PALCHER MARINE CONSULTANTS, INC.

MARINE SURVEYOR AND CONSULTANT

1998 Donzi 3250 LXC

INDEPENDENT MARINE SURVEY SERVICE

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Report of Marine Survey

Of The Vessel

[redacted]

1998 Donzi 3250 LXC

Conducted by
John Palcher

PREPARED EXCLUSIVELY FOR:

[redacted]

07-25-2022

INDEPENDENT MARINE SURVEY SERVICE

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I. INTRODUCTION

SCOPE OF SURVEY

This pre purchase survey of the vessel was conducted over two days. An out of water inspection of the below waterline hull and equipment was performed on Tuesday July 19, 2022. The remainder of the systems were inspected in the water on Friday July 22, 2022.
The Hull Identification Number (HIN) was verified from the transom. The reason for the survey, was to ascertain the physical condition and value of the vessel.

Moisture readings referenced throughout the body of the report, were taken with a Protimeter Surveymaster. The meter was calibrated on site using the manufacturer's calibration equipment. Batteries tested using a "Midtronics" brand PBT 100 tester. Electrical equipment was tested with an "Ideal" circuit tester and a Blue Seas 8110 multimeter.

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. The survey is not intended to find hidden or latent defects. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above date, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied. Trial run is a general observation of engine performance and not an engine survey.

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.

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) 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 * indicate information sourced from the manufacturer.

I. INTRODUCTION

VESSEL DESCRIPTION

This vessel presents in overall above average condition. The hull and decks are sound, the interior is in excellent condition. Most of the canvas is in like new condition. Trial run observations were within normal limits with one exception. The starboard engine WOT is about 200 RPM below manufacturers minimum range. There are some maintenance and repair items noted in the report. These include some required safety equipment upgrades and maintenance. The needed maintenance outlined in the findings is not uncommon for a twenty five year old recreational boat.

It is noted that the generator and engine exhaust will accumulate under the swim platform. Caution should be used when people are in the water near the platform. The engines and generator should be off and the area needs to be ventilated before allowing people in the water near the platform.

II. GENERAL INFORMATION

GENERAL INFORMATION

ESTIMATED MARKET VALUE:	**$46,800.00**
ESTIMATED REPLACEMENT COST:	**$400,000.00**
YEAR BUILT:	**1997**
MODEL YEAR:	**1998**
MAKE OF VESSEL:	**Donzi**
MODEL OF VESSEL:	**3250 LXC**
HULL IDENTIFICATION NUMBER	
HOME PORT:	
STATE REGISTRATION	
OWNER:	
OWNER'S ADDRESS:	
PLACE OF SURVEY:	
DATE/TIME OF SURVEY:	**7-19 & 22, 2022**
HULL MATERIAL:	**FRP (Fiber Reinforced Plastic).**
HULL TYPE:	**Planing, Modified-V**
LENGTH OVER ALL (L.O.A.):	**33' 8"**
FUEL CAPACITY (GASOLINE):	*** 198 Gallons**
FRESH WATER CAPACITY:	*** 35 Gallons**
INTENDED USE:	**Recreational Lakes**

II. GENERAL INFORMATION

DEFINITION OF TERMS:

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

Moisture Meter Readings:

70-169 "Dry"
170-199 "At Risk" (Elevated)
200-999 "Wet"

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 of any system or component unless specifically indicated.

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

Nearly new, with only minor cosmetic or structural discrepancies noted.

FAIR CONDITION:

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

POOR CONDITION:

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

Asterisks * in this General Information section refers to information sourced from the manufacturer.

HULL DECK AND SUPERSTRUCTURE

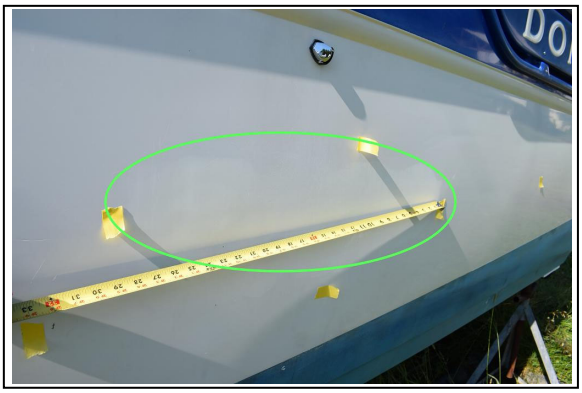
HULL CONSTRUCTION

TYPE:
Planing, Modified-V

MATERIAL:
FRP (fiber reinforced plastic)

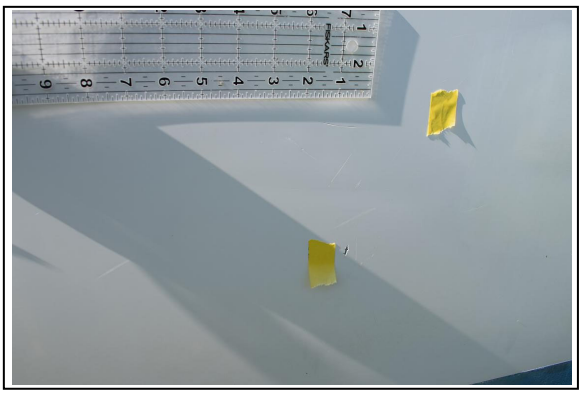
EXTERIOR HULL AWL:
Polished blue and White gel coat. Overall good condition.
- Percussion and moisture meter readings do not identify evidence of elevated moisture or de lamination.

- Gel Coat repair areas visible at port side.
- Some scrapes in plastic areas of rub rail.
- One full thickness gel coat gouge, port side.
- Some partial thickness gel coat scrapes.



Gel Coat Repair Area

Gel Coat Repair Area



Gel Coat Damage

Rub Rail Damage

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION*(continued)*

EXTERIOR HULL BWL:
Blue paint, No visible damage.
Percussion and moisture meter readings do not identify evidence of elevated moisture or de lamination.

PORTLIGHTS:
Six (6) portlights, open close and latch, screens in place, no visible damage.

BULKHEADS:
Bulkheads are partially accessible for inspection at the bow and midship.
Serviceable condition, tabbing intact, Percussion and moisture meter readings do not indicate signs of elevated moisture or de lamination.

STRINGERS:
Stringers are partially accessible for inspection at the midship bilge, and engine compartment.
Percussion and moisture meter readings do not indicate signs of elevated moisture or de lamination.

STEM:
No visible damage.

TRANSOM:
Serviceable condition:

No signs of water intrusion are visible.
Percussion and moisture meter readings do not indicate signs of elevated moisture or de lamination.
The fittings are all firm when tapped with a hammer.

BILGE:
Saloon bilge clean and dry.
Engine compartment bilge has some clear water.
Grey water from cockpit sink drains to bilge. Hose disconnected from shower box.

CHAIN LOCKER (DRAINAGE):
Anchor locker is clean and dry.

KEEL:
No visible damage.

HULL DECK AND SUPERSTRUCTURE

DECK CONSTRUCTION

TYPE & CONDITION:
Molded cored FRP (fiber reinforced plastic) with white gel coat.
No damage visible, firm under foot.
Percussion and moisture meter readings do not indicate signs of elevated moisture or de lamination.

HULL-TO-DECK JOINT

CONDITION:
Overlapping joint, screw fasteners visible.
No visible damage or water intrusion signs, where accessible at the aft engine compartment.

DECK FITTINGS

BOW PULPIT (BOW RAIL):
Firm when grasped.

TOE RAILS:
No toe rail.

HATCHES:
Three hatches at bow.
-No evidence of water intrusion.
-Hatches open close and latch.

CLEATS:
Midship cleats, and aft port cleat have some movement when tapped with phenolic hammer.
Consider Re beding and tighten cleats to prevent water intrusion and damage.

***B.1**
Midship cleats, and aft port cleat have some movement when tapped with phenolic hammer.

HULL DECK AND SUPERSTRUCTURE

DECK FITTINGS*(continued)*

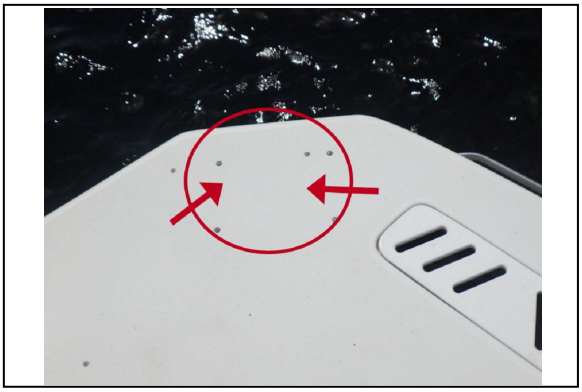
SWIM PLATFORM:

Swim platform near ladder hardware has some elevated moisture readings.
Area is firm under foot, percussion does not indicate de lamination.

Monitor condition, consider re-bedding ladder hardware.

***B.2**

Swim platform near ladder hardware has some elevated moisture readings.



Elevated Moisture

SUPERSTRUCTURE

MATERIAL:

Cabin house and deck are mostly one unit molded FRP (fiber reinforced plastic.
-No visible damage.
-Percussion and moisture meter readings did not indicate signs of elevated moisture or de lamination.

CANVAS AND SUPPORT STRUCTURE:

Very good condition.
Full enclosure
-Fabric good condition
-"Eisenglass" clean, clear, and flexible
- Zippers and stitching good condition
-Supports are firm when grasped.

ADDITIONAL EQUIPMENT AND ACCESSORIES

FENDERS:

Assorted fenders, serviceable.

DOCK LINES:

Assorted dock lines, serviceable.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

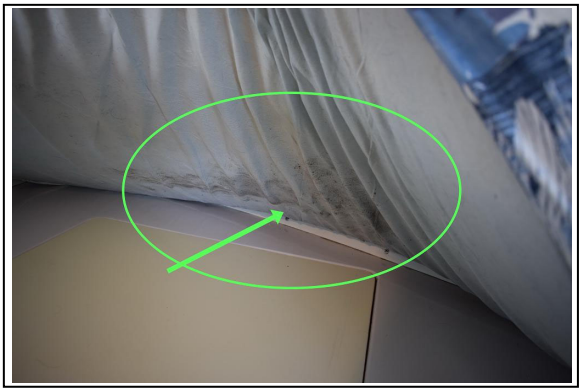
LAYOUT AND CONDITION:
Main saloon with galley, settee, and forward berth.
Midship head with sink and integral shower.
Aft low profile berth.

Finishes are light colored plastics and laminates.
Very good condition.

WATER INTRUSION SIGNS:
No visible water intrusion signs.

STORAGE AREAS:
Clean and dry.

FABRIC AND CUSHIONS:
Furnishings and upholstery in excellent condition.
One note:
Underside of forward berth cushion has some mildew.
Area dry during inspection.



Mildewed Cushion

FLOOR AND WINDOW COVERINGS:
Flooring and protective carpet coverings are in very good condition.

HEADS:
-Vacuflush toilet, operable
-Sink, hot and cold water flows from faucett/shower head.
-Floor drain operable.

FAUCET FIXTURES:
Galley sink flows hot and cold water, drain operable.

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

CABIN APPOINTMENTS

INTERIOR DESCRIPTION: *(continued)*

AIR CONDITIONING UNITS:
Single ducted AC unit.
Ocean Marine brand 16,000 BTU
M/N SCL5016.0R
S/N OMG974844
Cool air discharged from unit.
-Control pad heating selection was not verified due to ambient temperatures.
-Main discharge duct loose and easily slides off.
-Aft berth duct has no detectable air discharge.
-AC Unit uses R22 refrigerant, and may be costly to recharge and or repair.

AC Duct

TELEVISIONS:
No television.
Television mounting shelf with ACV receptacle.

STEREO, ETC.:
Stereo with amp and JL speakers.
Powers up with sound from Cockpit Arch speakers and saloon speakers.

VACUUM SYSTEM:
vacuum system operable.

GALLEY

REFRIGERATION:
"Nova Cool" brand AC-DC refrigerator
Powers up and cools.
- R 134a refrigerant
- M/N R1200 AC/DC
- S/N 285888

CABIN APPOINTMENTS

GALLEY*(continued)*

STOVE/OVEN:
Kenyon electric, smooth top two (2) element stove.
Front element powers up and heats.
"Hot" surface indicator light operable with front element.
Knob for rear element not operable.

***B.3**
Galley stove Knob for rear element not operable.

MICROWAVE:
"Frigidaire" brand microwave powers Up

ACCESSORIES:
Coffee maker powers up.

PROPULSION

MAIN ENGINES

TYPE:
Two Mercruiser fuel injected gasoline engines.
Serial numbers consistent with 7.4 MPI GM 454

SERIAL NUMBERS:
Port S/N 0L042239
STBD S/N 0L042237

HORSE POWER:
* 310 HP each engine

INDICATED HOURS:
Engine hour gauges not labeled (analogue gauges near battery switches)
413.5
391.3

Engine ECM hours indicated:
PORT 366.37
STBD 346.55

THROTTLE CONTROLS:
Cable controls, move smoothly.

FLAME ARRESTOR:
Yes both engines.

EMERGENCY SHUT DOWN:
Lanyard control, operable.

PROPULSION

MAIN ENGINES*(continued)*

ENGINE MOUNTS AND BED:
Mounts solid when tapped with mallet.

LUBRICATION:
Oil level within normal limits.

VENTILATION:
Natural, flow ventilation provided by cowl vents.

BILGE BLOWERS:
Two (2) blowers at aft engine compartment.

Starboard operable with hoses attached.
Air discharges out of vent, hoses serviceable condition.

Port blower powers up and operates.
Pick up hose not attached, No air discharge detectable at vent.

***A.1**
Port blower hose not attached, no air discharge detectable at vent.

EXHAUST SYSTEM:
Hoses double clamped and in serviceable condition.

ENGINE ALARMS:
Audible at ignition "key on"

IGNITION PROTECTION:
Engine and engine compartment equipment labeled as ignition protected **except:**
- Engine starters, no labels visible.
- Water heater
- Air conditioner water pump
- Waste discharge pump

Investigate further prove ignition protection and renew as necessary.

***A.2**
Some engine compartment equipment not labeled as ignition protected.

ENGINES TILT SYSTEM:
Tilt system operable.

COOLING SYSTEM

TYPE:
Raw water cooled engines with wet exhaust.

HOSES AND CLAMPS:
Hose and clamps condition serviceable.

PROPULSION

COOLING SYSTEM *(continued)*

BELTS AND PULLEYS:
Belts condition serviceable.

TRANSMISSIONS

TYPE:
Mercury Bravo III outdrives.

FLUID LEVEL AND CONDITION:
Reservoirs oil level within normal limits.

CONTROLS:
Mechanical cable and linkage.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:
Gasoline.

MATERIAL:
Reportedly Aluminum.

TANKS CAPACITY:
Two (2) tanks in engine compartment.
* 198 gallons total.

SECURED:
Yes, Metal straps with chafe protection.

MANUFACTURING LABEL:
Not visible.

***B.4**
Manufacturer fuel tank label not visible.

FILL PIPE LOCATIONS:
Port and starboard gunwales.

FILL PIPE GROUNDED:
Deck fills to tanks, and tanks to ground are < 1 ohm.

FILL PIPE MATERIAL:
A-2 fuel hose, serviceable condition where visible.
Double clamped at deck fills and tanks.

FUEL LINES AND FITTINGS:
Grade USCG type A1, serviceable where accessible in the engine compartment.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM*(continued)*

VENT LOCATION:
Port and starboard freeboard. Vent screens visible.

SHUT-OFF VALVE:
Manual shut offs at tanks and distribution manifold.
Operate smoothly.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (DC SYSTEM)

VOLTAGE:
Lead acid battery powered 12 volt system.

BATTERIES:
Four (4) batteries.

MAIN BATTERY SWITCHES:
At aft berth control panel.

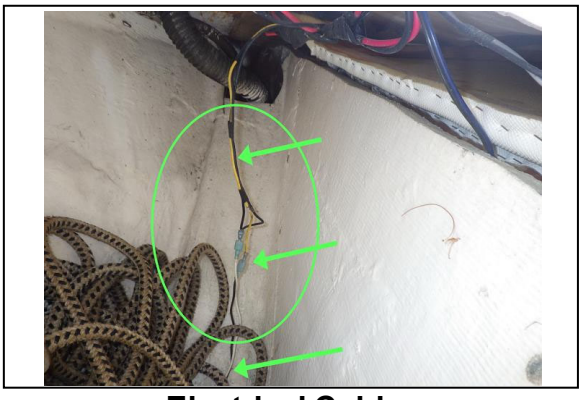
PANEL:
Main panel in saloon port side.
AC and DC panel. Gauges operable.

DC volt gauge with battery selector.
DCV breakers, including main breaker.

ACV line voltage and amperage gauges.
ACV breakers and source selectors. Operable.

CONNECTORS-ROUTING:
Electrical cables at anchor locker and under helm seat are subject to damage from stored equipment and anchor rode.
Secure cables away from rode and stored equipment.

***A.3**
Electrical cables at anchor locker are subject to damage from rode.



Electrical Cables

Under Helm Seat

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (DC SYSTEM)*(continued)*

CHARGING SYSTEM (BATTERY CHARGER):
"Charles Marine" brand charger, operable.

CHARGING SYSTEM (ALTERNATOR):
Two (2) 65 amp alternators.

BATTERY INFORMATION:

Eng Comp Batt's	Group	Type	Resting Volts	Load Test
Port Aft	24	Start	12.33	Failed 300 cca
Port Fore	27	Deep Cycle	12.82	Failed 550 cca
Stbd Aft	24	Deep Cycle	12.93	Failed 400 cca
Stbd Fore	27	Deep Cycle	12.99	Pass 550 cca

NOTE:
Port aft battery is generator start battery.
It is not connected to on board battery charger.

Three (3) of Four (4) batteries failed load test.
Boat was recently commissioned. Recommend checking water levels, charge batteries and recheck.
Replace as needed.

Improper terminal connections at batteries (wing nuts not allowed)
Some ungrounded terminals do not have protective coverings.

***A.4**
Improper terminal connections at batteries (wing nuts not allowed)
Some ungrounded terminals do not have protective coverings.

***B.5**
Three (3) of Four (4) batteries failed load test.

***C.1**
Generator start battery is not connected to on board battery charger.

ELECTRICAL SYSTEM (AC SYSTEM)

SHORE POWER INLET:
Two (2) 125 volt 30 amp.
No visible evidence of corrosion or resistance heating.

AC SOURCE SELECTOR SWITCH:
AC / Generator: Manual selector switch and main breakers for shore or ship power. Location: Main AC panel, main saloon.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (AC SYSTEM)*(continued)*

BRANCH BREAKERS:
At main panel.

OUTLETS:
Tested with meter throughout vessel.
-Polarity and ground tested, normal.
-Shore power 116.6 ACV
-Generator power 122 ACV
-GCFI receptacle in head is difficult to reset.
Trip time is extended.
Replace Head GCFI service by qualified marine electrical tradesperson.

***A.5**
GCFI receptacle in head does not operate properly.

GENERATORS AND INVERTERS

MANUFACTURER:
'Kohler" brand gasoline engine generator.
M/N 6.5ESZ
S/N 473967
Spec 125242

KILOWATT RATING:
6.5 KVA
6500 watts

VOLTAGE RATING:
120 VAC

INDICATED HOURS:
99.7 Hours

LOCATION:
Engine compartment

FLUID LEVELS:
Engine oil and coolant leves within normal limits.

EXHAUST SYSTEM:
Water lift muffler.
Hoses in serviceable condition and double clamped.
Water discharge observed at exhaust discharge.

ELECTRICAL SYSTEMS

GENERATORS AND INVERTERS *(continued)*

FLAME ARRESTOR:
Flame arrestor not visible due to location.
Unit labeled as USCG compliant.

NOTE:
Generator operated normally while under full ACV vessel load.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS:
Plastic tank at bow.

CAPACITY:
* 35 Gallons

FILL PIPE LOCATION:
Bow gunwale.

PUMPS:
A ShurFlo 12 volt demand diaphragm type water pump, operable.
40 GPM

CITY WATER CONNECTION:
Connection at port side aft.
Do not leave boat unattended with city water connection pressurized.
A leak can overwhelm bilge pumps and sink the boat.

***C.2**
City Water Connection Connection at port side aft.

OTHER:

FRESH WATER SYSTEM (HOT WATER SYSTEM)

TYPE:
"Atlantic Marine Products" brand
110 electric. Marine grade.
M/N F6E
S/N F79I04

CAPACITY:
Capacity information not available.

FRESH WATER SYSTEM

FRESH WATER SYSTEM (HOT WATER SYSTEM)*(continued)*

PRESSURE RELIEF VALVE:
Yes, copper pressure relief valve built into tank.

HEAT EXCHANGER AND PLUMBING:
Not Connected

NOTE:
-Evidence of previous leaking.
-Corroded fittings.

***B.6**
Water heater has corroded fittings.

Corroded Fittings

SANITATION

SANITATION (BLACK WATER)

MANUAL OR ELECTRIC TYPE:
Vacu flush head. Operable.

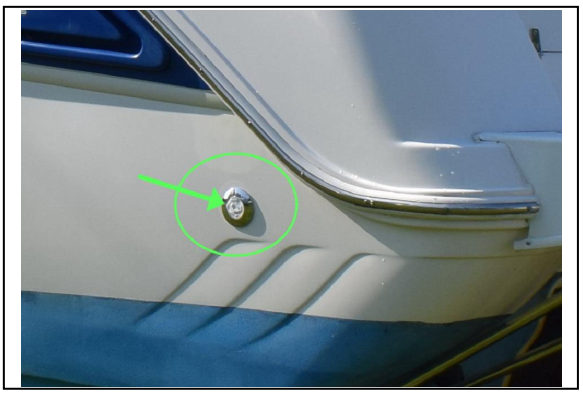
M.S.D TYPE USCG SYSTEM:
Certification Type: MSD U.S.C.G. Type III. (Holding tanks)

SANITATION

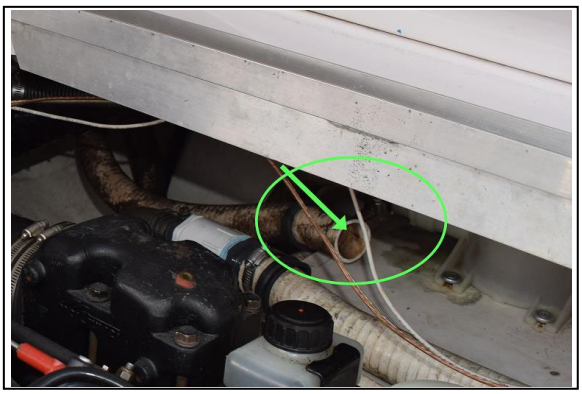
SANITATION (BLACK WATER)*(continued)*

DISCHARGE HOSES AND CLAMPS:
Tank to overboard discharge has been disconnected.
Thru hull is filled with sealant. Hose end is unsealed.
Hose should have a plugged end as a precaution against water intrusion.

***A.6**
Tank to overboard discharge has been disconnected.



Discharge Thru Hull



Hose Connected To Thru Hull

PUMP-OUT LOCATION:
Port aft gunwale.

HOLDING TANK:
Plastic tank

CAPACITIES:
Not available.

SANITATION (GREY WATER)

SUMP TANK LOCATION:
Shower box at engine compartment bilge, Not operable.
Hoses discharge into bilge.

GREY WATER TANK CAPACITY:
Not available.
Tank is reported to be connected and used as a secondary black water tank.

SHOWER DRAIN PUMPS:
Shower box at engine compartment bilge, Not operable.
Hoses discharge into bilge.

SANITATION

SANITATION (GREY WATER)*(continued)*

DISCHARGE:
Overboard

STEERING SYSTEM

STEERING SYSTEM

TYPE:
Hydraulic system.
Engine mounted power steering pumps.

LINES, FITTINGS AND CYLINDER:
No leaks visible.

PRESSURE/RESERVOIR TANK READING:
Starboard pump tank level normal.
Port pump tank level below dipstick.

Further investigate and fill to manufacturer recommended capacity.

***B.7**
Port power steering pump fluid level below dipstick.

Port Power Steering Pump

GROUND TACKLE

GROUND TACKLE

ANCHORS:
Approximately 20 Lb plow anchor at bow.
Shackle swivel connection.

GROUND TACKLE

GROUND TACKLE*(continued)*

RODE MATERIAL:
Chain and braided rope.
Recommend laying out rode for close inspection, and verify bitter end is attached to boat.

***C.3**
Chain and braided rope rode.

WINDLASS:
Operable.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF:
Powers up, transmit and receive not verified.
Verify operation before leaving port.

***B.8**
VHF radio powers up.

GPS:
"Hummingbird" brand GPS, Not Operable

***B.9**
GPS screen not operable.

DEPTH SOUNDER:
Yes, operable

COMPASSES:
LCD display compass at helm.
Reading consistent with boat orientation.

ANTENNAS:
GPS and VHF, on arch.

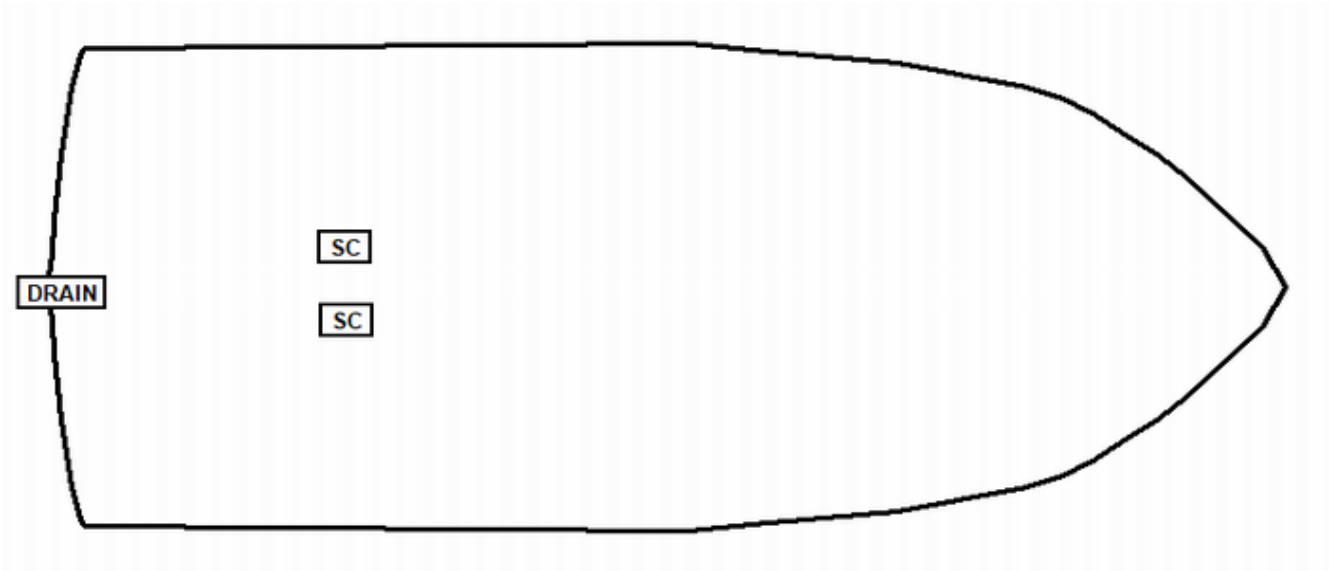
THRU-HULLS

THRU-HULLS:

NOTE:

Positions are approximate as observed. Owner advised to independently check and familiarize with all thru hull fittings.
Owners manual was on board with details of the systems and thru hulls.

THRU-HULLS BELOW WATER LINE (DIAGRAM):



Abbreviation	Description
DRAIN	Drain Plug
SC	Seacock

**** Red Icon(s) with white text indicates inoperable item.**

OPERABLE:
Sea cock handles move smoothly.

BONDING SYSTEM

BONDING SYSTEM

NOTE:
Bonding cables visible at both seacocks.
Labeling not legible, 8 AWG cable required.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S:
Five (5) Adult Type II PFD's - Three (3) Child Type II PFDs
One each for every occupant required by USCG.
Straps and material serviceable.
Located in saloon. Ensure their location is readily available and known to all occupants.

***C.4**
Type II and Type IV PFD's

NUMBER OF THROWABLE PFD'S:
Two (2) Type IV-U.S.C.G. approved throwable devices. Under helm seat.
Serviceable condition.

FIRE EXTINGUISHERS:
One (1) B1 extinguisher under helm seat.
Recommend an additional extinguisher. Not required if fixed system is operable and inspected.

Secure extinguisher to protect from damage.
Note; USCG language regarding extinguishers has changed.
Now referred to as 5-B and 20-B

***A.7**
Portable extinguisher under helm seat not secured.

VISUAL DISTRESS SIGNALS:
Night visual distress signals not observed during inspection.
Day flag under helm seat.

***A.8**
Day/night visual distress signals not observed during inspection.

SOUND DEVICES:
Yes, helm horn. Operable.

FLAME ARRESTORS:
Yes, on main engines, USCG approved.

POWER EXHAUST BLOWERS:
Yes, two (2) blowers.
Previously noted in findings.

NAVIGATION LIGHTS:
Navigation and anchor lights operable.

"NO OIL DISCHARGE" PLAQUE:
Yes, found properly displayed in engine space.

TRASH DISPOSAL PLACARD:
Yes, found properly displayed in cockpit area.

SAFETY EQUIPMENT

AUXILIARY SAFETY EQUIPMENT

SMOKE DETECTOR:
None visible. Highly recommended.

BILGE WATER ALARM AND SAFETY SWITCHES:
No high water alarm visible during inspection.
ABYC H-22, Electric Bilge Pump Systems.
H-22.7.3
On boats with an enclosed accommodation compartment, an audible alarm shall be installed indicating that bilge water is approaching the maximum bilge water level.

***A.9**
No high water alarm.

FIXED FIRE EXTINGUISHING SYSTEM (HALON TYPE):
No current inspection documented on tag.

***A.10**
Fixed fire suppression in engine room has no current inspection documented on tag.

SEARCH LIGHT:
Yes, remote controlled. Illuminates and articulates.

FIRST AID KIT:
Not observed during inspection.
This is highly recommended.

CARBON MONOXIDE ALARM:
Yes, in saloon.
Test button activated alarm.
Monitor manufacture date for ten year replacement cycle.

BILGE PUMPS

TABLE:

Location	GPH	Float Switch	Manual Switch	Battery direct	Functional Tested
Saloon Bilge	500 GPH	Operable	N/A	yes	No
Engine Compartment	Not legible	Operable	Operable	Flaot switch only	Yes, discharged water

OUT OF WATER INSPECTION

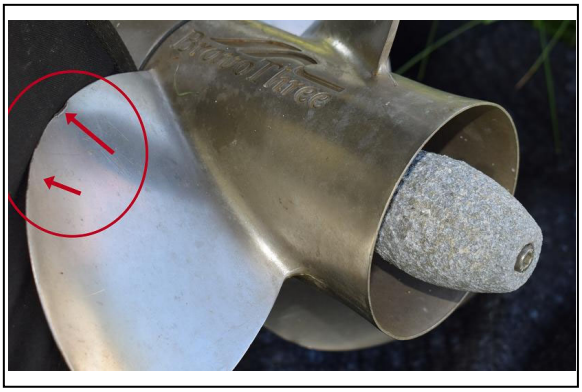
BELOW WATERLINE MACHINERY

PROPELLERS:

Two (2) propellers per outdrive.

Aft - 48-823668 A6 26P
Fore - 48-823667 A6 26P

Starboard aft prop has some edge damage, still serviceable condition.



Prop Blade Damage

TRIM TABS:

Trim tabs operable.
No leaks visible.

TRANSDUCERS:

Transom mounted transducers.
One is damaged.
Investigate further and repair or renew as necessary.

***B.10**
Transom mounted transducer is damaged.

Damaged Transducer

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY*(continued)*

ANODES:

Anodes have some deterioration and coating.

Investigate further and renew as necessary.

Replace based on condition and operational waters salinity.

***B.11**

Some anodes have some deterioration and coating.

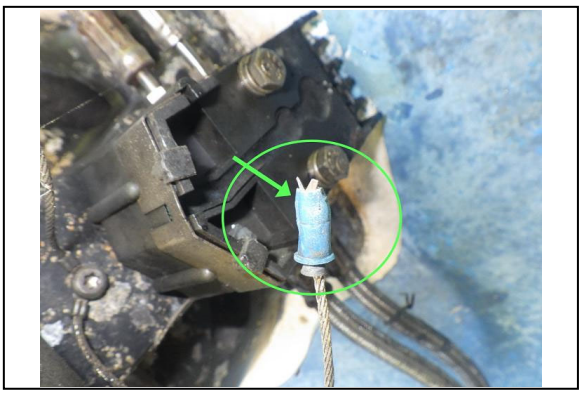
OUTDRIVES:

Bellows and clamps in serviceable condition.
Starboard outdrive has a disconnected bonding cable.
Some surface corrosion on skegs.
Port side tilt trim lines are worn.

Further investigate and repair as necessary. Clean and coat outdrive surfaces.

***B.12**

Starboard outdrive has a disconnected bonding cable.
Some surface corrosion on skegs.
Port side tilt trim lines are worn.



Disconnected Bonding Cable

TRIAL RUN:

INTRODUCTION

INTRODUCTION:

The Kelson's Key II was operated for approximately 40 minutes on Great Sacandaga Lake, Friday July 22, 2022. The vessel was operated by the owner [redacted] Attending the trial run were Connor Purvis, and myself.

TRIAL RUN:

OBSERVATIONS

OBSERVATIONS:

1. The engines started without excessive cranking.

2. The engine exhaust appeared normal.

3. There were no oil or coolant leaks observed. (On main engines or in exhaust water)

4. Engine instruments:
   Water temp gauges read a few degrees below ECM temp.
   Starboard DCV gauge not operable.
   Speedometer not operable.

   Investigate further and repair or renew as necessary.

5. Manufacturer" recommended max RPM is 4200-4600
   Port Engine WOT 4349
   Starboard Engine WOT 4028
   Starboard engine below manufacturer max RPM range

   Monitor condition, investigate further for correctable conditions.

6. The steering system operated normally.

7. The throttles operated normally.

8. The transmissions operated normally/smoothly.

9. The trim tabs operated normally.

10. There were no excessive vibrations noted.

***B.13**
Starboard water temp gauge reads a few degrees below ECM temp.
Starboard Voltmeter gauge not operable.
Speedometer not operable.

***B.14**
Starboard engine max RPM 4028, manufacturer max RPM range of
4200-4600

TRIAL RUN:

TRIAL RUN DATA

TEMPERATURES APPROX 1500 RPM, AND AFTER WOT: SEAWATER 71 F:

	Exh Elbow	Exh Manifold	Oil Filter	Idler Pulley	Eng WT Pump	Raw WT Pump
PORT	INB 101 F - OUTB 90 F	INB 95 F - OUTB 88 F	172 F	109 F	140 F	104 F
STARBD	INB 87 F - OUTB 103 F	INB 82 F - OUTB 93 F	167 F	106 F	149 F	103 F

PERFORMANCE DATA

SUMMARY:

Engine information was gathered using helm gauges, and engine diagnostic port ECM readings.
Exhaust elbow temperatures measured with infrared heat gun and direct "hands on" contact.

The speedometer and starboard volt meter are not operable. (previously noted in findings)
The other helm gauge readings are close to the ECM readings.

DETAILS:

-Speed in MPH measured with handheld Garmin GPS
(Helm speedometer not operable)

-RPM from highest reading Tachometer
(ECM reports attached)

-Fuel STBD 3/4, PORT 5/8

-Weather Calm, Clear, 89 F

- No current

SPEED DATA:

RPM	MPH	Oil Pressure Gauge	W Temp Gauge	W Temp ECM
Idle 600	4.1	P 40-S 40	P 150 F - S 150 F	P 161 - S 159 F
1500	8.9			
2000	10.3			
2500	20			
3000	25			
3500	37			
4200 WOT	46	P 42- S 42	P 170 F - S 160 F	P 173 F - S 172 F

IV. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under **"SAFETY"** should be addressed before vessel is next underway. 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.

Deficiencies will be listed under the appropriate heading:

A. SAFETY DEFICIENCIES

B. OTHER DEFICIENCIES NEEDING ATTENTION

C. SURVEYORS NOTES AND OBSERVATIONS

Maintenance of protective coatings on FRP boats is a high priority. Damage or avenues for water intrusion will lead to deterioration of the laminate over time.

A. SAFETY DEFICIENCIES:

A.1 (PAGE 12) BILGE BLOWERS:

FINDINGS	*RECOMMENDATIONS*
Port blower hose not attached, no air discharge detectable at vent.	*Investigate further and repair or renewas necessary.*

A.2 (PAGE 12) IGNITION PROTECTION:

FINDINGS	*RECOMMENDATIONS*
Some engine compartment equipment not labeled as ignition protected.	*Investigate further prove ignition protection and renewas necessary.*

A.3 (PAGE 14) CONNECTORS-ROUTING:

FINDINGS	*RECOMMENDATIONS*
Electrical cables at anchor locker are subject to damage from rode.	*Secure cables away from rode and stored equipment.*

A.4 (PAGE 15) NOTE:

FINDINGS	*RECOMMENDATIONS*
Improper terminal connections at batteries (wing nuts not allowed) **Some ungrounded terminals do not have protective coverings.**	*Further investigate and repair as necessary.*

IV. FINDINGS AND RECOMMENDATIONS

A. SAFETY DEFICIENCIES:

A.5 (PAGE 16) OUTLETS:

FINDINGS	*RECOMMENDATIONS*
GCFI receptacle in head does not operate properly.	*Replace Head GCFI service by qualified marine electrical tradesperson.*

A.6 (PAGE 19) DISCHARGE HOSES AND CLAMPS:

FINDINGS	*RECOMMENDATIONS*
Tank to overboard discharge has been disconnected.	*Hose should have a plugged end as a precaution against water intrusion.*

A.7 (PAGE 23) FIRE EXTINGUISHERS:

FINDINGS	*RECOMMENDATIONS*
Portable extinguisher under helm seat not secured.	*Extinguishers required to be mounted in manufacturer brackets.*

A.8 (PAGE 23) VISUAL DISTRESS SIGNALS:

FINDINGS	*RECOMMENDATIONS*
Day/night visual distress signals not observed during inspection.	*Comply with USCG regulations for Visual Distress Signals.* *33 CFR Subchapter S 175.130*

A.9 (PAGE 24) BILGE WATER ALARM AND SAFETY SWITCHES:

FINDINGS	*RECOMMENDATIONS*
No high water alarm.	*Install high water alarm per ABYC H-22.7.3*

A.10 (PAGE 24) FIXED FIRE EXTINGUISHING SYSTEM (HALON TYPE):

FINDINGS	*RECOMMENDATIONS*
Fixed fire suppression in engine room has no current inspection documented on tag.	*Inspect and test system by qualified fire extinguisher repair tradesperson.*

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.1 (PAGE 7) CLEATS:

FINDINGS	*RECOMMENDATIONS*
Midship cleats, and aft port cleat have some movement when tapped with phenolic hammer.	*Consider Re beding and tightening cleats to prevent water intrusion and damage.*

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.2 (PAGE 8) SWIM PLATFORM:

FINDINGS	*RECOMMENDATIONS*
Swim platform near ladder hardware has some elevated moisture readings.	*Monitor condition, consider re-bedding ladder hardware.*

B.3 (PAGE 11) STOVE/OVEN:

FINDINGS	*RECOMMENDATIONS*
Galley stove Knob for rear element not operable.	

B.4 (PAGE 13) MANUFACTURING LABEL:

FINDINGS	*RECOMMENDATIONS*
Manufacturer fuel tank label not visible.	

B.5 (PAGE 15) NOTE:

FINDINGS	*RECOMMENDATIONS*
Three (3) of Four (4) batteries failed load test.	*Further investigate and recharge/replace as necessary.*

B.6 (PAGE 18) NOTE:

FINDINGS	*RECOMMENDATIONS*
Water heater has corroded fittings.	*Monitor condtion, repair as needed.*

B.7 (PAGE 20) PRESSURE/RESERVOIR TANK READING:

FINDINGS	*RECOMMENDATIONS*
Port power steering pump fluid level below dipstick.	*Further investigate and fill to manufacturer recommended capacity.*

B.8 (PAGE 21) VHF:

FINDINGS	*RECOMMENDATIONS*
VHF radio powers up.	*Verify operation before leaving port.*

B.9 (PAGE 21) GPS:

FINDINGS	*RECOMMENDATIONS*
GPS screen not operable.	*Investigate further and repair or renewas necessary.*

B.10 (PAGE 25) TRANSDUCERS:

FINDINGS	*RECOMMENDATIONS*
Transom mounted transducer is damaged.	*Investigate further and repair or renewas necessary.*

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.11 (PAGE 26) ANODES:

FINDINGS	*RECOMMENDATIONS*
Some anodes have some deterioration and coating.	*Investigate further and renewas necessary. Replace based on condition and operational waters salinity.*

B.12 (PAGE 26) OUTDRIVES:

FINDINGS	*RECOMMENDATIONS*
Starboard outdrive has a disconnected bonding cable. **Some surface corrosion on skegs.** **Port side tilt trim lines are worn.**	*Further investigate and repair as necessary. Clean and coat outdrive surfaces.*

B.13 (PAGE 27) OBSERVATIONS:

FINDINGS	*RECOMMENDATIONS*
Starboard water temp gauge reads a few degrees below ECM temp. **Starboard Voltmeter gauge not operable.** **Speedometer not operable.**	*Investigate further and repair or renewas necessary.*

B.14 (PAGE 27) OBSERVATIONS:

FINDINGS	*RECOMMENDATIONS*
Starboard engine max RPM 4028, manufacturer max RPM range of 4200-4600	*Monitor condition, investigate further for correctable conditions.*

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.1 (PAGE 15) NOTE:

FINDINGS	*RECOMMENDATIONS*
Generator start battery is not connected to on board battery charger.	*Monitor generator battery condition.*

C.2 (PAGE 17) CITY WATER CONNECTION:

FINDINGS	*RECOMMENDATIONS*
City Water Connection Connection at port side aft.	*Do not leave boat unattended with city water connection pressurized.* *A leak can overwhelm bilge pumps and sink the boat.*

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.3 (PAGE 21) RODE MATERIAL:

FINDINGS	*RECOMMENDATIONS*
Chain and braided rope rode.	*Recommend laying out rode for close inspection, and verify bitter end is attached to boat.*

C.4 (PAGE 23) NUMBER AND TYPE OF PFD'S:

FINDINGS	*RECOMMENDATIONS*
Type II and Type IV PFD's	*Ensure their location is readily available and known to all occupants.*

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 or electronic gear.

"AVERAGE CONDITION", ready for sale, may require some maintenance and normally equipped for her size.

"FAIR CONDITION", requires usual maintenance and some yard work 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

V. SUMMARY AND VALUATION

STATEMENT OF VALUATION:

VALUATION:
Following USPAP standards for a valuation of the above vessel, the details are as follows.

VALUATION PROBLEM: Establish Fair Market Value for this 1998 Donzi 3250 LXC.
SCOPE : Perform a Pre-purchase Survey, research comparable sales values, determine market value.
COST APPROACH: Not applicable for a production boat.

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.

Four sources of valuation have been used to determine the Fair Market Value, "BUCValu". "NADA", and "Soldboats," and current sales listings (adjusted for final negotiated price based on a 5% reduction which is market driven)
BUC value provides a range of values with an adjustment for condition.
SoldBoats lists values of actual sales inputted by brokers and salespersons. These values are accompanied by descriptions and photographs.
NADA lists a retail high and low value.

Buc Value
Range high average to above average:
$42,400.00 - $47,900.00
Average $45,150.00

NADA
Average to High Retail
$49,065.00 - $53,585.00
Average $51,325.00

V. SUMMARY AND VALUATION

Sold Boats (All 1996-199 Donzi 3250LXC's sold since 8-2021 in USA)
1999 Sold 6-2022 Michigan $40,000.00
1996 Sold 4-2022 Michigan $42,000.00
1998 Sold 9-2021 California $49,900.00
1998 Sold 8-2021 Michigan $44,000.00
Average $43,975.00

Current sales listings
limited information available.
Yachtworld 1997 3250 LXC $39,900.00
Pop Yachts 1996 3250 LXC $24,500.00
This vessel has been reduced by over $20,000.00 from original listing price of $45,000.00. Do to this significant reduction with no details on actual condition it will not be included.
$39,900.00 less 5% **$37,905.00**

With consideration of the above average condition of the subject vessel.
The averaged and blended values identify the Fair Market Value as:
$46,816.00

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:

$46,800
Forty Six Thousand Eight Hundred Dollars

2. The **"ESTIMATED REPLACEMENT COST"** indicates the retail cost of a new vessel of a similar make/model with similar equipment offered by a comparable manufacturer. Donzi does not currently offer this style boat. Sea Ray 320 is a similar vessel.
"ESTIMATED REPLACEMENT COST" of the subject vessel is:

$400,000
Four Hundred Thousand Dollars

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the [redacted] 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 July 19 and 22. 2022. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies list should be attended to in a timely fashion.

V. SUMMARY AND VALUATION

SURVEYOR'S CERTIFICATION:

I certify that, to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct.

The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.

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

My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.

I have made a personal inspection of the vessel that is the subject of this report.

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

ATTENDING SURVEYOR: _____

SAMS [redacted]d

VI. PHOTOGRAPHS

HIN

Starboard

Aft

Port

VI. PHOTOGRAPHS

Port

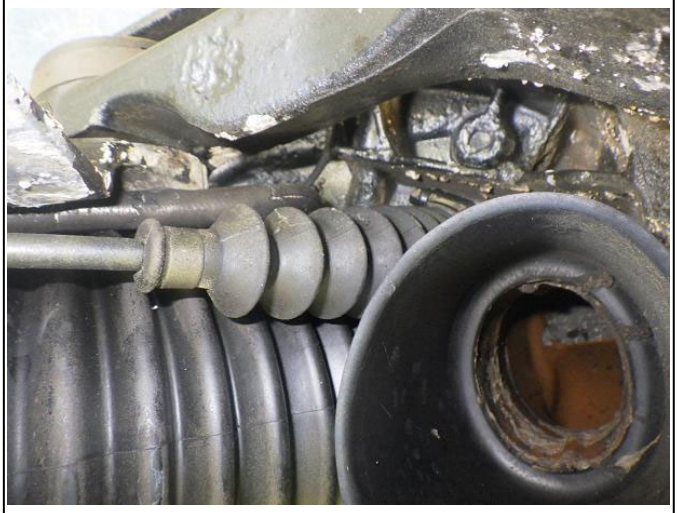
Outdrives

Outdrives

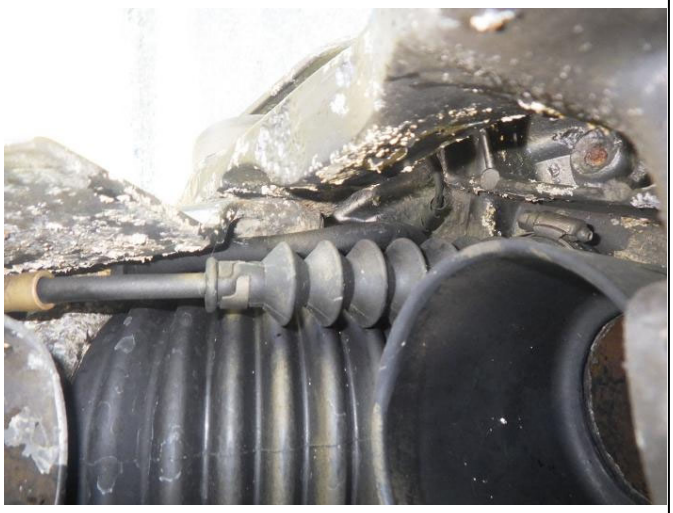
Starboard Outdrive

VI. PHOTOGRAPHS

Port Outdrive



Bellows Port



Bellows STBD

Bow

VI. PHOTOGRAPHS

Helm

Aft

Cockpit Lounge

Canvas Stitching

VI. PHOTOGRAPHS

Interior Midship

Interior Aft

Aft Berth

Head

VI. PHOTOGRAPHS

Main Electrical Panel

Canvas

Battery Switches

DIACOM MARINE SERVICE REPORT

Port Engine WOT

07/22/2022

1. VEHICLE CONFIGURATION

Cust. Name: [redacted]
Engine Make: Mercruiser 7.4
Engine Serial No: [redacted]
Model Year: 1997-98
System Type: GM-DELCO MEFI 2 MODE 1 MASTER

2. PERFORMANCE DATA

Parameter Description	Value	Unit
Engine Speed	4349	RPM
Desired Idle Speed	600	RPM
Engine Running Time	62.55	min
Battery Voltage	13.20	VDC
Engine Hours	366.37	hrs
ECT Temperature	174.7	°F
Total Trouble Codes	0	
Malfunction Indicator Lamp	OFF	
Low Oil Pressure Telltale	No	
Gen Warning 1 Telltale	No	
Gen Warning 2 Telltale	No	
Spark Advance	16.52	DEG
Overheat Telltale	No	
Knock Retard	0.00	DEG
Low Oil Level Telltale	No	
Throttle Position	99.6	%
Engine Knock Detected	No	
Lanyard Stop Status	ON	
Cause For Power Reduction	No	
Fuel Flow Rate	23.76	GPH
Low Oil Level Detect	ON	
Warning Buzzer	OFF	

3. TROUBLE CODE STATUS

Current ECM Codes

DIACOM MARINE SERVICE REPORT

Starboard Engine WOT

07/22/2022

1. VEHICLE CONFIGURATION

Cust. Name:	[redacted]
Engine Make:	Mercruiser 7.4
Engine Serial No:	[redacted]
Model Year:	1997-98
System Type:	GM-DELCO MEFI 2 MODE 1 MASTER

2. PERFORMANCE DATA

Parameter Description	Value	Unit
Engine Speed	4028	RPM
Desired Idle Speed	600	RPM
Engine Running Time	76.07	min
Battery Voltage	12.90	VDC
Engine Hours	346.55	hrs
ECT Temperature	172.0	°F
Total Trouble Codes	0	
Malfunction Indicator Lamp	OFF	
Low Oil Pressure Telltale	No	
Gen Warning 1 Telltale	No	
Gen Warning 2 Telltale	No	
Spark Advance	16.52	DEG
Overheat Telltale	No	
Knock Retard	0.00	DEG
Low Oil Level Telltale	No	
Throttle Position	99.6	%
Engine Knock Detected	No	
Lanyard Stop Status	ON	
Cause For Power Reduction	No	
IAC Throttle Follower	80.0	#
Fuel Flow Rate	23.15	GPH
Low Oil Level Detect	ON	
Warning Buzzer	OFF	

3. TROUBLE CODE STATUS

Current ECM Codes