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Mr. Dan Monica  
22 Warwick Court  
Warwick, RI 02888

June 23, 2011

Re: 1986 Buddy Davis 47 Sport Fish

"SON OF A SAILOR"

Dear Mr. Monica,

This letter reports the results of a survey of the above vessel which was inspected on the 23rd of June, 2011, at Brewers Marina in Warwick, Rhode Island while afloat. 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 engines was limited to a visual inspection.

General

The vessel was built by Davis Yachts of Wanchese, North Carolina in 1986. The HIN is DYW47109C686. Pertinent dimensions of the vessel are: the LOA is 47', the beam is 16', and the draft is approximately 4' 4". The displacement, according to the book is 44,000 pounds.



## Hull and Structures



The hull is a heavily laid-up polyester laminate reinforced with fiberglass matt in a modified vee configuration. The hull and fiberglass structures were laid-up by hand. The hull below the waterline is solid fiberglass. Closed cell foam, balsa and plywood cores are used in the topsides and superstructure. The pilot house and boat deck are constructed of solid fiberglass with an end grain balsa core. The structural integrity of the hull is good. The bulkheads and interior tabbing are in good condition and secure. All bulkheads are marine grade plywood. The bulkheads are properly tabbed and rigid. All stringers and frames are mahogany. The freeboard hull finish is the original white gel coat. The finish is in good condition, overall, with just a few mars and scratches. There are only minor abrasions on the freeboard part of the hull. The hull-deck attachment is secure, sealed, and trimmed with a stainless steel rub rail. I was unable to locate any delamination or separating of glass, including the engine bearers and stringers. The interior surface of the hull, as can be observed at the bilge area, is epoxy coated and in very good condition. The bottom (sections below the water line) was not inspected. All through hulls below the boot are bronze and in good condition, and their related valves are working properly. There are adequate large chrome plated bronze cleats provided for docking. The cleats are secure and properly backed. The bridge unit is properly secured to the structure. There is a stainless steel rail installed at the bridge, and it is secure. There is a good quality stainless steel bow pulpit properly installed, in good condition, backed, and secure. The stainless tower structure to the bridge and other stations is in good condition and secure.

## Forward deck

The forward deck and bow area is in overall good condition. The deck area was checked for excess moisture and no problem found. The deck area does show some scratches and small dings in the paint. There an adequately sized anchor with appropriate line properly mounted just forward of the windlass. The ground tackle is adequate and in good condition. The electric windlass was not checked out, but appears in good condition. The stainless railing at the bow pulpit, teak trim, and stainless life rails and stanchions are in good condition and secure in this area. The line entries and cleats are in good condition and secure. The forward deck feels very solid and no soft spots were noted. The navigation lights conform to the CFR.



## Bridge Station

The operating station (at the bridge) is well designed and the controls are easy to operate. The shifts and steering are also smooth operating. The hydraulic steering system could use the routine bleeding of air. The control panel including gauges is, for the most part as could be checked is operating properly. The vinyl upholstery is in good condition. There is a splash shield installed. The bridge compass is also accurate on its present heading. Again, all surfaces were checked for excess moisture and rot and no problems were found. The entire bridge is covered with a Bimini top. The bridge area is equipped with a complete canvas enclosure. The canvas is a recent upgrade and is in good condition. All navigation and communications equipment was not on board for the inspection. Overall, the bridge is in very good condition.



## Cockpit

The cockpit area is clean and sturdy, The Teak and Holly over fiberglass deck is well supported and in good shape. The control station, starboard side in cabinet, is fully functional and in good condition. The Teak trim is in good condition. The plastic surfaces, (all surfaces, including inside the control panel housing were checked), are free from any water or moisture.



## Main Salon and Galley

The salon and galley are forward on the main deck. This area is large, nicely finished in Formica, teak, and mahogany and in good condition. Continuous color keyed Berber carpet has been professionally installed and appears lightly used. No rot was detected at any location. This area was checked for excess moisture content in all partitions, the overhead, and all glass surfaces. All checked out fine. There was no delamination of Formica.



The color keyed upholstered sections are in like new condition and show very little use. The plywood deck in this area is properly supported and in excellent condition. Lighting is good throughout the vessel.



The stove and reefer system appear in like new condition. The stainless sink and related hardware are in good condition. The galley sole is Teak and Holly over plywood, well supported, and in excellent condition. As the photos indicate the interior is well coordinated with upholstery, carpet, and Formica all in sync.

The Main Salon and Galley area, overall, is in excellent, lightly used condition.



### Owners stateroom

A large owners stateroom is located beneath the forward deck. This area is clean, nicely finished and upholstered. There is adequate lighting and ventilation in this area. The carpeted, plywood deck in this area is properly supported, nicely finished and in overall excellent condition. Some of this area is sheathed with a vinyl like fabric, mahogany, and other surfaces are teak. I was unable to locate any excess moisture on any surface in this area. There is a head with shower and hand basin located in this area.



### Forward Berths

A second and third large berth area lies forward at the bow. Pictured at left. These large area houses two single berths each and are equipped with a second head with shower. This compartments are clean, nicely decorated and carpeted. All jointer work is mahogany and maintained to a bright finish. The vinyl headliner is also in very good condition. As with all other compartments this area is heated and air conditioned on a single thermostat. Lockers and drawers are adequate. Overall this area is in very good condition.



### Fire fighting and safety equipment

Fire extinguishers and safety equipment on board include: Two Kidde BC size 10 dry chemical. One automatic Halon system in the engine compartment. The Halon system is not dated. You may want to upgrade as Halon is no longer in use. Several PFD's (in good condition) A throw ring and Bell were also not noted. Signal Flares, Whistle, and First Aid Kit were not observed. Ground Tackle - There is an estimated 250 feet of 3/4" nylon line attached to a short length of chain and then to a large anchor.

A second (spare) ground tackle should be installed. Fenders were noted, mounted. Docking lines were noted.

## Heads



This vessel is equipped with two full size complete heads. All are equipped with electric marine toilets and macerators which are connected to the septic system via appropriate plumbing devices. No septic odor was noted at any plumbing joint. All showers are drained to individual sumps and the sumps are then pumped overboard. Both head areas are neat and clean, and no rot was observed in any area. The toilets, hand basins, and their related fittings, including overboard discharges and through hulls, are in good shape. The marine toilet system and in excellent condition. The heads are clean and well kept. The entire area is free from rot or any type of blistering and is in excellent condition



## Electrical and Electronics

The combination AC/DC and power panel is mounted in the main salon and is easily accessible. The breakers and circuits were found to be in operating condition. There are two 3 position battery disconnect switches mounted on a frame in the engine compartment, and they are in good condition and secure. The 12.5 KW Westerbeke was not tested, but appears in good, well maintained condition. Three individual heat/air unites are in good working order. The navigation lights conform to the CFR and ring out okay. There is a VHF transceiver and a depth finder, properly installed. The electric motor which operate the fresh water system operates properly. An automatic battery charger is properly installed. A proper bonding system is not installed. All electronics was not checked out.



## Mechanical



Propulsion is by a pair of counter rotating fresh water cooled turbo charged Detroit eight cylinder diesel engines (8V92TI) with Twin Disc reduction gears coupled to monel shafts. The shafts, and logs are in good condition as can be inspected from inside. The engines and gears are clean and appear well maintained. Ventilation to the engine spaces is adequate. The exhaust system is cast, stainless, and rubber, heavy duty, and in good condition as can be seen. The system clamps are not all double. All through hull fittings below the water line including the valves are bronze and in good working condition.

The engine controls and cables are smooth operating. The engine compartment is epoxy painted, sound and sturdy. The bilge in this area is clean or free from unessential gear. There are auto/manual bilge pumps installed and working in this area. The custom hydraulic steering gear is in good condition and operates smoothly from all stations.

The batteries are properly connected to the approved three way switches and then on to a series of custom breaker panels. The wiring and terminals that could be observed are in good condition. The shore power system is functioning properly. The automatic battery charger was working properly.

Only portions of the fuel tanks can be inspected as they are built in to the structure. The fuel lines are of the approved type including the flex sections. The filters/separators and distribution manifolds are in good order. The fuel fills, vents and shut-offs are in good condition.

## *Item Specific List*

1. Coast Guard Safety and Signalling package..... Not complete

### Electrical

2. AC/DC Isolation..... Isolation system installed, GFCI installed
3. AC/DC ground system..... DC ground in accordance with ABYC standards,  
AC ground, as originally equipped (Closed loop system).
4. DC control panel..... original, at control station, well maintained. DC wiring is original  
stranded copper with original harnessing in place.
5. AC control panel..... In main salon in original condition.

### Fuel system

6. Fuel lines.... lines need service. properly secured, US Coast Guard approved  
typerreinforced rubber line.
- 6a. Fuel line shut-off valve..... bronze valves, at fuel manifold
7. Fuel tank..... well secured, sections that can be observed are in good, clean  
condition.
- 7a. Propane, CNG, Alcohol..... NA

### Propulsion system

8. Carburetor back fire flame arrester....NA
9. Exhaust system....US Coast Guard Approved type rubber, appropriate silencers, in  
serviceable condition, with original supports in place.
- 9a. Exhaust system risers.....unknown entity
10. Engine mounts..... secure
11. Engine shaft logs..... secure, properly clamped

### Hull and Mechanical systems

- 11A. Engine compartment ventilation.....two Coast Guard Approved type 12 volt  
blowers along with appropriat flexible ductwork to hull outlets.
12. Rudder shaft logs.... secure
13. Rudder tower.... good, well supported
14. Steering gear and controls.... Hydraulic to manual, lines and hardware are original and  
are in good condition
15. Overboard fittings.... all bronze fittings below the water line, shut-off valves are working  
and are well maintained, appear original. Related hoses US  
Coast Guard approved type and are double clamped.  
Overboard fittings are plastic above the waterline and in  
servicable condition
16. Backup ground tackle..... not observed

*Boat Detail Sheet from "BUC" International, Inc.*

*DAVIS YACHTS INC, EGG HARBOR CITY, NJ,*

*Model Year 1987 Hull Material Fiberglass*

*Model BUDDY-DAVIS Hull Configuration Deep Vee*

*Length Overall 47' Draft 4'*

*Length On Deck Beam 16'*

*Boat Type Sport Fisherman | Flybridge w/Tuna Tower Weight 40000 lbs.*

*Engine Type Inboard*

*Twin 0D*

*General Motors 8V92TI*

*Ballast*

*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.*

*There are no prices available for this vessel.*



This is a listing of the upgrades the owner has made to this vessel during the past five years: Exterior—New enclosure, new canvas soft top on bridge, all new wiring to panel on bridge, new paint on certain areas of the hull, topsides as well as the cockpit. New bolsters in the cockpit. All Teak cleaned and varnished. Interior—New carpeting throughout, new wall lining throughout, new teak and holly in both heads and the galley, new cushions in all three staterooms, new headliner throughout, new digital controls for air-conditioning, new faucets in the heads, two new flat screen tv's, a new water heater. Engine room—new high end blue hoses and high pressure lines on both engines and gears, Two new turbos, new oil change system for engines, gears, and gen-set, new pump for air conditioner, starters rebuilt, water pumps rebuilt, 4 new 8-d batteries. Other stuff—new under water lights, new led colored lights on bridge and in the cockpit, new Gamin 3210 GPS and Lowrance 5' open array radar/ plotter. A new PVC holding tank.

### Conclusion

This survey can not be construed to guarantee or warrant the condition or operational condition of the vessel as the vessel was not tested during a sea trial. This vessel is the subject of an ongoing upgrade and maintenance regime which has been carried out in a professional manner. This vessel appears in excellent condition overall. Its value would be approximately \$190,000.00 in today's market.

### Recommendations

1. Install backup ground tackle.
2. Replace fatigued cooling intake hose on port engine
3. Ensure that a complete Coast Guard Safety and Signaling package is aboard. Service battery terminals.
4. Have auto fire suppression system inspected and tagged
5. Keep unnecessary material out of engine room.

Cordially,

James Cross, Certified Marine Surveyor

JC/pam

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