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Charlie Ellis

Gallant Fish Internet Marketing

The majority of the diagnoses performed on the Contender 31', 2005 were average to good. There are some service level repairs that should be addressed. They are noted in the prepared quote. A complete 100 hour service is being recommended because engine oil level and condition (dark black-burned) were found unsatisfactory. Spark plugs all had a consistent sign of burning (good). Corrosion stats are at a minimum in both engines. All seals and hoses have no sign of stress marks. Compression test resulted in all cylinders having a gradual and even wear. The port engine has a minimum compression of 205 p.s.i. with a 4.8 % difference from the highest. The starboard engine minimum compression is 200 p.s.i. with a 5.0 % difference. A spark test reflected a strong spark on all cylinders. Software diagnose data reflects no current running faults on both engines. There were two stored running faults on each engine normally caused during shifting. Engine condition was normal at the time. These engines have 2184 hours (Starboard) and 2193.3 hours (port). The running history shows approximately 77 % of the time these engines were operated at less than 2000 R.P.M. and 2.8 % above 5000 R.P.M. (see attached). The starboard lower unit needs to be resealed and inspected. There was a significant sign of water intrusion in the gear oil.

Electrical testing on-board was mainly good. The house battery needs to be replaced. The batteries were tested with a conductance tester. Cranking test readings reflect battery cables are good. A voltage drop of only 1.0 volt was read at the engine during cranking. Throttle cables at both stations are not binding. The steering system is in good condition. Air bleeding service has been included in the quote. The trim tab switch at upper helm station needs to be replaced (poor contact). No sign of hydraulic oil leaks on the steering system and trim tabs system. Trim tab actuators are in good condition. Electronic components are all good with exception to the bow speakers. Contact terminal at speakers are corroded. Repair might be possible (soldering). Some other electrical components are included in the quote for replacement.

The haul and hardware is in good to excellent condition. No sign of stress marks or nicks on the gel coat. The rub rail is secured. All hinges work well and are secured. Some lubrication (CRC) is needed on the deck hinges. Noticed boat did not have chain and anchor. Bow compartment hatch seal needs to be replaced (owner has). All fiber-glass lamination around the thru-haul valves and stringers are in excellent condition.

Happy Boating,

JA Outboard Service

Jorge Alberto

