

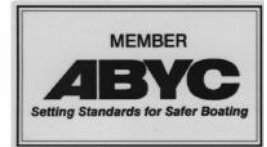
JAMES CROSS, Certified Marine Surveyor

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Check us on the web at www.jimcross.net



March 15, 2013

Re: 1997 SeaRay Express Bridge 44



Dear Mr. Buyer,

This letter reports the results of a survey of the above vessel which was inspected on the 12th of March 2013, at Silver Spring Marina in Narragansett, Rhode Island while hauled and winterized. 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 visual inspection of accessible portions of the 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. Inspection of auxiliaries, piping, tanks, mechanical systems, electrical wiring and secured connection boxes, electrical and electronic



equipment can be accomplished only by continuous operation or by disassembly. It is our practice not to disassemble any assembly. Systems are checked as operational or not operational.

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 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.

General

This vessel was built by the SeaRay Boats, Inc. of Phoenix, Arizona, in 1997. Molded into the hull at the transom is the hull ID number SERP3621A797. Pertinent dimensions of the vessel are: The LOA is 50' 4", the beam is 13' 11", and the draft is approximately 3' 5". The displacement, according to the book, is 28,000 pounds.

Hull and Structures



The hull is a typical polyester laminate reinforced with fiberglass matt and woven roving in a modified deep Vee configuration. The finish is the original white gel coat with stainless trim, and in excellent condition, overall, with only two very small superficial scratches. The bottom was percussion sounded and found to be in good, solid condition. No soft spots were noted. The overall appearance of the hull and super structure is that of a lightly used vessel. I was unable to locate any delamination or separating of glass, including the engine bearers. The bulkhead and stringer tabbing through out is matt and woven and properly installed. The inside surface of the laminate has been painted with an epoxy finish. No serious hull stress situations were observed. The topside (deck is reinforced with balsa core) is also white and in good condition. All through hulls are plastic or bronze and are in good condition. The cockpit door is in good condition and closes properly. The vessel is equipped with a large, integral fiberglass swim platform. No damage was noted to the platform. There are stainless bow and fiberglass anchor pulpits, and they are in good condition and secure. All of the deck hardware is properly backed and secure. A factory installed fiberglass radar arch is properly installed and secure. The canvas (recent upgrade) and supporting structures are in good shape and secure. The bridge unit is properly secured to the main cabin.

Cockpit

The cockpit area, including the deck, hatches, carpet, and upholstery is in excellent condition. Access to the engine spaces is gained through a large hatch in the deck of the cockpit area. The main hatch is secure. The fiberglass deck is in good, properly supported condition. All aft deck equipment including the full canvas

enclosure is also in lightly used condition.

Operating Station

The operating station, at the bridge, is well designed and the controls easy to operate. The compass is accurate on it's present bearing. The throttles operate smoothly. The shifts and steering (steering is hydraulic Power) are also smooth operating. The bridge vinyl upholstery also appears lightly used. The bridge area is large and in overall excellent condition.



Main Cabin / General

The main cabin houses the salon-dinette, galley, and forward and crews berth areas. This area is spacious, nicely finished and in very good to excellent condition. The entire area is carpeted with a plush, color keyed, mold resistant nylon material. The vinyl headliner is clean, in good condition, and secure. The upholstered sections, bulkheads, and joiner work show good care and maintenance. The moulded counter top in the galley is in good shape. There is a large sink moulded into the counter-top. The sink and its related faucets and over board drain are in good condition. The interior joiner (other than the liner) has a very well maintained finish.

Berthing

The forward berth is located beneath the forward deck. This area will sleep two in a custom shaped over size queen berth. The forward berth area is clean. The upholstery is also in good condition. There is adequate lighting and ventilation in this area. Also, housed in this forward berth area are several lockers and drawer storage. A TV/VCR is installed along with stereo speakers. Translucent hatches and ports provide ventilation and light. The hatches and ports are in good condition and tight to the weather.



The crews berth areas is located just under the dinette station and is in about the same good condition as the forward berth. The upholstery is also in clean and in overall very good shape.

The dinette (space for four) is clean, nicely upholstered (original vinyl), and folds down to provide a berth. It is just across from the galley and head.



Heads

There are two complete heads, both also in very good condition. They are equipped with standard VacuFlush electric marine toilets, showers and hand basins. The shower units are an integral part of the inner liner. The showers drains into a sump pump arrangement and is then pumped overboard. From the appearance of the plumbing, carpet, and other fixtures, including the galley gear this vessel has been lightly used, and certainly not abused. Plastic holding tanks and related Y valves and plumbing are included. The hot and cold fresh water system is also in good shape.



Piping, Tanks, and Systems

The fuel tank is aluminum and is in good condition, as can be inspected. There are proper fuel shut-off valves on both feed lines. Shut-offs are in good working order. All fuel lines and valves are in good condition. The water heater is in good shape. The entire potable water system is in good condition and appears lightly used. The water and holding tank PVC are in good condition as can be inspected, as are their related fills, vents, and feed lines.





Electrical and Electronics



The electrical panel (combination AC and DC) is in good shape. There are two 2 position battery disconnect switches beneath the aft deck near the properly instal protected. All of the battery terminals are in good condition and free from corrosion. Two 120 volt 35 amp shore power cables are in use. One cables are in good condition. There is a complete bonding system installed, along with a factory installed electrical isolation system. The running lights conform to the CFR.

The electronics was not checked out..

The electronics package appeared in good condition. A ground fault interrupter is installed. The electric anchor windlass is in lightly used condition. All DC circuits were checked for high resistance out including the windlass, none was noted. The water heater was not checked out. The AC electric stove appears in clean condition. The dual voltage refrigerator appear in good condition. The ice maker was not checked out. The battery charger looks clean and no corrosion was noted. Both Cruise Air unites appear clean and lightly used. The electrical control panels appear to be in like new condition. The wiring and terminals are all in good shape and properly harnessed. No faults or high resistance were noted in any circuits.

The fresh water cooled gen set is a good clean installation with no obvious faults. The raw water cooling input and exhaust systems are in good shape and secure. A complete entertainment system is installed, which includes television, and stereo with CD to all cabins including the bridge. A very nice setup



Engines and engine spaces

As you were having an engine survey, I made only a cursory inspection of the engines.

Propulsion is by a pair of fresh water cooled counter rotating Caterpillar 3116-350 Diesel engines with reduction gears. Visual inspection of the engines, oil, filters, coolant, and related connections show that a good maintenance regime is in effect.

The monel shafts, silicone bronze logs, and rubber cutlass bearings are in good shape. The rudder shafts and shaft logs are in good condition. Bronze and steel rudder towers are in good condition.



Approved bilge blowers and hoses are installed and working. There are two bilge pumps mounted in the bilge, and functioning. . Electric/hydraulic trim tabs are sized and installed. There is no trace of oil in the bilge, but the bilge is in need of cleaning.

The exhaust systems is also in good condition. All bronze valves and salt water devices in the engine compartment are in good condition and properly bonded. The intake and exhaust systems, including the silencers and sea water strainers are in good condition.



Item Specific List

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

Electrical

2. AC/DC Isolation..... Isolation system is installed, GFCI installed
3. AC/DC ground system..... DC ground in accordance with ABYC standards, Bronze Dynaplate mounted on transom
AC ground, as originally equipped (Closed loop system).
4. DC control panel..... Two panels, one in engine room, original, second in main salon , both 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.... Flex line, in good condition, properly secured, US Coast Guard approved type rubber line.
- 6a. Fuel line shut-off valves..... bronze valves, at manifold
7. Fuel tank.... Aluminum, well secured, sections that can be observed are in good, clean condition, no oxidation noted.
- 7a. Propane, CNG, Alcohol..... None aboard

Propulsion system

8. Carburetor back fire flame arrester..... NA, Diesel engines.
9. Exhaust system.....US Coast Guard Approved type rubber, appropriate silencers, in serviceable condition, with original supports in place.
- 9a. Exhaust system risers.....Look good
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 appropriate flexible ductwork to hull outlets.
12. Rudder shaft logs.... secure
13. Rudder tower.... steel, (original) good condition
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 serviceable condition
16. Backup ground tackle..... not observed



Ground Tackle

There is an estimated 300 feet of 3/4" nylon attached to a length of chain and properly sized Danforth type anchor. This rode arrangement is acceptable. Spare ground tackle is not installed. Adequate dock lines and fenders were on board. An electric anchor windlass is installed, the motor runs, but I did not lower and raise the anchor. Fire extinguishers on board include: Sea Fire automatic discharge gas system in the engine room (not properly dated) Two Kidde BC size 10 dry chemical.



Conclusion

This survey can not be construed to guarantee or warrant the condition or operational condition of the vessel as mechanical tests and a sea trial were not conducted..

This vessel is in overall excellent condition. It is obvious that this vessel has been the subject of a continuous, professional maintenance regime without regard for expense.

I feel this vessel has a value of approximately \$180,000.00 to \$190,000.00 in today's market. I have referenced three similar vessels taken from the internet for comparison of values. (See following two pages.)

Recommendations: Ensure that a complete Coast Guard Safety and Signalling Package is aboard. The engine room fire quenching system should be inspected. Add backup ground tackle.

Cordially,

A handwritten signature in cursive script that reads "James Cross". The signature is written in dark ink on a light-colored background.

James Cross, Certified Marine Surveyor

JC/pam

1997 SEA RAY 44 EXPRESS BRIDGE IN JACKSONVILLE, FL

\$175,000

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About this 1997 Sea Ray 44 Express Bridge Express Cruiser

THE SEA RAY 44 EXPRESS BRIDGE has it all. With its new Alex Seal Top Dye Full Paint, maple hardwood floors in the salon & galley, custom handlap with full enclosure, hydraulic swim platform, DVD SAT TV, new bottom paint November 2012, and reworked with Caterpillar 3124, with only 250 hours. Her engine room was fully painted and more lights added for an exceptional engine room. This 44 Express Bridge stands tall above the rest. CALL

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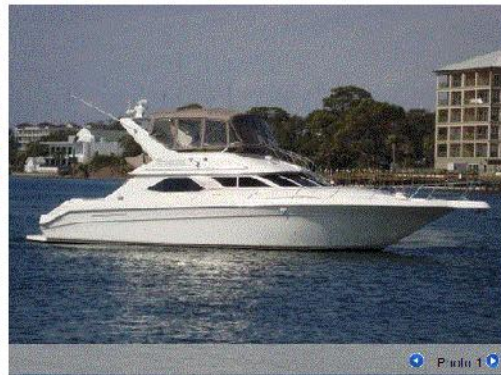
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About this 1998 Sea Ray 440 Express Bridge Express Cruiser

1998 Sea Ray 440 Express Bridge
 REDUCED REDUCED REDUCED THE PRICE IS REDUCED! YOU WILL NOT FIND ONE IN BETTER CONDITION This beautifully maintained vessel has new (2003) 3123 420hp Cats (400 hrs.), new canvas, top & glass (2006), new bottom paint (2006), always kept in covered slip. You will not find a cleaner 440 Express Bridge. Just waxed and detailed. And did I mention the new engines? This vessel shines like the day she was new and is ready for delivery. All systems go. This Sea Ray had a complete bottom job on 2/5/2009.

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Boat Details

Class:	Power	Builder:	Sea Ray
Category:	Express Cruiser	Propulsion Type:	Other
Year:	1998	Hull Material:	Fiberglass
Make:	Sea Ray	Fuel Type:	Diesel
Length:	44'		

1998 SEA RAY 440 EXPRESS BRIDGE IN PANAMA CITY BEACH, FL

\$198,500

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1998 Sea Ray 440 Express Bridge for sale in Panama City Beach



About this 1998 Sea Ray 440 Express Bridge Cruisers

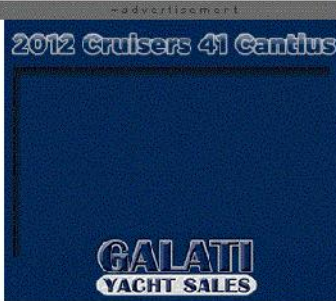
1998 Sea Ray 440 Express Bridge Hard to put into words what a beautiful vessel this is. From the moment you see her you know this is special. When you step aboard, you realize she's got it all. The spacious cockpit offers a large fishbox and livewall. thru the sliding door you enter a large, well designed salon. Pure luxury and comfort from the kitchen area to the large table. There is a flatscreen tv, washer and dryer, fridge, stove and wellbar. The master cabin has a large bed and another flatscreen tv. the second cabin is also spacious and offers a flat screen tv and private head.

Back outside to the fly/bridge you'll be impressed to the cooling and the upgraded electronics. The Flowscan system with digital display allows you to see real time fuel consumption. this baby only burns 1 gallon per hour @ 6 knots. One of the nicest features of this design is the open windshield that leads out to the bow. The wonderful thing about this is no need to tightrope around the outside to reach the open bow.

Some of the standard inclusions:

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2012 Cruisers 41 Cantius



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