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Lloyd Young  
98 Windward Street  
Boston, MA 02110

May 6, 2011

Re: 2006 Southport Yamaha AR230

Dear Mr. Young,

This letter reports the results of a survey of the above vessel which was inspected while hauled and afloat on the 5th of May 2011, at Webster Lake in Webster, Massachusetts. You requested the inspection to establish its condition and value.

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

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



#### General

The vessel was built by SOUTHPORT BOAT WORKS, AUGUSTA, ME, in 2006 . The vessel bears the hull ID number YAMCR249I405. The pertinent dimensions of the vessel are: The LOA is 23' , and the beam is 8' 6" and the draft is approximately 1' 4". The displacement is approximately 3000 pounds.



## Hull and Structures

The hull is a polyester laminate reinforced with fiberglass mat and woven roving in a modified deep V configuration. The gel coat is red and white, and in very good condition, with a need for cleaning and waxing. The forward deck seating and related hatches are in good condition. The bow pulpit is also

in good secure condition. The bulkheads, as can be inspected, are glass tabbed to the hull. The glass tabbing throughout is secure. There is an inner liner throughout the vessel which comprises the view of the interior and this gel coated fiberglass liner is also in good condition. It is obvious that this vessel has had no abuse. The spaces, compartments, and voids, between the hull and inner liner are epoxy coated. Most of these areas are clean. The bilge is fairly clean. The topsides are white, and in good condition free of major mars and scratches. The towing structure and deck hardware are properly mounted and secure. The windshield and supporting structures are in good shape. The



steering apparatus is in good condition. All of the rails and cleats are properly secured and constructed of stainless. The navigation lights comply with CFR regulations. An adequately sized anchor and adequate rode is not provided in a locker at the bow. Ground tackle should be installed.

## Cockpit and Operating Station

The cockpit is equipped with a canvas top (off for now). The supporting structure and top are in good condition. The

structure is properly backed at the attachment points. The wheel, gauges and controls are in good shape. The cockpit area is clean and the finish is in unusually good condition. The vinyl upholstery, including the bolstering, is also in good condition. The control panel and switches appear in lightly used condition. The fuel fill is properly installed and marked. There are a variety of wells and lockers built in aft, all are in good condition. Access to the battery switch is gained at the battery hatch.



## Propulsion

Propulsion is by two 140 hp fresh water cooled Yamaha engines with Jet Drives. Both engines started and ran with no hesitation. Visual inspection of the engines, oil, filters, and related connections show no signs of abuse. Visual inspection of the jet drives indicate no grounding or abuse of any consequence. Proper backfire flame arresters are installed. Approved bilge blower and hoses are installed and working. There is a bilge pump mounted and properly functioning.

The fuel tanks can not be completely inspected. They do appear properly secured and grounded, as are the related fills and vents. There is no fuel shut-off valve on the feed line.

There are no traces of oil in the bilge, and the bilge is clean overall. The overall appearance of the engine space is very good.



The aft gear compartment is clean, odor free, and free of any unessential material. It houses, among other devices, the battery and a three way switch which are in good shape. The battery is properly installed and secured and appears original. The battery connections are appropriate as are the cables. The electrical wiring and terminals observed throughout the vessel are in good condition. The throttle and gear linkages are in good order and work smoothly.

## Electrical

There is minimal wiring. It is protected and secure



## Safety and Signalling Equipment

Proper signaling flares, a throw ring, and first aid kit were not on board  
Adequate PFD's and proper backup ground tackle should be added to the inventory.

## Conclusion

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

The water test indicated proper operation of the engines and control systems.

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

Recommendations: Install ground tackle, insure that a complete Coast Guard Safety and Signalling package is aboard.

Cordially,



James Cross, Certified Marine Surveyor

JC/pam



Boat Detail Sheet

SOUTHPORT BOAT WORKS, AUGUSTA, ME,

Model Year 2006

Hull Material Fiberglass Composite

Model SOUTHPORT 26CC

Hull Configuration Deep Vee

Length Overall 26' 6"

Draft

Length On Deck

Beam 9' 6"

Boat Type Center Console Fisherman | Open w/T-Top

Weight 4600 lbs.

Engine Type (2) 2005 YAMAHA MOTOR CORPORATION 250 3.3L HPDI  
250hp Engines

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.

Current Retail Value Range

\$46,200-\$50,800 Boat only

***Fair Market Value Adjusted for Bristol Condition in the Northeast & Mid Atlantic area***

***\$56,400-\$62,000***

***2 YAMAHA MOTOR CORPORATION 250 3.3L HPDI***

***250hp Engines \$22,406***

***Total Adjusted Market Value Range***

***\$78,806-\$84,406***

Replacement Value

\$76,600 (does not include outboard)