

TREY [REDACTED] LL
MARINE SURVEYORS AND ADJUSTERS

1981 32' Trojan F-32

T [REDACTED] O [REDACTED] t



MEMBER OF THE ASSOCIATION OF CERTIFIED MARINE SURVEYORS, INC.

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Tri-State
Marine Services

Report of Marine Survey

Of The Vessel

Time Out

1981 32' Trogan F-32

Conducted by
Trey B. [REDACTED]

James [REDACTED]

February 06, 2024

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I. INTRODUCTION

VESSEL DESCRIPTION

The Subject Vessel: 1981 32' Trojan F-32 "T [REDACTED] [REDACTED]"

This will certify that at the request of James [REDACTED] t, on February 6th, 2024, examined a Flybridge Cabin Cruiser which allegedly sustained damage from a Strainer on the port engine which happened on or about January 17th, 2024. This vessel was examined at, Safe Harbor [REDACTED] Marina, 1481 E H I P [REDACTED] Rd. [REDACTED] e, TX 75056

SCOPE OF SURVEY

Acting at the request of James [REDACTED] t, the attending surveyor did attend onboard the vessel *Time Out* beginning on , February 6th, 2024 at 9:00 am where an "in-the-water-survey" WAS conducted at Safe Harbor P [REDACTED] 1. The Hull Identification Number (**HIN**) WAS verified from the transom. A sea trial WAS NOT performed. An out-of the water inspection of underwater machinery and the exterior of the hulls wetted surface area WAS NOT performed. The reason for the damage survey, was to ascertain the physical condition, cause, and associated cost to repair or replace damaged portion of the vessel. 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.

Damage Survey

II. GENERAL INFORMATION

GENERAL INFORMATION

TYPE OF SURVEY: **Damage Survey Report**

REQUESTED BY: **James [REDACTED]**

VIA E-MAIL/FAX: **2/5/24, 2:00 PM, via phone call**

DATE OF LOSS: **1-17-24**

REPORTING DATE: **2/7/24**

DATE/TIME OF SURVEY: **February 06, 2024/9:00 AM**

MAKE OF VESSEL: **Trojan**

MODEL OF VESSEL: **Fly Bridge Cruiser F-32**

HULL IDENTIFICATION NUMBER (HIN): **TRJLA1 [REDACTED]**

USCG DOCUMENTATION NUMBER: **[REDACTED]**

USCG DOCUMENTED FOR: **Recreational Use**

STATE VALIDATION STICKER NUMBER: **24-002 [REDACTED]**

STATE REGISTRATION NUMBER: **71 [REDACTED]**

OWNER'S NAME: **John D. [REDACTED] sco**

OWNER'S ADDRESS: **2 [REDACTED] Di [REDACTED] Rd., Cotto [REDACTED], FL 3 [REDACTED] 1-7418**

PLACE OF SURVEY: **Pie [REDACTED] Lew [REDACTED], TX**

PROPULSION SYSTEM: **Twin 260 HP Crusaders Engines.**

FUEL TYPE: **Gasoline.**

AC POWER: **110 volt.**

DC POWER: **12 volt.**

OWNER'S EXPERIENCE: **Reportedly very experienced in this type of vessel.**

INTENDED USE: **Recreational.**

OWNERS ACCOUNT OF EVENTS: **J [REDACTED]s received a phone call from the marina stating that their boat has sank. By the time he got to the vessel it had already been raised up to the surface and secured by the marina.**

III. INCIDENT SUMMARY

HULL DECK AND SUPERSTRUCTURE

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

CONDITION AND DEFICIENCIES:

The vessel's entire cabin, salon, and head were completely submerged for an unknown period of time causing water damage throughout interior of the vessel.

THRU-HULLS

THRU-HULLS:

NOTE:

All valves connected to the thru-hull fittings were of the gate valve type located throughout the boat and were in the closed position. Marina manager said that the Boat US Lewisville salvage team shut off all seacocks on the day of the reported sinking. The boat has not taken on water since then.

SAFETY EQUIPMENT

BILGE PUMPS

NOTE:

Note: The two bilge pumps that were sighted had remote auto float switches. The pumps could not be tested because the 12 volt power had been disabled. A submersible sump pump was also present present and in working order.

VESSEL DATA

VESSEL DATA

PARTICULARS OF OCCURRENCE AS REPORTED BY OWNER:

The owners stated they hired an individual to winterize the boat before the freeze occurrence happened. The individual said that the boat was winterized before the freeze that week and that everything mechanically was performed to prevent freeze damage.

SPREAD SHEET - COSTS:

| | | | |
|----------------------------------|--|--|-----------|
| Salvage Costs | | | \$9000.00 |
| Engine/Generators Pickling | | | \$2500,00 |
| Clean/Sanitize Interior | | | \$7500.00 |
| | | | |
| Estimated Total Cost For Repairs | | | \$18,500 |

III. INCIDENT SUMMARY

VESSEL DATA

VESSEL DATA(*continued*)

CAUSE:

It is the opinion of the undersigned that this boat sustained damage due to: Port side engine strainer exploded due to freezing temperatures of ten degrees during the week of January 17th, 2024 causing the vessel to submerge up to the flybridge. The port engine strainer was clearly damaged due to freezing temperatures. The seacock was not closed to prevent this occurrence.

SALVAGE ISSUES:

It is reported that Boat US Lewisville performed the salvage along with Port 1 Marina. Minimal damage to the slip had occurred during the salvage.

V. SUMMARY AND VALUATION

SUMMARY:

The undersigned reserves the right to amend and/or supplement this report based on information, photographs, documents, which may be subsequently obtained.

I have no present or prospective interest in the vessel/vessels that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

Classic Yacht Marine Surveyors, LLC.,

Trey B. [REDACTED] / A.C.M.S. CMS #0563

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.

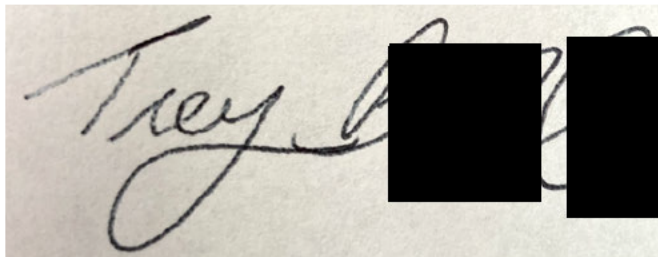
I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

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:



VI. PHOTOGRAPHS



Starboard side view of "Time Out"



Port side view of "Time Out"

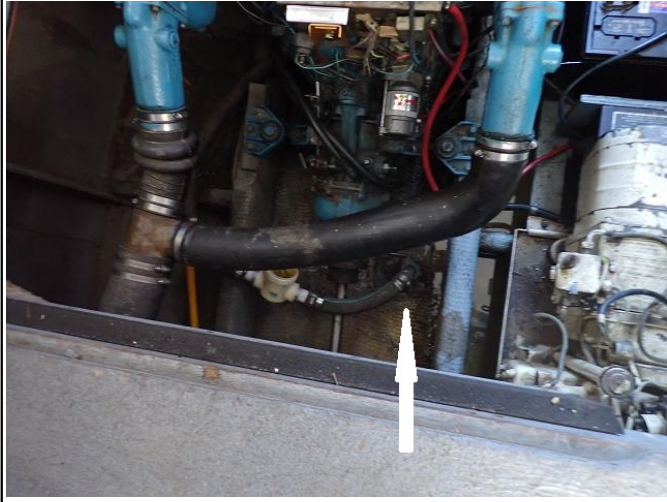


"Time Out" Transom View

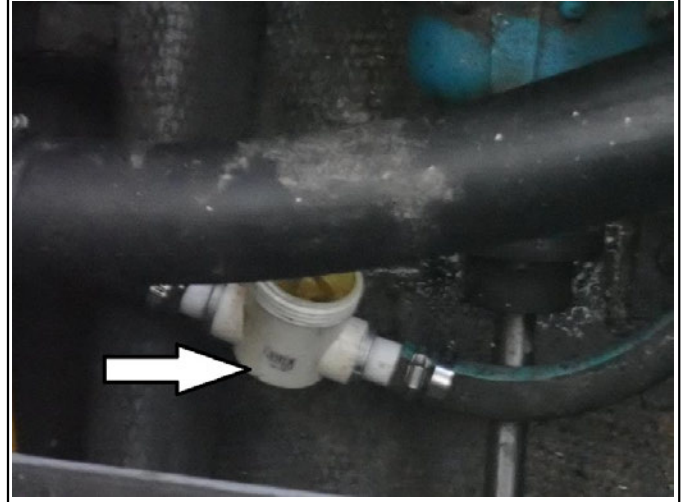


Overhead view of the port engine.

VI. PHOTOGRAPHS



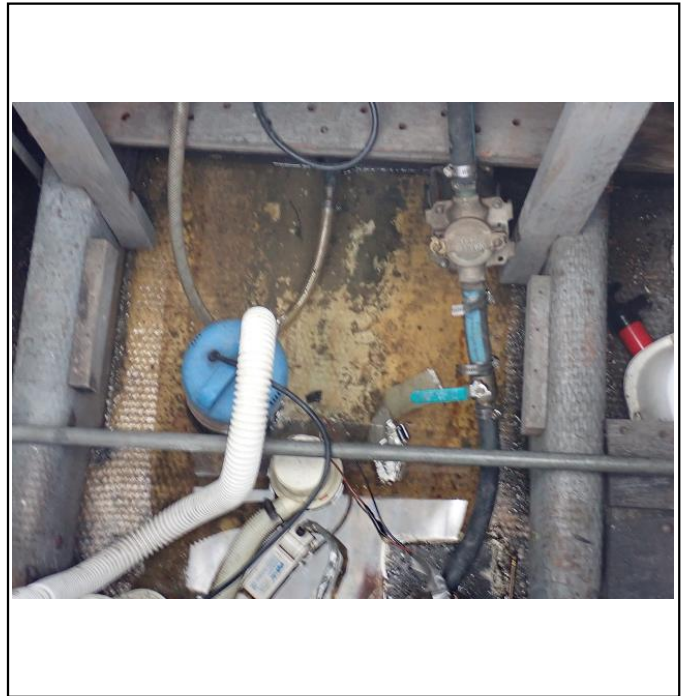
Port Engine Raw Water Seacock in the closed position.



Port Engine Strainer/Cause Of Boat Sinking

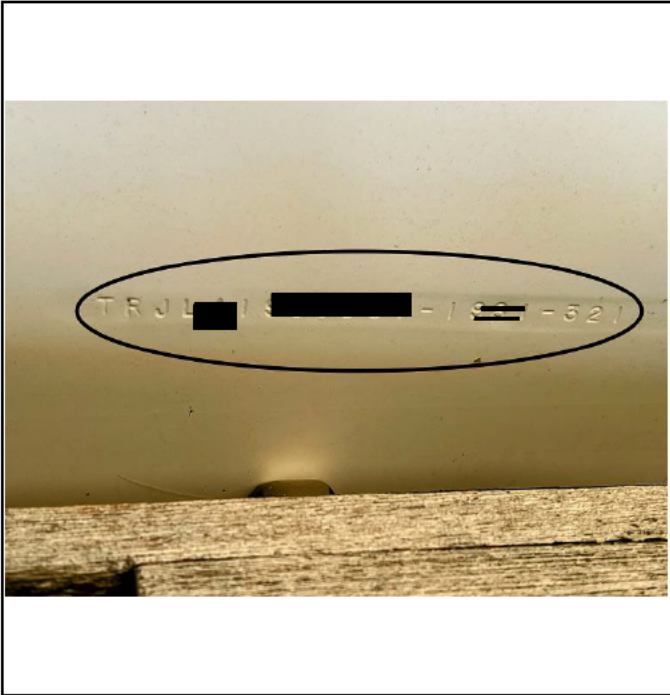


Sump Pump



Gas Tanks valves were closed

VI. PHOTOGRAPHS



Hull ID Number