



## BOAT STATUS REPORT

**TERMS & CONDITIONS:** The information provided here is derived from various governmental, industry, and private resources. Such data is not always current and may be subject to errors, omissions, or inaccuracies. We accept no responsibility or liability whatsoever from usage of this report. Please visit the 'Terms Of Use' link in BoatScope for a complete text of our policies, terms, and conditions.

### ABOUT THIS REPORT

The gathering of boat title, registration, and historical data can present enormous challenges. Foremost among these are the growing number of anti-disclosure regulations which now inhibit a wide range of data sources. Even when available, such information is susceptible to reporting irregularities, errors, and omissions. Another factor relates to the disparities among state, federal, and foreign agencies when it comes to recording methods. Finally, there is the intrusion of maritime law which gives rise to such issues as hidden liens and inverted priorities.

Under these circumstances, it is simply not possible to fully determine whether any boat has a 'clean background' or 'clear title'. You should be wary of any web site or service that makes such claims. The best solution is to inspect the boat carefully, conduct as much research as possible, and then seek out whatever legal protections that may be available for your transaction.

Our Boat Status Report endeavors to present as much useful data as possible given such limitations. In addition to documented vessel records, we have gathered a considerable amount of historical information about boats which have been damaged, stolen, seized, auctioned, and recalled. We also provide numerous resources which will allow our subscribers to seek out more complete, current, and accurate data. This report may not fulfill all of your needs, but it will serve as a valuable tool in exposing the boat's background and title condition.

### REPORT CRITERIA

**ABOUT:** Our Boat Status Report is based solely on criteria entered from the search screen in BoatScope. These primary numbers will be used when conducting research in all of the following sections. However, the following 'ID Cross Check' section may reveal other associated numbers found in our databases. If any of these apply to the boat, you will need to include them in a fresh report.

**COAST GUARD OFFICIAL NO:** 1061681  
**HULL IDENTIFICATION NO:** SER Y0275J697  
**STATE REGISTRATION NO:** None specified for the report criteria.

**IMPORTANT:** The numbers in this criteria should be affirmed by a close inspection of the boat to make sure they are true and accurate. Be sure to compare them with every element of this entire report for inconsistencies.

### ID CROSS-CHECK

**ABOUT:** This section includes a cross-check of our databases for other ID numbers that may be associated with the Report Criteria. It will be necessary to run a fresh report if you wish to include any of these in the search criteria.

**OFFICIAL NUMBERS:** No Cross-references Found  
**HULL NUMBERS:** No Cross-references Found  
**STATE NUMBERS:** TX9371HW

**CAUTION:** This cross-check should not preclude a thorough inspection of the boat for other numbers as our data sources are not conclusive.

**IMPORTANT:** If any results are found which apply to the vessel, you should include them in a fresh report. Simply copy and paste the selection by returning to BoatScope. You can also click the 'Search Databases' button in BoatScope to view the respective details.

### HULL ID VALIDATION

**ABOUT:** All boats manufactured for consumption within the United States after November 1, 1972 are required to have a twelve character hull ID number. This must comply with certain formatting standards depending on the year of production. A breakdown of the various hull number elements and their meaning will be shown in this section.

**HULL ID NO:** SER Y0275J697  
**MANUFACTURER ID CODE (MIC):** SER  
**PRODUCTION NUMBER:** Y0275  
**PRODUCTION MONTH:** October  
**PRODUCTION YEAR:** 1996  
**MODEL YEAR:** 1997

**VALIDATION:** This hull ID is consistent with the 'New' format which became mandatory from August 1, 1984 and is used to the present date.

**IMPORTANT:** Hull number mistakes are quite common in the data gathering process of various reporting agencies. Letters and similar looking numbers are often transposed. An inspection of the vessel and further research may be required if the ID number does not validate. The 'Validate Hull Number' button in BoatScope will also show an illustration of the various formats.

### MANUFACTURER DATA

**ABOUT:** Boats built for U.S. consumption since 1976 are required to have a hull ID which begins with a manufacturer's identification code (MIC). This three character designation is a unique identifier which is assigned to the respective builder or its importer. Details about the manufacturer and its contact information are included in this section.

**MANUFACTURER CODE (MIC):** SER  
**COMPANY NAME:** SEA RAY BOATS INC  
**ADDRESS:** 2600 SEA RAY DR  
**CITY, STATE ZIP:** KNOXVILLE, TN 37914  
**COUNTRY:**  
**PARENT COMPANY:** BRUNSWICK  
**PARENT MIC:**  
**PRODUCTS:** Inboards, Cabin Cruisers  
**STATUS:** In Business  
**IN BUSINESS:** 8/24/1972 12:00:00 AM  
**OUT OF BUSINESS:**  
**DATE MODIFIED:** 12/6/2012 12:00:00 AM  
**OFFICIAL:** BECKY SMITH  
**PHONE:** (865)582-2200  
**FAX:**  
**CELL PHONE:**  
**EMAIL:**  
**WEBSITE:** [www.searay.com](http://www.searay.com)

**OTHER CONTACTS:** FACTORY: SEA RAY VONORE PLANT 100 SEA RAY CIR VONORE TN 37885; US MARIN DE MEXICO, SA DE CV KM102 CARRETERA RD RIO BRAVO/REYNOSA, AVENIDA EL PUENTE LOTE 16, PARQUE INDUSTRIAL EL PUENTE, TEYNOS.

**RELATED BUILDERS:**

**COMMENTS:** 11 PLANTS-LETTER FOLLOWING MIC IDENTIFIES PLANT IN HIN- N: OXFORD MI; A: PHOENIX; F: FLORIDA; T: KNOXVILLE; V: TELICO TN; P: PALM COAST FL; C: CHEROKEE COVE TN; E: CORKE IRELAND; S: FT MILLS SC; R: RIVER VIEW TN; Y: SYKES CREEK FL--CORPORATE HQ ARE LOCATED AT ABOVE ADDRESS-CURRENT INFO AS OF 890816 (R.VIEW). 950824 MSO FOR PHOENIX CHANGED FROM LOS TO SDC PER MSO LOS. CHANGED POC FROM DAVE MARLOW TO JOHN OAKES 03/20/1997. 970912 CHANGED MAILING TO HEADQUARTERS IN KNOXVILLE; FORMER MAILING ADDRESS IS A PLANT IN MERRITT ISLAND FL. 001108 NEW POC, WAS BRYAN ROBERTSON. 071305, HMH, CHANGED PHONE NUMBER TO ABOVE FROM 8655224181; CHANGED ADDRESS AND ZIP TO ABOVE FROM 2600 SEA RAY BLVD, 37914; CHANGED TYPE 1,2 AND 3 TO ABOVE FROM 12 AND 13. 080905 (RDH) POC FOR SEA RAY MODELS BUILT IN BUCYRUS, OH IS RICK SHELTON, TELEPHONE #419-562-5377 UPDATED PER BRUNSWICK EMAIL DTD 18 MAR 09. SEE BBB FILE FOR HARDCOPY. OLD INFO -800 SOUTH GAY ST SUITE 1700 KNOXVILLE, TN 37929

**IMPORTANT!** Manufacturer recalls related to the hull ID criteria will be shown in the Factory Recalls section of this report.

**STATE REGISTRATION**

**ABOUT:** State registration can apply to any boat, even those which are Coast Guard documented or foreign registered. Although documented vessels may not become state titled, they are subject to registration in certain jurisdictions. You should also be aware that state agencies do not share titling information with the Coast Guard. As a result, state title certificates are sometimes issued on documented vessels by mistake.

**RESOURCES:** Most states have enacted strict anti-disclosure laws which prohibit us from disseminating boat ownership and registration records. However, such information is available directly from the respective agencies if you are the owner or have sufficient cause for needing the data. We have therefore compiled a database which contains instructions, forms, and contact information for obtaining record print-outs from every state. The State Research link which in the Search Resources module of BoatScope provides access to this valuable information.

**IMPORTANT:** State level research should be conducted in every state where the boat may have been previously registered regardless of its current status. It is also advisable to check with the state where a boat will become registered just to avoid any surprises. Existing title and registration certificates should be verified with the issuing agency to make sure they are of the most current issue.

**COAST GUARD DOCUMENTATION:**

**ABOUT:** In order to become Coast Guard documented, a vessel must typically exceed 24' in length. Our vessel database includes details about those which are currently documented and most which have dropped out of documentation over the past ten years. This section is based on the official documentation number and hull ID number as listed in the Report Criteria. A search can also be performed on various other criteria by returning to the 'Search Documented Vessel Database' module of BoatScope.

**OFFICIAL NUMBER:** 1061681  
**HULL NUMBER:** SERYO275J697  
**IMO NUMBER:**  
**VESSEL NAME:** KALISTA  
**HAILING PORT:** WILMINGTON DE  
**YEAR BUILT:**  
**LENGTH - FEET:** 58.1  
**BREADTH - FEET:** 15.0  
**DEPTH - FEET:** 6.6  
**GROSS TONS:** 38.0  
**NET TONS:** 30.0  
**SELF PROPELLED:** Yes  
**PROPULSION TYPE:** UNSPECIFIED  
**HULL MATERIAL:** FRP (Fiberglass)  
**HULL CONFIGURATION:** Monohull  
**HULL SHAPE:** Ship

**CALL SIGN:**  
**COMPANY NAME:** PCI YACHTS INC  
**COMPANY TYPE:** Unknown  
**MANAGING OWNER:** PCI YACHTS INC  
**ADDRESS:** 8214 LAZY POINT LANE  
**CITY-STATE-ZIP:** MASON NECK, VA 22079  
**PROVINCE:**  
**COUNTRY:**  
**CERTIFICATE ISSUED:** 12/29/1999  
**CERTIFICATE EXPIRES:**  
**CERTIFICATE STATUS:** NO OPERATION-PM  
**ENDORSEMENTS:** Recreation  
**BUILDER:** UNKNOWN  
**HULL BUILT:** UNKNOWN  
**VESSEL COMPLETED:**

**ALERT!** This report does not show liens or mortgages and may not reflect full ownership. In order to obtain such information and other historical details, it will be necessary to obtain an Abstract of Title. Instructions for ordering an Abstract of Title can be found in the Search Resources module of BoatScope.

**CAUTION:** This report should not be relied upon as being fully conclusive. Our sources may not include every vessel, are subject to periodic updates, and errors can occur in the data gathering process.

**IMPORTANT:** An Abstract of Title should be obtained when researching any vessel that has ever been documented, even though no longer active. Such information stays on record indefinitely and may override subsequent state level recordings. Instructions for obtaining an Abstract of Title can be found in the Search Resources module of BoatScope.

**FOREIGN REGISTRY**

**ABOUT:** Foreign countries typically have federal and state or provincial registration systems similar to those here in the United States. Implementing title research in these areas can however present unique challenges. This is because of language barriers, diverse regulations, and a much broader spectrum of recording methods.

**RESOURCES:** This report does not offer foreign records because of logistical difficulties in gathering such data. However, we have compiled a database which contains instructions, forms, and contact information for obtaining registration data from most foreign countries. The Foreign Research link in the Search Resources module of BoatScope provides access to this information.

**IMPORTANT:** A foreign registry search should be performed if you have any indication the vessel was recently or last registered in another country.

**LIEN RECORDINGS**

**ABOUT:** A boat's title or registration status will usually dictate the manner in which liens and security interests are recorded. However, there are considerable differences in the way state, federal, and foreign agencies regulate such matters. There is also an issue of hidden or undisclosed liens which can become attached to the boat even though not recorded. Because of such disparities, we are unable to offer specific data on lien recordings. This section does however, provide a list of recording methods along with resources on gathering such data.

**STATE LIEN SEARCH RESOURCES:** State level lien recordings are usually shown on the boat's certificate of title. In those states that do not issue titles, you will need to conduct a Uniform Commercial Code (UCC) search with the Secretary of State or County Clerk's office. The State Research link in Search Resources module of BoatScope offers forms, instructions, and contact information on how conduct lien searches in each state.

**COAST GUARD LIEN SEARCH RESOURCES:** Mortgages, claims of lien, and other encumbrances on federally documented boats can only be determined by obtaining an Abstract of Title. Instructions for ordering Abstracts of Title can be found in the Search Resources module of BoatScope Keep in mind that an abstract should be obtained even if the vessel has dropped out of documentation.

**FOREIGN LIEN SEARCH RESOURCES:** Research on foreign registered or licensed vessels can be particularly difficult. This is because you will be dealing with foreign agencies, some of which do not respond in the English language. The Foreign Research link in Search Resources module of BoatScope offers contact information for most foreign registration agencies.

**HIDDEN LIENS:** Non-recorded or so called 'hidden liens' may exist which can follow the vessel even through subsequent transfers of ownership. These usually consist of unpaid operational debts such as moorage, repairs, supplies, services, or damages caused by the boat. You should check into all known places where any such liens may have arisen. Beyond this it will be a matter of whatever warranties and legal protections you can obtain regarding such contingencies.

**IMPORTANT!** Certain boat liens may take priority over others depending on the manner in which titled or registered and the methods employed for recording. Please refer to the Research Handbook link in the Search Resources module of BoatScope for a listing of such priorities.

### BOAT CLAIMS REPORT

**ABOUT:** The information in this section is derived from our Boat Claims Database. The data includes notifications posted by claimants about unpaid debts related to a particular boat. These are not governmental recordings and have not been verified for authenticity. Refer to the Liens section of this report for information about finding liens, claims, and security interests which have been filed or perfected through a government agency. Searches can be conducted under the hull ID number, official documentation number, or state registration number.

**RESULTS:** A search of our Boat Claims Database reveals that no matches for the Report Criteria were found. This is a positive indicator with regard to potential non-recorded claims.

**CAUTION:** This data should not be relied upon as being fully conclusive. Our resources may not include every boat and errors can occur in the data gathering process. Further investigation may be required if you have cause to believe that a non-recorded claim may exist.

### FACTORY RECALLS

**ABOUT:** This section contains information related to manufacturer recalls of recreational boats and their equipment. Such data pertains to safety defects and non-compliance, including those which are considered to be conditions which can cause failure without warning or substantial risk of personal injury. Details include the vessel's description and information regarding the campaign's nature and severity. The search is based only on those records found which coincide with the complete hull ID number as listed in the Report Criteria.

**RESULTS:** There were no records found in our Factory Recalls Database associated with the hull ID specified in the Report Criteria.

**RESOURCE:** You can search for general recalls on a particular manufacturer's identification code (MIC) by visiting the Supplemental Data link in the Search Resources module of BoatScope.

**CAUTION:** This report should not be relied upon as being fully conclusive. Our sources may not include every boat, are subject to periodic updates, and errors can occur in the data gathering process.

### BOATING ACCIDENT REPORT

**ABOUT:** This section is derived from our Boating Accident Database which contains details about boats involved in reportable accidents. The data includes information gathered by the U.S. Coast Guard from state level reporting agencies. It covers events commencing with 1969 from every state and U.S. Territory with the exception of California. Their anti-disclosure rules do not allow for dissemination of such data to the general public.

**OFFICIAL NUMBER:** Unknown  
**HULL NUMBER:** SERYO275J697  
**REGISTRATION NUMBER:** TX9371HW  
**VESSEL NAME:** Unknown  
**MODEL YEAR:** 1997  
**LENGTH:** 58'  
**MANUFACTURER:** SEARAY  
**MODEL:** Unknown  
**TYPE:** Cabin Motorboat  
**HULL MATERIAL:** Fiberglass  
**ENGINES:** 2  
**ENGINE TYPE:** Inboard  
**HORSEPOWER:** 1500

**FUEL:** Diesel  
**PROPULSION:** Not Report  
**CASE NUMBER:** 199713459  
**ACCIDENT DATE:** 11/01/1997  
**ACCIDENT STATE:** FL  
**VESSEL DAMAGE:** \$500  
**PROPERTY DAMAGE:**  
**TOTAL LOSS:**  
**NUMBER OF INJURIES:** 0  
**NUMBER OF CASUALTIES:** 0  
**NUMBER OF CITATIONS:** 1  
**NUMBER ON BOARD:** 5  
**SPEED:** Not Reported

**OPERATION:** Cruising  
**ACTIVITY:**  
**EVENT:**  
**CAUSE:**  
**VESSEL DAMAGES:**  
**PROPERTY DAMAGES:**

**CAUTION:** This data should not be relied upon as being fully conclusive. Our resources may not include every boat and errors can occur in the data gathering process. Further investigation may be required if you have cause to believe the boat was involved in a reportable accident.

### CASUALTY & POLLUTION REPORT

**ABOUT:** This section is based upon our Casualty & Pollution Database which contains data reported by the Coast Guard on incidents throughout the United States and its territories commencing with December of 2001. It can be searched by the official documentation number, hull ID number, or state registration number. Details include the vessel's description, incident date, location, case number, and other relevant information.

**RESULTS:** A search of our Casualty and Pollution Database reveals that no matches for the Report Criteria were found. This is a positive indicator with regard to the boat's involvement in any casualty or pollution incidents.

**CAUTION:** This data should not be relied upon as being fully conclusive. Our resources may not include every boat and errors can occur in the data gathering process. Further investigation may be required if you have cause to believe the boat was involved in a casualty or pollution event.

### STOLEN BOAT REPORT

**ABOUT:** This section includes information derived from our Stolen Boat Database. It contains data we have gathered on boats which have been involved in thefts as reported by law enforcement agencies throughout the United States and its territories. Searches can be based on a hull ID number, official documentation number,

or state registration number.

**RESULTS:** A search of our Stolen Boat Database reveals that no matches for the Report Criteria were found. This is a positive indicator with regard to the boat's involvement in any theft activities.

**CAUTION:** This data should not be relied upon as being fully conclusive. Our resources may not include every boat and errors can occur in the data gathering process. Further investigation may be required if you have cause to believe the boat was involved in a theft or recovery. Please check the Supplemental Data link which can be found in the Search Resources module of BoatScope for additional search resources.

#### **AUCTIONED BOAT REPORT**

**ABOUT:** The information in this section is derived from our Auctioned Boat Database. The data includes boats sold at auction which have been salvaged because of hurricanes, accidents, and other causes. We also gather information about boats auctioned from governmental seizures, foreclosures, and theft recoveries. Searches can be conducted under the hull ID number, official documentation number, or state registration number.

**RESULTS:** A search of our Auctioned Boat Database reveals that no matches for the Report Criteria were found. This is a positive indicator with regard to the boat's involvement in any auction activities.

**CAUTION:** This data should not be relied upon as being fully conclusive. Our resources may not include every boat and errors can occur in the data gathering process. Further investigation may be required if you have cause to believe the boat was involved in an auction event.

#### **OWNER BACKGROUND CHECK**

**ABOUT:** One of the most important aspects of any boat transaction is getting to know the owner. This is very critical given the nature of maritime liens and an absence of title insurance for boats. A title guarantee or warranty is only as good as the owner's willingness and ability to rectify any deficiencies. Make sure the responsible party can be located and has the necessary assets to fulfill any such obligations.

**RESOURCE:** You can check the owner's or seller's wherewithal through Intelius, our Instant Background Check service affiliate. Their background reports include when available, a criminal check, lawsuits, judgments, liens, bankruptcies, property ownership, address history, phone numbers, relatives & associates, neighbors, marriage/divorce records and more. A link to Intelius can be found by following the Supplemental Data link in the Search Resources module of BoatScope.

**IMPORTANT!:** It is highly advisable to run a background check on the owner or seller if you will be relying their representation of title condition. You may also wish to consult with an attorney about additional protections if you have concerns about the seller's background.

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