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November 26, 2013

Re: 2000 Viking V55 Express Cruiser

Dear Mr. Customer,

This letter reports the results of a survey of the above vessel which was inspected on the 25th of November, 2013, at Louis Boatyard in Warwick, Rhode Island while hauled. The inspection was completed 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. Engine and bilge stringers are checked by sounding, only. 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, reduction gears, navigation equipment, electrical and electronics equipment. In order to make a proper inspection of these components an "in the water test" must be conducted. Many components 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 imported from Great Britain by VIKING YACHT COMPANY, NEW GRETNNA, NJ in 2000. The hull ID number is VSC50047K900 molded into the transom. Pertinent dimensions of the vessel are: the LOA is 55', the Beam is 14' 4", and the Draft is approximately 3' 6". The Displacement, according to the book is 32,800 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 freeboard finish is the original white gelcoat with stainless trim, and is in excellent condition, overall, with no mars or scratches. The swim platform is properly secured and is sturdy.

The hull - deck attachment is secure and reinforced. I was unable to locate any delamination or separating of glass, including the engine bearers and stringers.

The bottom (sections below the water line) was sounded and found to be in solid condition also with a recent application of hard anti fouling paint. The two inch propeller shafts are in good condition as are the shaft logs, cutlass bearings and struts. The bronze



four blade propellers are in good condition. The rudder posts are secure and properly packed. The trim planes are well secured and look good. The ground plates and all zincs are in serviceable condition.

All through hulls are in good condition and their related valves are working properly.

The topsides are also the original white gel coat and all surfaces are clean and waxed and in good condition. The bow pulpit and stanchions are properly installed, and they are in good

condition, backed, and secure. The entire deck was checked for excess laminate moisture and none was noted. All deck hardware is properly backed. The weather enclosure and related supports are recent upgrades and in like new condition and properly secured. All hatches and ports are in good condition and tight to the weather.

The fiberglass radar is a professional, recent installation. It supports the enclosure, radar antenna and other antenni.

Cockpit and Operating Station



The operating station is well designed and the engine controls (Detroit electronic) are easy to operate. The upholstery is in like new condition overall. (A recent upgrade) The compass is accurate on its present heading. The steering is also smooth operating and in good condition. Steering is hydraulic and the related lines are in good condition. There is a complete color keyed canvas (Fairly new) enclosure, that covers the entire operating station and cockpit area. The canvas enclosure, and supporting structure appear to be a recent upgrade. The Teak deck is also in like new condition. Hand rails, stainless, surround the entire cockpit and are secure and properly backed. Overall, the cockpit, including the operating station and upholstery is in excellent condition.



The foredeck (sundeck) area is in good, clean condition and free from any damage. The deck, rails and structures appear lightly used and are structurally sound. The entire deck was checked for moisture infiltration to the core and none was noted.



The aft deck is equipped with a transom entry door which is in good shape and functional. The aft deck is provided with scuppers, port and starboard, that drain overboard at the stern. Their related hoses and fittings are in good condition. Built in reefer with ice maker and barbecue are in clean condition as is the wet bar sink. Overall the cockpit and all walkways are secure and in excellent

condition.



Main cabin

The main cabin houses the salon, galley, and dinette. This area is spacious, nicely finished and is in excellent condition, both cosmetically and structurally. The upholstery appears in lightly used condition. The jointer work is made up of solid hard wood, Cherry finish, and for the most part, looks new.

The upholstered sections show very light use, good care, and maintenance. The doors and ports are in good condition and tight to the weather. Color keyed carpet also appear lightly used. The overhead vinyl liner also appears in excellent condition. All deck supports were checked from below and all are secure. Lighting is good throughout the vessel. The entire interior area is in excellent condition and bright.



Galley and Dinette

The 120/12 volt refrigerator with freezers and an EEF two burner electric counter top stove, which are in lightly used condition. A Sharpe Carosel microwave oven is also in good shape. The Corian counter top is in good shape. There is a large sink and its related faucets and over board drain are

in good condition and clean. The sole in the galley is also carpeted and is in excellent condition and well supported. No rot was found in any deck timbers or supports. The galley is located just forward in the main salon across from the dinette. The galley, overall, is in excellent condition. (A De Dietrich barbeque is built in at the aft deck station along with a Raritan icemaker, and stainless sink).



The dinette converts to sleep two adults. The solid dinette table folds to form part of a berth. This area is equipped with a vacuum system and the main AC/DC control panel is secured in this area. A large flat screen TV along with a contemporary sound system is built in. The entire main cabin, overall, is in excellent condition.

Other photos page



Pictured on this page are additional views of the galley, starboard propeller, one of three Cruisair units, and components of the septic system. All photos indicate neat and clean spaces.





Forward area, Berth and Head

A large berth (Owners Stateroom) is located forward of the main Salon. This area is clean, nicely finished and upholstered. There is adequate lighting and ventilation in this area. All jointer work is in lightly used condition and brightly finished. There are numerous lockers and closets in this forward area. The forward deck (sole) in this area is properly supported, nicely finished with color keyed mold resistant carpet and in overall excellent condition. I was unable to locate any excess moisture on any surface in this forward cabin. Individual climate control, flat screen TV and sound system are installed in this area. This area also appears lightly used.



Heads

The heads (one aft and one in the master stateroom) are in good condition. The heads are equipped with showers, hand basins and an electric/manual standard marine toilets. The shower units are an integral part of the inner liner. The shower stalls are good sized fiberglass enclosures. Each shower is equipped with a sump pump and overboard drain. There are macerator units, Y-gates, and holding tanks installed, all are excellent condition.

Ground Tackle

Appropriate ground tackle is installed. A second (backup) ground tackle system is not on board. Adequate dock lines and fenders are on board. The anchor windlass also appears lightly used.



Aft quarter berths, with head

Two large quarter berth compartments are located aft of the main Salon. These areas are clean, nicely finished and upholstered. They provide berthing for four adults. There is adequate lighting and ventilation in this area. All jointer work is in lightly used condition and brightly finished. There are numerous lockers and closets in these aft areas. The fiberglass deck (sole) in this area is properly supported, and

clean, and in overall excellent condition. The vinyl headliner is in good shape. I was unable to locate any excess moisture on any surface in these aft cabins. These areas also appear lightly used. All aft living spaces are provided with heat and air conditioning controls.

Safety equipment

Safety equipment on board includes a complete inventory of safety and signalling equipment adequate for this size vessel. Automatic Fire Suppression System in Engine Compartments need inspection and current tags. Adequate PFD's (in good condition) A throw ring, Signal Flares, Whistle, Bell, and First Aid Kit are on board.

Piping, Tanks, and Systems

The water heater appears to be original and appears in working order. The fuel fills, vents, and feed lines are in good condition and equipped with proper fuel shut-offs.

Engines and mechanical spaces

Propulsion is by a pair of counter rotating fresh water cooled Turbo charged Detroit



Diesel, Model 60 Series six cylinder engines with Detroit reduction gears. The engines are rated at approximately seven hundred horsepower each. Visual inspection of the engines, oil, filters, and related connections indicate a meticulous maintenance regime is in effect.

The fuel lines are properly supported and are in good condition. The stringers that support the engine mounts are heavily built and fiberglass covered and tabbed to the hull. The stringers also provide rigidity to the hull. The stringers are in good condition.



The raw water intakes are equipped with alloy sea water straines with sight glasses, and are secure as are the through hull devices and hoses. The engines exhaust through approved composite hoses, on to a fiberglass silencers and then through the hull at the rear quarters. The entire exhaust system is in good condition. The Onan generator engine exhausts through approved rubber hose and silencer to overboard. The fuel lines and filters to the generator set are in good condition. The raw water intake which supplies the generator is in good safe condition. There are appropriate bilge pumps mounted. The aluminum fuel tanks are properly secured outboard of each engine. This installation does not allow complete inspection of the fuel tanks.



There are water cooled Cruise Air air conditioners properly installed that provide heat and air-conditioning to all living compartments. The units were not checked out while operating but look very good. There are no traces of oil in the bilge, and the bilge is clean overall. The batteries (all new gel cells) on

board are properly boxed and secured.



Electrical and Electronics

The electrical panels are in good shape. The 3 position battery disconnect switches mounted are in good condition and properly wired. All DC circuits were rung out and found to be in good condition. The 120 Volt power panel, breakers, and circuits were found to be in operating and in safe condition. All wiring is properly harnessed and secure, as can it be observed through out the vessel. Cable circuits and receptacles are installed. Two shore power cables (fifty feet) are on board and in good condition. The 230 V shore power inlet appears in good condition. The running lights conform to the CFR . Electronics includes, Raytheon Autopilot, New (2009) Garmin 5212 Radar, Horn and Intercom, GPS with chart plotters, and Auto pilot. There are two VHF transceivers, a depth finder, knot log and wind speed indicators installed and operating. The electric motors which operate the toilet pump and fresh water system are in good working order . The Side Power bow thruster is in good condition.

Item Specific List

1. Coast Guard Safety and Signalling package..... Complete

Electrical

2. AC/DC Isolation..... Isolation system installed, GFCI installed
3. AC/DC ground system..... DC ground in accordance with ABYC standards,
plate mounted on transom
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.... Flex line, in good condition, properly secured, US Coast Guard approved
type rubber line.
- 6a. Fuel line shut-off valve..... bronze valves, at fuel supply manifold.
7. Fuel tanks..... Aluminum, well secured, sections that can be observed are in good, clean
condition, no oxidation noted.
- 7a. Propane, CNG, Alcohol..... NA

Propulsion system

8. Carburetor back fire flame arrester..... NA Diesel engines
9. Exhaust system.....US Coast Guard Approved type composite, appropriate silencers, in
serviceable condition, with original supports in place.
- 9a. Exhaust system risers..... All 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.... (original) in good condition and secure
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

"BUC BOOK" Boat Detail Sheet

*VIKING SPORT CRUISERS INC, NEW GRETN, NJ (MIC: VSC)
DIV OF VIKING YACHTS*

<i>Model Year</i>	<i>2000</i>	<i>Hull Material</i>	<i>Fiberglass</i>
<i>Model</i>	<i>V55 EY</i>	<i>Hull Configuration</i>	<i>Deep Vee</i>
<i>Length Overall</i>	<i>55'</i>	<i>Draft</i>	<i>3' 6"</i>
<i>Length On Deck</i>	<i>55'</i>	<i>Beam</i>	<i>14' 4"</i>
<i>Boat Type</i>	<i>Express / Open</i>	<i>Weight</i>	<i>32032 lbs.</i>
<i>Engine Type</i>		<i>Inboard Twin 700D</i>	

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 *\$289,000-\$318,000*
105th edition.

Fair Market Value Adjusted for Bristol Condition in the North Atlantic
\$353,000-\$387,500

Replacement Value *\$2,300,000 All prices in US Dollars.*

There is an large aft compartment that houses various small craft and other toys that launch direct to the sea from the transom. As the vessel was winterized and some of the power disconnected this aft storage space was not inspected.

Conclusion

While this vessel was manufactured in 2000 it still appears lightly used in every respect, and this is due to the maintenance and upgrade regime conducted by the owner. The owner has attended to all details, even the smallest detail to keep this vessel safe and valuable.

This survey can not be construed to guarantee or warrant the condition or operational condition of the vessel as systems test and a sea trial were not conducted as the vessel was hauled and winterized.

This vessel is in excellent condition, and shows very light use. It is obvious that professional, routine maintenance and service of all mechanical structures have been the rule during the life of this vessel.

I feel the its value would be approximately \$350,000.00 to \$380,000.00 in today's market.

Recommendations:

1. Have both Automatic engine room fire extinguishers inspected, and tagged.
2. Install backup ground tackle.

Cordially,



James Cross, Certified Marine Surveyor

JC/pam

