JA OUTBOARD SERVICE

INDEPENDENT MARINE SURVEYING

Catamaran

ProKat 3660 Express

MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

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Report of Marine Survey

Of The Vessel

ProKat 3660 Express

Catamaran

Conducted by
Jorge Alberto

MARINE SURVEYOR ASSOCIATE

PREPARED EXCLUSIVELY FOR:
Robert Stanley

May 16, 2021

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Robert Stanley, the attending surveyor did attend onboard the 2008, Prokat 3660 Express, beginning on , May 16, 2021 AND 9:00 a.m where an ''in-the-water-survey'' WAS conducted at owner's residences. The ship's papers were on board and appeared to be in order. The Hull Identification Number **(** WJIA0072A808 **)** 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 May 24, 2021 AT 7 :30 a.m at Middle Point Marina, Fl 33142. The reason for the survey, was to ascertain the physical condition and value of the vessel. DC and AC 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.

VESSEL DESCRIPTION

The ProKat 3660 layout has been designed to suit the serious fisherman as well as the boat owner who just enjoys cruising. The hull is a walk around catamaran. Powered by twin Suzuki 300 HP, 2018. The console area is elevated offers good viability, 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. The cabin has a head space of 6' 6" with a full galley-refrigerator, 2 electric cook-tops, Microwave oven, sink and cabinets. Enclosed head with shower / vanity and storage under the beds.
Other features are a giant aluminum boarding ladder, in deck fish boxes, two deep live-wells with seats, a frigid rigid cooler, outriggers and tons of rod storage makes it a comfortable fishing boat.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER:	**0004**
SURVEY PREPARED FOR:	**Robert Stanley**
DATE:	**May 16, 2021**
NAME OF VESSEL:	**ProKat 3660 Express**
TYPE OF SURVEY:	**Pre-Purchase for Buyer**
OVERALL VESSEL RATING:	****** FAIR**
ESTIMATED MARKET VALUE:	**$120,853**
ESTIMATED REPLACEMENT COST:	**$229,888 (includes outboard engines).**
YEAR/MAKE/MODEL OF VESSEL:	**2008 / Prokat 3660 / Express**
HULL IDENTIFICATION NUMBER (HIN):	**WJIA0072A808**
STATE REGISTRATION NUMBER:	**FL 8053 PR**
OWNER'S NAME:	**Orlando Perez**
OWNER'S ADDRESS:	**1961 SW 150 AVE Miami, Fl 33185**
PLACE OF SURVEY:	**1830 NE 124 ST North Miami, Fl 33181**
PLACE OF HAULOUT:	**Middle Point Marina, Miami**
DATE/TIME OF SURVEY:	**May 16, 2021**
DATE/TIME OF HAULOUT:	**May 23, 2021 / 9:00 a.m.**
HULL MATERIAL:	**Reported to be FRP (Fiber Reinforced Plastic).**
HULL TYPE:	**Catamaran with deep-vee hulls with reserve chines and a bow design similar to a traditional V-shape.**
LENGTH OVER ALL (L.O.A).:	**36' 6"**
BEAM:	**12.67"**
DRAFT:	**1.75'**
DISPLACEMENT (WEIGHT):	**14,800 lbs**
PROPULSION SYSTEM:	**Twin Suzuki 300 HP, 2018**
FUEL TYPE:	**Gasoline.**
FUEL CAPACITY:	**600 gallons**
AC POWER:	**Yes, One (1) 125 volt, 20 amp. Inlets**
DC POWER:	**Yes, 12 volt.**
FRESH WATER CAPACITY:	**75 gallons**
HOLDING TANK:	**Yes**

GENERAL INFORMATION*(continued)*

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

INTENDED CRUISING AREA: . . . . . **Near coastal Florida.**

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.

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**

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

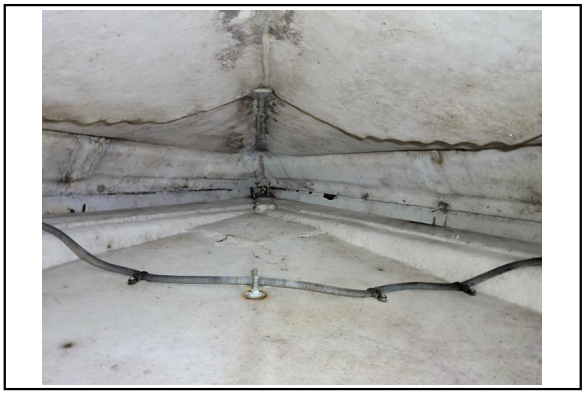
* **HULL: [B1]** Catamaran -Multi Hull.

Hull Chocky-Needs Compound & Wax

STBD Side of Hull

PORT side of hull

STEM: Sharply raked stem similar to a mono-hull.



Interior Bow Compartment

Stem

TRANSOM: Wood laminate transom, fitted with transom door. Reinforced, FRP slightly rounded with tumble home design.
No stress marks around engine bolts.
No stress marks at transom corners.

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION*(continued)*

*** TRANSOM:** ***(continued)***

Engine Bolts Transom (Port)

Transom Engine Bolts

BULKHEADS/STRINGERS: No de-lamination sighted. Access only in the STBD side hull (bow).

Port Bow Athwarthship

STBD Bow Stringer hull side

STBD Bow Stringer

HULL-TO-DECK JOINT: Secured with stainless steel screws.

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION*(continued)*

*** HULL-TO-DECK JOINT: *(continued)***

Hull to Deck Joint Bow STBD side

Hull to Deck Joint

*** CHAIN LOCKER (DRAINAGE): [C1] The chain locker is accessible through a hatch on the deck. The locker has plenty of space . The drainage holes in the locker are approximately 1/2" in diameter. Located in the center of the chain locker.**

Gelco delamination in Bow Compartment

Limbol holes in the chain, anchor compartment

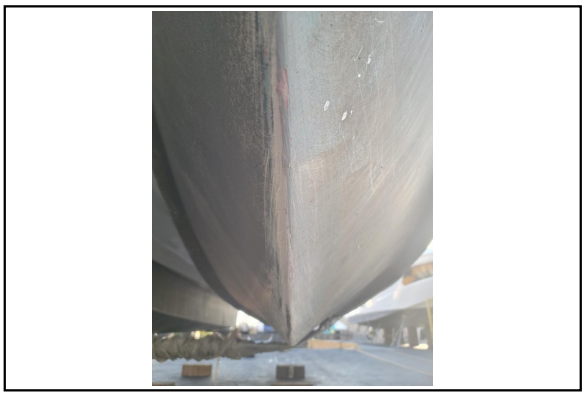
Limbol Holes for chain locker

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

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION*(continued)*

*** KEEL:** ***(continued)***



Port Keel

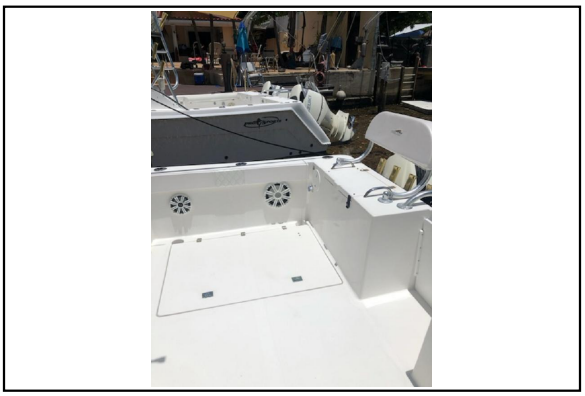
STBD Keel

SUPERSTRUCTURE

DESCRIPTION: FRP (fiber reinforced plastic) and wood.

DECKS: AFT deck very spacious ideal for fishing or diving. The bow has a sun deck.

Port side AFT



STBD side AFT

Forward Deck View

HULL, DECK AND SUPERSTRUCTURE

SUPERSTRUCTURE*(continued)*

DECK HATCHES/VENTILATION: Two (2) lift open hatches on the AFT of the boat. Providing access to the gas tanks and generator.

Deck Hatch Port side.

Deck Hatch STBD side.

JOINERY STRESS: None Sighted.

CANVAS AND SUPPORT STRUCTURE: The hard-top is supported by a aluminum tubing structure.

Hard-Top Aluminum Tubing

SUPERSTRUCTURE HOUSE TO DECK JOINT: Deck house and deck appeared to be molded seamlessly, no joint was observed . Condition appeared new.

BRIDGE DECK: Good visibility and spacious.

HULL, DECK AND SUPERSTRUCTURE

SUPERSTRUCTURE*(continued)*

*** BRIDGE DECK:** ***(continued)***

Bridge Deck Seating Area

COCKPIT: Helm has been upgraded with new dash panel, lighting system for the helm and two (2) Garmin Monitors.

Helm

<User Define> Helm Seat can be converted to a lean post.

Helm Seat

<User Define> AFT

HULL, DECK AND SUPERSTRUCTURE

SUPERSTRUCTURE*(continued)*

NOTE: Deck Gel-Coat finish is in good condition.

DECK FITTINGS

BOW PULPIT (BOW RAIL): Stainless steel stanchions and rail system. Appears serviceable.

Hand Rail

FENDER RACKS: The fender rack is located on the hard top.

HATCHES: Two (2) opening hatches rectangular forward cabin house over berth, lexan clear plastic with aluminum frame. Appears serviceable.

VENTILATION: Provided by two (2) hatches at the bow.

CHOCKS AND CLEATS: Chocks and cleats appeared to be stainless steel all are secured.

DECKBOX: Two (2) storage area seats at the AFT of the boat.

Port AFT Storage Seat

STBD AFT Storage Seat

ANCHOR PLATFORM: Stainless steel anchor platform with bow roller. Appears serviceable.

HULL, DECK AND SUPERSTRUCTURE

ADDITIONAL EQUIPMENT AND ACCESSORIES

GENERAL EQUIPMENT: Two (2) refrigerators and one (1) cooler. The deck refrigerator is by Vitrifrigo, the cabin refrigerator by isotherm and the cooler is made by Frigid-Rigid. Appears serviceable.
Both refrigerators power-up.

Cooler-Fridge Rigid

Deck Refrigerate

Refrgirator Cabin

ACCESSORIES: Spreader and cockpit lights provide additional and convenient task lighting.

CANVAS AND COVERS: One (1) blue canvas cover to protect the bridge.

FENDERS: Fenders and rope onboard.

FISHING EQUIPMENT

WASH DOWN SYSTEM: Both fresh water and salt water wash down hose bibs are available at the AFT, next to the walk around step.

ROD HOLDERS: Tower mounted rod holders ten (10) on the aft rail of hard-top and four (4) on each side of the transom area. All secured.

HULL, DECK AND SUPERSTRUCTURE

FISHING EQUIPMENT*(continued)*

*** ROD HOLDERS:** ***(continued)***

Transom Rod Holders

DEEP WATER REELS: Two (2) down rigger outlet.

OUTRIGGERS: Two (2) outriggers located on the hard top.

Out Rigger

INTERIOR

DESCRIPTION: Cabin features imitation teak and holly sole, galley, head with shower, incredible storage under the bed, lengthy L-shaped seat, and storage throughout.

Cabin Floor

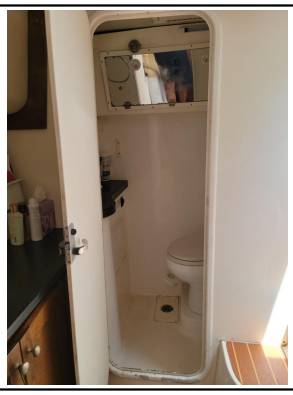
Cabin

HULL, DECK AND SUPERSTRUCTURE

INTERIOR*(continued)*

* **ACCOMMODATIONS: [A1]** Inclosed Cuddy cabin with galley and 6' bathroom.
ABYC A-24, Carbon Monoxide detection system shall be installed on all boats with an enclosed accommodation compartment(s).
ABYC A-4.6 A Fire Detection Device or System shall be installed on boats with an enclosed accommodation compartment(s).

SHOWERS: There are stand up shower enclosures in the heads and they drain to the main greywater sump. They operate and appears serviceable.



Six (6') bathroom

VENTILATION: Two (2) rectangular hatches made out of lexan and aluminum frame.
Note: No Humidity noticed within cabin.
ABYC H-2.5.3, Natural Ventilation-Each compartment not open to the atmosphere must be provided with a natural system.

Hatches Galley-Cabin

AIR CONDITIONING: AC unit was powered-up.

HULL, DECK AND SUPERSTRUCTURE

INTERIOR*(continued)*

*** AIR CONDITIONING:** ***(continued)***

AC Control Unit

GALLEY

SINKS: A single stainless steel round shaped sink in the galley and oval shaped stainless sinks bathroom. Condition good.

REFRIGERATION: Stand alone refrigerator units built into galley wall made by isotherm. Appears serviceable.

STOVE/OVEN: One (1) electric range made by Princess built into the cabin. Powered-up.

Range

MICROWAVE: Powered up.

PROPULSION

MAIN ENGINES

TYPE/MANUFACTURER/LOCATION: Two (2) V-6 cylinder four stroke, Suzuki Outboards.

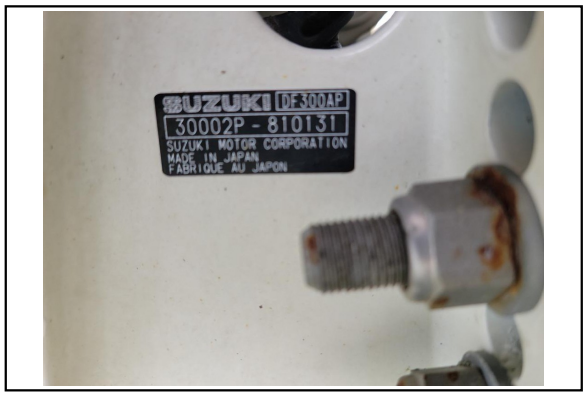
NUMBER OF CYLINDERS/HORSE POWER: Suzuki 300 HP, 2018

SERIAL NUMBER(S): 30002P-810130
30002P-810131

PROPULSION

MAIN ENGINES*(continued)*

*** SERIAL NUMBER(S):** ***(continued)***



Engine Serial # STBD

Engine Serial Number

INDICATED HOURS: Port 187 hours, Starboard 188 hours.

THROTTLE CONTROLS: Suzuki Remote Dual Control / Fly-By-Wire at center console.

EMERGENCY SHUT DOWN: Engines shut down pull cable (Landyard) at helm station clearly marked beneath key switch. Operable.

*** LUBRICATION: [B2]** Level and Condition: Level indication is normal both port and starboard. The appearance of the oil is black. Surveyor recommends engines be serviced as soon as possible.

EXHAUST SYSTEM: Raw water cooled aluminum extension through the mid-section down the lower unit out the propeller.

FUEL PUMP: Direct fuel injection with a high pressure fuel pump inside the vapor separator tank (VST).

FUEL FILTERS: Two (2) Water Separator Filters, Racor with clear bowl. Located at aft of boat.
One (1) in-line fuel filter on the power-head before the vapor separator tank (VST).
No water sighted in the water separator clear bowl.

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.

ENGINE SYNCHRONIZER: Synchronization is located on Suzuki key switch panel.

COOLING SYSTEM: Raw water cooled.

TRANSMISSION: Both units were checked for water intrusion. A sample of the gear oil was taken. No sign of Water Found.

Lower Units: STBD is a standard rotation 30" shaft and the Port is a standard rotation 30" shaft.

PROPULSION

MAIN ENGINES*(continued)*

*** TRANSMISSION:** ***(continued)***

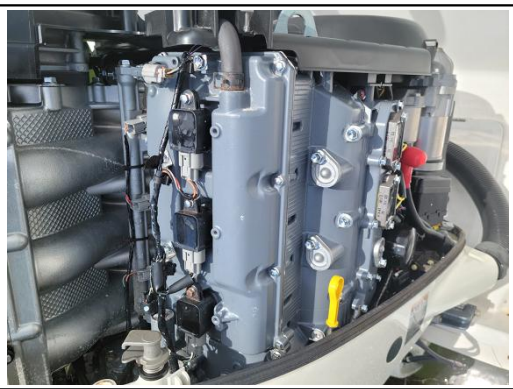
Port Lower Unit

STBD Lower Unit

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

OVERALL CONDITION: Based on the performance of the sea trial, cylinder compressions taken and the visual inspection of both engines--Condition is good.
Noted: The Scheduled Maintenance Service is recommended in the Findings / Recommendation Section.

Port Engine



Port Power-Head

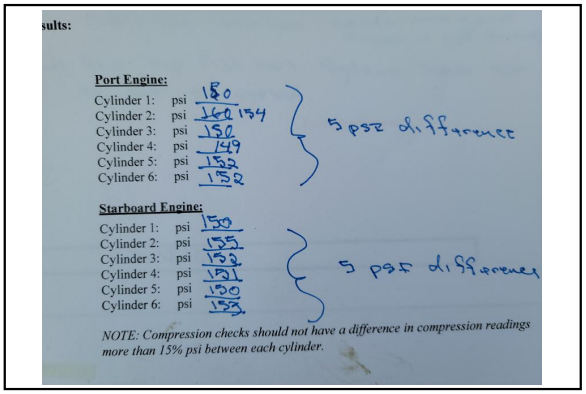
STBD Power-head

STBD Engine

PROPULSION

MAIN ENGINES*(continued)*

<User Define> *Note: Cylinder compression checks should not have a difference in compression reading more than 15 psi between the highest and lowest reading.*
The Port engine differences in compression is 5 psi. The STBD engine difference in compression is 5 psi.



Cylinder Compression Test

*** <User Define> [C2] Spark Plug Diagnose:**
A consistent combustion throughout all the spark plugs reflex a tuned engine.
A gold looking color reflex water intrusion or condensation in the fuel.

Spark Plugs (Port)

Spark Plugs (STBD)

OTHER: Powerhead Electrical: Clean / Lubricated.

*** NOTE: [B3]** The Trim & Tilt Unit STBD engine needs to be serviced / repaired.

PROPULSION

MAIN ENGINES*(continued)*

*** NOTE:** ***(continued)***

TNT STBD Unit

GENERATORS AND INVERTERS

TYPE/MANUFACTURER: NextGen Generators (Diesel)

Generator, Next Gen

LOCATION: Port lower AFT compartment.

FUEL PUMP: ABYC H 33.10.6, Fuel Tanks shall be installed and restrained so that the fuel tank does not move at the mounting suface more than 1/4 inch (6.4 mm).

Diesel Fuel Tank

PROPULSION

GENERATORS AND INVERTERS*(continued)*

* **FUEL FILTER: [B4]** Remote Racor filter/water separator.

EXHAUST SYSTEM: ABYC H-2, Ventilation of Boats Using Diesel Fuel: Power or Natural Ventilation may be needed to control compartment tempature, power ventilation may also be used in the machinery space for odor control and personal comfort while servicing equipment. Requirements for gasoline engines in closed compartments are different.

Generator Blower

* **<User Define> [B5] Timing Belt**

NOTE: Generator powered up well. Owner stated unit was restored 3 years ago.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE: Gasoline.

TANKS/CAPACITY/MATERIAL: Two (2) saddle tanks / 300 gallons each / Crosslink Poly

LOCATION/SECURED: Not accessible to visualize.

MANUFACTURING LABEL: The ABYC required labels were sighted on the fuel tanks.

Gas Tank (Port)-I.D Plate

FILL PIPE LOCATION(S): Port side decks marked for fuel.

FUEL SYSTEM

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

FILL PIPE GROUNDED: Not sighted due to access.
ABYC 24.16.1, Each metallic fuel tank and metal or metallic plated component of the fuel fill system, which is in contact with the fuel, shall be grounded so that its resistant to the boat's ground is less than one ohm.

VENT LOCATION: Port topsides, flame screens not sighted.

FUEL LINES: Fill and Vent Hose (only at tank location) was sighted to be doubled clamped. Fill Hose is grade USCG TYPE A2.
ABYC H 33.11.7, Hose used in the fuel tank fill system shall be serviced to pipes (smooth pipes acceptable), spuds or other fittings at each connection, by a least **(2) two** corrosion resistant band width of at least 1/2 inch (12 mm).

Fuel Fill Hose


Gas Tank (Port Hull)


Gas Tank Fittings (STBD)

SHUT-OFF VALVE: Yes, there are one (1) shut-off valves each tank and one (1) manifold valve to control the flow of fuel. Valves are located in the port AFT deck compartment.

FUEL FILTERS: Yes. Both remote mounted Racor filter/water separator type and engine mount in-line type.

FUEL SYSTEM

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

*** FUEL FILTERS:** ***(continued)***

Fuel Water Separator

ELECTRICAL SYSTEM(S)

ELECTRICAL SYSTEM (D.C. SYSTEM)

*** VOLTAGE/BATTERIES: [C3]** 12 volts / Lead Acid Deep Cycle Batteries,. Grp 29
Batteries shall be selected to meet the Minimum Reserve Capacity and Cranking Amperage recommended by the engine manufacture.

Battery with the correct spec's.

INSTALLATION/PROTECTION: Four batteries, AUTO CRAFT. One (1) battery connected to each engine, 3 rd battery connected to the house and 4 th battery assigned to the generator.
ABYC 10.7.4, Batteries as installed shall be restrained to not move more than one (1) inch in any direction.

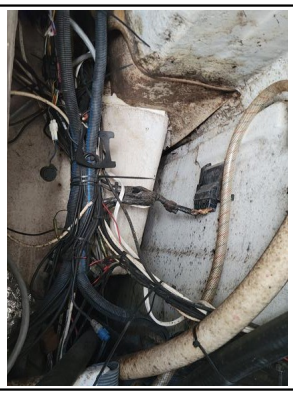
MAIN BATTERY SWITCHES/LOCATION: Type: Guest rotary selector Number: One (1) per main engines for a total of two (2) and One (1) for the House. Location: bridge port side.

ELECTRICAL SYSTEM(S)

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

*** CONNECTORS/ROUTING/SUPPORT: [B6]** ABYC 10.8.4.1, A maximum of four (4) conductors terminals be permitted to be installed on a single battery stud.
ABYC 10.8.3 , Battery cables and other conductors size 6 awg (13.3mm) and larger shall not be connected to be battery with wing nuts.
ABYC 11.14.4.1.9.1, Conductors shall be supported throughout their length or shall be secured at least every 18 inches (455mm).
ABYC 14.4.1.7, Conductors passing through bulkheads or structural members shall be protected to minimize insulation damage such as chafing or pressure displacement.

Excessive terminals on one post.



Engine Harness & Boat Computer

Protected (sheilded) Thru-Hull

CHARGING SYSTEM: ProMariner, ProNautic 12V / 40 AMP. Located STBD AFT underneath compartment.

ELECTRICAL SYSTEM(S)

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

*** CHARGING SYSTEM:** ***(continued)***

Battery Charger-Pro Mariner

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

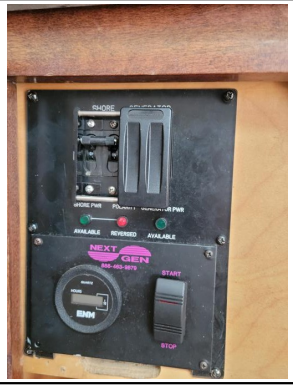
<User Define> All batteries tested.

Battery Tester Readings

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET/CORD: Number: Set of two (2) Marinco 30 amp. Location Midship STBD topside. Weather protected: Yes.

AC SOURCE SELECTOR SWITCH: Switch type: Manual plastic slide type. Located in cabin AC electric panel.



Power Selector Switch

ELECTRICAL SYSTEM(S)

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

MAIN BREAKER: Yes in the AC electrical panel -cabin.

BRANCH BREAKERS: Number: Six (6) individually switched branch breakers. Location: Main AC panel, cabin / galley.

*** OUTLETS: [B7] Two (2) AC outlets GFCI (ground fault circuit interrupter) in the cabin. One (1) tested ok for proper polarity Port side. The one in the STBD side failed.**
One (1) AC outlet 125 V / 20A. Weather protected (Hubbell)

AC Outlet, 125 V

GALVANIC ISOLATOR: Guest 30 amp. Model 2530P. Located in the STBD AFT underneath compartment.
GALVANIC ISOLATION: The electrical interconnection that occurs via shorepower grounding conductors may result in the flow of galvanic current between the boat and dock structure or another boat. This can lead to excessive anode loss, or corrosion beyond the capacity of the boats cathodic protection system.

Galvanic Isolator

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (PORTABLE WATER)

TANKS/MATERIAL /CAPACITY: One (1) plastic 75 gal. tank.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (PORTABLE WATER)*(continued)*

*** TANKS/MATERIAL /CAPACITY:** ***(continued)***

Fresh Water Tank

LOCATION/ACCESS: STBD AFT underneath compartment.

FILL/VENT PIPE LOCATION: Starboard side deck marked for water.

*** PUMPS/ACCUMULATOR TANK: [B8]** Located on STBD AFT underneath compartment.

Fresh Water Pump

SANITATION

SANITATION (BLACK/GREY WATER)

NUMBER OF HEADS LOCATION: One (1) Head.

MACERATOR: Yes, and electrical treatment. Approved for overboard discharge.

"Y" VALVE(S): Yes, located in the bathroom.

AIR CONDITIONING AND HEAT

AIR CONDITIONING AND HEATING SYSTEMS

TYPE/MANUFACTURE: Domestic Air Conditioners

AIR CONDITIONING AND HEAT

AIR CONDITIONING AND HEATING SYSTEMS*(continued)*

*** TYPE/MANUFACTURE:** ***(continued)***

AC Control Unit

NUMBER OF UNITS/LOCATION: One (1) unit.

STEERING SYSTEM

STEERING SYSTEM

*** TYPE/MANUFACTURE: [B9]** Hydraulic, by Sea Star Solutions, where sighted appeared serviceable. The stainless steel shaft appear polished.

NUMBER OF STATIONS: One, aft cockpit.

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

PRESSURE/RESERVOIR TANK: The system has a Power Assist Pump by Sea Star Solutions.

Power Assit-Steering System

GROUND TACKLE

GROUND TACKLE

ANCHORS: One (1) Lewmar 22 lbs.
One (1) Danforth Standard Anchor

GROUND TACKLE

GROUND TACKLE*(continued)*

*** ANCHORS:** ***(continued)***

Anchor-Lewmar-22lbs

LINE/RODE MATERIAL: 5/8" 3 braid marine grade nylon, approximately 150' feet located at the bow -chain locker. And, approx. 12' of chain windlass class type BBB.

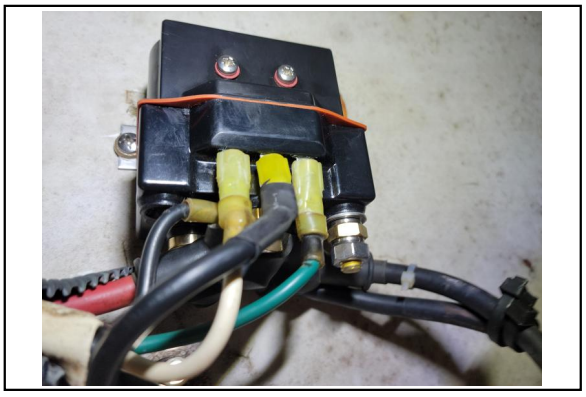
*** WINDLASS: [C4]** Lewmar Windlass

Lewmar Winch

Winch Motor-Lewmar

CONDITION AND DEFICIENCIES: Works well.

<User Define> A new relay was installed.



Winch Relay

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS (NAVIGATION)

VHF: Two (2) Standard Horizon Titan (bridge) -Powered up.

RADAR: Garmin

Garmin Radar

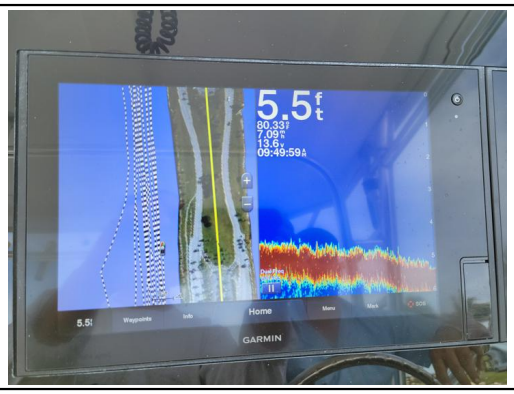
GPS: GARMIN within display.

* **AUTOPILOT: [B10]** Does not power up. Garmin, Pump 2.0 L appears good the module is corroded.

Autopilot Module

Autopilot Pump-Garmin

DEPTH SOUNDER: GARMIN



DEPTH , GPS DISPLAY

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS (NAVIGATION)*(continued)*

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

Compass Ritchie

ANTENNAS: All antennas sighted appear to be well mounted and serviceable.

Antennas

SINGLE SIDE BAND RADIO: Fussion Model: MS-AV750 in cabin.

NOTE: The customer has updated the navigation and entertainment system with a TWO SCREEN NMMA 2000 CONNECT -GARMIN SYSTEM.

ELECTRONICS (ENTERTAINMENT)

STEREO SYSTEM: Within GARMIN SYSTEM.

ELECTRONICS AND NAVIGATION EQUIPMENT

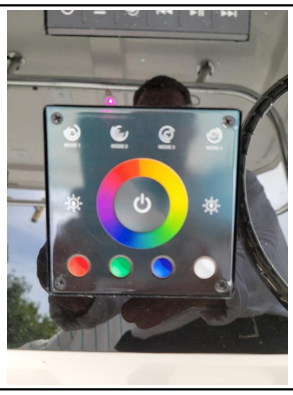
ELECTRONICS (ENTERTAINMENT)*(continued)*

*** STEREO SYSTEM:** ***(continued)***

RADIO DISPLAY

SPEAKERS: Two (2) woofers 11.5 inch and four (4) speakers 8 inches.

<User Define> Panel lights System.

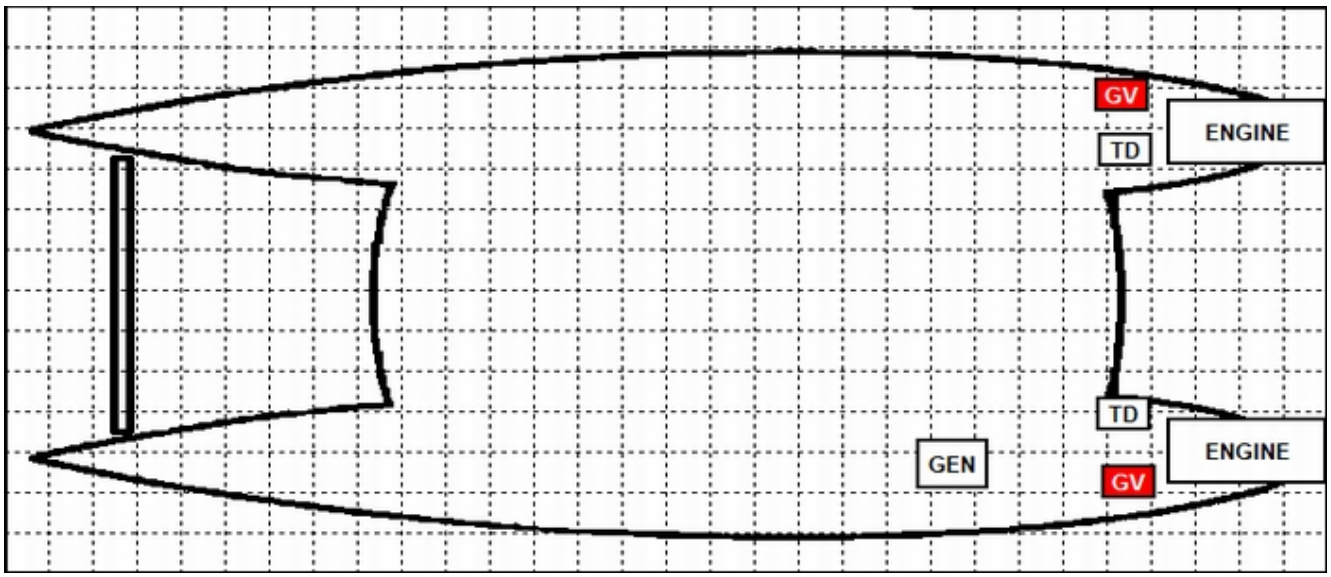


Panel Lights Control

THRU-HULLS

THRU-HULLS

THRU-HULLS BELOW WATER LINE:



Abbreviation	Description
ENGINE	Engine
GEN	Generator
GV	Gate Valve
TD	Transducer

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

LOCATION: AFT of the boat in the bilge compartments (STBD & PORT).

USE: Saltwater washdown and bait well tank.

MATERIAL: Bronze.

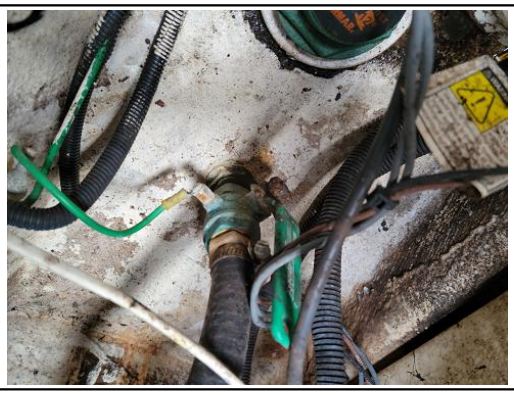
TYPE: Gate Valve

BONDED: They were bonded where sighted. Appears serviceable.

THRU-HULLS

THRU-HULLS*(continued)*

*** BONDED:** ***(continued)***



Thru-Hull Valve with Bonding wire

CONDITION: Gate Valves are frozen.

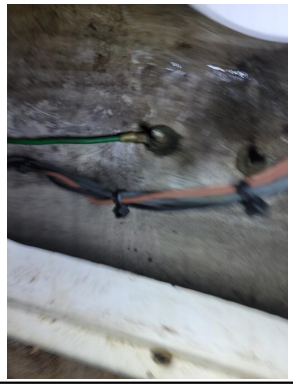
HULL REINFORCEMENTS: Yes core material was plugged with solid FRP.

RAW WATER STRAINERS: None

BONDING SYSTEM

BONDING SYSTEM

MAIN BONDING CONDUCTOR: The bonding system is mostly well established where sighted. A separate bonding system was not performed and I did not use a corrosion meter to establish the level of protection. However the bonding system is using individual green insulated wire and appeared to be serviceable were sighted. I also noted sacrificial anodes in the bottom of the hull. Monitor it frequently for condition and adequate protection.



Bonding wire connected to external anode.

ENGINES AND GENERATORS: Both engines are bonded in the mid sections.

*** COMMENTS: [B11]** ANODES-see finding

BONDING SYSTEM

BONDING SYSTEM*(continued)*

NOTE: Dissimilar metals and medal alloys have different electrode potentials when two or more metals exit in the same electrolyte (such as seawater). When this happens a galvanic couple can be created and depending upon the nobility of the metal, one metal will become the anode and another metal will become the cathode and can form electrolysis between the two electrodes (the anode and the cathode). Once the galvanic couple is formed between the two metals, the anode metal will dissolve into electrolyte. This electrochemical reaction is called galvanic corrosion and can occur on a vessel below the waterline between two metals that are different in nobility or charged at different levels. *Bonding underwater metals together causes the metals to remain at the same potential and help prevent or slow the galvanic corrosion process.*

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S: Five (5) Type I-U.S.C.G. approved. Located Port AFT Deck floor compartment. Underneath the cooler.

Life Jackets

* **NUMBER OF THROWABLE PFD'S: [A2]** None sighted.

* **FIRE EXTINGUISHERS: [A3]**

The fire extinguishers are TYPE B C.

ABYC TABLE 4-1, Boats 26 feet to less 40 feet in length- number of extinguisher 3- ANSI / UL711 TYPE ABC- Outside engine compartment, steering position and galley or passenger cockpit.

SOUND DEVICES: Yes, air horn. Operable.

NAVIGATIONAL LIGHTS: Anchor lights are operable. Sidelights are operable.

Nav. Light (Port)

Nav. Light

SAFETY EQUIPMENT

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

*** NAVIGATIONAL LIGHTS:** ***(continued)***

Anchor Light

AUXILIARY SAFETY EQUIPMENT

E.P.I.R.B.: Yes

Epirb

FIRST AID KIT: Yes, inside cabin STBD cabinet.

BILGE PUMPS

LIST: Yes, two (2) midships and two (2) AFT inside bilge compartment. Rule 2000 GPH with remote float switches appears to be operable and serviceable.

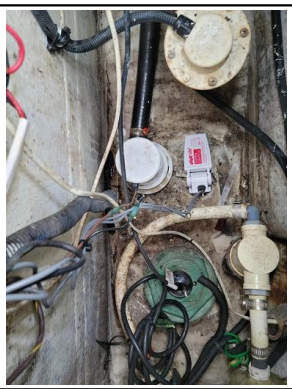
NOTE: The STBD side bilge pumps were replaced new.

SAFETY EQUIPMENT

BILGE PUMPS*(continued)*

*** NOTE:** ***(continued)***

STBD Bow Bilge Pump



STBD Bilge Compartment

OUT OF WATER INSPECTION

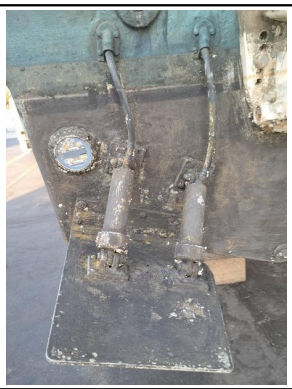
BELOW WATERLINE MACHINERY

PROPELLER(S): Two (2) Stainless Steel, three bladed propellers, size stamped on hub 16" x 17.5" pitch (Mercury Enertia ECO). Both props appear serviceable with no visible damage. Both have locking nut and cotter pins.
Customer stated the boat ran better with the original propellers. Propellars sent out to be re-hubbed.

SKEGS: No damage. Appears serviceable.

TRIM TABS: Motor (Boat leveler Co.) located at the aft of the boat bilge compartment.

STBD Trim Tab



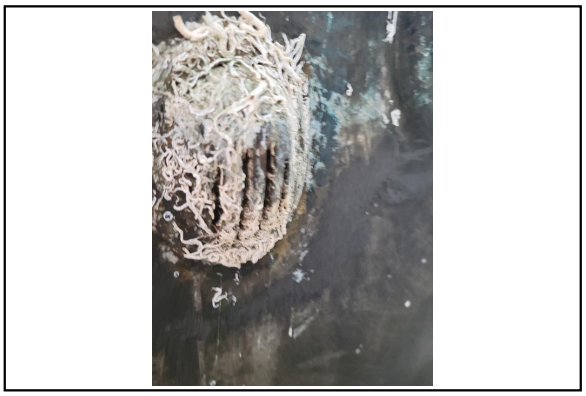
Port Trim Tab

*** STRAINERS/SCOOPS/SCREENS: [B12]** Thru-Hull Strainers are external bronze alloy slotted type.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY*(continued)*

*** STRAINERS/SCOOPS/SCREENS:** ***(continued)***



Thru-hull fitting

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: Poor condition, (see photos)

STBD Bottom Hull

STBD Keel-NO BOTTOM PAINT

SEATRIAL REPORT

INTRODUCTION

INTRODUCTION: The 2008 Prokat 3660 was operated from the owner's dock TO 1-2 miles inlet waters between the hours of 9:00 to 10:00 a.m on 5/16/2021. The vessel was operated by the owner. Attending the sea trial was the owner and myself.

SEATRIAL REPORT

OBSERVATIONS

*** OBSERVATIONS: [B13]** * The engine instruments operate within normal operating limits at idle, cruising speed, and maximum throttle.
* Engines reached 5650 at full throttle.
* The throttles operated normally.
* Temperature reading in the STBD engine reached 198 degree F (203 degree F. activates a caution warning code). The PORT engine operated within temperature range. Data was obtained from Suzuki Diagnose Software during the sea trial.
* The throttles operated normally.
* The transmissions operated normally/smoothly on both engines.
* The trim tabs operated normally.
* There were no oil or coolant leaks observed. On both engines or in the exhaust water.
* There were no excessive vibrations noted.

Suzuki Gauges-STBD Eng(WOT).

Suzuki Guages (PORT) WOT

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 FINDINGS (United States Coast Guard):

FINDINGS	*RECOMMENDATIONS*
A.1 (PAGE 13) ACCOMMODATIONS:	
No Carbon Monoxide Detection system sighted inside cabin. **No Fire Detection device sighted inside cabin.**	*Install a CO Monitor in the cabin lying down height.* *Install a Fire Detection Device in the cabin.*
A.2 (PAGE 33) NUMBER OF THROWABLE PFD'S:	
No Throwable Device sighted Type IV PFD.	*Comply with USCG Safety Regulations.*
A.3 (PAGE 33) FIRE EXTINGUISHERS:	
Not the current type of fire extinguishers for this vessel.	*Fire extinguishers onboard should be TYPE ABC.* *Comply with ABYC and NFPA recommended standards for fire protection.*

B. FINDINGS NEEDING ATTENTION:

FINDINGS	*RECOMMENDATIONS*
B.1 (PAGE 4) HULL:	
The white gel-coat on the exterior side of the hull is choky.	*Compound and wax hull.*
B.2 (PAGE 15) LUBRICATION:	
The STBD engine has temperature warnings recorded, the engine oil is black(both engines) and the spark plugs have signs of condensation in the fuel (both engines).	*Both engines need to have the 200 hour maintenance service performed, as per Suzuki scheduled maintenance service.*
B.3 (PAGE 17) NOTE:	
The center cylinder seal (dust) needs to be replaced. Unit is not leaking, yet.	*Recommend engine services to be performed by a trained outboard mechanic.*
B.4 (PAGE 19) FUEL FILTER:	
Corroded bracket and filter.	*Replace bracket and filter. In-order to avoid leak.*

IV. FINDINGS AND RECOMMENDATIONS

B. FINDINGS NEEDING ATTENTION:

FINDINGS	*RECOMMENDATIONS*
B.5 (PAGE 19) <User Define>	
The timing belt needs tension and there is loose rubber around the pulley.	*Investigate further repair or replace as necessary. Service it with a trained technician.*
B.6 (PAGE 22) CONNECTORS/ROUTING/SUPPORT:	
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 post.*
B.7 (PAGE 24) OUTLETS:	
The GFCI outlet inside the cabin STBD side failed the circuit test.	*Investigate further and repair or renew as necessary.*
B.8 (PAGE 25) PUMPS/ACCUMULATOR TANK:	
Fresh water pump is leaking via hose connection.	*Replace / Secure with new marine grade full stainless steel clamps.*
B.9 (PAGE 26) TYPE/MANUFACTURE:	
The fill nut at the helm is leaking oil. **The STBD cylinder needs to have some corrosion removed.**	*Investigate further and repair possibly system needs air to be removed.*
B.10 (PAGE 28) AUTOPILOT:	
Garmin auto-pilot module is corroded.	*Investigate further and repair or renew as necessary.*
B.11 (PAGE 32) COMMENTS:	
All anodes in the bottom of the hull are worn.	*Investigate further and repair or renew as necessary.*
B.12 (PAGE 35) STRAINERS/SCOOPS/SCREENS:	
Corrosion sighted on all thru-hull strainers.	*Service bottom of the hull.*
B.13 (PAGE 37) OBSERVATIONS:	
Temperature readings on the STBD engine reached 198 degree at WOT. A temp. of 203 degree activates a caution warning code.	*A Full Maintenance Service recommended on both engines.*

C. SURVEYORS NOTES AND OBSERVATIONS :

FINDINGS	*RECOMMENDATIONS*
C.1 (PAGE 6) CHAIN LOCKER (DRAINAGE):	
The drainage holes are in the center of the compartment. The water is accumulating and causing de-lamination on the side corners. Design defect.	*Install weather strips on compartment door.*
C.2 (PAGE 17) <User Define>	
Spark Plugs have signs of condensation.	*Continue monitoring fuel (water separator clear bowl) for water after the 200 Hour Maintenance Service.*

C. SURVEYORS NOTES AND OBSERVATIONS :

FINDINGS	*RECOMMENDATIONS*
C.3 (PAGE 21) VOLTAGE/BATTERIES:	
Three (3) of the four (4) batteries were under the engine manufactures battery capacity recommendation.	*Replace with correct spec's when needed.*
C.4 (PAGE 27) WINDLASS:	
Winch motor has some corrosion.	*Recommend to lubricate onboard machinery, wiring and hoses with Corrosion X Lubricant.*

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**

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:

V. SUMMARY AND VALUATION

$120,853

One Hundred Twenty Thousand Eight Hundred Fifty Three 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:

$229,888

Two Hundred Twenty Nine Thousand Eight Hundred Eighty Eight Dollars

SUMMARY:

In accordance with the request for a marine survey of the 2008 Prokat 3660 Express , 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 May 16, 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.

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, SA, SAMS

VI. PHOTOGRAPHS

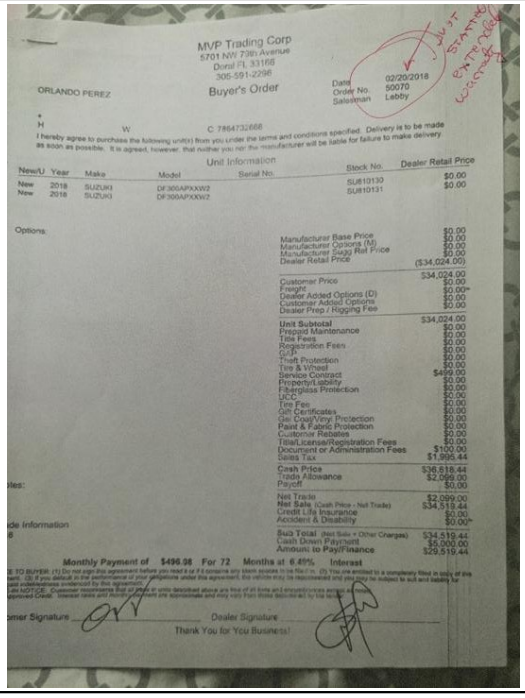
Helm

Port side AFT

STBD side AFT

ProKat 3660-side view

VI. PHOTOGRAPHS



MVP Trading Corp
5701 NW 79th Avenue
Doral FL 33166
305-591-2296

Buyer's Order

Date 02/20/2018
Order No. 50070
Salesman Labby

ORLANDO PEREZ

C 7864732668

I hereby agree to purchase the following unit(s) from you under the terms and conditions specified. Delivery is to be made as soon as possible. It is agreed, however, that neither you nor the manufacturer will be liable for failure to make delivery.

Unit Information

New/U	Year	Make	Model	Serial No.	Stock No.	Dealer Retail Price
New	2018	SUZUKI	DF300APXXW2		SU810130	$0.00
New	2018	SUZUKI	DF300APXXW2		SU810131	$0.00

Options:

Manufacturer Base Price	$0.00
Manufacturer Options (M)	$0.00
Manufacturer Sugg Rtl Price	$0.00
Dealer Retail Price	($34,024.00)
Customer Price	$34,024.00
Freight	$0.00
Dealer Added Options (D)	$0.00*
Customer Added Options	$0.00
Dealer Prep / Rigging Fee	$0.00
Unit Subtotal	$34,024.00
Prepaid Maintenance	$0.00
Title Fees	$0.00
Registration Fees	$0.00
Duty	$0.00
Theft Protection	$0.00
Tire & Wheel	$0.00
Service Contract	$499.00
Property/Liability	$0.00
Fiberglass Protection	$0.00
UCC	$0.00
Tire Fee	$0.00
Gift Certificates	$0.00
Gel Coat/Vinyl Protection	$0.00
Paint & Fabric Protection	$0.00
Customer Rebates	$0.00
Title/License/Registration Fees	$0.00
Document or Administration Fees	$100.00
Sales Tax	$1,995.44
Cash Price	$36,618.44
Trade Allowance	$2,099.00
Payoff	$0.00
Net Trade	$2,099.00
Net Sale (Cash Price - Net Trade)	$34,519.44
Credit Life Insurance	$0.00
Accident & Disability	$0.00*
Sub Total (Net Sale + Other Charges)	$34,519.44
Cash Down Payment	$5,000.00
Amount to Pay/Finance	$29,519.44

Monthly Payment of $496.98 For 72 Months at 6.49% Interest

Dealer Signature

Thank You for You Business!

Purchase Invoice Engines

Forward Deck View

Helm Seat

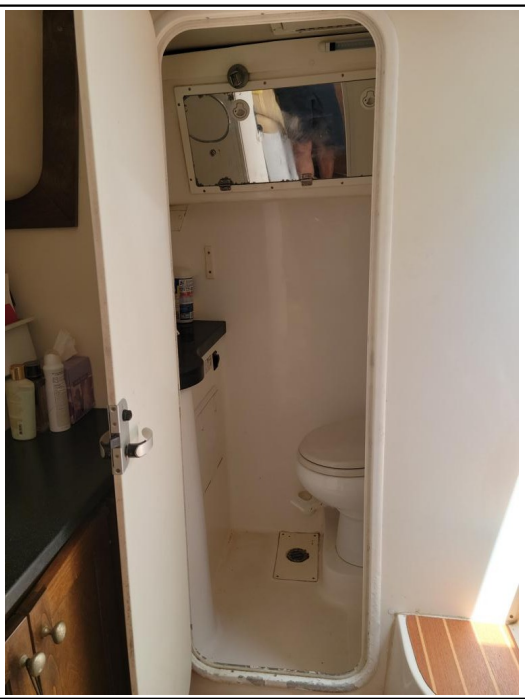
Bridge Deck Seating Area

VI. PHOTOGRAPHS

Hard-Top Aluminum Tubing

Cabin Floor

Cabin



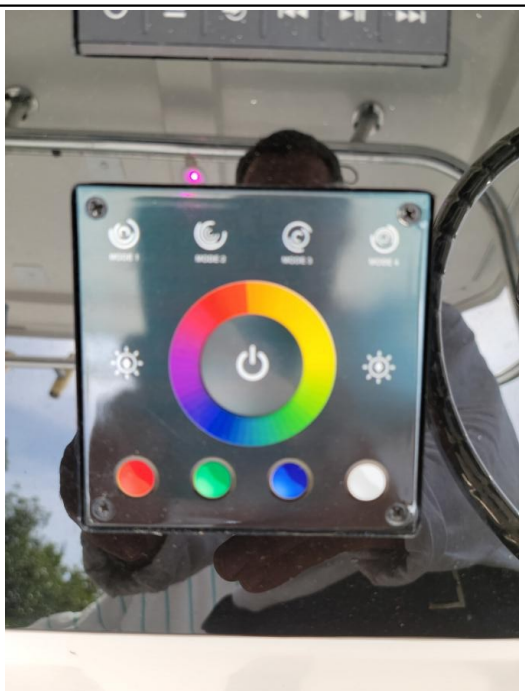
Six (6') bathroom

VI. PHOTOGRAPHS

Engine Serial # STBD

Engine Serial Number

Hull Number



Panel Lights Control

VI. PHOTOGRAPHS

DEPTH , GPS DISPLAY

RADIO DISPLAY

Radar-Garmin