

# SCHUSS MARINE SURVEY, LLC

1987 Sabre 36

*PROBE*



INDEPENDENT MARINE SURVEY SERVICE

Chicago  
(312) 315-7362

# REPORT OF MARINE SURVEY

1987 Sabre 36  
*PROBE*

CONDUCTED BY  
Marian L. Hoskins, SAMS-AMS®

INDEPENDENT MARINE SURVEYOR

PREPARED EXCLUSIVELY FOR



March 26, 2016

# TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE NO.</u>
I. INTRODUCTION.....	4
II. GENERAL INFORMATION .....	6
III. SYSTEMS .....	7
a. HULL, DECK AND SUPERSTRUCTURE.....	7
b. CABIN APPOINTMENTS .....	7
c. PROPULSION SYSTEM.....	8
d. FUEL SYSTEM .....	8
e. ELECTRICAL SYSTEM.....	8
f. FRESH WATER SYSTEM.....	9
g. SANITATION.....	9
h. STEERING SYSTEM.....	9
i. GROUND TACKLE .....	9
j. ELECTRONICS/NAVIGATION .....	9
k. SAFETY EQUIPMENT .....	10
l. LPG SYSTEM.....	10
m. DECK HARDWARE .....	10
n. THRU-HULLS .....	12
IV. FINDINGS AND RECOMMENDATIONS .....	13
V. SUMMARY AND VALUATION .....	14
VI. HULL IDENTIFICATION NUMBER (HIN) .....	17
VII. PHOTOS .....	18

# I. INTRODUCTION

## SCOPE OF SURVEY

Acting on the request of [REDACTED], this surveyor did attend onboard a 1987 Sabre 36 on March 26, 2016 commencing at 0845 and ending at 1330 where an “out-of-water” survey was conducted at Crowley’s Yacht Yard, 3434 E. 95<sup>th</sup> Street, Chicago, IL. [REDACTED] was present. The vessel’s documentation was onboard and appeared to be in order. The Hull Identification Number, **HWS36077D787**, was verified from the hull. A photo of the HIN can be viewed at the end of this report. A sea trial was not performed during this survey. The reason for the survey was to ascertain the physical condition and value of the vessel. The boat is equipped with AC and DC power and the DC was tested. No reference or information should be construed to indicate evaluation of the internal condition of the engine or of the propulsion system’s operation capacity. Electronic equipment was powered up.

This vessel was surveyed without removal of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors, chain, fixed partitions, instruments, clothing, spare parts, and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. No determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. The condition of the vessel stated here is the unbiased opinion of the undersigned. However, it is not a prediction of future durability, it is not an inventory it does not constitute a warranty either specified or implied.

UNDER NO CIRCUMSTANCES WILL THIS REPORT BE PHOTOCOPIED, TRANSCRIBED, PARAPHRASED NOR QUOTED WITHOUT THE SPECIFIC WRITTEN PERMISSION OF SCHUSS MARINE SURVEY, LLC.

**Note:** This survey has been prepared for the exclusive use of Richard Stuckey and Pierce Johnson and the “findings” reflect observable conditions at the time of survey only.

It is recommended that the engine aboard this vessel be surveyed by a qualified Engine Surveyor to determine the condition of the engine, gears, pumps, heat exchangers, coolers, etc.

### 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.

# I. INTRODUCTION

## VESSEL DESCRIPTION

According to the owners, this Sabre 36 is a “one-off” racer/cruiser designed for the company owner. The interior has been outfitted to maximize space for sail inventory, there are more winches and double halyards and the mast is about 1.4 feet longer than the standard Sabre 36.



This vessel carries a revised New England PHRF rating of 108. The interior layout is a very comfortable cruising interior. According to the owner’s manual, about 1,800 lbs. was eliminated from the standard Sabre 36 design.

## DEFINITION OF TERMS

The following terms and words have the following meanings as used in the *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 SERVICE:**
  - Service for which it was designed and manufactured by the naval architect and/or builder.
- **FIT FOR INTENDED USE:**
  - Use which is intended by Survey purchaser (present or prospective owner.)
- **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.
- **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 *\*Findings and Recommendations*” section pertaining to the item.

## II. GENERAL INFORMATION

SURVEY PREPARED FOR.....	
NAME OF VESSEL .....	Probe
TYPE OF SURVEY .....	Seller's survey
OVERALL VESSEL RATING.....	***FAIR
ESTIMATED MARKET VALUE.....	\$55,000
ESTIMATED REPLACEMENT COST .....	***\$251,500
YEAR/MAKE/MODEL OF VESSEL .....	1987 Sabre 36
HULL IDENTIFICATION NUMBER .....	HWS36077D787
USCG DOCUMENTATION NUMBER .....	948274 (expired)
STATE REGISTRATION NUMBER .....	IL 3560AH
OWNER'S NAME/ADDRESS.....	
SURVEYED AT .....	Crowley's Yacht Yard Chicago, IL
DATE AND TIME OF SURVEY .....	March 26, 2016 commencing at 0845 and ending at 1330
HULL MATERIAL/TYPE.....	Fiber reinforced plastic (FRP)/ Round
LOA.....	**36' (ft)
BEAM .....	**11.25' (ft)
DRAFT .....	**6.33' (ft)
GROSS TONS.....	13 GT
PROPULSION SYSTEM.....	Sail and inboard engine
FUEL TYPE/CAPACITY .....	Diesel/*20 gals.
AC SHORE POWER SYSTEM.....	30 amp
DC POWER .....	12 volt system
FRESH WATER CAPACITY .....	50 gals.
HOLDING TANK.....	60 gals.
INTENDED USE .....	Cruising on Lake Michigan

Asterisks denote source of information:

\* According to manufacturer specs    \*\* According to sailboatdata.com    \*\*\*Per BUC book

# III. SYSTEMS

## HULL, DECK AND SUPERSTRUCTURE

### HULL CONSTRUCTION

A GE Aquant Protimeter moisture meter was used during this survey. Readings are on a scale from 60 – 999 and register as follows: 60 - 150 = DRY; 151 - 250 = HIGHER MOISTURE THAN NORMAL; 251 - 999 = EXCESSIVE MOISTURE LEVELS.

TYPE: Full displacement with fin keel, round hull with easy bilges and spade rudder.

MATERIAL: Apparently two single, one piece laminated fiberglass units.

**\*1.** EXTERIOR HULL: White painted topsides with yellow red and blue accent stripes in good condition with scuff marks throughout. Red bottom paint is bubbled in places and not adhering to hull. Soundings on hull with phenolic hammer were remarkable in the following areas:

- On port side forward starting aft:
  - A 16” square
  - A 16” x 34” area
  - An 18” square
  - A 13” x 11” area
- On starboard side at bow area just below water line:
  - A 10” x 18” area
  - A 9” x 22” area

Moisture meter readings below waterline ranged 180 – 500 with highest readings between rudder and strut on port side and bow area on both sides where soundings were remarkable.

**\*2.** COCKPIT/DECK: Soundings with phenolic hammer were unremarkable except for a 81” x 23” area on starboard cabin top aft. Moisture meter readings on the side decks were in the dry range. The majority of the cabin top ranged above 250 with a moisture meter with the highest readings in the delaminated area port side.

BILGE: The bilge accessed through the salon sole is red-painted FRP with 1” of liquid present.

STRINGERS: Sighted in keel well, soundings with a phenolic hammer were unremarkable

KEEL: Four bolts are clean with no signs of corrosion or stress

### DECK FITTINGS

PORTLIGHTS: Placed throughout vessel to provide excellent ventilation and light. All portlights are well placed and appear serviceable.

VENTILATION: Main hatch is plexiglass with wood handle and varnished splash boards in fair condition. Four cowls on cabin top.

STANCHIONS: Stainless steel stanchion bases with coated double wire system around perimeter. Bow and stern pulpits are installed. No movement noted at bases or pulpits when mild force applied. Turnbuckles are wrapped in tape and not inspected.

SCUPPERS: Cockpit is scuppered adequately. Drain through seacocks whose levers turn with mild force

CHOCKS AND CLEATS: Installed throughout deck. All are solid with no movement when hit with a rubber mallet.

**\*3.** ANCHOR LOCKER: A 6x8” piece of plywood is rotting in starboard corner. Drains overboard.

GRAB RAILS: Two varnished wood hand holds on cabin top are solid and in good condition.

LADDER: Installed on transom, serviceable

### ACCESSORIES

- Exterior cushions are stored in cabin, blue in good condition
- Loos gauge onboard

## CABIN APPOINTMENTS

### INTERIOR DESCRIPTION

INTERIOR FINISH and BULKHEADS: The joinery and finish of the stained wood interior is in good condition; there are no signs of water infiltration. Bulkheads are solid where sighted. Not sighted behind furniture.

FABRIC & CUSHIONS: According to owner, interior cushions are 2 years old, blue Ultrasuede in good condition, covered with “Memory Foam” for added comfort.

ACCOMMODATIONS: For 7 people. Two accommodated in aft berth, three in the salon and two in V-berth

HEAD: Marine manual head, sink with showerhead, foot pump, separate switch for sump, which is operable.

LIGHT FIXTURES: Mounted throughout cabin to provide adequate lighting. All operable.

**\*4.** CABIN SOLE: Teak and holly. Well fitted where sighted in cabin, berths and head with signs of water damage around mast.

## **GALLEY**

LOCATION: Port aft cabin.

SINKS: single square stainless steel sink with hot and cold water faucet and foot pump

STOVE & OVEN: Two element propane

REFRIGERATION: Top-opening ice box, clean. Manual pump for drain goes into sink. Not tested.

## **PROPULSION SYSTEM**

### **MAIN ENGINE**

TYPE: Westerbeke Model W21 according to owner. Engine tag was not present.

CYLINDERS/SERIAL#: 3 / engine tag not present

HORSEPOWER: 22 @ 3000 rpm according to manufacturer's specs

INDICATED HOURS: 1609.7 on engine panel in cockpit

THROTTLE CONTROLS: Smooth and easy on pedestal in cockpit

ENGINE MOUNTS AND BED: Engine is resting on FRP platform with flexible mounts. Serviceable.

INSULATION: Good condition.

**\*5.** WATER STRAINER: Groco type. Appears dirty.

EXHAUST: Leaves engine from riser through stand up muffler and forced out transom, hose appears serviceable.

SEACOCK: Lever moves with mild force

PROP: 1" shaft with bronze alloy 16" fixed 2-blade folding prop with 12" pitch. There is a new magnesium anode on shaft. No movement to shaft when force applied. Shaft is offset to port consistent with Sabre design.

CUTLESS BEARING: Worn evenly around shaft.

STUFFING BOX: Rubber boot, double clamped, appears new.

## **FUEL SYSTEM**

FUEL TYPE: Diesel

TANK MATERIAL: Single fuel tank appears to be plastic. Installed aft of engine, aft side sighted, serviceable where sighted.

TANK CAPACITY: According to manufacturer's specs, 20 gals.

FILL PIPE LOCATION: Starboard aft deck. Clearly labeled.

FILL PIPE GROUNDED: Not sighted.

FILL PIPE MATERIAL: Not sighted.

VENT LOCATION: At transom

SHUT-OFF VALVES: None sighted

FUEL/WATER SEPARATOR: Racor 500FG aft of engine

## **ELECTRICAL SYSTEM**

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

VOLTAGE: The 12 volt DC electrical system is supplied by two 12-volt batteries under nav station seat

BATTERIES: Batteries are stored in ventilated, covered boxes secured by fabric straps. New last year according to owner. Both are gel cell, register 12 volts with volt meter on electrical panel.

PANEL: Located at nav station starboard with breakers.

CHARGING SYSTEM: Guest ChargePro model 2610 in starboard lazarette. Controls at nav station. Not tested.

ROUTING/SUPPORT: Good where sighted inside cabinets and bilge.

MAIN BATTERY SWITCH: 4-position Perko at nav station. Operable.

### **ELECTRICAL SYSTEM (A.C. SYSTEM) (not tested)**

SHORE POWER INLET: 125 volt, 30 amp inlet located port outboard of cockpit. The receptacle is in good condition, no evidence of overheating, arcing or corrosion.

SHORE POWER: 30 amp. Distributed throughout the vessel via an electrical panel located at nav station.

ROUTING: The routing of wiring, where sighted in the engine space, behind cabinetry and in locker spaces was well routed and supported.

OUTLETS: Installed throughout cabin. Outlets appear to be GFCI protected. Not tested.



## FRESH WATER SYSTEM

### FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS CAPACITY: 50 gals. capacity. Tanks located starboard and port settees. All are white plastic and secured in frames.

TANKS: Two 25 gal. tanks stored in port and starboard settees. Both are similar serviceable condition.

PUMPS: In pilot berth, powered up

FILL PIPE LOCATIONS: One port and one starboard on forward deck

## SANITATION

### SANITATION (BLACK WATER)

MANUFACTURER/TYPE: Raritan manual pump

VENT LOOP: Under head sink.

MSD TYPE USCG SYSTEM: Type III. Holding tank.

HOLDING TANK: In V-berth, plastic, top and starboard side sighted, serviceable where sighted. Capacity is 60 gals. according to owner.

RAW WATER SUPPLY & CLAMPS: Appear serviceable at head

PUMP-OUT LOCATION: On forward starboard deck

OVERBOARD DISCHARGE SEACOCK: Blocked off in compliance with USCG regulations

### SANITATION (GREY WATER)

\*6. GREY WATER DISCHARGE: Drainage for the head and galley. All seacock levers move with mild force. The lever for the drain seacock for galley sink does not move with mild force

## STEERING SYSTEM

### STEERING SYSTEM

TYPE: Edson with wheel pedestal. Cables not accessible for inspection under pedestal Access is poor. Smooth action from lock to lock.

NUMBER OF STATIONS: Two: wheel pedestal and emergency tiller base in cockpit. Emergency tiller stored in lazarette.

\*7. RUDDER: Spade rudder. No side-to-side movement when mild force applied. There are outlines of 1" diameter cutouts on starboard side. Bottom circle has liquid seeping from it. Surface is smooth with no signs of freeze/thaw. Soundings with a phenolic hammer were unremarkable. Moisture meter readings ranged 300-999.

## GROUND TACKLE

ANCHORS: A 6x8" piece of plywood is rotting in starboard corner. Drain hole not sighted under rode Danforth anchor with chain and rope rode stored here.

## ELECTRONICS AND NAVIGATION EQUIPMENT

### ELECTRONICS AND NAVIGATION EQUIPMENT (powered up unless otherwise noted)

Vessel is equipped with an AIS transceiver

VHF: Icom IC-M402S in cabin

GPS: Simrad NSS8 in cockpit and Simrad NSS7 in cabin

AUTOHELM: Raymarine ST4000+ unit installed on wheel but unit not sighted.

SPEED/DISTANCE: Two Simrad IS20 displays

APPARENT WIND: Two IS20 displays

COMPASS: Ritchie Powerdamp on wheel pedestal and Simrad IS20 display

ANTENNA: Garmin and Sirius Galaxy on stern pulpit

DISPLAYS: Two KVH Sailcomp 103AC displays in cockpit

### ENTERTAINMENT

STEREO/SPEAKERS: Alpine CDA-9805, CD and AM/FM, Two Audiosource speakers in cabin, two in cockpit according to owner, not present at time of survey.

SUBWOOFER: In pilot berth with no label

AMPLIFIER: Crossfire Mosfet TEK 150.2

## SAFETY EQUIPMENT

### SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S: 10 Type II and III USCG life jackets in aft lazarette

NUMBER OF THROWABLE PFD'S: Lifesling with hard case and MOM8A man overboard module

#### FIRE EXTINGUISHERS:

Brand	Weight	Type	Chemical	Location	Charged?
Kidde	4 lbs.	ABC	Dry	salon	Yes
Kidde	4 lbs.	ABC	Dry	salon	Yes
Kidde	4 lbs.	ABC	Dry	lazarette	Yes

VISUAL DISTRESS SIGNALS: Three SOLAS are current

SOUND DEVICES: Air horn found in cabin

NAVIGATION LIGHTS: Combination red and green mounted on bow. White aft light on stern pulpit. Powered up.

"NO OIL DISCHARGE" PLAQUE: Posted on lazarette hatch

TRASH DISPOSAL PLACARD: Posted on lazarette hatch

### AUXILIARY SAFETY EQUIPMENT

\*8. CO DETECTOR: None sighted

JACKLINES: Stored onboard

GRINDER: Battery operated for cutting away rod rigging

### BILGE PUMPS (powered up)

- One manual pump in cockpit.
- Electric sump for shower in head cabinet
- Manual pump in salon
- Electric pump with float switch in keel well

## LPG SYSTEM

Two approximately 6 lb. tanks installed in cockpit. Installation appears to be installed per ABYC recommendations. Not tested.

MONITOR: Shadow II SL propane monitor, not tested

## DECK HARDWARE

Note: Mast was not present at time of survey

MAST: Windex, transducer and VHF whip antenna for masthead stored in cabin

MAST STEP: Metal plate fastened to frame. No signs of stress or corrosion.

BOOM: Resting on deck. White-painted aluminum, straight, fittings appears serviceable

SPIN POLE: One stored on deck. Aluminum, straight, dip pole. Appears serviceable.

CHAINPLATES: No signs of stress or corrosion at chainplates on deck. Down below, no signs of water infiltration or stress.

BACKSTAY: Sailtech on deck

VANG: Stored in cabin, spring actuated

TRAVELER: Harken, new last year according to owner

#### WINCHES:

Brand	Model	Location	Condition
Lewmar	40	Cockpit	Serviceable
Lewmar	40	Cockpit	Serviceable
Lewmar	46 self tailing	Cockpit	Serviceable
Lewmar	46 self tailing	Cockpit	Serviceable
Lewmar	24	Cabin top	Serviceable
Lewmar	24	Cabin top	Serviceable
Lewmar	24	Cabin top	Serviceable
Lewmar	24	Cabin top	Serviceable
Lewmar	24	Cabin top	Serviceable
Lewmar	24	Cabin top	Serviceable

#### SAILS AND RUNNING RIGGING (all according to owner)

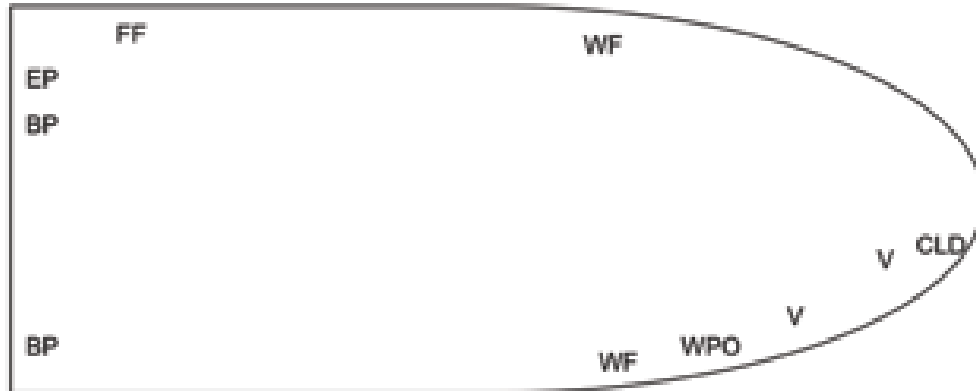
- 1) 2014 - 3Di 760m Main sail
- 2) 2007 - #1 Heavy 3DL 600 S 147% Genoa with taffeta film on one side
- 3) 2007 - #1 Light 3DL 600 S 155% Genoa
- 4) 2006 - Paneled Norlam 90% Dazy Stay Sail with Spectra luff rope
- 5) 2010 - Paneled Dacron full batten #3 Genoa, never used
- 6) .5 ounce symmetrical spinnaker
- 7) .75 ounce symmetrical spinnaker
- 8) 1.5 ounce symmetrical spinnaker (all symmetrical spinnakers probably original sails but in excellent condition)
- 9) 2006 - 7 ounce 4800 Dacron 150% roller furling Genoa
- 10) storm jib

#### RUNNING RIGGING

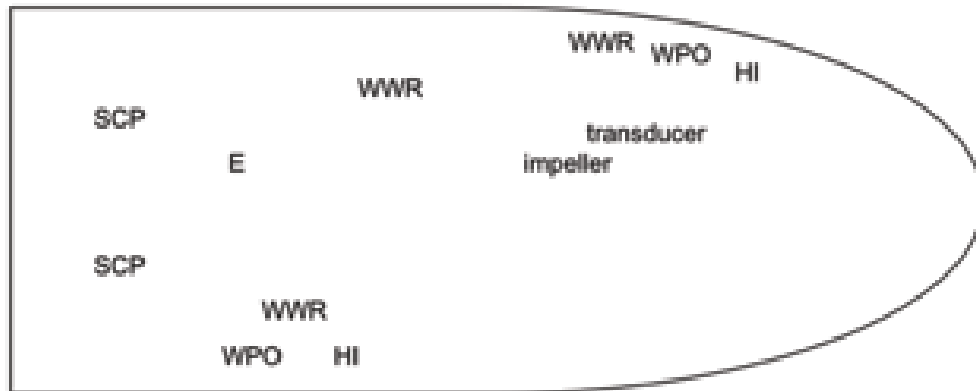
- 2 Jib halyards - Vetran with full cover
- Main halyard - Vetran with full cover
- 2 Spinnaker Halyards - Dyneema with full cover
- 2 sets of Spinnaker Sheets - light and heavy - Dyneema with full cover,
- Dyneema with stripped cover
- Racing Main Sheet and Jib Sheets - Shark Paraloc
- Cruising Jib Sheets - double braid polyester with Vetran core

## THRU-HULLS

### THRU-HULLS ABOVE WATERLINE:



### THRU-HULLS BELOW WATERLINE:



ACD AC discharge	FF Fuel Fill	SCP Scupper
BP Bilge Pump	FV Fuel Vent	V Vent
CLD Chain Locker Drain	GEN Generator	WPO Waste Pump Out
E Engine Intake	HI Head Intake	WWR Waste Water
EP Exhaust Port	SC Seacock	WF Water Fill
		⊗ Inoperable

#### Note:

- Wooden plugs of the appropriate size should be readily accessible for emergency use at all seacock and locations.
- Labels for thru-hulls are estimates as there is no information available to confirm each thru-hull's exact function.

## IV. FINDINGS AND RECOMMENDATIONS

FINDINGS	RECOMMENDATIONS	DESIRABLE RECOMMENDED ESSENTIAL
<p>1. White painted topsides with yellow red and blue accent stripes in good condition with scuff marks throughout. Red bottom paint is bubbled in places and not adhering to hull. Soundings on hull with phenolic hammer were remarkable in several areas:</p> <ul style="list-style-type: none"> <li>• On port side forward starting aft:               <ul style="list-style-type: none"> <li>○ A 16” square</li> <li>○ A 16” x 34” area</li> <li>○ An 18” square</li> <li>○ A 13” x 11” area</li> </ul> </li> <li>• On starboard side at bow area just below water line:               <ul style="list-style-type: none"> <li>○ A 10” x 18” area</li> <li>○ A 9” x 22” area</li> </ul> </li> </ul> <p>Moisture meter readings below waterline ranged 180 – 500 with highest readings between rudder and strut on port side and bow area on both sides where soundings were remarkable.</p>	Monitor and repair as needed	Recommended
<p>2. Soundings with phenolic hammer on deck were unremarkable except for a 81” x 23” area on starboard cabin top aft. Moisture meter readings on the side decks were in the dry range. The majority of the cabin top ranged above 250 with a moisture meter with the highest readings in the delaminated area port side.</p>	Monitor and repair as needed	Recommended
<p>3. A 6x8” piece of plywood is rotting in starboard corner of anchor locker.</p>	Replace	Recommended
<p>4. Cabin sole is well fit where sighted in cabin, berths and head with signs of water damage around mast.</p>	Repair as needed	Desirable
<p>5. Water strainer appears dirty in engine space</p>	Clean strainer	Essential
<p>6. The lever for the drain seacock for galley sink does not move with mild force</p>	Insure proper operation	Essential
<p>7. Spade rudder. There are outlines of 1” diameter cutouts on starboard side. Bottom circle has liquid seeping from it. Soundings with a phenolic hammer were unremarkable. Moisture meter readings ranged 300-999.</p>	Repair	Recommended
<p>8. No CO detectors sighted onboard in violation of ABYC A-24.7.1: “A carbon monoxide detection system shall be installed on all boats with an enclosed accommodation compartment(s).”</p>	Comply with ABYC recommendation	Essential

## V. SUMMARY AND VALUATION

### STATEMENT OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION** after 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 that the vessel is in:

### OVERALL VESSEL RATING:

**FAIR CONDITION**

## 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 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

\*1. 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.

An Internet search of 1986 – 1988 Sabre 36s that have sold in the past four years in the US listed on soldboats.com reveals a sold range of \$39,000– \$75,000. BUC 2016 claims this vessel in fair condition in the Great Lakes is worth a range of \$47,700 - \$52,400. Considering this information and adjusting for electronics, repairs needed and condition, fair market value has been placed at:

**\$55,000**

*Fifty-Five Thousand Dollars*

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.

**\$251,500**

*Two Hundred Fifty One Thousand Five Hundred Dollars*

## V. SUMMARY AND VALUATION

### SUMMARY:

In accordance with the request for a marine survey of the "PROBE" 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 March 26 and was found to be a well constructed, appointed and comfortable vessel. Subject to correction of deficiencies, the vessel is considered to be "suitable for its intended use."

### 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 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:



Marian L. Hoskins, SAMS-AMS®  
Schuss Marine Survey, LLC



Schuss Marine Survey, LLC  
Chicago  
(312) 315-7362

## VI. HULL IDENTIFICATION NUMBER

I certify that the rubbing of the HULL IDENTIFICATION NUMBER which appears below on this document was personally taken by the undersigned on the date indicated below.



*M. Hoskins*

Marian L. Hoskins  
Attending Surveyor

March 26, 2016  
Date

## VII. PHOTOGRAPHS

---

Link to photos:

<https://goo.gl/photos/3oM9SDnzsFZ6wqze7>