

SOUTHWEST FLORIDA MARINE SURVEY
ACCREDITED MARINE SURVEYORS AND CONSULTANTS

1997 Sunseeker 48 Manhattan

"Solitude"



Member - Society of Accredited Marine Surveyors (SAMS)

27225 Voyager Dr. Punta Gorda, FL 33983
(910) 233-1215
boatrepair@atmc.net

Report of Marine Survey

Of The Vessel

"Solitude"

1997 Sunseeker 48 Manhattan

Conducted by

Captain Alex Humphrey, AMS

Southwest Florida Marine Surveyors

PREPARED EXCLUSIVELY FOR:

Mr. Ron Butt

14 April 2025

TABLE OF CONTENTS

SECTION	PAGE NO.
I. INTRODUCTION	1
II. GENERAL INFORMATION	4
III. SYSTEMS	7
HULL DECK AND SUPERSTRUCTURE	7
CABIN APPOINTMENTS	10
PROPULSION	12
FUEL SYSTEM	14
ELECTRICAL SYSTEMS	14
FRESH WATER SYSTEM	16
SANITATION	17
STEERING SYSTEM	17
ELECTRONICS AND NAVIGATION EQUIPMENT	18
BONDING SYSTEM	19
SAFETY EQUIPMENT	19
OUT OF WATER INSPECTION	20
AIR CONDITIONING AND HEAT (AIR CONDITIONING)	21
IV. FINDINGS AND RECOMMENDATIONS	22
V. SUMMARY AND VALUATION	24
VI. PHOTOGRAPHS	28

I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Mr. Ron Butt, the attending surveyor did attend onboard the "Solitude" a 1997 *Sunseeker 48 Manhattan* beginning on 14 April 2025 where an "out-of-water" survey inspection was conducted at Port Charlotte Boat Storage, Port Charlotte, FL. The Hull Identification Number (**XSK29746K797**) was verified from the transom. Inspection of underwater machinery and the exterior of the hulls wet surface area was performed. The vessel was NOT sea trialed/water tested.

The reason for the survey, was to ascertain the physical condition and value of the vessel. Only DC power was used to check operation of the electrical systems specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open up all such areas for further inspection. 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.

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.

The use of the word "appears" is intended to indicate that a close or complete inspection was not possible or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

Use of asterisks * in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

I. INTRODUCTION

This survey report is submitted for the sole and exclusive use of **Mr. Ron Butt** the survey purchaser. ***The survey purchaser(s) specifically agree not to release, nor reveal the survey report, nor any part thereof, to any party who may rely upon the content.*** Southwest Florida Marine Surveyors agrees to furnish copies, as required, to **financial and insurance concerns** for the exclusive purposes of lending decisions and insurance underwriting. The survey purchasers specifically agree not to reproduce, photocopy, nor quote the survey report, nor any part thereof.

Acceptance and use of this report acknowledges the client's understanding that Southwest Florida Marine Surveyors does not accept any responsibility for damage or deterioration not found or discovered during the course of survey, nor for consequential damage, deterioration or loss due to any error or omission. The Client hereby undertakes to keep Southwest Florida Marine Surveyors and its employees, agents and subcontractors indemnified and to hold them harmless against all actions, proceedings, claims, demands or liabilities whatsoever or howsoever arising which may be brought against them or incurred or suffered by them, and against and in respect of all costs, loss, damages and expenses (including legal costs and expenses on a full indemnity basis) which Southwest Florida Marine Survey may suffer or incur (either directly or indirectly) in the course of the services under these Conditions.

The survey purchasers specifically agree to save harmless Southwest Florida Marine Surveyors, Alex Humphrey AMS, the attending surveyor from any loss or claim of any kind whatsoever, arising from the use or reliance of any third party or parties of the survey report, or it's content or findings.

The use of or, reliance upon the survey report as a "Seller's Survey" by subsequent purchasers or parties in interest including charters is specifically prohibited.

The survey purchasers acknowledge and agree that the harsh marine environment and the vagaries of use and maintenance make any findings, opinions or recommendations or lack thereof, speculative, obsolete and without effect after a period of 180 (one hundred eighty) days from the date of survey.

The survey purchasers acknowledge that conditions, problems and latent defects which are not open to view without the removal of decking, panels, coatings, joinery, sails, gear or personal effects are beyond the scope of the survey.

I. INTRODUCTION

VESSEL DESCRIPTION

The "Solitude" is a 1997 Sunseeker 48 Manhattan powered with twin (2) 2017 Cummins ReCon. Mexico QSB 480 HP turbo charged diesel engines. The 48 is designed long-range cruising yacht whose classic styling will probably never be out of date. A popular model, she remained in production for many years without major alterations to her appearance-a long and successful production run by any standard. Sunseeker is well known for their quality interiors is very well crafted indeed. Sunseeker's Manhattan 48 is a beautifully finished Mediterranean motor yacht with a sleek sedan-style profile and exciting performance and design. Like most European production yachts, she's built on a deep- V hull with moderate beam and prop pockets to reduce draft. The two level floorplan of the Manhattan places the 2017 Cummins QSB diesels (480 hp) beneath the cockpit with V-Drives, rather than under the salon. The galley is down in this three stateroom layout. Both heads are fitted with separate stall showers. The cream leather upholstery, lacquered woodwork, and matching vinyl overheads create a rich and very appealing salon and lower helm area. Visibility from the elevated lower helm is excellent. Sliding glass doors open to the aft deck and swim platform. Topside, there's seating for six on the flybridge plus extra sunbathing space. A good-running yacht, reportedly, twin 480-hp Cummins diesels will cruise the 48 Manhattan at a comfortable 22 knots and reach a top speed of 26-27 knots. A bow thruster makes tight quarters docking and handling safe and easy. The motor yacht was found to be **"ABOVE AVERAGE - BETTER"** condition for a vessel of this vintage. Maintenance and "housekeeping" were considered above average; the structural condition appeared satisfactory in all areas available for inspection.

II. GENERAL INFORMATION

GENERAL INFORMATION

SURVEY PREPARED FOR: Mr. Ron Butt

NAME OF VESSEL: "Solitude"

TYPE OF SURVEY: Condition and Value for Insurance

OVERALL VESSEL RATING: ABOVE AVERAGE

ESTIMATED MARKET VALUE: \$379,900.00

ESTIMATED REPLACEMENT COST: \$1,250,500.00

BUILDER: Sunseeker Yachts, Poole, England.

MODEL YEAR: 1997

MODEL OF VESSEL: 48 Manhattan

HULL IDENTIFICATION NUMBER (HIN): XSK29746K797

HAILING PORT: Palmas Del Mar, P.R.

USCG DOCUMENTATION NUMBER: 1060053

USCG DOCUMENTED FOR: Recreational

DOCUMENTATION STATUS: Expired 1-30-2025

OWNER'S NAME: Ron Butt

PLACE OF SURVEY: Charlotte Harbor Boat Storage, Charlotte Harbor, FL.

DATE/TIME OF SURVEY: 14 April 2025

HULL MATERIAL: FRP (fiber reinforced plastic) exterior laminates with core material.

HULL TYPE: Planing, Deep-V stepped with flat bottom, hard chines, and flared bow.

LENGTH OVER ALL (L.O.A.): 48' 00" per Powerboat Guide.

BEAM: 14' 05" per Powerboat Guide.

DRAFT: 2' 11" per Powerboat Guide.

DISPLACEMENT: 41,000# per Powerboat Guide.

OVERHEAD CLEARANCE: Reportedly, 15' 05" per Powerboat Guide.

II. GENERAL INFORMATION

GROSS TONS: **31.0 per documentation papers.**

NET TONS: **25 per Documentation Papers.**

PROPULSION SYSTEM: **Twin (2) turbo charged inline 6-cylinder engines.**

FUEL TYPE: **Diesel.**

FUEL CAPACITY: **378 per Powerboat guide.**

AC POWER: **110 volt.**

DC POWER: **12 volt.**

FRESH WATER CAPACITY: **115 gallons per Powerboat Guide.**

II. GENERAL INFORMATION

DEFINITION OF TERMS:

The terms and words used in this report have the following meanings as used in this *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 USE:

Use which is intended by Survey Purchaser(present or prospective owner).

SERVICEABLE: 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. (MONITOR OFTEN)

POOR CONDITION:

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

TYPE:

The vessel has a Deep-V planning hull constructed of FRP (fiberglass reinforced plastic) the exterior hull being of white gelcoat. The hull is reinforced with FRP (fiberglass reinforced plastic) over bulkheads, the stringers appear to be a core with FRP (fiber reinforced plastic) exterior laminates. The hull is a composite of various weights and types of fiberglass cloth and plastic resin. The bilge is of white FRP (fiberglass reinforced plastic), generally clean with no water accumulation. Portions of the bilge were not accessible due to permanently affixed tanks, joiner work, soles and machinery. These areas were not inspected. Limber holes are of adequate size and clear where sighted.

Construction is common to the size and class of vessel. Random percussion sounding and moisture readings indicated no areas of apparent delamination of the structure. There were no areas of apparent significant damage or prior repair, normal wear and tear accepted. No test bores were made in order to determine the make-up, condition or thickness of any of the hull laminate. Construction appears to be in accordance with generally accepted boat building practice for the size and class of vessel.

MATERIAL:

FRP (fiber reinforced plastic) exterior laminates with core material.

EXTERIOR HULL:

White gelcoat with blue and red accent stripes.

***C.1**

There is FRP/Gelcoat damage port and starboard transom corners.

PORTLIGHTS:

Eight (8) portlights, stainless steel framed glass.

BULKHEADS:

Strength is provided by random full and partial bulkheads, fiberglass encapsulated longitudinal and transverse supports, fiberglass liners and pans as well as cabinet work and various moldings. No structural members were removed in order to facilitate inspection. Construction appears to be in accordance with generally accepted boat building practice for the size and class of vessel. Structural members are fastened to the hull using fiberglass cloth and plastic resin in what is generally accepted boat building practice for the size and class of vessel. Where inspection was possible without removing portions of the structure, no secondary bonding failures were observed.

STRINGERS:

Hull stiffness provided by FRP over wood longitudinal stringers. Complete inspection not possible due to limited access. Appears serviceable where observed.

TRANSOM:

Cored laminate FRP transom. Appears serviceable.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION(*continued*)

BILGE:

Deep (below decks) bilge area provides the area for most boat systems and tankage.

DECK CONSTRUCTION

TYPE:

The deck is molded FRP (fiberglass reinforced plastic) over wood core and non-skid, white in color. Decks are constructed of a composite of various weights of fiberglass cloth, plastic resins and wood core materials. Construction is considered normal for the size and class of vessel and there were no areas of noted significant damage or prior repair, normal wear and tear accepted. No test bores were made in order to determine the make-up, condition, or thickness of any of the deck laminate or composite. Decks appear serviceable, however, there are soft areas with moderate moisture levels.

MATERIAL:

Molded FRP with white gelcoat and non-skid surface.

COCKPIT:

Molded FRP with white gelcoat and non-skid surface.

HULL-TO-DECK JOINT

TYPE:

The deck and hull are joined in a shoe box fashion, deck overlap, with stainless steel screws and stainless over polymer rub rail. The bedding compound appeared to an elastomeric compound. The construction method precludes examinations of significant portions of the deck to hull joint. However, where inspection was possible, no significant deterioration or failure was noted. No water stains or leaks were sighted.

FASTENERS:

Stainless steel screw type, size undetermined.

BEDDING COMPOUND:

Appeared to be elastomeric compound.

DECK FITTINGS

BOW PULPIT (BOW RAIL):

Welded stainless steel rail system. Appears serviceable.

TOE RAILS:

Molded FRP over wood core, part of deck layup.

VENTILATION:

Provided by hatches in the topside decks and companionway door.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

DECK FITTINGS (*continued*)

BOWSPRIT:

Stainless steel with integrated anchor roller. Appears serviceable.

SCUPPERS:

Cockpit and decks drain overboard. No scuppers sighted.

CHOCKS AND CLEATS:

Chocks and cleats appeared to be stainless steel all sighted were thru-bolted and serviceable.

WINDLASS/GIPSY:

There is a Lewmar electric windlass with chain and plow anchor.

SUPERSTRUCTURE

MATERIAL:

Cabin house and deck are one unit molded FRP (fiber reinforced plastic) and cored.

DECK HATCHES:

One (1) Bomar aluminum and Lexan approximately 24"X 24" in forward cabin deck area. Appears serviceable.

WINDOWS/PORTS/DOORS:

The sides of cabin house has large fixed windows with a euro type windshield with lower helm to the starboard. The sliding glass entrance door to the main salon open into the cockpit.

JOINERY STRESS:

None Sighted.

CANVAS AND SUPPORT STRUCTURE:

Overhead flybridge stainless steel support tubing with white canvas.

***C.2**

The bimini canvas is weathered/discolored.

SUPERSTRUCTURE HOUSE TO DECK JOINT:

Deck house and deck appeared to be molded seamlessly, no joint was observed .

BRIDGE DECK

MATERIAL:

FRP (fiber reinforced plastic) molded flybridge.

TYPE:

Flying bridge provides helm station and crew seating area.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

BRIDGE DECK(*continued*)

COCKPIT:

The cockpit is open and free of clutter with opposing seats port and starboard.

SEATS:

There is a large bench seat at the helm and a fold up/down bench seat to the port.

***C.3**

The canvas cushions are showing signs of weathering.

HELM STATION:

Upper: Flying Bridge

Lower: Starboard side cabin.

ADDITIONAL EQUIPMENT AND ACCESSORIES

DAVITS:

There is a ART Davit ES1000 by Steelhead Marine.

DINGHY/TENDERS:

Builder: Caribe Nautica C.A.

Construction/Model: RIB/DL11

HIN/Year: EMDD1061B919 / 2019

Propulsion/ Serial: Suzuki DF30A/ 03003F-340111

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

JOINERY AND FINISH:

The joinery and finish of the interior was above average.

INTERIOR BULKHEADS:

The interior bulkheads were finely fit where sighted.

WATER INTRUSION SIGNS:

None Sighted.

STORAGE AREAS:

The cabinets, lockers, drawers, and shelving were well crafted and finely fit where sighted.

CAMERAS:

There is a Real Link camera system.

III. SYSTEMS

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:(*continued*)

ACCOMMODATIONS:

Two cabins, the aft cabin and V berth forward each with separate heads. Two (2) single bunks starboard amidships. The settee area to starboard and galley port.

HEADS:

Two heads with showers one (1) forward and to port and one (1) aft and to starboard.

FAUCET FIXTURES:

The faucet fixtures and sinks were operable in the galley and head.

LIGHT FIXTURES:

110/12 volt cabin lights throughout the vessel.

AIR CONDITIONING UNITS:

Three (3) Dometic self contained units, and digital controls.

***C.4**

The aft unit is showing corrosion.

TELEVISIONS:

There is one (1) Vizio television with BluRay DVD.

STEREO:

There is a Fushion MS-AV650 stereo.

GALLEY

LOCATION:

Port side forward down in the salon.

SINKS:

There are two (2) round stainless steel sinks. Hot/Cold water fixtures.

REFRIGERATION:

A Norcold refrigerator/freezer in the galley.

***C.5**

The light is inoperable.

STOVE/OVEN:

120 VAC Euro Kera two burner stove.

WATER MAKER:

There is a Spectra Watre Maker.

III. SYSTEMS

CABIN APPOINTMENTS

GALLEY*(continued)*

MICROWAVE:

The microwave oven is by Goldstar.

ICE MAKER:

There is a Raritan icemaker port side aft cockpit.

***C.6**

The icemaker door is compromised and the unit is inoperable.

WATER HEATER:

There is a marine grade hot water heater.

PROPULSION

MAIN ENGINES

TYPE:

Twin (2) Cummins QSB turbo charged diesel engines.

SERIAL NUMBERS:

Serial Port: 60293008

Serial Star: 60292931

LABELS AND NOTICES:

The engines were reportedly replaced/installed in 2017 and all required labels appeared to be in place and readable.

HORSE POWER:

Reportedly 480 horsepower each.

NUMBER OF CYLINDERS:

Four (4) in line configuration.

INDICATED HOURS:

Port hours: 154

Star hours: 154

THROTTLE CONTROLS:

Electronic shift, fly-by-wire, throttle controls at lower and flybridge helm stations.

EMERGENCY SHUT DOWN:

There is emergency shut down at helm. Not tested.

III. SYSTEMS

PROPULSION

MAIN ENGINES(*continued*)

ENGINE MOUNTS AND BED:

Main engine bed is steel on the heavy cored longitudinal stringers inboard and outboard. In conjunction, adjustable motor mounts are bolted to the stringers and are used to adjust the prop shaft alignment as well as secure the engines to the hull stringer structure.

LUBRICATION:

Level and Condition: Appears serviceable.

VENTILATION:

Power blowers with flexible pick-up tubing . Natural, flow ventilation provided by hull vents. Appears adequate.

ENGINE ALARMS:

Low oil pressure alarm and coolant over heat warning audible at helm station.

STUFFING BOX:

Newly installed stern glands port and starboard.

COOLING SYSTEM

TYPE:

Raw water cooled.

RAW WATER STRAINERS:

Perko bronze alloy with sight glass.

***A.1**

One of the raw water intake hoses is missing the second required hose clamps.

BELTS AND PULLEYS:

Belts condition appears serviceable.

SEACOCKS AND STRAINERS:

The main engine seacocks are operable.

TRANSMISSIONS

MANUFACTURER:

Transmissions: ZF IRM302V-LD

Reduction: 2.184:1

Serial Port: 96-13772

Serial Star: 96-13773

PROP SHAFT:

Size: 1 3/4" Material: Stainless Steel.

III. SYSTEMS

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

Diesel.

MATERIAL:

Aluminum, due to manufacturer's installation of the fuel tank, not all surfaces of the fuel tanks were sighted, available for inspection or tested. The tanks on this vessel were visually inspected where accessible and appeared serviceable.

NUMBER OF TANKS:

Two (2) tanks, total capacity 378 gallons, reportedly aluminum.

FILL PIPE LOCATIONS:

Starboard and port side decks marked for "DIESEL".

FUEL FILTERS:

Both remote mounted Racor filter/water separator type and engine mount spin on/off type.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:

Lead acid battery powered 12 volt system.

BATTERIES:

18. - D.C Electric System:

Voltage: 12 / 24 Volts D.C

Stbd. Engine 2 31/ 24V Dry cell Serviceable Secured R Adequate

Port Engine 2 31/ 24V Dry cell Serviceable Secured R Adequate

Generator 1 31 AGM Serviceable Secured R Adequate

House 1 31 AGM Serviceable Secured R Adequate

Batteries Switches: 2 Perko battery switches

BREAKERS/FUSES:

There multiple systems breakers on the DC panel. Clearly Marked. Appears serviceable.

TYPE CONNECTORS:

Round Lugs: Captive type, where sighted. Condition: Appears serviceable.

CHARGING SYSTEM (BATTERY CHARGER):

Charge Master 12/75-3. Appears Serviceable.

Charge Master 24/60-3 Appears Serviceable.

III. SYSTEMS

ELECTRICAL SYSTEMS

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

CHARGING SYSTEM (ALTERNATOR):

Alternators on main engines and generator. Not tested.

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET:

Marinco: 240/50 weather protection. Serviceable

Marinco Outlets: 240/ 50 with 50' Approx.

AC SOURCE SELECTOR SWITCH:

Main switch, digital circuit load monitor, breakers are clearly marked.

BRANCH BREAKERS:

Multiple individually switched branch breakers. Clearly marked.

CIRCUIT LOAD MONITORS:

Voltage Meter: Two (2) voltage meters range 50 to 150 volts. Amp Meters: Two (2) range 10 to 50 amps.

Location: Main salon panel. Not tested.

CONNECTIONS (TYPE):

Captive lug type. Appears serviceable.

WIRE TYPE (SIZE AND RATING):

Size and rating, where sighted, appears well routed and supported, serviceable for intended use.

OUTLETS:

Various A.C. outlets available throughout yacht.

GENERATORS AND INVERTERS

TYPE:

Generator driven by diesel powered internal combustion engine,

MANUFACTURER:

Onan Auxiliary Generator:

Cummins Power Generators

Fuel Type: Diesel

Model: 13.5 MDKDN-IP03A

Serial: E220089644

Hours: 28.2 Gauge

Fuel Filters: Water separator

Sound Shield: Complete.

Exhaust System: All double clamped.

III. SYSTEMS

ELECTRICAL SYSTEMS

GENERATORS AND INVERTERS(*continued*)

KILOWATT RATING:

6.5 kw, 120 VAC.

INDICATED HOURS:

Reportedly, 100 hours.

LOCATION:

Engine room, centerline aft. Well insulated and sound protected.

SEACOCK:

The generator seacock is operable.

FUEL FILTER:

Remote Racor filter/water separator and engine mount spin on/off type.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

CAPACITY:

115 gallons per Powerboat guide.

FILL PIPE LOCATION:

Port side marked for water.

PUMPS:

A 12 volt demand diaphragm type water pump. It is operable and Appears serviceable.

FILTERS:

None Sighted.

HOSES AND CLAMPS:

Flexible hose with clamps. Appears adequate.

FRESH WATER SYSTEM (HOT WATER SYSTEM)

TYPE:

110 electric. Marine grade. 6 gallon.

III. SYSTEMS

SANITATION

SANITATION (BLACK WATER)

MANUFACTURER:

All heads electrically operated for flush. Raritan.

NUMBER OF HEADS:

Two (2) heads on vessel.

LOCATION OF HEADS:

One (1) forward port cabin area and one (1) aft cabin starboard.

M.S.D TYPE USCG SYSTEM:

Reportedly, Certification Type: MSD U.S.C.G. Type III. and holding tanks/macerator/overboard discharge.

RAW WATER SUPPLY AND CLAMPS:

Thru-hulls at individual head locations; double clamped.

DISCHARGE HOSES AND CLAMPS:

Seacock at pump out; double clamped and serviceable.

"Y" VALVES:

There is a "Y" valve located in the head compartments. Appears serviceable.

SANITATION (GREY WATER)

BASINS, SHOWERS, HOSES AND CLAMPS:

There is one grey water sump.

PUMPS:

Remote diaphragm PAR type.

STEERING SYSTEM

STEERING SYSTEM

TYPE:

Hydraulic, by Hynautic.

NUMBER OF STATIONS:

Two (2) main deck helm station and flybridge.

LINES AND FITTINGS:

Reinforced flexible hose, with metallic fittings. Appears serviceable.

III. SYSTEMS

STEERING SYSTEM

STEERING SYSTEM(*continued*)

ACTUATOR CYLINDER:

Appears serviceable.

MOUNTING:

Cylinder and ram actuator are well secured.

RUDDER STOCK:

Stainless steel.

PACKING GLAND:

Appeared serviceable. Monitor frequently.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF RADIO:

There are two (2) Garmin VHF units, one upper station and one lower station. Powered up.

GPS:

Upper station: There is one (1) Garmin map XS 10" 4210 Multifunction Navigation with inputs for GPS sensor and HD Digital sounder module and one (1) Garmin 12inch GPS/DF/Radar Multifunction unit.

Lower Helm: There is one (1) Garmin 7408XSV. Powered up.

AUTOHELM:

There is a Garmin auto pilot at upper and lower stations..

DEPTH SOUNDER:

Upper: There is one (1) Garmin map XS 10" 4210 Multifunction Navigation with inputs for GPS sensor and HD Digital sounder module and one (1) Garmin 12inch GPS/DF/Radar Multifunction unit.

Lower: There is a Garmin 7408xsv Multifunction unit. Powered up.

ENGINE MONITORING SYSTEM:

Mercury vessel view engine monitoring gauges at both upper and lower stations.

COMPASSES:

There are two (2) 6" Danforth at lower and flybridge helm station. Appears serviceable.

ANTENNAS:

All antennas sighted appear to be well mounted and serviceable.

III. SYSTEMS

BONDING SYSTEM

BONDING SYSTEM

MAIN BONDING CONDUCTOR:

The bonding system is mostly well established where sighted. A separate bonding system was not performed and I did not use a corrosion meter to establish the level of protection, however, the bonding system is using individual green insulated wire and appeared to be serviceable where sighted.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

SOUND DEVICES:

Operable.

POWER EXHAUST BLOWERS:

Operable.

NAVIGATION LIGHTS:

Sidelights are operable

All-round light is operable.

Sternlight is operable

"NO OIL DISCHARGE" PLAQUE:

The plaque was displayed in engine space.

AUXILIARY SAFETY EQUIPMENT

BILGE WATER ALARM AND SAFETY SWITCHES:

There is a bilge high water alarm in aft engine room.

FIXED FIRE EXTINGUISHING SYSTEM (HALON TYPE):

There is a Fireboy Halon 1301 in engine room automatic and manual activated.

SEARCH LIGHT:

There is a remote spotlight mounted on the radar arch.

***C.7**

Spotlight is inoperable.

FUME SNIFFER ALARM SYSTEMS:

Carbon monoxide fume detectors are powered up.

BILGE PUMPS

LIST:

There is three (3), amidships and aft. Diaphragm type with remote float switches and high water alarm. Powered up.

III. SYSTEMS

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S):

Bronze alloy, three bladed props, size undetermined. Appear serviceable. (see photos)

PROPELLER SHAFT(S):

Prop shaft diameter is 1 3/4" inch. Material: Stainless steel. Spares: None Sighted.

PROPELLER SHAFT (LOGS) TUBE(S):

Shaft log is wood and the tube is FRP (fiber reinforced plastic). Appears serviceable.

STRUTS:

Single I-beam struts.

RUDDER(S) MATERIAL:

Cast bronze approx. 14" wide and 20" long with stainless steel 1 3/4" inch rudder posts. Zinc protected, and Appears serviceable.

RUDDER(S) MOUNTING:

Both rudders are mounted to the hull (typical stem mounting) with recently repacked glands.

TRIM TABS:

Bennett trim hydraulic tabs operated normally.

THRUSTERS:

There is a Vetus bow thruster. Operable.

STRAINERS/SCOOPS/SCREENS:

Main engine pickups, Generator, Air Conditioning strainers are external bronze alloy slotted type. Clear and appear serviceable.

GROUNDING PLATES:

There are two grounding plates/zincs on the transom. Newly installed.

ZINCS:

Shaft zincs were observed, appeared serviceable.

STABILIZERS:

There is a Seakeeper SEVCON 20216-5.
Serial Number: XSK29746K697

UNDERWATER LIGHTS:

There are three (3) recently installed/replaced underwater lights.

III. SYSTEMS

OUT OF WATER INSPECTION

CONDITION OF HULL (WETTED SURFACE)

BLISTERS:

None Sighted.

CONDITION OF BOTTOM PAINT:

Recently applied, Bottom well painted. Condition good.

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

AIR CONDITIONING AND HEAT (AIR CONDITIONING)

TYPE:

Forward Marine Air Systems reverse cycle unit, model CM9H, 9,000 BTU capacity. Main cabin Dometic reverse cycle unit, model: ECD16/2-1171-410, 16,000 BTU capacity mounted in side cabinet at aft stateroom. Aft cabin Dometic reverse cycle marine air conditioner, model ECD10/2-1171-410A, s/n: 14398307, 10,000 BTU capacity. Units reported to be operational.

IV. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under "**SAFETY**" should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition. ***Findings may also be in violation of U.S.C.G. regulations.***

Deficiencies noted under "**OTHER DEFICIENCIES**" should be corrected in the near future so as to maintain standards and to help the vessel to retain it's value.

Deficiencies will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES
- B. OTHER DEFICIENCIES NEEDING ATTENTION
- C. SURVEYORS NOTES AND OBSERVATIONS

A. SAFETY DEFICIENCIES:

A.1 (PAGE 13) RAW WATER STRAINERS:

FINDINGS	RECOMMENDATIONS
One of the raw water intake hoses is missing the second required hose clamps.	Further investigate and repair as necessary.

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.1 (PAGE 7) EXTERIOR HULL:

FINDINGS	RECOMMENDATIONS
There is FRP/Gelcoat damage port and starboard transom corners.	Further investigate and repair as necessary.

C.2 (PAGE 9) CANVAS AND SUPPORT STRUCTURE:

FINDINGS	RECOMMENDATIONS
The bimini canvas is weathered/discolored.	Refit, refinish, refurbish or replace as necessary.

C.3 (PAGE 10) SEATS:

FINDINGS	RECOMMENDATIONS
The canvas cushions are showing signs of weathering.	Refit, refinish, refurbish, or replace as necessary.

C.4 (PAGE 11) AIR CONDITIONING UNITS:

FINDINGS	RECOMMENDATIONS
The aft unit is showing corrosion.	Investigate further and repair or renew as necessary.

IV. FINDINGS AND RECOMMENDATIONS

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.5 (PAGE 11) REFRIGERATION:

FINDINGS	RECOMMENDATIONS
The light is inoperable.	<i>Further investigate and repair as necessary.</i>

C.6 (PAGE 12) ICE MAKER:

FINDINGS	RECOMMENDATIONS
The icemaker door is compromised and the unit is inoperable.	<i>Investigate further and repair or renew as necessary.</i>

C.7 (PAGE 19) SEARCH LIGHT:

FINDINGS	RECOMMENDATIONS
Spotlight is inoperable.	<i>Further investigate and repair as necessary.</i>

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION** After a 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

OVERALL VESSEL RATING:

ABOVE AVERAGE

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 a 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.
- b. 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.

In researching the data for valuation I had to consider the limited resale activity of the 1997 Sunseeker 48 Manhattan powered with 2017 Cummins diesel 480 HP turbo charged engines with a Caribe inflatable/FRP dingy with a Yamaha DF40 four stroke 40 HP outboard engine (Approximate Value - \$11,000.00)".

Researching the local yards we found no comparable boats. We found only one comparable vessel "**FOR SALE**" for \$245,000.00 with original Caterpillar engines. After researching BUC Used Boat Guide 2025, NADA, ABOS and "SOLD BOATS" they estimated the vessel's approximate value with the Cummins engine upgrade, Seakeeper stabilizer and many upgraded systems at between \$347,000.00 to \$361,600.00 in "**AVERAGE**" condition. After considering the condition of the vessel (**ABOVE AVERAGE CONDITION**) and using these guide's for the average price for the State of Florida, consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the "**FAIR MARKET VALUE**" of the subject vessel is:

\$379,900

Three Hundred Seventy Nine Thousand Nine Hundred Dollars

2. 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. "**ESTIMATED REPLACEMENT COST**" of the subject vessel is:

\$1,250,500

One Million Two Hundred Fifty Thousand Five Hundred Dollars

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the "Solitude" a 1997 *Sunseeker 48 Manhattan* 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 14 April 2025.

Subject to correction of deficiencies listed in section IV A. (Safety), and B the vessel is considered to be suitable for its intended use. Other deficiencies list should be attended to in a timely fashion.

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.

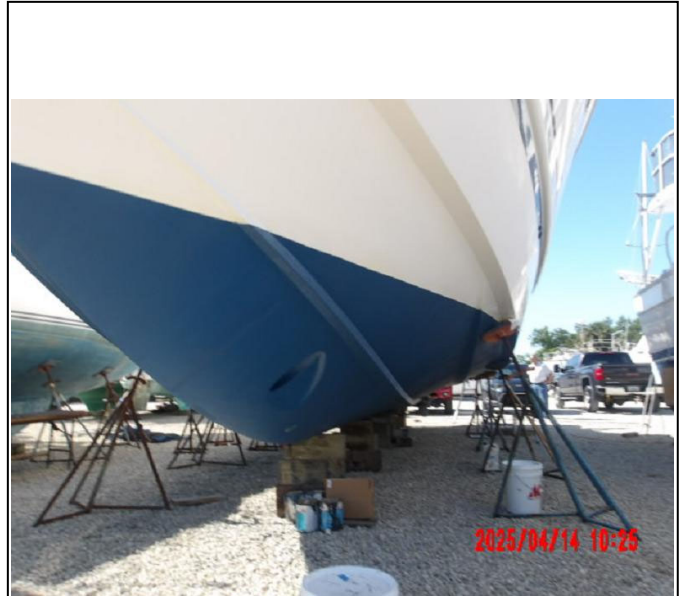
Capt. Wade A. Humphrey, AMS

Captain Wade Alex Humphrey
Accredited Marine Surveyor #1204
Society of Accredited Marine Surveyors

VI. PHOTOGRAPHS



100_0003



100_0004



100_0005



100_0006

VI. PHOTOGRAPHS



100_0007



100_0008



100_0009



100_0010

VI. PHOTOGRAPHS



100_0011



100_0013



100_0014



100_0015

VI. PHOTOGRAPHS



100_0016



100_0019



100_0021



100_0022

VI. PHOTOGRAPHS



100_0024



100_0025



100_0026



100_0027

VI. PHOTOGRAPHS



100_0028



100_0029



100_0030



100_0031

VI. PHOTOGRAPHS



100_0032



100_0033



100_0034



100_0035

VI. PHOTOGRAPHS



100_0036



100_0037



100_0038



100_0040

VI. PHOTOGRAPHS



100_0041



100_0042



100_0043



100_0044

VI. PHOTOGRAPHS



100_0049



100_0045



100_0046



100_0048

VI. PHOTOGRAPHS



100_0051



100_0052



100_0054



100_0056

VI. PHOTOGRAPHS



100_0057



100_0059



100_0060



100_0061

VI. PHOTOGRAPHS



100_0062



100_0063



100_0068



100_0064

VI. PHOTOGRAPHS



100_0066



100_0067



100_0069



100_0070

VI. PHOTOGRAPHS



100_0073



100_0074



100_0075



100_0076

VI. PHOTOGRAPHS



100_0077



100_0079



100_0018



100_0017