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Joseph Polenciewicz

Newport, NC

22 Sept 2013

Re: 2007 Seaway Fisherman (Leyte Luck III)

Dear Mr. Polenciewicz,

This letter reports the results of a survey of the above vessel which was inspected while hauled, and without a sea trial on the 22nd of September, 2011, at the Cherry Point base marina in Cherry Point, North Carolina. You requested the inspection to establish its condition and value.

The survey guidelines are provided, for the most part, by the "N.F.P.A., and A.B.Y.C., Coast Guard Standards, and the "Code of Federal Regulations", as published for pleasure yachts, and the values guideline is the current edition of the "BUC" book along with current market conditions.

The survey of this vessel is based solely on a careful visual inspection of all accessible portions of its hull and equipment. Certain parts of the hull and structure can be inspected only by removing decking, liners, bulkheads and sheathing. These areas were not inspected. It is my normal practice to conduct a survey which includes a sea trial. The sea trial enables me to make a determination concerning the engines and reduction gears. In order to make a proper inspection of these important components, they must be brought up to operating temperature and run under a load at RPM for a period of time. Inspection and operation of the engine was not performed with a lengthy sea trial or under full operating conditions.



General

The vessel was built by SEAWAY BOATS, of Oxford, Maine, in 2007. The vessel bears the hull ID number XKX18016H607. The pertinent dimensions of the vessel are: The LOA is 18', and the beam is 8' and the draft is approximately 18". The displacement is approximately 1500 LBS.

Hull and Structures



The hull is a polyester laminate reinforced with fiberglass mat and woven roving in a modified deep V configuration. The gel coat is white, and in very good clean condition. A new coat of wax is needed.

The forward deck is clean and in good condition. There are no bow rails, solid line leads and a cleat are mounted on the bow. The deck is glassed to the hull with fiberglass mat and chop. The joint is very solid and has an aluminum and rubber rub rail attached by stainless steel screws along the length of the hull deck joint.

There is no inner liner in this boat. The deck is solid glass and in pristine condition. It is obvious that this vessel has had no abuse. There is no bilge pump and the bilge is not easily accessible. The topsides are white, and in good condition, free of mars and scratches. All deck hardware are properly mounted and secured. The windshield is clear and not scratched.

The steering system is in very good condition, smooth with no binding. There is no compass mounted. The Tee Top is securely mounted and constructed of aluminum. The navigation lights comply with CFR regulations. An adequately sized Danforth type anchor and adequate rode is provided in a locker at the bow. A spare anchor and rode are on board.



Cockpit and Operating Station

The cockpit is equipped with a Tee Top. The supporting structure and top are in good condition. The structure is properly backed at the attachment points. The stainless steel wheel, gauges and controls are in good shape. The cockpit area is clean and the finish is in unusually good condition. The vinyl upholstery on the helm seat, is also in good condition. The control panel and switches appear in lightly used condition. The fuel fill is properly installed and marked. There is storage within the

center console. Access to the battery is through the access hatch on the center console.

Propulsion



Propulsion is by a single raw water cooled Evinrude ETEC 115 HP outboard engine. The engine was started and ran with no hesitation. All zincs are in good condition. Visual inspection of the engine, oil, filters, and related connections show no signs of misuse. Inspection of the lower unit and propeller indicate no grounding of any consequence. There is no bilge blower installed on this vessel, nor is there a requirement for such. There is no bilge pump, but there should be one installed. The 40 gallon aluminum fuel tank cannot be inspected. It is properly secured and grounded, as are the related fills and vents. There is no fuel shut-off

valve on the feed line.

Electric/hydraulic engine tilt/trim are working properly. The engine trim switch is working properly. The engine shows very little use and is very clean and well maintained. The overall appearance of the engine, mounts, and control systems, is very good.



The gear compartment forward of the center console is clean, odor free, and provides ample storage space for all required safety equipment and a spare anchor and rode. There is a single battery in the center console compartment, there is no battery switch. The battery is new and properly installed and secured. The battery connections are appropriate as are the cables. The electrical wiring and terminals observed throughout the vessel are in very good condition. The throttle and gear linkages are in good order and work smoothly.

Electronics

There are no electronics mounted on this vessel. The VHF radio and GPS are both handheld models, both were tested and worked fine. The main breaker panel also appears in good condition.

Safety and Signaling Equipment

Proper signaling flares, a throw ring, and first aid kit were on board, in addition to PFD's and anchors/tackle.



Misc

The open deck layout of this vessel makes it ideal for fishing or general recreation. It is a good design for taking full advantage of the rivers, creeks and sounds of Eastern NC.

Conclusion

This survey can not be construed to guarantee or warrant the condition or operational condition of the vessel.

This vessel is in overall very good condition, and her value would be approximately \$20,000.00 in today's market and that would include

the engine and the trailer. Both of which are in overall very good condition.

Recommendations: Install a VHF radio, a depth sounder, and a GPS unit. A second battery with a battery switch should also be considered. For extended cruising, a bilge pump should be installed.



Cordially,
Michael G. McGlynn, Marine Surveyor

MM/dtm

Boat Detail Sheet From "BUC" International

SEAWAY BOATS, OXFORD, MAINE,
Model Year 2007 Hull Material Fiberglass
Model FISHERMAN Hull Configuration Semi Vee (Modified Vee)
Length Overall 18' Draft 1'6"
Length On Deck Beam 8'
Boat Type Center Console | Open Weight 1500 lbs.
Engine Type Outboard Single 115 HP Evinrude ETEC Engine Ballast N/A

The information presented here is believed to be reliable but not guaranteed. For various reasons, including the subjective nature of vessel evaluations and the possibility of incomplete or inaccurate information regarding comparable vessels and sales thereof, we do not make any warranties whatsoever regarding this report, and WE EXPRESSLY DISCLAIM ALL WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. BUC does not provide expert witness testimony.

Current Retail Value Range \$15,000-\$16,000
Fair Market Value Adjusted for [Bristol Condition](#) in the Southeast & Mid Atlantic area to include trailer and engine. \$18,000-\$20,000
Replacement Value \$25,000

