

JA OUTBOARD SERVICE
MARINE SURVEYOR ASSOCIATE

2660 Catamaran CC, 2007

Prokat



MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

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Report of Marine Survey

Of The Vessel

Prokat

2660 Catamaran CC, 2007

Conducted by
Jorge Alberto

PREPARED EXCLUSIVELY FOR:
Charles Levin

April 20, 2021

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Charles Levin, the attending surveyor did attend onboard the Prokat 2660 CC, 2007, beginning on , April 19, 2021 AND 8:00 a.m where an "in-the-water-survey" WAS conducted at Black Point Marina , owners residences. The ship's papers were on board and appeared to be in order. The Hull Identification Number **(WJIV0203C607)** WAS verified from the transom. A sea trial WAS performed. An out-of the water inspection underwater machinery and the exterior of the hulls wetted surface area WAS performed on April 19, 2021 AND 11:00 a.m at 4426 SW 132 ave Miami, Fl 33175. 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.

I. INTRODUCTION

VESSEL DESCRIPTION

The ProKat 2660 layout has been designed to suit the serious fisherman as well as the boat owner who just enjoys cruising. The hull is a center console catamaran. Powered by twin Suzuki 200 HP, 2006. The console area is elevated offers good visibility, the step down area in the stern is fairly spacious, has nice high gunwales and the bow area on top is good for casting or a tanning area for the ladies.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER:	000003
SURVEY PREPARED FOR:	Charles Levin
<hr/>	
DATE:	April 20, 2021
NAME OF VESSEL:	ProKat 2660
TYPE OF SURVEY:	Pre-Purchase for Buyer
OVERALL VESSEL RATING:	**** FAIR
ESTIMATED MARKET VALUE:	\$41,535.01
ESTIMATED REPLACEMENT COST:	\$87,030
YEAR/MAKE/MODEL OF VESSEL:	2007 / Prokat / 2660 CC
BUILDER:	Gulf Stream
HULL IDENTIFICATION NUMBER (HIN):	WJIV0203C607
HOME PORT:	Miami, FL
STATE REGISTRATION NUMBER:	FL 6577 RL
OWNER'S NAME:	Amada Cecilia Perez
OWNER'S ADDRESS:	4426 SW 132 Place Miami, FL 33175
PLACE OF SURVEY:	Black Point Marina, Homestead FL
PLACE OF HAULOUT:	Black Point Park & Marina
DATE/TIME OF SURVEY:	April 19, 2021
DATE/TIME OF HAULOUT:	April 19, 2021 / 9:00 a.m.
HULL MATERIAL:	Reported to be FRP (Fiber Reinforced Plastic).
HULL TYPE:	Catamaran
LENGTH OVER ALL (L.O.A.):	26"
BEAM:	9'2"
DRAFT:	12"
DISPLACEMENT (WEIGHT):	4450 lbs

II. GENERAL INFORMATION

PROPULSION SYSTEM:	Twin Suzuki 200 HP, 2006
FUEL TYPE:	Gasoline.
FUEL CAPACITY:	2 Fuel Tanks each 135 gals.
DC POWER:	Yes, 12 volt.
FRESH WATER CAPACITY:	20 gals.
HOLDING TANK:	Yes, Approx. 20 gals
INTENDED USE/BUYER:	Recreational / Sport Fishing

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*:

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.

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.

II. GENERAL INFORMATION

DEFINITION OF TERMS:(*continued*)

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

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

HULL:

Catamaran -Multi Hull



20210419_115357

STEM:

High Cain Spoon Bow between a Multi-Hull (Catamaran)



Inside Hull-Stem



Spoon Bow

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION(continued)

TRANSOM:

Engine bolts are **not** sunken into the transom. Some gel-coat paint de-lamination inside transom hull.

*B.1

Spider Web Cracks at port transom corner.



Engine Bolts



Engine Bolts- STBD Engine



Transom-Spider Cracks

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION(*continued*)

BULKHEADS/STRINGERS:

Athwartships reinforcement enhanced by wood bulkheads bonded to the hull with FRP (fiber reinforced plastic).

No de-lamination sighted. Access only in the AFT of the boat.



Stringer

HULL-TO-DECK JOINT:

Secured with stainless steel screws.



Hull to Deck Joint

CHAIN LOCKER (DRAINAGE):

The chain locker is accessible through a hatch in the forward Compartment. The locker has plenty of space . The drainage holes in the locker are approximately 1/2" in diameter.

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

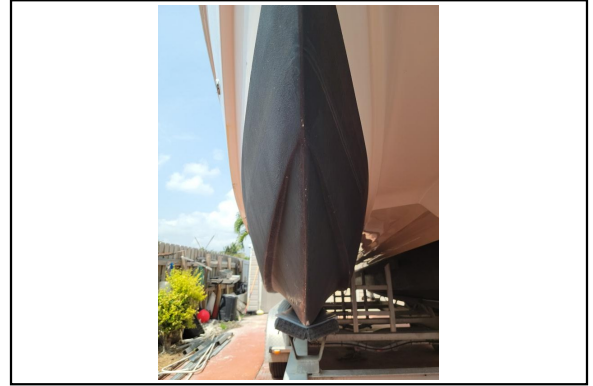
HULL CONSTRUCTION(continued)

KEEL:

No ground damage noticeable. The hull was checked with a rubber hammer in-order to detect blistering.



Keel- Port



Keel-STBD

NOTE:

Bottom Paint was applied approximate one year ago.

***B.2**

The gelcoat on the hull is showing signs of being chucky.

SUPERSTRUCTURE

DESCRIPTION:

FRP (fiber reinforced plastic) and wood.
The Floor Deck has No soft spots.

DECKS:

Bow and Stern deck is spacious.



Stern Deck



Bow Deck

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

SUPERSTRUCTURE(*continued*)

CANVAS AND SUPPORT STRUCTURE:

The T-Top canvas material is black. The support structure is aluminum tubing. It is well secured. No vibration during the sea trial.

***B.3**

The T-Top canvas is worn it does not hold water.
The canvas is torn were the marine antenna lays over.



T-Top

COCKPIT:

Center Console is secured well to deck floor.



Center Console



C.C. Front

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

SUPERSTRUCTURE(*continued*)

<User Define>

Helm Seat can be converted to a leaning post.

***B.4**

Upholstery is worn and torn.



Helm Seat

NOTE:

Gel-Coat damages, see pictures.

***B.5**

Two gel-coat damages near the anchor and STBD bow side.



Gel-Coat Repair



Gel-Coat Repair STBD side

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

DECK FITTINGS

BOW PULPIT (BOW RAIL):

Aluminum rail tubing well secured.



Bow Rail

GRAB RAIL:

The T-Top aluminum tubing structure serves as grab rails.

SCUPPERS:

Transom has four (4) scuppers.

***B.6**

Two (2) scuppers need service.



Scuppers

VENTILATION:

Provided by two (2) hatches at the bow and another two (2) at the stern in front of the batteries.

***C.1**

The interior of the hull has humidity markings.

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

DECK FITTINGS(*continued*)

CHOCKS AND CLEATS:

Chocks and cleats appeared to be stainless steel all are secured.

DECKBOX:

Two (2) Large saddle type FRP storage area on either side of the center console.



Deck Hatch

ANCHOR PLATFORM:

Stainless steel anchor platform with bow roller. Appears serviceable.
Winch is well secured with a starboard plate underneath.



Support Board underneath Winch

ADDITIONAL EQUIPMENT AND ACCESSORIES

ACCESSORIES:

Two (2) Spreader lights facing the bow and another set facing the stern of the boat.

***B.7**

Two (2) spreader lights (facing the stern) are not powering up.

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

ADDITIONAL EQUIPMENT AND ACCESSORIES(continued)

FENDERS:

Two (2) finders with approx. 6' of rope.

DOCK LINES:

Four (4) dock lines.

BOAT TRAILER:

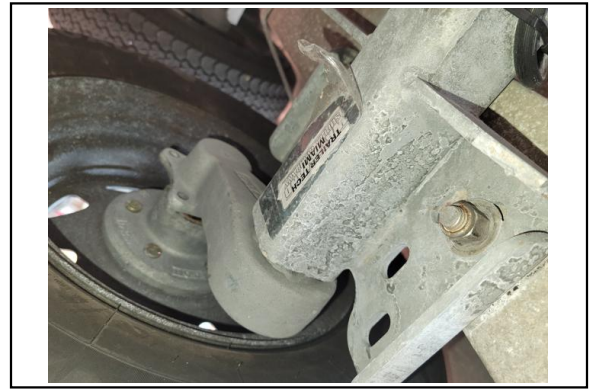
Magic Tilt Catamaran Trailer 27', Aluminum with trial-axle torsion. Net Weight Capacity 4000 lbs. See registration in photo section.

***B.8**

Brakes are not operable. The system was removed. A new brake actuator was installed with a coupler. See picture.



Tires



Torsion Axle



Bunkers



Coupler and Brake Actuator

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

ADDITIONAL EQUIPMENT AND ACCESSORIES(*continued*)

BOAT TRAILER:(*continued*)



Jack



Tire Threads

<User Define>

Aluminum dive ladder at the aft center of transom. See photographs section.

FISHING EQUIPMENT

LIVE BAIT WELLS:

A live bait well is located behind the helm seat. It is FRP (fiber reinforced plastic) cylindrical in shape capacity of approximately 50 gallons. Works well.



Live-well

WASH DOWN SYSTEM:

Both fresh water and salt water wash down hose bibs are available at the helm seat starboard side.

ROD HOLDERS:

Gunwale mounted Lee Rod Holders and T-Top mounted Rod Holders on the aft rail are secured.

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

FISHING EQUIPMENT(*continued*)

DEEP WATER REELS:

One (1) DC outlet on the port aft side for an electric reel.



Outlet

FISH BOX:

Two (2) saddle fish boxes at the aft of boat.

***B.9**

Both fish boxes are not working. One (1) of the macerator pumps (port) dies after running. The STBD side pump stays powers up, but does not have sufficient vacuum.



Macerator Pump for fish box

PROPULSION

MAIN ENGINES

TYPE/MANUFACTURER/LOCATION:

Two (2) four stroke, Suzuki Outboards.

III. SYSTEMS

PROPULSION

MAIN ENGINES(*continued*)

NUMBER OF CYLINDERS/HORSE POWER:
Four (4) cylinders in line configuration

SERIAL NUMBER(S):
20001Z-680117,
20001F-680952



Eng. Serial # Port



Eng. Serial # STBD

INDICATED HOURS:
Port 750 hours, Starboard 750 hours.
Hours were obtained from Suzuki Chart of Total Operating Hours Indication. Used on analog gauges. Ref: owner's manual.

THROTTLE CONTROLS:
Suzuki Remote Dual Control / cable type at center console.

EMERGENCY SHUT DOWN:
Port and Starboard shut down pull cable (Landyard) at helm station clearly marked. Operable.

ENGINE ALARMS:
The Caution System is clearly visible and audible. Suzuki has four (4) lamps OIL, TEMP, CHECK ENGINE AND REV LIMIT displayed on the RPM gauge.

***C.2**
Engine owner's manual was not onboard.

COOLING SYSTEM:
Raw water cooled.

TRANSMISSION:
Lower Units: STBD is a standard rotation 25" shaft and the Port is a counter rotation 25" shaft.
Both units were checked for water intrusion. A sample of the gear oil was taken. No sign of Water Found.

III. SYSTEMS

PROPULSION

MAIN ENGINES(*continued*)

PROPELLER SHAFT:

Stainless Steel -Spun to detect warp-ness, rotated evenly. Appeared serviceable.

The propellers are Stainless Steel-three blade. One is a standard rotation and the second one has a counter rotation.

No bent's noticed-good condition.

OVERALL CONDITION:

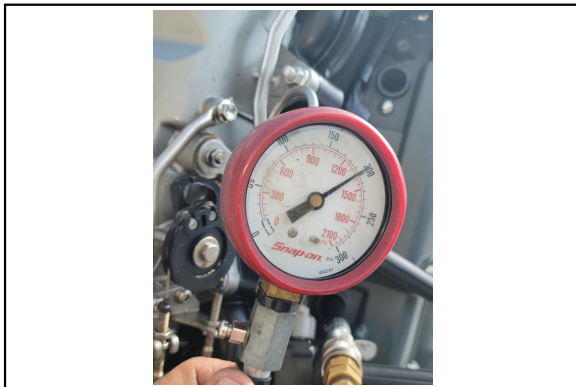
Based on the performance of the sea trial, cylinder compressions taken and the visual inspection of both engines; The engines are in AVERAGE CONDITION ready for sale requiring no additional work and normally equipped for her state.

<User Define>

Cylinder Compression Test:

The Port engine Average Compression was 198 psi and the differences between cylinders was 7 psi. The STBD engine Average Compression was 205 psi and the Cylinder Compression difference between cylinders was 10 psi.

Note: Cylinder compression checks should not have a difference in compression reading more than 15 psi between the highest and lowest reading.



Cylinder Compression Reading

III. SYSTEMS

PROPULSION

MAIN ENGINES(continued)

<User Define>

Spark Plug Diagnose:

A consistent combustion throughout all the spark plugs reflex a tuned engine.



Port Spark Plugs



STBD Spark Plugs

OTHER:

Powerhead Electrical: Clean / Lubricated.

Engine Oil Level and Condition: 1/4 quart over fill, oil is clean.

Mild-Section: No lateral movement-Bushing's appear to not be warn.

Trim & Tilt Units: Seals are good, motor sound good, minimal corrosion.

Engine Ground Cables: Connected

Engine Caulings (Covers): Condition good.



Cauling



Cauling #2

III. SYSTEMS

PROPULSION

MAIN ENGINES(continued)

NOTE:

Customer stated the full service (200 hour scheduled maintenance) was performed in 2017. Oil, filter and spark plugs were replaced yearly.
Service was performed by owner.

***C.3**

Engines services were performed by owner.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

Gasoline.

TANKS/CAPACITY/MATERIAL:

Two (2) saddle tanks plastic-135 gallons each.

***B.10**

All four (4) gas tank deck plates are missing the o-ring. There is water intrusion signs on top of the tank around the sending unit.



STBD Gas tank deck plate opening



Fill Hose



Gas Tank Deck Plates (4)

III. SYSTEMS

FUEL SYSTEM

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

LOCATION/SECURED:

Not accessible to visualize.

MANUFACTURING LABEL:

Not accessible to visualize.

FILL PIPE LOCATION(S):

Port side decks marked for fuel.

FILL PIPE GROUNDED:

Appears to be properly grounded.



Fill Hose

VENT LOCATION:

Port and starboard topsides, flame screens were sighted.

FUEL LINES:

Fill hose was sighted to be doubled clamped and Grade USCG type A2.



Fill Hose

III. SYSTEMS

FUEL SYSTEM

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

FUEL FILTERS:

Yes. Both remote mounted Racor filter/water separator type and engine mount spin on/off type.

***B.11**

Water Separator and in-line filters appear to need service.



WTR Separators

NOTE:

Fuel hoses exposed to the sun should be lubricated and protected (shielded).

***C.4**

WTR Separator fuel hose are brittle-dry due to sun exposure.

ELECTRICAL SYSTEM(S)

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE/BATTERIES:

Four (4) Lead acid battery powered 12 volt system.

III. SYSTEMS

ELECTRICAL SYSTEM(S)

ELECTRICAL SYSTEM (D.C. SYSTEM)(continued)

INSTALLATION/PROTECTION:

The batteries were secured to the tray with a minimum movement of 1 inch.

*B.12

Two (2) batteries failed the conductance battery test and have a expired date.

*B.13

The positive battery studs were not protected from accidental contact.



Port Bank



STBD Bank

MAIN BATTERY SWITCHES/LOCATION:

Two (2) engine battery switches of the rotary type Cole Hershey mounted on the aft companionway bulkhead. One (1) house battery switch of the same type located in the center console.

PANEL/CIRCUIT PROTECTION:

The main DC electrical panel was mounted in the center console behind the dash. Voltage reading were taken on the positive and ground side. All read battery voltage.

TYPE CONNECTORS:

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

*B.14

Corrosion sighted on terminals in the aft of the boat.

III. SYSTEMS

ELECTRICAL SYSTEM(S)

ELECTRICAL SYSTEM (D.C. SYSTEM)(continued)

CONNECTORS/ROUTING/SUPPORT:

Too many terminals were sighted on one (1) battery stud.
Wiring in the hull was sighted to be secured.

***B.15**

Too many terminals were sighted on one battery stud.

***B.16**

Wiring behind dash need more support.



Secured and protected wiring

CHARGING SYSTEM:

Two (2) battery chargers with 2 bank



Battery Charger

OUTLETS:

12 Volt outlets were sighted in the helm station and was of cigarette socket type.
One (1) USB socket type on the helm as well.

III. SYSTEMS

ELECTRICAL SYSTEM(S)

ELECTRICAL SYSTEM (D.C. SYSTEM)(*continued*)

NOTE:

No bonding system sighted onboard with exception to the engines.

Note: If a DC grounding system is installed, the DC grounding conductor shall be used to connect metallic non-current carrying parts of those direct current devices to the engine negative terminal or its bus for the purpose of minimizing stray current corrosion. AS per ABYC E-9.14.3 recommendations.

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET/CORD:

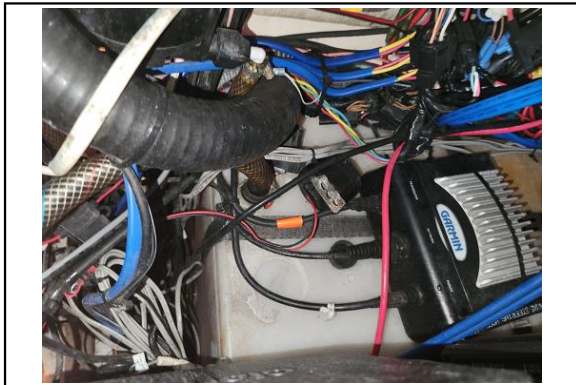
One (1) AC outlet located on the port side of the center console to supply power to the onboard charges.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (PORTABLE WATER)

TANKS/MATERIAL /CAPACITY:

One (1) plastic 20 gal. tank located in the center console.



Fresh WTR Tank

FILL/VENT PIPE LOCATION:

Fill is directly above tank on STBD side of center console.

III. SYSTEMS

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (PORTABLE WATER)(continued)

PUMPS/ACCUMULATOR TANK:

12 volt pump installed directly above tank. Works well.



Pump-Fresh WTR

STEERING SYSTEM

STEERING SYSTEM

TYPE/MANUFACTURE:

Hydraulic, by Sea Star, where sighted appeared serviceable. The stainless steel shaft appear polished. No leaks and corrosion to a minimum.



STBD Cylinder



Port Cylinder

NOTE:

System needs service.

***B.17**

Lack of steering response and engines are not aligned.

III. SYSTEMS

GROUND TACKLE

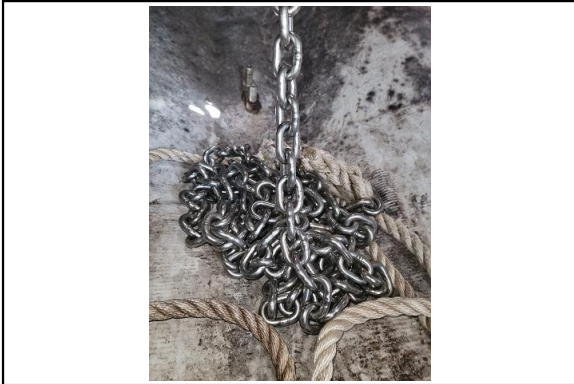
GROUND TACKLE

ANCHORS:

One (1) Lewmar 7.5 kg

LINE/RODE MATERIAL:

Approximte 12' of chain. Appears serviceable and is of windlass class type BBB.



Chain

WINDLASS:

Windlass, Appears serviceable. Switch is accessible at cockpit.. Mounting appears adequate for service required.

CONDITION AND DEFICIENCIES:

Tested windlass when boat was on trailer. Operated well in both direction.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS (NAVIGATION)

VHF:

Icom IC-M504. Powers up.

III. SYSTEMS

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS (NAVIGATION)(continued)

RADAR:

Garmin- GPS map 4212. GPA, Depth and Radar powered up. Screen is clear.



GPS Map 4212-Garmin

AUTOPILOT:

Does not power up.

COMPASSES:

One (1) 3" Ritchie on helm station. Appears serviceable.

ELECTRONICS (ENTERTAINMENT)

STEREO SYSTEM:

Clarion Sterio

SPEAKERS:

Four 8 inch speakers.

***B.18**

The STBD aft speaker does not power up.

THRU-HULLS

THRU-HULLS

NOTE:

One (1) valve.

III. SYSTEMS

THRU-HULLS

THRU-HULLS(*continued*)

LOCATION:

AFT on STBD side, accessible.



Thru-hull valve

USE:

Saltwater washdown and bait well tank.

MATERIAL:

Bronze.

TYPE:

Gate Valve

BONDED:

No bonding sighted.

CONDITION:

Poor, see note.

OPERABLE:

No see note.

***B.19**

The thru-hull valve is frozen.

RAW WATER STRAINERS:

None

MOUNTING FLANGE AND BOLTS:

No stress marks around the FRP flange.

III. SYSTEMS

THRU-HULLS

THRU-HULLS(*continued*)

DRAIN PLUGS:

The drain plug is of brass and there are no stress marks around.

NOTE:

The gate valve is frozen. The handle is secure. And, there was No signs of water intrusion.

BONDING SYSTEM

BONDING SYSTEM

MAIN BONDING CONDUCTOR:

There is not a proper main bonding conductor on the vessel.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S:

Eight (14) Type I-U.S.C.G. approved. Located in the bow compartment and T-Top over hang.

NUMBER OF THROWABLE PFD'S:

One (1) Type IV-U.S.C.G. approved throwable device.



Life Jackets

FIRE EXTINGUISHERS:

Three (3) Size: Two BI dry chemical and one 20lb Halon 1301 Type BI (2lbs) dry chemical with gauges. Appear serviceable. Location: Center console cabin.

VISUAL DISTRESS SIGNALS (FLARE KITS):

None sighted.

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)(*continued*)

SOUND DEVICES:

Yes, air horn. Operable.

NAVIGATIONAL LIGHTS:

Sidelights are operable.

Anchor lights are operable.

BILGE PUMPS

LIST:

Yes, two (2) Rule 1500 GPH with remote float switches at AFT.

Note: Dash panel has four (4) bilge pump switches. Did not find other pumps or notice motor running.

***B.20**

The STBD pump operates well. The Port does not power up.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

SKEGS:

No damage. Appears serviceable.

TRIM TABS:

Bennett Hydraulic Trim Tabs operate well.

Motor located at the aft of the boat.

ZINCS:

No zincs sighted on the hull. Only on the outboard engines.

CONDITION OF HULL (UNDERWATER PORTION)

BLISTERS:

None Sighted.

Blister Comments: Blisters (de lamination) are an unknown factor on all boats and if not currently present, there is no guarantee that they will not appear in the future. Blisters have a tenancy to dry out over winter or during dry storage unless severe or large.

CONDITION OF BOTTOM PAINT:

Bottom painted (black) approximately one year ago.

III. SYSTEMS

SEATRIAL REPORT

INTRODUCTION

INTRODUCTION:

The Prokat 2660 was operated from the marina to approximately one mile out between the hours of 8:00 a.m. to 9:00 a.m. on . The vessel was operated by the owners son. Attending the sea trial were Charles Levin (buyer), Mr. Perez (owner), son and myself.

III. SYSTEMS

SEATRIAL REPORT

OBSERVATIONS

OBSERVATIONS:

- * The engine exhaust appeared normal.

- * The cooling water exhaust appeared adequate and normal.

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

- * Manufacturer" recommended max 6100 RPM's

- * Engines reached 6000 RPM at full throttle.

- *The steering system noted to need service.

- * The throttles operated normally.

- * The transmissions operated normally/smoothly on both engines.

- * There were no excessive vibrations noted.

- * Autopilot does not work, the trim tabs operated normally.

- * There were no oil or coolant leaks observed. On both engines or in the exhaust water.

- * The water temperature is in Fahrenheit (133-135 degree) both engines. Battery voltage charge from the alternator did not exceed 16 V. These figures are comprised of data readings from the vessel gauges while underway on the above stated date and time of the sea trial.



Suzuki DF 200, 2006

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

B. FINDINGS NEEDING ATTENTION:

B.1 (PAGE 8) TRANSOM:

FINDINGS	RECOMMENDATIONS
Spider Web Cracks at port transom corner.	Further investigate and repair with like kind materials in keeping with accepted marine repair practices.

B.2 (PAGE 10) NOTE:

FINDINGS	RECOMMENDATIONS
The gelcoat on the hull is showing signs of being chunky.	Compound and Wax Hull.

B.3 (PAGE 11) CANVAS AND SUPPORT STRUCTURE:

FINDINGS	RECOMMENDATIONS
The T-Top canvas is worn it does not hold water. The canvas is torn were the marine antenna lays over.	Repair or Replace with marine grade material and practice.

B.4 (PAGE 12) <User Define>

FINDINGS	RECOMMENDATIONS
Upholstery is warn and torn.	Further investigate and repair as necessary.

B.5 (PAGE 12) NOTE:

FINDINGS	RECOMMENDATIONS
Two gel-coat damages near the anchor and STBD bow side.	Further investigate and repair with like kind materials in keeping with accepted marine repair practices.

IV. FINDINGS AND RECOMMENDATIONS

B. FINDINGS NEEDING ATTENTION:

B.6 (PAGE 13) SCUPPERS:

FINDINGS	RECOMMENDATIONS
Two (2) scuppers need service.	Further investigate and repair as necessary.

B.7 (PAGE 14) ACCESSORIES:

FINDINGS	RECOMMENDATIONS
Two (2) spreader lights (facing the stern) are not powering up.	Investigate further and repair or renew as necessary.

B.8 (PAGE 15) BOAT TRAILER:

FINDINGS	RECOMMENDATIONS
Brakes are not operable. The system was removed. A new brake actuator was installed with a coupler. See picture.	Investigate further and repair or renew as necessary.

B.9 (PAGE 17) FISH BOX:

FINDINGS	RECOMMENDATIONS
Both fish boxes are not working. One (1) of the macerator pumps (port) dies after running. The STBD side pump stays powers up, but does not have sufficient vacuum.	Further investigate and repair as necessary.

B.10 (PAGE 21) TANKS/CAPACITY/MATERIAL:

FINDINGS	RECOMMENDATIONS
All four (4) gas tank deck plates are missing the o-ring. There is water intrusion signs on top of the tank around the sending unit.	Further investigate and repair as necessary.

B.11 (PAGE 23) FUEL FILTERS:

FINDINGS	RECOMMENDATIONS
Water Separator and in-line filters appear to need service.	Service as per manufacture recommendation.

B.12 (PAGE 24) INSTALLATION/PROTECTION:

FINDINGS	RECOMMENDATIONS
Two (2) batteries failed the conductance battery test and have a expired date.	Replace. Note: Batteries shall be selected to meet the minimum reserve capacity requirements specified in ABYC E-11 or engine manufacture recommendation.

IV. FINDINGS AND RECOMMENDATIONS

B. FINDINGS NEEDING ATTENTION:

B.13 (PAGE 24) INSTALLATION/PROTECTION:

FINDINGS	RECOMMENDATIONS
The positive battery studs were not protected from accidental contact.	Cover with a boot or non conductive shield. ABYC 10.7.7.1

B.14 (PAGE 24) TYPE CONNECTORS:

FINDINGS	RECOMMENDATIONS
Corrosion sighted on terminals in the aft of the boat.	Investigate further and repair or renew as necessary.

B.15 (PAGE 25) CONNECTORS/ROUTING/SUPPORT:

FINDINGS	RECOMMENDATIONS
Too many terminals were sighted on one battery stud.	A maximum of four (4) conductors terminals shall be permitted to be installed on a single battery.

B.16 (PAGE 25) CONNECTORS/ROUTING/SUPPORT:

FINDINGS	RECOMMENDATIONS
Wiring behind dash need more support.	Wiring is suppose to be secured every 18 inches. As recommended by ABYC E-11 recommendations.

B.17 (PAGE 27) NOTE:

FINDINGS	RECOMMENDATIONS
Lack of steering response and engines are not aligned.	Replenish the fluid to manufactures recommended level and monitor frequently.

B.18 (PAGE 29) SPEAKERS:

FINDINGS	RECOMMENDATIONS
The STBD aft speaker does not power up.	Investigate further and repair or renew as necessary.

B.19 (PAGE 30) OPERABLE:

FINDINGS	RECOMMENDATIONS
The thru-hull valve is frozen.	Further investigate and monitor frequently.

B.20 (PAGE 32) LIST:

FINDINGS	RECOMMENDATIONS
The STBD pump operates well. The Port does not power up.	Investigate further and repair or renew as necessary.

IV. FINDINGS AND RECOMMENDATIONS

C. SURVEYORS NOTES AND OBSERVATIONS :

C.1 (PAGE 13) VENTILATION:

FINDINGS	RECOMMENDATIONS
The interior of the hull has humidity markings.	<i>Remove markings and replace all deck seals- Monitor.</i>

C.2 (PAGE 18) ENGINE ALARMS:

FINDINGS	RECOMMENDATIONS
Engine owner's manual was not onboard.	<i>Can be obtain through the manufacture website or dealer.</i>

C.3 (PAGE 21) NOTE:

FINDINGS	RECOMMENDATIONS
Engines services were performed by owner.	<i>Recommend engine services to be performed by a trained outboard mechanic.</i>

C.4 (PAGE 23) NOTE:

FINDINGS	RECOMMENDATIONS
WTR Separator fuel hose are brittle-dry due to sun exposure.	<i>Protect by shielding and lubricating.</i>

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 and electronic gear.

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

"FAIR CONDITION", requires usual maintenance 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:

FAIR

V. SUMMARY AND VALUATION

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.

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.

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:

\$41,535

Forty One Thousand Five Hundred Thirty Five Dollars

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:

\$87,030

Eighty Seven Thousand Thirty Dollars

SUMMARY:

In accordance with the request for a marine survey of the Prokat 2660 CC, 2007, 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 April 19, 2021 and was found to be a well constructed, appointed and comfortable vessel. The vessel is very capably captained and well-kept. 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.

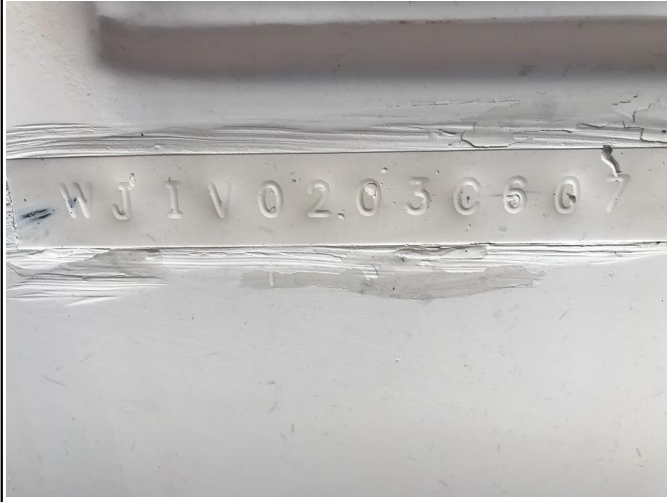
This report is submitted without prejudice and for the benefit of whom it may concern.

ATTENDING SURVEYOR: _____

Jorge Alberto, Surveyor Associate



VI. PHOTOGRAPHS



Hull ID #



Prokat 2660 CC, 2007

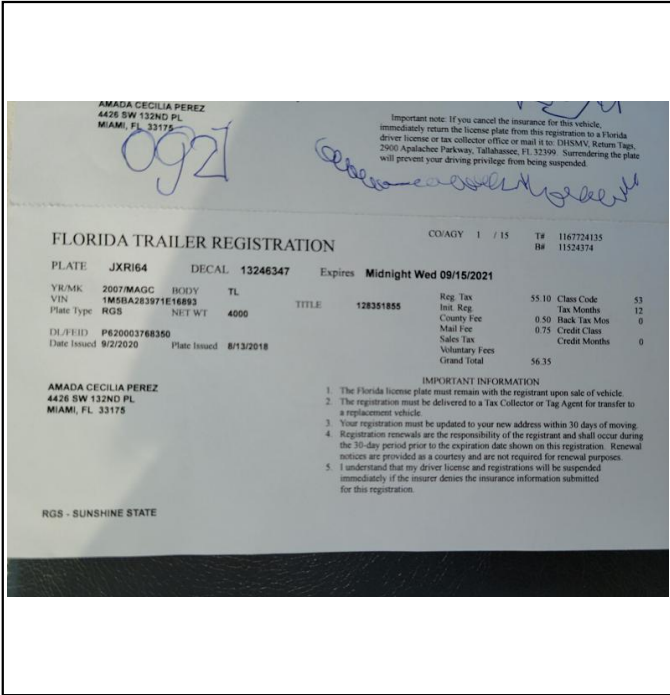


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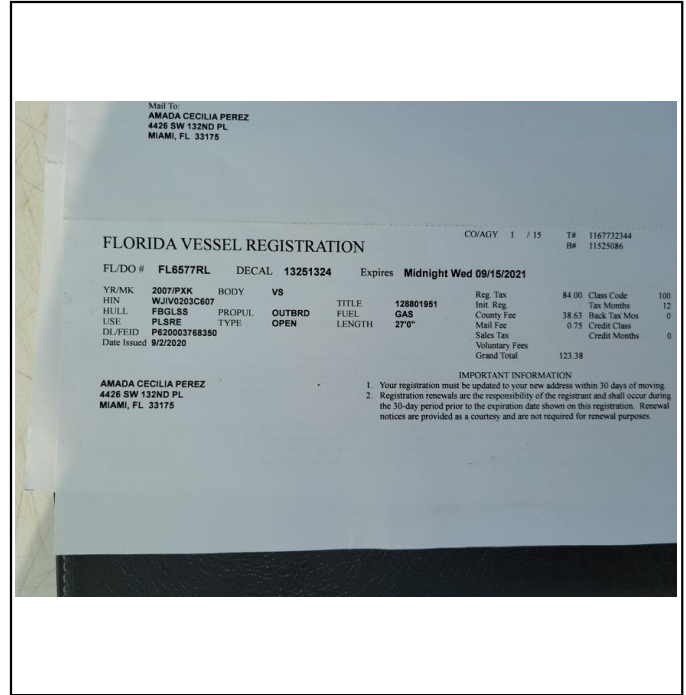


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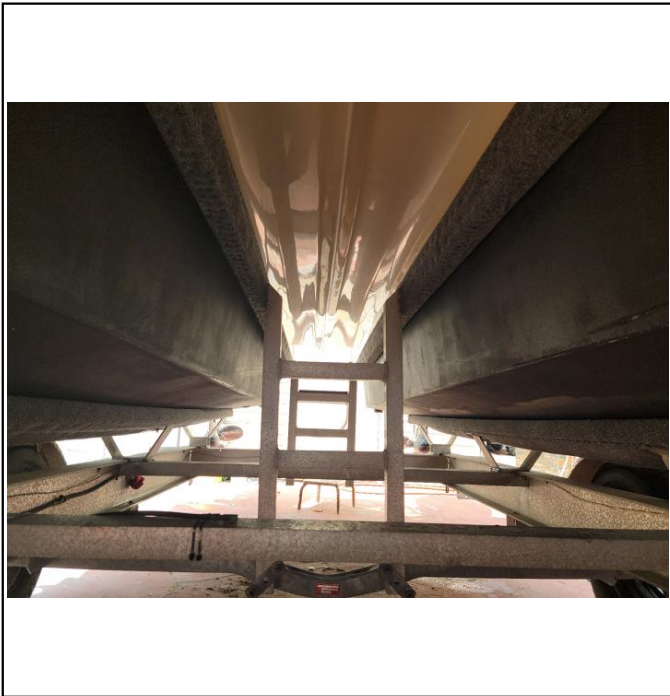
VI. PHOTOGRAPHS



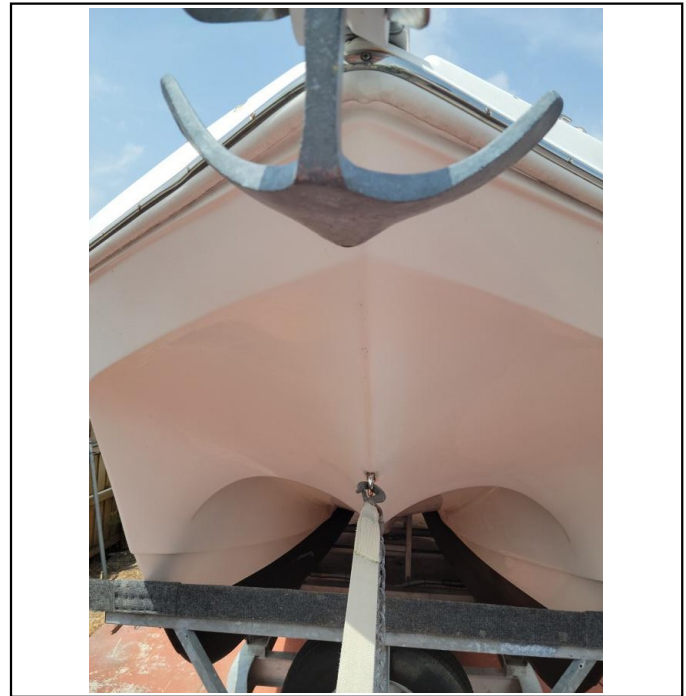
Trailer Registration



Vessel Registration

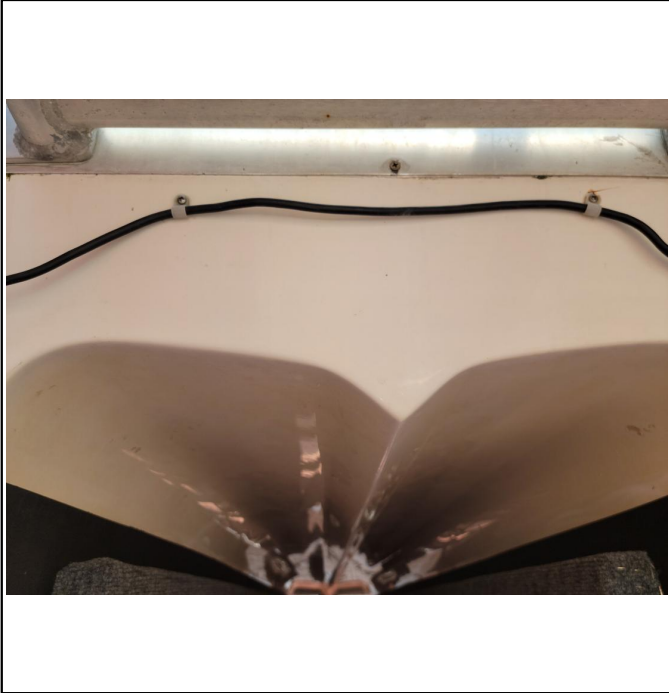


Catamaran Hull

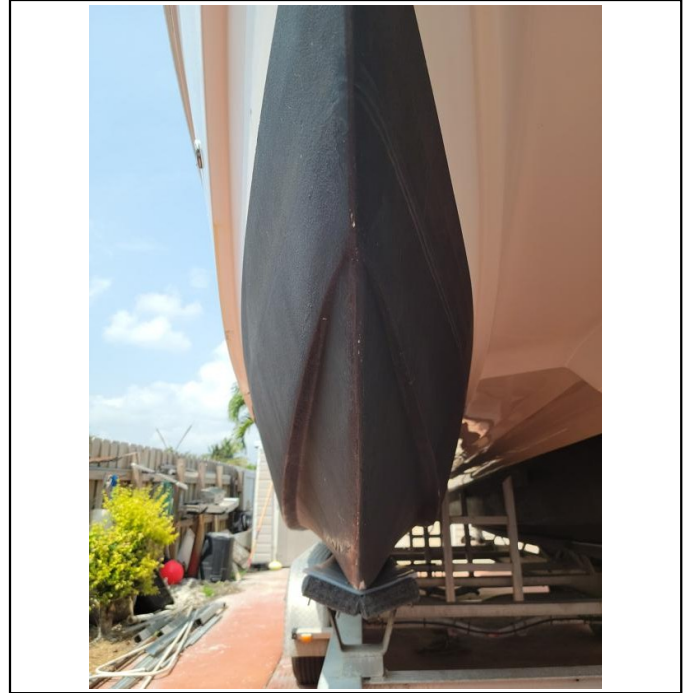


Spoon Bow

VI. PHOTOGRAPHS



AFT of Transom



Keel-STBD



Keel- Port



Stern Deck

VI. PHOTOGRAPHS



Bow Deck



T-Top



Center Console



C.C. Front

VI. PHOTOGRAPHS



Suzuki DF 200, 2006



Aluminum Dive Ladder



Front View