was inspected while hauled and afloat. The hull bottom was visually inspected and randomly sounded. The hull bottom is in satisfactory – good structural condition. The transom was power washed during the haul out due to marine growth on the hydraulic lift. The hull sides and transom were visually inspected and randomly sounded. The hull sides and transom are in satisfactory structural condition except where noted. The rub rail is damaged to port on the transom corner. The vinyl boot stripes are damaged. There are hoses protruding from the discharge through hulls on the port hull side. The vessel has Florida registration numbers on the hull sides but has no year stickers. The vessel is federally documented (according to a USCG database) but there is no name or hailing port displayed on the transom. The

documentation number is aboard the vessel as a placard but is not affixed to a structural member, per federal regulations. There are scrapes and repairs aft on the starboard hull side just forward of the vent fitting and discharge through hulls. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory condition except where noted. There are chips in the gelcoat to starboard in the cockpit. There are a few small repairs above the rub rail on the port side at the anchor roller and starboard forward has different gelcoat tint (mostly 1" in diameter). There are some small repairs on the foredeck nonskid deck surface. There are stress cracks in the gelcoat by the center foredeck cleat. There are few small open voids in the deck. The boat is dirty, this can potentially hide deficiencies. The swim platform is stained. The deck hardware including safety rails, mooring devices and hatches was visually inspected and most hatches and the port lights were opened and closed. Overall the deck hardware is in satisfactory condition except where noted. There is corrosion on the center forward windshield frame near the deck. The support struts for the transom locker do not hold the hatch open. The port cleat on the swim platform is corroded and the starboard cleat is so corroded it is not in use (to secure the personal water craft). The transom door does not close. There is corrosion on the windshield vent frame. The cockpit upholstery is aged and damaged. The struts for the hard top hatch are seized. The center dog on the portlights in the forward head and shower are broken. The structural reinforcements including the stringers and bulkheads were visually inspected and randomly sounded. The structural reinforcements appear to be in "as-built" condition. The bilge is holding oily water in the engine room; the origin of the water is beyond the scope of this survey. The interior cabin spaces are mostly neat, clean and orderly. The interior of the vessel is in satisfactory cosmetic condition except where noted. The locker below the galley sink is dirty. The mirrors in the forward head are de-silvering. There is mold in the starboard locker in the forward cabin. The trim pieces in the forward cabin and aft in the salon have "milky" varnish. This survey is not a mould inspection. The condition of the coring, in the hull, deck, and elsewhere as applicable, is beyond the scope of this inspection.

Summary: Satisfactory

MACHINE SYSTEMS

Main engines: Two Cummins QSC8.3 500 H.O., 500 h.p. @ 2,600 rpm

Engine application: Diesel, 6 cylinders, turbocharged, aftercooled, V-drives

Serial numbers: P – 46575956, S – 46583406

Transmissions: Two ZF 28IV, ratio 1.561, port serial number 20074606, starboard serial number 20074609

External/peripherals: Suitable application, satisfactory installation

Engine controls: Electronic controls, double lever controls, single helm

Exhaust systems: Wet system, flexible hoses, fiberglass tubes, primary discharges aft on the hull bottom, secondary exhaust (pressure relief) discharges aft on the hull sides

Propulsion gear/shaft logs: 2" diameter stainless steel propeller shafts, Tides Marine type dripless propeller shaft seals, single bronze strut per side, 22 x 26 Nibral L-Cup three blade counter rotating propellers

Steering system/rudder ports: Sea Star hydraulic steering, single actuator, tie bar, bronze packing glands, bronze rudders, single helm

Ventilation: Natural and two blowers

Generator: 9 Kw Onan model 9MDKBL-460C, serial number B060885405, port hull side aft exhaust discharge

Through hulls & components: Bronze through hulls, bronze ball valves

Location of through hulls as visible: See chart

Seawater systems: Reinforced flexible hoses, double clamped connections

Bilge pumps: Two Rule 2000 submersible automatic pumps located forward and aft in the engine room, one Rule 2000 submersible electric pump located aft in the engine room, one Rule 2000 submersible automatic pump located in the amidships bilge

Comments: The engines and transmissions were visually inspected and tested during a sea trial. The client had the engines and transmissions inspected by a mechanic, please refer to the mechanical survey report for greater detail as to the condition of the machine systems. The external surfaces and peripheral components of the engines and transmissions appear satisfactory except where noted. Wide open throttle was recorded as 2680 rpm per the digital engine instrument and analog tachometers with a top speed of 30.2 knots (per the NorthStar multifunction device) in one direction in Mission Bay, CA. There is minor corrosion on both engines' aftercoolers. There is minor corrosion on both engines' raw water pumps. There are salt crystals forward on the starboard engine's aftercooler. The oil hoses on the port engine are cracked. The transmission oil hoses on both transmissions are cracked. There are no absorbent rags below the engines. There is corrosion on both engines' transmission oil coolers. The mechanic found oil leaking from a compression fitting on an oil line on the port engine. No audible engine alarms were heard when starting the engines. The port engine's internal sea strainer was leaking water after the sea trial. The hour meter for the starboard engine is intermittent. The hours per the digital hour meters were 988.39 to starboard and 991 to port when the vessel was at the boatyard and 989.21 to starboard and 991.42 at its conclusion. There are "bubbles" in both engines' seawater intake hoses. The engine controls functioned normally. The exhaust systems are properly arranged and installed. There is cracking on the port engine's fiberglass exhaust tube and salt crystals are present at the cracking. The port engine's fiberglass exhaust tube appears to "sag". The propulsion components including the propellers, propeller shafts, struts and shaft seals were visually inspected. The propellers were percussion tested and spun with a fixed object adjacent to the blades. The propeller shafts were manipulated in the struts and observed while underway. Overall the propulsion components are in satisfactory condition except where noted. There is minimal rotational play when manipulating the propellers (likely from gear lash). There is minimal damage to the cutlass bearing in the port propeller shaft strut. There is rotational play in the bow thruster's blades and the

blades are damaged. There is a white substance on the bow thruster (likely calcium from stray current). The bow thruster is weak. The steering system was visually inspected and test operated. The steering system functioned normally. The engine room blowers were energized. The generator was visually inspected, test operated and loaded. The generator did not function normally. The mechanic reported that the generator was flashing a "code 7" and reported that it meant the generator's sensor was reporting no water flow. The generator started but would stop after a set amount of time. The mechanic disconnected a sensor on the generator to allow it to function, no problems were noted with the generator after this was performed. There are "bubbles" in the generator's seawater intake hose. There is minor corrosion on the generator's raw water pump. The generator's exhaust anti-siphon hose is cracked. There is moisture in the generator's pan. There is corrosion on the generator. The generator's hours were recorded as 1,331.3 at the start of the survey and we did not record the final hours. The through hulls were visually inspected and the valves were manipulated. The through hulls are in satisfactory condition except where noted. The waste discharge through hull valve is seized open and the through hull fitting is corroded. The seawater systems were visually inspected and most components were tested. Overall, the seawater systems are satisfactory except where noted. There is corrosion on the hose connection at the HVAC pump. There is low water discharge for the HVAC, the cockpit and salon HVAC units did not get warm when tested and the compressor for the forward HVAC unit never turned on (the controller energized). There is a damaged hydraulic hose for the swim platform, it is blistered. The electric bilge pumps were energized with their float and toggle switches.

Summary: Satisfactory

TANKAGE

Fuel: 335 gallon capacity *** in two metal tanks located forward on either side of the engine room (listing reports one tank)

Fill & vent: USCG type A2 fill hoses (dated 2005), USCG type A1 vent hoses (dates not seen), one fill fitting per side on transom labeled "diesel", fill fittings on either side of the transom, marked "diesel"

Feed & return: USCG type A1 feed and return hoses (dated 2006), Racor fuel filters

Water: 100 gallon capacity in one tank *** (tank not seen), deck fill fitting to port aft of amidships, marked "water"

Holding: 42 gallon capacity *** in one plastic tank located to starboard aft in the engine room, fitting to starboard on the transom, marked "waste"

Comments: The fuel system including the tanks, fill, vent, feed and return lines was visually inspected as installed. Where visible the fuel system components are in satisfactory condition except where noted. The fuel feed and return hoses are dated 2006. The fuel fill hoses are dated 2005 and we did not see the ages on the vent hoses. The condition and age of the fuel (and water) and the integrity of the tanks (fuel, water, holding) and hoses is beyond the scope of this survey. Please consider filling all tanks for a simple, practical test of their integrity. The water pressure system is inoperative

and none of the fresh water system was tested. There is a leak at the freshwater pump. Accuracy of tank level gauges is beyond the scope of this survey. The hose from the waste holding tank to the deck fitting is cracked.

Summary: Satisfactory – Marginal

ELECTRICAL SYSTEMS

AC system: 120 volt system, 50A 125 / 250V shore power splitter, two 30A 125V shore power cords, two 30A 125V shore power inlets to port in the transom locker

DC system: 12 volt system, three Powerstride 9A31 12 volt AGM batteries located to port in the engine room and secured with straps, two Powerstride 9A31 12 volt AGM batteries located to starboard in the engine room and secured with straps, two Powerstride 9A31 12 volt AGM batteries in secured and covered boxes located center forward in the engine room, main battery solenoids on the distribution panel

Wiring: Suitable multi-strand mostly original wires

Circuit protection: DC distribution panel forward in the engine room includes main and branch DC circuit breakers, two main AC circuit breakers located to port in the transom locker, electrical distribution panel located to port aft in the salon includes main AC circuit breakers, branch AC and DC circuit breakers, two AC voltmeters, two AC ammeters, DC volt and ammeter, GFCI outlets

Comments: The electrical system including the shore power cord, shore power splitter cord, shore power inlets, batteries, wiring, circuitry components and circuit protection equipment was visually inspected and most components were tested. Overall the electrical system is in satisfactory condition except where noted. At the start of the survey there was limited DC power and we were initially unable to start the generator; we reconnected to shore power and energized the main circuit breakers (the circuit breakers were found in the "OFF" position) allowing the battery charger to operate and charge the batteries. The freshwater pump makes a high pitched sound when energized but does not function. There is corrosion on a circuit breaker located inboard forward below the port engine, labeled "swim platform". The screens of the NorthStar multifunction devices are damaged and there are lines on the port device. Several lights were inoperative during the survey including: two hardtop lights being intermittent, one light in the spotlight, the cockpit courtesy lights, one light overhead to port in the salon, one overhead light in the forward head and two overhead lights in the forward cabin. There is corrosion on the forward HVAC compressor and it did not energize when tested. The batteries in one of the remote controls in the salon are corroded. The wire cover for the vhf is damaged. The GFCI outlet to port forward in the cockpit was found tripped and the outlet is loose. The GFCI outlet to starboard forward in the salon was found tripped. The windshield wipers are inoperative; the circuit breakers for the windshield wipers in the engine room were found tripped and were reset (the windshield wipers were still inoperative after resetting the circuit breakers). The galley refrigerator did not get cool and there is moisture present inside. The vacuum must be energized with a switch on the unit to operate, it energized without the hose being in the socket. The windlass is inoperative and there is corrosion on the solenoid box in motor in the anchor rode locker. The starboard underwater light is inoperative. The swim platform

would not fully lift back into place. There is no terminal protection for the port and starboard batteries in the engine room. The condition and age of the batteries is beyond the scope of this inspection.

Summary: Satisfactory – Marginal

SAFETY AND LIFE SAVING

Portable fire extinguishers: Two type B:C size I (manufacture date 2007) located in the port cockpit locker and below the galley sink

Fixed fire system: Sea Fire model FH 500M, Halon 1301 agent, manufacture date 02/2006

Flotation devices: Numerous type II and type III PFDs, one type IV PFD ring type throwable

Horn/distress flares: Electric horn, four pistol launch distress flares (expired April 2014)

Navigational/anchor lights: Separate side lights, combination anchor / steaming light, stern light

Anchor & ground tackle: No anchor, minimal line rode present in the anchor rode locker

Other equipment: Bell, CO alarms located: aft in the salon, to port in the salon and in the forward cabin

Comments: Safety equipment for firefighting protection appears satisfactory however the extinguishers have not been inspected, tagged and maintained per N.F.P.A. recommendations. Personal flotation devices are suitable for near coastal use. There are no current distress signal flares aboard. A suitable sound signaling device is aboard. The horns are not connected to the hull fitting. The CO alarms were found unplugged (when plugged in they functioned when tested). There are no smoke alarms aboard. Garbage and oil placards were seen. We did not see a waste management plan. We did not see a copy of the navigation rules. The navigational and anchor lights are properly arranged, installed and functional. There is no anchor aboard and there is minimal line rode in the anchor rode locker. The boarding ladder is tie wrapped and cannot be easily deployed.

Summary: Satisfactory – Marginal

ACCESSORIES

Hydraulic swim platform, cockpit shower, engine instruments on the engines include two oil pressure gauges and two water temperature gauges, engine room freshwater washdown, freshwater pressure inlet, Atwood EHM11-SM water heater, Shurflo 4901-0211 freshwater pump, Shurflo freshwater pressure accumulator tank, Bennett trim tabs, Reverso oil change pump, TV / phone inlet, Magma bbq grill, hydraulic engine room hatch, hardtop lights, cockpit courtesy lights, Pioneer speakers, Norcold DE0051

refrigerator, two boarding ladders, underwater lights, spotlight, NorthStar radar antenna, cockpit table, engine room lights, electric windshield vent, windshield wipers, two NorthStar 6100i multifunction devices with plotter / radar / sounder, NorthStar Pilot autopilot, Vetus bow thruster, 12 volt outlets, engine instruments include two tachometers, two oil pressure gauges, two water temperature gauges and two voltmeters, Smartcraft digital engine instrument, two fuel level gauges, engine synchronizer, Kicker DX amplifier, cockpit bench seating, Clarion stereo remote, adjustable helm chair, Northstar vhf with AIS100 speaker, Sea Ray systems monitor, 12 volt outlets, IntelliPower Marine battery charger model PD2040, Professional Mariner Promatic 21-3 battery charger, aft head includes sink with shower attachment and vacu-flush head, Clarion CMD4A stereo, Clarion DCZ625 CD changer, oil placard, garbage placard, Glomex TV antenna, Glomex antenna remote, galley includes sink, vent fan, Sharp Grill 2 convection microwave, Toshiba TV on fold-down locker, Kenyon two burner electric stove, Coolmatic RSD115U / combo refrigerator and Coolmatic RPF-0050U freezer, pull-out sofa, Toshiba SD-3900 DVD player, HVAC controls located to starboard in the cockpit, to port in the salon and to port in the forward cabin, shower sump box, forward cabin includes ensuite head with head and shower in separate rooms, and island berth forward, head includes sink, vacu-flush head, vent fan and shower enclosure, reading lights, electric waste discharge pump, Lofrans Project 1000 two direction electric windlass with foredeck and helm controls, foredeck sun pad area, bow water spigot, Yamaha PWC with HIN – YAMA1477K607, California registration numbers CF 9350 RK (09 sticker),

SUMMARY

The vessel is a production composite fiberglass express cruiser equipped with two diesel engines and a diesel generator. The vessel was built in the USA. The owner reported that he purchased the vessel in August of 2013 in Fort Lauderdale, Florida. He reported that the engines, transmissions and generator are original. He reported that the propellers were replaced with Nibral propellers (the owner's representative reported that the starboard propeller was damaged and replaced seven years ago, however, the owner says that did not happen). The owner's representative reported that the throttle "bracketry" was replaced due to water intrusion in the compartment to starboard at the helm. He reported that the hydraulics were "re-done" on the lift and "supposedly" for the trim tabs as well. He reported that the age of the bottom paint is unknown. The owner disclosed that the freshwater pump is inoperative and had no other disclosures. The owner reported no knowledge of any significant events in the vessel's history such as collisions, fires, submersions, etc. The vessel was inspected while hauled, afloat and underway on a sea trial in Mission Bay, CA. The vessel is basically structurally sound and upon completion of the recommendations should be suitable for its intended purpose as a coastal cruising vessel.

Overall Summary: Satisfactory

Standard form key: We use subsection and overall ratings to summarize conditions found, based upon their appearance. Ratings include: Not examined, Not applicable, Faulty, Marginal, Satisfactory, Good, Excellent.

VALUES

ACTUAL CASH VALUE

\$250,000

NEW REPLACEMENT VALUE

\$1,000,000

INVESTMENT

N / A

The actual cash value is the value that our research approximates the selling price of this vessel should be, at the time and place of our inspection. Consideration is given to vessel's condition, geographic location, published listings and guides, comparable sales and listings, and market conditions. The new replacement value is the cost of this or a similar, new vessel, comparably equipped. The investment is the reported investment including purchase price and significant upgrades. No values include maintenance costs, storage or tax. The most relevant data found while researching the value is included below. We primarily use market value analysis methodology for determination of value.

Explanation of value opinion: The value is based on the Soldboats.com reported sales prices, Yachtworld.com and BoatTrader.com listing prices below. The surveyed vessel's navigational electronics are "dated". The surveyed vessel exhibits deferred maintenance. The Soldboats.com reported sales and the current listings all have nearly similar engine horsepower ratings and are all equipped with diesel engines. We have included similar vessels listed for sale in other states; the vessels listed on the East Coast and Texas are listed at a notably higher price than in California. There is no information as to why the vessel listed for \$325,000 in Oxnard, CA is listed notably higher; its machine systems appear to be of the same age and rating as the other vessels that are listed in California (based on its listing). The NADA Vessel Guide **Average Retail Price** for 2006 44 Sundancer is \$255,300. The valuation we have placed on the vessel takes into consideration the condition of the vessel, its systems and its location. The vessel is being sold with the inclusion of a PWC; the value of the PWC is beyond the scope of this survey and is not included in our appraisal. The data from Soldboats.com, Yachtworld.com and BoatTrader.com have factored in the demand and value spike attributed to Covid-19.

Length in ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
	Sea Ray 44					
44	Sundancer	2006	1-Sep-20	250,000	269,000	Isleton, CA, USA
	Sea Ray 44		15-Aug-			
45	Sundancer	2006	19	232,000	249,988	San Diego, CA, USA
	Sea Ray 44					North Saanich, BC,
44	Sundancer	2006	7-Sep-20	254,405	268,495	Canada
	Sea Ray 440		16-Jun-			Newport Beach, CA,
44	Sundancer	2007	21	320,000	374,000	USA
	Sea Ray 440					
44	Sundancer	2007	4-Aug-20	280,000	289,000	Oxnard, CA, USA

1. Save 2006 Sea Ray 44 Sundancer

2006 Sea Ray 44 Sundancer

\$285,000

San Diego, CA

Private Seller

Sea Ray 44 Sundancer

US\$294,500 *

45 ft / 2005

San Diego, California, United States

Alexander Marine USA - San Diego

Sea Ray 44 Sundancer

US\$299,000 *

44 ft / 2006

Huntington Beach, California, United States

Sale Pending

Newport Beach

2007 Sea Ray 44 Sundancer

2007 Sea Ray 44 Sundancer

\$325,000

Oxnard , CA

Offered By: Private Seller

CONTACT

Sea Ray 44 Sundancer

US\$329,900 *

44 ft / 2007
Hollywood, Florida, United States
HOLA Yacht Sales

[Live Video Tour](#) [Contact Seller](#)

Sea Ray 44 Sundancer

US\$338,000 *

44 ft / 2007
Sunny Isles, Florida, United States
Revolution Yacht Group

Sea Ray 44 Sundancer

US\$339,995 *

44 ft / 2007
East Greenwich, Rhode Island, United States
Southpaw Yacht Sales

Sea Ray 44 Sundancer

US\$339,999 *

44 ft / 2007
Graford, Texas, United States
Dallas Boat Sales

New Arrival

Sea Ray 44 Sundancer

US\$339,000 *

44 ft / 2007
Miami, Florida, United States
United Yacht Sales - Florida SE Coast

Client Name Removed

"Vessel Name Removed"

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[One-click Contact](#)

Sea Ray 44 Sundancer

US\$269,000 *

44 ft / 2006

Huntington, New York, United States

Sale Pending

MarineMax Huntington

RECOMMENDATIONS

These recommendations are the surveyor's ideas and suggestions for addressing deficiencies with damaged or suspect components or systems found during survey or general improvements. The primary recommendations address safety items, structural issues, operational issues or deficiencies which the surveyor determines are of greater importance or more expense than secondary deficiencies. For instance, items that pose a risk to passenger safety or immediate property damage are listed under primary deficiencies and cosmetic concerns are addressed under secondary deficiencies. Most of the recommendations have been addressed in the comments and usually they are discussed at the time of the inspection.

PRIMARY

1. Maintain the fire extinguishers per NFPA recommendations. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six years. Assure that the portable fire extinguishers are properly spaced throughout the vessel and can be easily accessed in the event of an emergency.
2. The carbon monoxide alarms were found unplugged and when plugged in functioned when tested. Determine why the alarms were unplugged and address appropriately. Assure the carbon monoxide alarms are properly functional.
3. We strongly recommend the installation of smoke alarms per NFPA recommendations.
4. Provide all federally required carriage items including: approved and current distress signal flares, a waste management plan and a copy of the US navigation rules.
5. There is no anchor aboard the vessel and limited line rode is in the anchor locker. Provide a suitable anchor and rode and we strongly recommend the carriage of a secondary anchor and rode for emergencies and two anchor situations.
6. There is no terminal protection for the port and starboard batteries in the engine room. We strongly recommend providing and installing secured and covered boxes for the batteries per ABYC recommendations.
7. The freshwater pump is inoperative and we were unable to test any of the freshwater systems including the heads, faucets and water heater. Service or replace components as necessary and prove the freshwater system properly functional.
8. There was limited DC power at the start of the survey and the AC main circuit breakers were found in the "OFF" position. The circuit breakers were energized to allow the charge of the batteries. Consider testing the batteries and address deficiencies appropriately.
9. The galley refrigerator did not get cool and there is moisture in the bottom of the refrigerator. Determine why the refrigerator did not get cool and the source of the moisture and address appropriately.
10. Replace the inoperative light in the spotlight and prove it properly functional.
11. There is a white substance on the bow thruster (likely calcium from stray current). Determine the cause of the white substance / build up and address appropriately.

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12. There is rotational play in the bow thruster's blade and the blades are damaged. Determine the significance and cause of the rotational play and damage and address appropriately.
13. The windlass is inoperative and there is corrosion on the solenoid box and motor in the anchor rode locker. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and service and prove the windlass properly functional.
14. Determine why the swim platform would not fully lift back into place and address appropriately.
15. Determine the cause of the corrosion on the generator, eliminate the cause, service or replace components as necessary and clean and paint the components to allow detection of future weeps, leaks and corrosion accumulation.
16. There is corrosion on the generator's heat exchanger. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps, leaks and corrosion accumulation.
17. There is minor corrosion on the generator's raw water pump. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps, leaks and corrosion accumulation.
18. Replace the generator's anti-siphon hose as it is cracked.
19. There is minor corrosion on both engines' aftercoolers. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps, leaks and corrosion accumulation.
20. Determine the cause of the moisture in the pan below the generator, eliminate the cause, service or replace components as necessary and clean and dry the pan to allow detection of future weeps or leaks.
21. There is minor corrosion on both engines' raw water pumps. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps, leaks and corrosion accumulation.
22. There are "bubbles" in both engines' seawater intake hoses and in the generator's seawater intake hose. Replace the hoses.
23. There are salt crystals on the starboard engine's aftercooler. Determine the cause of salt crystals, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps, leaks and salt accumulation.
24. There is cracking in the port engine's exhaust tube and there are salt crystals and rust staining aft on the tube. The tube also appears to have a "droop". Determine the significance and cause (as possible) of the cracking, salt crystals and "droop", eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps, leaks and salt accumulation.
25. The oil hoses on the port engine are cracked. Replace the hoses or monitor and replace as necessary.
26. The transmission oil hoses on both transmissions are crack and there is rust staining on the port transmission oil hoses. Replace the hoses.

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27. Install absorbent rags below the engines.
28. There is corrosion on both engines' transmission oil coolers. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps, leaks and corrosion
29. When the engines were started, we did not hear any audible alarms. Determine why the audible alarms did not sound, service or replace them as necessary and prove them properly functional.
30. The generator started but would not stay running, the generator displayed a "code 7" (the mechanic reported that a "code 7" meant that there was no water flow, however the generator had normal water flow). The mechanic disconnected a sensor and the generator functioned normally without the sensor. Determine the cause of the "code 7", eliminate the cause, service or replace any components as necessary and prove the generator properly functional.
31. The port engine's sea strainer was seen leaking water after the sea trial. Determine the cause of the leak, eliminate the cause, service or replace components as necessary and dry and clean the area to allow detection of future weeps or leaks.
32. There was low water discharge for the HVAC units; the cockpit and salon units did not get warm and the forward HVAC compressor did not energize when tested (the controller energized). Determine the cause of this condition and address appropriately. Service and prove the HVAC units properly functional as desired.
33. The starboard engine's hour meter functioned intermittently. Address appropriately.
34. The hydraulic hose for the swim platform is damaged and "bubbling". Replace the hose.
35. The GFCI outlet located to port forward in the outlet was found tripped and the outlet fixture is loose and the GFCI outlet located to starboard forward in the salon was found tripped. Determine why the outlets were tripped (as possible) and address appropriately and properly secure the outlet located to port forward in the cockpit to eliminate liabilities.
36. Determine the cause of the corrosion on the circuit breaker labeled "swim platform" on the inboard stringer below the port engine, eliminate the cause of the corrosion, service or replace components as necessary and clean the circuit breaker to allow detection of future corrosion.
37. The mechanic found oil leaking from a compression fitting on an oil line below the port engine and fresh oil below the starboard engine (the oil below the starboard engine was found to be a loose dipstick). Determine the significance and cause of the oil leaking from the compression fitting on the port engine and address appropriately. Clean the components and area to allow detection of future weeps or leaks.
38. There is oily water in the engine room bilge with more significant oil accumulation forward in the engine room. Determine the cause of the oil, eliminate the cause, service or replace components as necessary and dry and clean the bilge to allow detection of future weeps or leaks.
39. The freshwater pump was seen leaking water and is inoperative. Replace the pump and prove the freshwater system properly functional.

40. The hose from the waste holding tank to the deck fitting is cracked. Replace the hose.
41. The vessel is federally documented per the USCG documentation database. There is no name or hailing port displayed on the transom and the documentation number is not affixed to a fixed structural member of the hull per federal regulations. Display the name and hailing port on the transom and properly affix the documentation number to a fixed structural member of the hull per federal regulations.
42. Remove the FL numbers on the hull sides as the vessel is documented.
43. The port cleat on the swim platform is corroded and the starboard cleat is so corroded that it is not in use. Replace the cleat as necessary to allow proper securing of the tender / PWC.
44. The screens of the NorthStar multifunction devices are damaged and there are lines in the screen of the port device. Address as necessary or desired.
45. The bow thruster is "weak". Address as necessary or desired.
46. There are hoses protruding from the through hulls on the port hull side; these hoses could potentially "fall in" the boat and discharge inside the boat. Address appropriately to eliminate any liabilities.
47. The waste discharge through hull valve is seized open and the through hull is corroded. Determine the cause of the corrosion, eliminate the cause, service or replace the through hull as necessary and prove the through hull properly functional.

SECONDARY

1. There are several lights that are inoperative including: one overhead to port in the salon, one overhead in the forward head, two overhead in the forward cabin, the cockpit courtesy lights and two overhead lights on the hardtop are intermittent. Service the lights and prove them functional as desired.
2. The microphone's wire insulation for the vhf is damaged. Address appropriately or as necessary.
3. The windshield wipers are inoperative; we found the circuit breakers on the engine room distribution panel were tripped and reset them. The wipers were still inoperative. Address as desired.
4. To energize the central vacuum the switch on the unit must be turned on and the vacuum energized without the hose being installed into the fixture. Address appropriately to eliminate the need to access the vacuum every time it is desired to be used.
5. The support struts for the transom locker do not support the locker hatch. Replace the struts as necessary or desired.
6. Address the damage to the vinyl boot stripes as desired.
7. There are scrapes and repairs aft on the starboard hull side just forward of the discharge through hull fittings. Address as desired.
8. The transom door does not close. Address as desired.
9. Address the corrosion on the windshield vent frame as desired.
10. Address the chips in the gelcoat to starboard in the cockpit as desired.

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11. There are a few small repairs above the rub rail on the port side of the anchor roller and to starboard forward there is different gelcoat tinning, mostly 1" in diameter. Address as desired.
12. Address the small repairs in the foredeck nonskid deck surface as desired.
13. There are stress cracks by the center foredeck cleat. Determine the significance of the cracks and address as necessary or desired.
14. There are a few open and small voids in the deck. Address as desired.
15. There is no foredeck sun pad. Address as desired.
16. Address the staining on the swim platform as desired.
17. Replace the missing latch from the locker in the aft head as desired.
18. The cockpit upholstery is aged and damaged. Address as desired.
19. The struts for the hard top hatch are seized. Service and prove them properly functional.
20. The locker below the galley sink is dirty. Address as desired.
21. Address the de-silvering of the mirrors in the forward head as desired.
22. The center dog on the portlights in the forward head and shower are broken. Address as desired.
23. Address the mold in the starboard locker in the forward cabin as desired.
24. The varnish on the trim pieces in the forward cabin and to starboard aft in the salon is "milky". Address as desired.
25. There is minimal rotational play when manipulating the propellers, likely from gear lash. Address as necessary or desired.
26. There is minimal damage to the cutlass bearing in the port propeller shaft strut. Address as desired.
27. The starboard underwater light is inoperative. Address as desired.
28. The electric horns are not connected to the hull fitting. Address appropriately.
29. There is corrosion at the hose connection on the HVAC pump. Determine the cause of the corrosion, eliminate the cause, service or replace the components as necessary and clean the components to allow detection of future weeps, leaks and corrosion accumulation.
30. The following components were not tested or inspected: freshwater pressure system including the sinks, heads, showers, water heater, etc., 12 volt outlets, personal water craft, shower sump, all functions of entertainment devices and navigational electronics (power up and basic functions were tested).

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This survey sets forth the condition of the vessel and components, as specifically stated only, at the time of inspection, and represents the surveyor's honest and unbiased opinion. No part of the vessel was disassembled or removed and no assumptions should be made as to the condition of concealed components. Specifics were obtained from sources available at the time of inspection and are believed correct, but are not guaranteed to be accurate.

I/we certify that, to the best of my/our 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/our personal, unbiased professional analyses, opinions, and conclusions. I/we have no present or prospective interest in the vessel that is the subject of this report, and I/we have no personal interest or bias with respect to the parties involved. My/our 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 stipulated result, or the occurrence of a subsequent event. I/we have made a personal inspection of the vessel that is the subject of this report. This report should be considered as an entire document. No single section is meant to be used except as part of the whole. This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only. The submitting of this report creates no liability on the part of Christian & Company or the individual surveyor.

Christian & Company, Marine Surveyors, Inc.



December 18, 2021

By: Mr. Kells Manthei, SAMS SA

Date



December 18, 2021

And also by: Mr. Kells Christian, Surveyor
S.A.M.S. – A.M.S. # 301

Date