

**ALBANO MARINE SURVEY**  
MARINE SURVEYOR

**ZODIAC PRO 750 RIB**

**ZODIAC**



MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

6501 Red Hook Plaza Suite 201 St. Thomas, USVI 00802





# ALBANO MARINE SURVEY

## Report of Marine Survey

Of The Vessel

**ZODIAC**

**ZODIAC PRO 750 RIB**

Conducted by  
TIMOTHY J. ALBANO

MARINE SURVEYOR

PREPARED FOR:  
BRICE GORDON

July 03, 2018

MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

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# I. INTRODUCTION

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## SCOPE OF SURVEY

Acting at the request of BRICE GORDON , the attending surveyor did attend onboard the ZODIAC PRO 750 RIB, ZODIAC beginning on , 02 JULY 2018 where an "in-the-water-survey" WAS conducted at , COMPASS POINT MARINA, ST. THOMAS, USVI. The ship's papers were on board and appeared to be in order. The Hull Identification Number (FR [REDACTED]) WAS verified from the transom. A sea trial WAS performed. An out-of the water inspection of underwater machinery and the exterior of the hulls wetted surface area WAS performed. The reason for the survey, was to ascertain the physical condition and value of the vessel. DC power WAS used to check operation of the electrical systems specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

### CONDUCT OF SURVEY:

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

The use of the word "appears" is intended to indicate that a close or complete inspection was not possible or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

Use of asterisks \* in the body of the report will indicate that a finding will be listed in the Findings and Recommendations section pertaining to the asterisked item, following the body of the report.

### Note:

An engine surveyor was on board during the hull survey and performed a separate survey on the vessel's propulsion system. Questions about the condition of this system should be addressed to that survey.

## II. GENERAL INFORMATION

### GENERAL INFORMATION

SURVEY PREPARED FOR: ..... BRICE GORDON

NAME OF VESSEL: ..... ZODIAC

TYPE OF SURVEY: ..... Pre-Purchase for Buyer

OVERALL VESSEL RATING: ..... \*\*\*\*AVERAGE

ESTIMATED MARKET VALUE: ..... \$67,690

ESTIMATED REPLACEMENT COST: ..... \$98,034

YEAR/MAKE/MODEL OF VESSEL: ..... 2015 ZODIAC PRO 750

HULL IDENTIFICATION NUMBER (HIN): ..... FR- [REDACTED]

STATE VALIDATION STICKER NUMBER: ..... VI 7054-TC

PLACE OF SURVEY: ..... COMPASS POINT MARINA, ST. THOMAS, USVI

DATE/TIME OF SURVEY: ..... July 02, 2018

HULL MATERIAL: ..... FRP Hull with Hypalon Neoprene Buoyancy Tubes.

HULL TYPE: ..... DEEP VEE PLANING.

LENGTH OVER ALL (L.O.A.): ..... 24' 7"

BEAM: ..... 9' 6"

DRAFT: ..... 1' 6"

DISPLACEMENT: ..... 1896 LBS.

PROPULSION SYSTEM: ..... SINGLE OUTBOARD

FUEL TYPE: ..... Gasoline.

FUEL CAPACITY: ..... 79 Gallons Reported.

DC POWER: ..... Yes, 12 volt.

INTENDED USE/BUYER: ..... Recreational near coastal cruising.

INTENDED CRUISING AREA: ..... Near Coastal Virgin Islands.

INTENDED USE: ..... Near Coastal Recreational Cruising.

### DEFINITION OF TERMS

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

#### APPEARS:

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests).

## II. GENERAL INFORMATION

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### DEFINITION OF TERMS:(*continued*)

#### 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)

## II. GENERAL INFORMATION

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### DEFINITION OF TERMS:(*continued*)

#### POOR CONDITION:

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

#### USE OF \*:

Use of \* in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" section pertaining to the \* item.

Asterisks \* in this General Information section refers to the source of such information as follows:

\* Per Manufacturer's Specifications

\*\*Refer to Summary and Valuation Section

\*\*\* Per USCG Documentation

\*\*\*\* Per Buc Book

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### HULL CONSTRUCTION

**TYPE:** Deep Vee Planing.

**MATERIAL:** FRP with Hypalon Neoprene Buoyancy Tubes.

**STRINGERS:** Hull stiffness provided by FRP longitudinal stringers. Complete inspection not possible due to limited access. Appears serviceable where observed.

**TRANSOM:** FRP with Integral Engine Mount.

**BILGE:** Deep (below decks) bilge area provides the area for most boat systems and tankage. Generally clean.

**CHAIN LOCKER (DRAINAGE):** Drains overboard.

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

### DECK CONSTRUCTION

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

**OTHER:** Hypalon Tubes appear to be in good condition and holding air pressure.

### ADDITIONAL EQUIPMENT AND ACCESSORIES

**CANVAS AND COVERS:** The Bimini Top shows some staining. Appears serviceable.



**BIMINI TOP**

**FENDERS:** Adequate and serviceable.

**DOCK LINES:** Adequate and serviceable.

### FISHING EQUIPMENT

**ROD HOLDERS:** Rod holders mounted to the leaning post are serviceable.

## PROPULSION

### MAIN ENGINES

**TYPE:** Four Stroke Outboard.

**MANUFACTURER:** Yamaha

**SERIAL NUMBERS:** 6CE X 1045918 X

# III. SYSTEMS

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## PROPULSION

### MAIN ENGINES *(continued)*

**LABELS AND NOTICES:** The engine is new and all required labels appeared to be in place and readable.

**HORSE POWER:** 300 HP

**INDICATED HOURS:** 20 Hrs. Reported.

**THROTTLE CONTROLS:** Electronic by Yamaha.

\* **ENGINE MOUNTS AND BED:** [B1] The engine is well mounted to the transom. The wood spacer between the engine and transom is rotted.



**ROTTED WOOD SPACER**

**ENGINE SHUT DOWN:** Emergency kill switch located at the helm is operable.

## FUEL SYSTEM

### MAIN ENGINE(S) FUEL SYSTEM

**FUEL TYPE:** Gasoline.

**MATERIAL:** Plastic.

**TANKS CAPACITY:** 79 Gallons Reported.

**SECURED:** Yes, Metal straps with chafe protection. Appears serviceable.

**LOCATION:** Below deck mid-ship.

**MANUFACTURING LABEL:** None Sighted Due To Access.

**FILL PIPE LOCATIONS:** Under a deck hatch forward to port.

**FILL PIPE GROUNDED:** Not sighted due to access.

**FILL PIPE MATERIAL:** Type B1 USCG approved hose. Appears serviceable.

**FILL PIPE FITTINGS:** Fill deck fitting clearly marked as to fuel type: Yes.

**HOSE CONNECTIONS, CLAMPS:** Double clamped where sighted, grade USCG type A1. Appears serviceable.

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

# III. SYSTEMS

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## ELECTRICAL SYSTEMS

### ELECTRICAL SYSTEM (DC SYSTEM)

**VOLTAGE:** Lead acid battery powered 12 volt system.

**BANKS:** Two banks of one battery each.

**MAIN BATTERY SWITCHES:** Located in aft Lazarette area.

**TYPE CONNECTORS:** Round Lugs: Captive type, where sighted. Condition: Appears serviceable.

**ROUTING/SUPPORT:** Well supported and secured where sighted.

**CHARGING SYSTEM:** Alternator on main engine. Appears serviceable.

**OUTLETS:** 12 Volt outlets were sighted in the helm station and was of cigarette socket type. Appeared serviceable.

## STEERING SYSTEM

### STEERING SYSTEM

**TYPE:** Hydraulic by Seastar. Operates normally.

**LINES AND FITTINGS:** Reinforced flexible hose, with metallic fittings. Appears serviceable.

## ELECTRONICS AND NAVIGATION EQUIPMENT

### ELECTRONICS AND NAVIGATION EQUIPMENT

**VHF:** None sighted.

**OTHER:** Yamaha factory multi function display. Powers up.

## SAFETY EQUIPMENT

### SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

**NUMBER AND TYPE OF PFD'S:** Three Type II USCG approved PFD's.

**NUMBER OF THROWABLE PFD'S:** One (1) Type IV-U.S.C.G. approved throwable device.

\* **FIRE EXTINGUISHERS:[A1]** None sighted.

\* **VISUAL DISTRESS SIGNALS:[A2]** None sighted.

\* **SOUND DEVICES: [A3]** None Sighted.

## OUT OF WATER INSPECTION

### BELOW WATERLINE MACHINERY

**PROPELLER(S):** One Stainless Steel, Three Blade , Stamped 19-T, 15 1/4. Good condition.

**ZINCS:** Engine mounted Zinc appears serviceable.

### CONDITION OF HULL (WETTED SURFACE)

**BLISTERS:** None Sighted.

\* **CONDITION OF BOTTOM PAINT:[B2]** Most of the bottom is well painted, there are areas of wear.

# III. SYSTEMS

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## OUT OF WATER INSPECTION

### CONDITION OF HULL (WETTED SURFACE) *(continued)*

#### \* CONDITION OF BOTTOMPAINT: *(continued)*



**BOTTOM PAINT WEAR**

#### \* OTHER: [B3] There is a gouge in the port forward area that shows signs of water intrusion.



**HULL GOUGE**

## SEATRIAL REPORT

### INTRODUCTION

**INTRODUCTION:** The ZODIAC was operated from the slip at Compass Point Marina and back, between the hours of 0900 to 1030 on 02 JULY 2018. The vessel was operated by the potential Captain.

# III. SYSTEMS

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## SEATRIAL REPORT

### OBSERVATIONS

**OBSERVATIONS:** 1. The engines started without excessive cranking.

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☒ 2. The engine exhaust appeared normal.

☒

☒ 3. The cooling water appeared adequate and normal.

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☒ 4. The engine instruments operate within normal operating limits at idle, cruising speed, and maximum throttle.

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5. Engines reached 5200 RPM at full throttle.

☒

☒ 6. The steering system operated normally.

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☒ 7. The throttles operated normally.

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☒ 8. The transmissions operated normally/smoothly.

☒

☒ 9. The back down test was satisfactory.

☒

☒ 10. There were no excessive vibrations noted.

### PERFORMANCE DATA

**HEADLINE WORDS:** CRUISE: 29.3 KTS @ 4700 RPM. ☒MAX: 41.6 KTS @ 5200 RPM.

## 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

### A. SAFETY DEFICIENCIES:

FINDINGS	RECOMMENDATIONS
<b>A.1 (PAGE 7) FIRE EXTINGUISHERS:</b>	
No fire extinguishers sighted onboard this vessel	<i>Comply with USCG Safety Regulations.</i>
<b>A.2 (PAGE 7) VISUAL DISTRESS SIGNALS:</b>	
Day/night visual distress signals not sighted.	<i>Comply with USCG regulations for Visual Distress Signals.</i>
<b>A.3 (PAGE 7) SOUND DEVICES:</b>	
No sound device onboard.	<i>Comply with USCG regulations for Sound Devices.</i>

### B. OTHER DEFICIENCIES NEEDING ATTENTION:

FINDINGS	RECOMMENDATIONS
<b>B.1 (PAGE 6) ENGINE MOUNTS AND BED:</b>	
The wood spacer between the engine and transom is rotted.	<i>Investigate further and repair or renew as necessary.</i>
<b>B.2 (PAGE 7) CONDITION OF BOTTOM PAINT:</b>	
Most of the bottom is well painted, there are areas of wear.	<i>Investigate further and repair or renew as necessary.</i>
<b>B.3 (PAGE 8) OTHER:</b>	
There is a gouge in the port forward area that shows signs of water intrusion.	<i>Investigate further. Repair or replace as necessary. Full service by an expert.</i>

NOTE: If cruising more than 25 nautical miles offshore it is also recommended that a USCG approved self-inflating life raft be fitted to the vessel. And a first aid kit and small manual watermaker be added to the ships safety gear.

## V. SUMMARY AND VALUATION

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### 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.

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☐ 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.

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☐ The following is the accepted marine grading system of condition:

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☐ "EXCELLENT (BRISTOL) CONDITION", is a vessel that is maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

☐

☐ "ABOVE AVERAGE CONDITION", has had above average care and is equipped with extra electrical and electronic gear.

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☐ "AVERAGE CONDITION", ready for sale requiring no additional work and normally equipped for her size.

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☐ "FAIR CONDITION", requires usual maintenance to prepare for sale.

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☐ "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:**                     **AVERAGE**                    

### STATEMENT OF VALUATION:

1. The "FAIR MARKET VALUE" is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

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☐ 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:

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☐ a. Buyer and seller are typically motivated.

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☐ b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.

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☐ c. A reasonable time is allowed for exposure in the open market.

☐

☐ d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and

☐

☐ e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

☐ ☐

☐

☐ Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel is:

**\$67,690**

*Sixty Seven Thousand Six Hundred Ninety Dollars*

## V. SUMMARY AND VALUATION

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2. The "ESTIMATED REPLACEMENT COST" indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. "ESTIMATED REPLACEMENT COST" of the subject vessel is:

**\$98,034**

*Ninety Eight Thousand Thirty Four Dollars*

# V. SUMMARY AND VALUATION

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## SUMMARY:

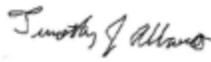
In accordance with the request for a marine survey of the ZODIAC, for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on 02 JULY 2018 and was found to be a well constructed, appointed and comfortable vessel. 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.

## 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:

  
TIMOTHY J. ALBANO SA  
  
  


## VI. PHOTOGRAPHS



**BATTERIES**



**BILGE AREA**



**ENG SER NUMBER**



**ENGINE**

# VI. PHOTOGRAPHS



HIN



MULTIFUNCTION DISPLAY



VESSEL DATA PLATE