

Downriver Marine Surveyors

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National Fire Protection Association, Boat\US Technical Exchange

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VESSEL INFORMATION

Vessel: (Not named)

Date: January 11, 2010

Registration No.:

Registration expires: 3-31-2012

Hull serial number:

Manufacturer: Sea Ray Boats

Year of manufacture: January 1994

Model year: 1994

Model number or name: 370 Express cruiser

Length: 36' 10"

Beam: 12' 4"

Draft: 2' 5"

Dry weight: 13,000 lbs.

Type of vessel: Express Cruiser

Estimated speed: 25 Knots

Color: White with black bottom paint

Hull design: Deep-V

Location of Vessel: Ashore at

Intended service: Recreational cruising on Great Lakes and their tributaries

Remarks: The above specifications were taken from the BUC Used Boat Price Guide.

No actual measurements of the vessel were performed.

This vessel bears a tag stating it complied with United States Coast Guard safety standards in effect at the time of manufacture.

PHOTOGRAPHS



VESSEL:
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OWNER INFORMATION

Vessel owner: Unknown
Address: Unknown
City, State, Zip Code: Unknown
Telephone: Unknown
E Mail Address: Unknown

Intended user of report:
Address:
City, State, Zip Code:
Telephone:
E Mail Address: Unknown
Purpose of survey: For pre purchase consideration.
Parties present:

PARTICULARS OF SURVEY

The survey was conducted while the vessel was ashore and blocked .
The bottom was painted with anti fouling paint.
No 120 VAC power was supplied and no tests were made to the 120 VAC system except for visual inspection.
The laminates were tested with an Electrophysics GRP 33 moisture meter and a sounding hammer.

VESSEL:
HULL

Construction: Fiberglass reinforced plastic.

Bottom planking: Fiberglass reinforced plastic. The hull bottom is painted with anti fouling paint. The paint has failed to adhere in some areas and has many coats in others. This paint may hide some defects but there was no evidence of blisters or damage from impact seen.

Side planking: Fiberglass reinforced plastic. The hull sides are glossy and show less than typical minor cosmetic damage.

Frames and stringers: Fiberglass encapsulated wood. The wood was tested by percussion tapping and moisture meter. The frames and stringers sounded solid in all areas tested and indicated dry over much of their areas with only isolated areas of slightly elevated readings.

Keel: Solid fiberglass reinforced plastic

Stem: Solid fiberglass reinforced plastic

Transom: Fiberglass reinforced plastic. The transom indicated dry and sounded solid in all areas tested. Some weeping was noted around the transom mounted anode bolts.

Deck to hull joint: Overlapping with screws through flange and into a backing board.

Bulkheads above the sole: One, plastic and fiberglass reinforced plastic between the cockpit and the cabin, not water tight.

Bulkheads below the sole: One, wood and fiberglass encapsulated wood, between the engine room and the cabin, water tight.

Cockpit sole: Snap down carpet over cored fiberglass reinforced plastic w/non slip pattern. The cockpit sole indicated dry and sounded solid in all areas tested. The carpet is in very good condition.

Cabin sole: Glued down carpet over plywood. The carpet is clean and not worn.

Forward deck: Cored fiberglass reinforced plastic w/non slip pattern. The forward deck around the windlass indicated moist but sounded solid. All other areas of the forward deck indicated dry and sounded solid.

Side decks: Cored fiberglass reinforced plastic w/non slip pattern. The starboard side deck indicated wet and returned a hollow sound around the #6 bow rail stanchion. All other areas of the starboard deck indicated dry and sounded solid.

The port side deck from the shore power inlet aft the entire length indicated moist to wet and sounded solid. The port side deck indicated wet but sounded solid around the spring cleat.

Superstructure: Fiberglass reinforced plastic cabin house. Glass windshield. Aluminum windshield frame.

Remarks: None



VESSEL:
MACHINERY

Fuel:	Gasoline		
Engine manufacturer	Port Mercruiser	Starboard Mercruiser	
Engine model numbers	Port MIE 7.4 litre	Starboard MIE 7.4 litre	
Engine serial numbers	Port Not visible	Starboard Not visible	
Horsepower	Port 310	Starboard 310	
Year	Port Assumed original	Starboard Assumed original	
Number of Cylinders	Port 8	Starboard 8	
Engine drive type	Port Inboard	Starboard Inboard	
Hour meter readings	Port 735.00	Starboard 731.00	
Rudders	Port Blade style bronze alloy	Starboard Blade style bronze alloy	
Propellers	Port 3 blade bronze alloy	Starboard 3 blade bronze alloy	
Transmission model nos	Port HSW 630 A	Starboard HSW 630 A1	
Transmission serial nos	Port	Starboard	
Shaft material	Port Stainless steel	Starboard Stainless steel	
Shaft bearings	Port Water cooled rubber	Starboard Water cooled rubber	
Carburetors	Port Approved	Starboard Approved	
Flame arresters	Port Approved	Starboard Approved	

Fuel pumps: Approved dual diaphragm with stripper tubes

Engine temperature gauges: At helm

Oil pressure gauges: At helm

Exhaust lines: Iron, rubber, steel and fiberglass reinforced plastic.

Cooling: Raw water through belt driven engine mounted pump.

Synchronizer: Analog flush mounted

Oil absorbers under each engine: No

Condition and Remarks: No attempt was made to start the engines but they appear complete and in good working order.

There was no evidence of fluid leaks.

The propellers showed no damage.

The port cutlass bearing showed slight cracking.

The cotter pin was missing on the port shaft.

According to the manufacturers' tag the port transmission was built in Italy and the starboard transmission was built in Germany. A local dealer for ZF transmissions was contacted and stated according to the serial numbers the port transmission is approximately 5 to 6 years old and the starboard transmission approximately 13 to 14 years old. There apparently was a problem with the port side running gear that resulted in the port transmission being changed.



VESSEL:

THROUGH HULL FITTINGS

Below the normal water line the through hull fittings are as follows:

- Port engine cooling water: 1 1/4" flange mounted tapered plug valve
- Starboard engine cooling water: 1 1/4" flange mounted tapered plug valve
- Air conditioner pick up: 1" flange mounted tapered plug valve
- Hull drain: 3/4" NPT plug at bottom center of transom

Remarks: All sea cocks were operable and there was no evidence of cracking on the hose exteriors.
Sea cocks should be maintained on a regular basis to ensure proper operation when needed.



NAVIGATION AND ELECTRONIC EQUIPMENT

- Navigation lights : Appear to be original manufacturer installed
 - Compass: Ritchie 4" magnetic
 - VHF marine radio: Raytheon model Ray 202 VHF/hailer
 - Depth sounder: Raytheon
 - Horn: Electric
 - G.P.S.: Garmin GPS Map 172.
 - Loran: Raytheon Nav 298 GPS/Loran
 - Navigation charts: Electronic Raytheon RayChart 600 A
 - Radar: Raytheon with R10XX display
 - Auto-pilot: No
 - Sum log: No
 - Speedometer: Built into GPS
 - Hailer: Built into VHF radio, no horn onboard
 - Stereo equipment: Clarion with built in cassette and remote 6 disc CD changer mounted in cabin.
 - Television equipment: RCA flat screen with Direct TV
- Remarks: The electronics powered up and appeared to operate correctly.

VESSEL:

SEATING AND SLEEPING

DESCRIBE: V berths forward.

Convertible dinette to starboard.

1 ½ wide padded bench with storage below at helm

Single wide padded bench with storage below in companion position.

Aft facing padded bench after helm seat.

Padded bench across transom.

REMARKS: The cabin upholstery is in very good condition.

The cockpit upholstery shows some minor wear and tear.

GALLEY

Stove: Kenyon

Fuel: Electricity

Permanent installation: Built in

Portable devices: None onboard.

Coffee maker: None onboard

Microwave oven: Panasonic, built in

Refrigerator: Norcold AC/DC.

Ice maker: Raritan

Remarks: The stove is a three burner range.



VESSEL:
TANKAGE

Fuel tanks: Two
Capacity: 124 gals. ea.
Location: Under cockpit sole, outboard of engines.
Manufacturer's tag: Visible and legible
Material: 5052 Aluminum
Vented: Yes
Would overflow go overboard?: Yes
Lines and fittings: The hoses where seen are USCG approved type A1.
Shut off valve location: Center of aft cockpit hatch.
Resistance reading between fuel fill fitting and fuel tank: Port tank: .1Ohms, Starboard tank: .6 Ohms, less than the maximum allowed 100 Ohms
Secured: Tanks are secured by straps.
Remarks: There was no evidence of cracking seen in the fuel fill or distribution hoses.

Cooking fuel tank: Two, propane
Capacity: Less than one gallon
Location: Under cabin sole
Material: Steel
Remarks: The propane cylinders must be stored in a closed locker that is vented overboard.

Water tanks: One
Capacity: Approx. 60 gals.
Location: Under cockpit sole across transom.
Material: Plastic
Location and type of pump: 12 VDC mounted near tank, pump ran.
Remarks: Vessel is also equipped with a dockside water connection that was not connected to a city water source at the time of inspection.

Waste tanks: One
Capacity: Approx. 35 gals.
Material: Plastic
Location: Under cockpit sole
Remarks: None.

Hot water: One
Capacity: 6 gals.
Location: Under cockpit sole
Fuel: Electric or engine heat
Remarks: Heater bears a tag stating it is ignition protected.

VESSEL:
ELECTRICAL

Batteries: Three wet cell, two size 29, one size 24 System voltage: 12 VDC
Cranking amps: 875 (2) and unknown
Location: forward and outboard of starboard engine, secured in acid proof trays and the positive posts insulated.
Switches: Two and electrically operated paralleling switch
Wiring: All wiring seen appears to be stranded copper of proper size and properly secured and protected from chafe.
Branch circuits: At the helm the circuits are identified and breaker protected. In the bilge the circuits are identified and breaker protected.
Alternators: Two, engine mounted and belt driven, labeled as rated for marine service
Battery charger: Professional Mariner 30 Amps
Anodes: On trim tabs and transom mounted, show wastage and should be replaced.
Remarks: None

AC ELECTRICAL

Shore power service: Two at 30 Amps each System voltage: 120 VAC
Voltmeter: Two Ammeter: No Polarity Indication: Two
Branch circuits: At the distribution panel the circuits are identified and breaker protected.
GFCI Protection: Receptacle in head.
Auxiliary power plant: No
Remarks: No 120 VAC was provided and no tests were made to the 120 VAC system except visual. The receptacles in the galley should be tested to conform GFCI protection.

FIRE FIGHTING EQUIPMENT

Number of handheld extinguishers: One Date: 1994
Type and size: BC Size I
Automatic system: Yes
Type: Halon
Date: January 1994
Capacity: 10 lbs 8 oz.
Recommendations: Even though the gauge indicates charged because of the age it is recommended that the handheld extinguisher be replaced.
Check the automatic system.
The extinguisher must be secured in an easily accessible, permanent location.

VESSEL:

SAFETY, REQUIRED AND RECOMMENDED EQUIPMENT

Life preservers: 6 Adult type II
Throwable Type IV PFD: Ring
Flare kit: Not found Expiration date: Unknown
Oil discharge prohibited placard: Yes
Discharge or trash prohibited placard: No
Automatic bilge pumps: Three
High water alarm: No
Manual Bilge pumps: No
Bailing bucket: Yes
Portable spotlight: Not found
Means of re-boarding: Swim ladder that can be lowered by a person in the water.
Remarks: Replace any life preservers that show wear.
 Equip with flare kit.
 Install trash placard.
 Vessels with cabins should be equipped with high water alarms.
 Equip with portable spotlight.

MOORING AND DOCKING EQUIPMENT

Main anchor type	Pivoting Fluke
Means of storing	Bow pulpit and roller
Main anchor line	Approx. 150' of 5/8" nylon
Means of storing	Anchor locker below forward deck
Auxiliary anchor	No
Means of storing	n/a
Auxiliary anchor line	None
Means of storing	n/a

Fenders: Three large, stored in anchor locker.
Remarks: Vessel should be equipped with auxiliary anchor and line.
 Vessel is equipped with a Good power windlass, model number 5/8 and serial number 93941.

HEAD

Number: One
Type: Vacu Flush
Shower: Yes
Can waste be illegally discharged overboard: No
Remarks: The shower drains into a sump where a pump discharges it overboard.

VESSEL:

VENTILATION, HEATING AND COOLING

Bilge blower(s) : Two Tested: Yes
Operate blower placard: At helm
Natural ventilation to engine spaces: Cowls and ducts
Natural ventilation to living spaces: Four deck hatches, five opening portholes, forward bottom power venting windshield.
Powered ventilation to living spaces: No
Explosive fume detector: No
Carbon monoxide monitor: No
Smoke detector: No
Heat/Air conditioning: marine Air System, 16,000 Btu reverse cycle heat/air conditioner mounted below V berths.
Remarks: A carbon monoxide monitor should be installed when exhaust fumes could accumulate in enclosed cabins.

COVERS

Convertible top
Side curtains
Back drop

CONDITION: The covers have been re-stitched and show their age but are still serviceable.

ADDITIONAL EQUIPMENT

Bow rail w/pulpit and single life line
Swim platform
Trim tabs
Boat hook
Stern rail
Grab rails

VESSEL:

SURVEYORS REMARKS

This vessel, surveyed ashore, is of the manufacturer's 370 express cruiser series. The overall condition of this craft is very good. The gel coat is glossy and shows less than typical minor cosmetic damage. She is clean throughout, including the bilge and shows signs of being well maintained. She is well equipped with safety and electronic gear. There were no fractures to the hull or frames in areas observed.

RECOMMENDATIONS

The registration numbers must be block style in a contrasting color.

Equip with flare kit.

The fire extinguisher indicates charged but because of the age and relatively low expense it is recommended all fire fighting equipment be replaced. Mount in an easily accessible, permanent location.

Install trash placard.

Install CO monitor

Install smoke detector.

Install oil absorbers

Install cotter pin was missing on the port prop shaft.

The propane cylinders must be stored in a closed locker that is vented overboard

Replace anodes.

Check operation of GFCI receptacle and verify GFCI protection on galley receptacles.

Vessels with cabins should be equipped with high water alarms.

Equip with portable spotlight

Equip with auxiliary anchor and line.

Repair all other deficiencies noted throughout survey.

VESSEL:
VALUE

Value: The estimated value of this craft is predicated on its condition as seen at the time of this survey and includes all equipment listed.

The estimated value was derived by consulting the current editions of the BUC Used Boat Price Guide, the NADA Used Boat Price Guide, the PowerBoat Guide and by comparable vessels offered for sale locally and nationally. Adjustments have been made for regional variances, condition of the vessel and equipment onboard.

The estimated fair market value is defined as the most probable price a property would bring in a competitive and open market under all conditions requisite for a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Replacement value is defined as the price of a new vessel of similar size, style and outfitting.

ESTIMATED FAIR MARKET VALUE

REPLACEMENT VALUE

This survey consisting of 12(Twelve) pages, is made without prejudice and sets forth the condition of the vessel, including hull, machinery, equipment, fittings and outfit to the best of the surveyor's ability without the removal of bulkheads, paneling, ceiling, or other portion of her structure and without the opening up of her machinery and auxiliaries for internal examinations. It represents the honest and unbiased opinion of the surveyor but in no event is it to be considered a guaranty.



DATE:

SURVEYOR: Leslie J. Salliotte AMS® #576

Yacht and Small Craft Specialist

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Regarding 1994 Sea Ray 370 EC

Official #

Location

Date

Services

Thank You