

REPORT OF THE MARINE SURVEY

Survey completed: February 28, 2017

Report: March 01, 2017

Final Report: March 01, 2017

As requested, a Pre-purchase Survey was conducted of



2001 Boston Whaler Sport 13

PREPARED EXCLUSIVELY FOR:

David J Spang

C/o The Cape Codder Inn Provincetown, MA.

CONDUCTED BY:

Peter J. Spang, SAMS® AMS®



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Please note: This survey is prepared for the exclusive use of David J Spang. This report by itself does not contain all the components necessary for a prepurchase decision. The intended users of this report and appraisal are the client and those lenders and underwriters who may finance or insure this vessel for David J Spang only. This report is not transferable to any other person or entity, therefore, other potential buyers are specifically excluded as third party users of this report.

Vessel owner is responsible for research of warranties and/or defect recalls. As well as conscientiously having defects quickly repaired when recalled. TMS takes no responsibility for any problems stemming from these issues. © Copyright 2016, Turnstone Marine Survey, LLC. All rights reserved



GENERAL SURVEY INFORMATION

SURVEY STANDARDS

1.1 Standards followed: This survey was completed using as reference the federal regulations and amendments issued and enforced by the United States Coast Guard under the authority of Title 33 and Title 46 of the United States Code of Federal Regulations (CFR's). In addition the American Boat and Yacht Council (ABYC) and National Fire Protection Association (NFPA-302) voluntary standards were used as reference during the survey. These ABYC and NFPA voluntary standard practices are generally followed by most vessel manufacturers today. Marine Pollution Act, MARPOL, International ISO, and COLREGS also apply.

SURVEY INSPECTION COMMENTS

- 1.2 Comments:**
- All systems and components inspected and described herein are considered serviceable and/or functional except as indicated in the survey report and recommendations section. Electronic devices and instruments were checked for power up only - not for functionality unless a sea trial was performed. The vessel was surveyed without removal 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. Buyer/owner is advised to open all such areas for further inspection. Furthermore, 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 not to be considered an inventory or a warranty either specified or implied.
 - "Priority I Recommendations" are related to Safety & Regulatory findings and are listed in **RED** in the report.
 - "Priority II Recommendations" are related to Maintenance & Standards findings and are listed in **ORANGE** in the report.
 - "Other Recommendations" are suggestions "in the ways of a prudent mariner" or findings that are relatively minor in nature and are listed in **BLUE** in the report.
 - It is the nature of marine vessels that deterioration, wear and accidents do occur and as such, this report therefore represents the condition of the vessel only at the time the survey was conducted.

SCOPE OF SURVEY

- 1.3 Report file no:** 022817whaler13spang.
- 1.4 Inspection date:** February 28, 2017.
- 1.5 Report date:** March 01, 2017.
- 1.6 Final Report date:** March 01, 2017.
- 1.7 Type of survey:** As requested, a Pre-purchase Survey was conducted. The agreed scope of work is to thoroughly establish and report the overall condition, then appraise the fair market value of this vessel for pre-purchase decision making. The report may also be used for insurance underwriting and/or financial decision making.
- 1.8 Conducted by:** Peter J. Spang, SAMS® AMS®
- 1.9 Requested by:** This survey was performed at the request of the purchaser, David J Spang, who was not present at the time of the survey.
- 1.10 Survey conditions** Equipment used for electrical systems testing: True RMS Multimeter by Klein



Tools model CL2000, True RMS Ideal Sure Test Circuit Analyzer model 61-164, Fluke networks Pro3000 circuit tracer, SPX OTC Digital Battery Tester, HM Digital COM-100 salinity meter, CEM AT-6 Tachometer, Fluke VT04 visual IR thermometer. A calibrated Electrophysics moisture meter, model GRP 33 or model "Dolphin", was used to obtain laminate moisture readings used in this report. A self calibrating Delmhorst J-Lite probing moisture meter would be used for wood applications. Electrical systems checked: The vessel's battery supplied (12-24) volt DC power supply was not available. System was powered up with the surveyor's battery connected. A sea trial was not performed as part of this survey.

1.11 Intended use: Pleasure cruising. Inland protected waters including lakes, rivers, bays and sounds of Cape Cod and New England.

SURVEY REQUESTED BY

1.12 Client's name: David J Spang.
1.13 Client address: C/o The Cape Codder Inn Provincetown, MA.
1.14 Cellular phone: 508-237-6351.
1.15 Customer experience: Customer admits to a lifetime of pleasure boating experience in this class of boat.

VESSEL INFORMATION

1.16 Year /Make /Model: 2001 Boston Whaler Sport 13.
1.17 Description: Manufactured by: Boston Whaler, Inc., Edgewater, FL. (Division of Brunswick Corp.), **Description:** This power vessel is of molded fiberglass (FRP) construction with a trihull (or cathedral) style and single- monohull. The hull primary color is: White. The vessel's **LOA: 13' 3"**, **Beam: 5' 11"**, **Draft: 7"**, and **Displacement: 580 LBS.** (Dimensions as per BUC Research). **Hull Identification Number: BWCLL627E101.** A true digital photograph of the hull ID number of the referenced vessel is displayed.

1.18 NOTE: *Manuals for ship's systems, propulsion and electronics were not sighted on board. Ask for availability.*

VESSEL CONDITION & VALUE

1.19 Cond. per BUC: **AVERAGE CONDITION** This vessel is ready for commissioning or sale requiring TLC, little, or no additional work and normally equipped for her size.
1.20 Book values: BUC ValuePro used: \$6,272 to \$6,922 for boat, outboard, and trailer .
1.21 Market value: \$5,500... value for total package. Refer to Section 1.1 "Value reconciled"
1.22 Explanation: Valued at \$5,500 using BUC ValuPro, ABOS, NADA and Soldboats.com among others as guides. Value reconciliation and methodology: Yachtworld currently lists 4 comparable 2000-2003 models, (in the US), asking \$7,500 to \$11,995 (engine upgrade). Soldboats.com currently lists 7 comparable 2000-2002 models that sold for \$4,995 to \$9,000 in the last year, (one sold this season so far). Eliminating the unusually high (\$9,000 and \$8,800 models with new 4 stroke outboards) and/or low values this calculates a mean market value as \$5,500. Given the age and condition (wet foam core in the topsides) of this vessel, equipment offered and systems repairs (bimini top needs new zippers) needed (if any) to be fully operational, I contend this valuation is fair and is **also based upon correction of Type I and II Recommendations cited in this report.** Comparables used for this valuation are on file and available by request. (The Business Method of Appraisal was not used in this instance as this vessel is used for recreational purposes only. The Cost Method was not used as there were sufficient recent sales of this model to determine a Current Market Value using the Market Method of Appraisal).
1.23 Replace cost: MSRP is \$16,216 per dealer. This model with a Mercury 40hp 4-stroke and trailer



1.24 NOTE:

- was sighted at the Miami Boat Show in February this year for \$14,990. The "MARKET VALUE" is the most probable price, in terms of money
- Buyer and seller are typically motivated.
 - Both parties are well informed or well advised, and each acting in what they consider their own best interest.
 - A reasonable time is allowed for exposure in the open market.
 - Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
 - 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.

The overall vessel condition and value was established after a complete inspection of stated vessel, the results of which are included in this report of survey. The estimated fair market value and replacement cost includes all listed auxiliary equipment. See "Condition & Value Summary" section for additional details. Vessel was then compared to similar vessels for sale or sold, using all available resources including listed book values. Valuations are determined using 2008-2009 USPAP (Uniform Standards of Professional Appraisal Practice) standards for personal property in which the surveyor has been trained and tested by the ASA (American Society of Appraisers).

HULL INSPECTION

HULL Summary

- 2.1 Hull Construction** **Construction methods and materials used:** This vessel has a molded reinforced fiberglass (FRP) hull reinforced with a synthetic foam core, with a molded-in grid system, and with a bonded inner and outer hull monocoque system. **Below waterline machinery includes:** A single outboard propulsion unit. **Propeller(s) is/are:** Four blades- fixed pitch and made of aluminum. Prop is (RH) right hand rotation. **The decks and house are constructed of:** Molded reinforced fiberglass (FRP), Mooring fittings include a well mounted bow cleat and cleats on each of the stern quarterdecks.
- 2.2 Integrity** **This hull** is a watertight compartment divided by non-watertight bulkheads. **The cockpit** has 2 apparently functional and appropriate drains in the sole.
- 2.3 Thru-hulls** There are no thru hull penetration below waterline.
- 2.4 Condition summary** Components of the hull and deck structure are built and installed to ABYC standards and appear serviceable but with exceptions noted.

HULL EXTERIOR

- 2.5 Hull cosmetics:** Hull cosmetics are in fairly good condition-minor nicks and scratches.
- 2.6 Rub rail:** Black PVC rubrail. In good condition- well secured.
- 2.7 Transom:** Conventional transom with cutout for the outboard. Transom is well secured, no cracks or defects sighted. Moisture readings were relatively dry. No soft or delaminated areas revealed when tapped.



2.8 Moist./Delam.:



Moisture meter readings on topsides near the water line and surrounding thru hull fittings show wet laminate in the following areas: Both side hulls from waterline to rubrail 3/4 the way forward from the transom. See photo.

Wet foam core

2.9 Condition summary:

Wetted surface is clean, fair, and has last year's anti-fouling paint. No evidence of damage or blistering.

2.10 NOTE:

The wet foam core of the topsides is not uncommon for Boston Whaler. A manufacturing issue that Whaler has struggled with for years. Generally caused by not properly sealing deck hardware fastener penetrations. Prohibitively expensive to repair, it is generally ignored unless it's extra weight raises the waterline, but considered a devaluation in the boat's market value.

HULL BOTTOM

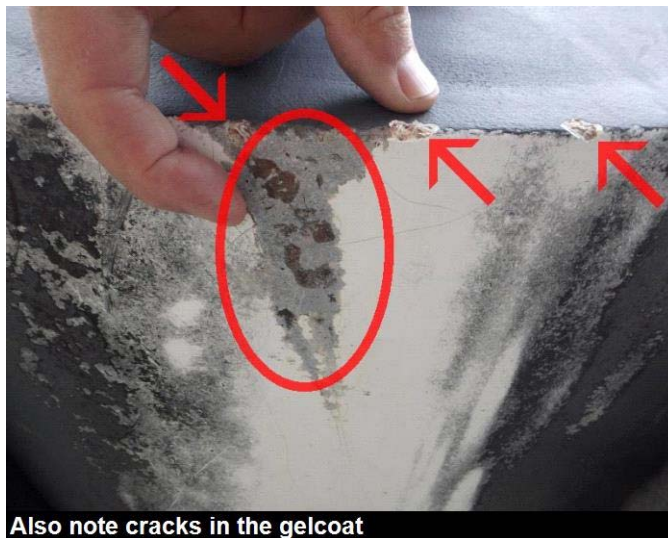
2.11 Transducers

Transom mounted depth transducer well mounted. Appears serviceable.

2.12 Moist. /Delam.:

All moisture meter readings were relatively dry. Tapping reveals no areas of suspected delamination.

2.13 Damage sighted:



Damage to the wetted surface laminate at the transom. Appears to have been dragged on hard surface of launching ramp? Fibers are exposed and moisture readings surrounding the damage are high. This must be repaired to prevent further ingress of water.

Also note cracks in the gelcoat

HULL INTERIOR

2.14 Bilge(s):

No bilge access- foam filled.

2.15 Inside of transom:

Reinforced. Secure-no cracks or separation sighted where visible.

TOP DECK & SUPERSTRUCTURE

DECK Summary



3.1 Ground tackle

None. Anchoring system is considered essential for safe boating and should be installed. Select an anchor and rode suitable for the typical bottom makeup and depth of water routinely navigated.

3.2 Safety holds

Grab rails are well mounted to the weatherdeck structures on the center console. Safety rails include: A low bow rail, made from a single course, of welded SS 1" tubing runs length of boat. System is sturdy and well secured.

3.3 Miscellaneous

Canvas covers or convertible enclosures or tops include: A framed bimini.

3.4 Condition summary

Components of the top deck and/or superstructure system are built and installed to ABYC standards appear serviceable but with exceptions noted.

MAIN DECK & FITTINGS

3.5 Deck Surface:

White gelcoat with molded non skid fiberglass surface.

3.6 Moist /Delam:

Moisture meter readings were all acceptably dry over the deck and cockpit surfaces. When percussed with the phenolic hammer in a 6" grid pattern, all surfaces of the deck and cockpit sounded solid.

3.7 Deck Hatches:

FRP hatch for anchor locker is serviceable.

3.8 Fabric structure:



Framed Bimini top over helm. Support frame is stainless steel. Fabric is in fair condition but zippers need replacement.

3.9 Chocks and cleats:

There are no cleats on the deck surfaces. Only stem and transom loops.

3.10 Scuppers /drains:

Drains is cockpit sole. *Unknown if they drain while boat is in the water?*

BRIDGE DECK / COCKPIT

3.11 Cockpit /Helm:

Bench seat at helm station.

3.12 Sole:

FRP with molded non skid surface.

3.13 Cockpit Equipment:

Stark.

3.14 Storage:

Under seat.



3.15 Seating:



Vinyl cockpit cushions are missing or unavailable. Bench seat-back has been crudely refastened.

STEERING SYSTEM

STEERING Summary

- 4.1 System** The vessel has a flexible cable system, (Teleflex style) wheel controlled, Steering is accomplished, by steering the outboard.
- 4.2 Condition summary** Components of the steering system are built and installed to ABYC standards and appear serviceable.

PROPULSION SYSTEM

PROPULSION Summary

- 5.1 Propulsion:** The vessel is propelled by a single engine, gasoline fueled with an oil injection system, 2 stroke, 2 cylinders inline, carbureted, and naturally aspirated. Outboard system installation manufactured by: **Mercury Marine- Engine year: 2002 and Model: 40ELPTO. Producing: 40hp @ 5500 rpm. Serial #OT425318. Hours: ?** No meter sighted. Hours of use unknown. *Strongly suggest installing an hour meter for keeping track of engine use for proper maintenance scheduling.*
- 5.2 Controls:** Manual type, -outboard controls with tilt and trim switch on the handle.
- 5.3 Shutdown** The emergency shutdown key and lanyard is available and, could not be tested without starting the engine.
- 5.4 Start-in-gear** Start-in-gear protection is appropriate for this boat and operational.
- 5.5 Condition summary** Components of the propulsion system are built and installed to ABYC standards and appear serviceable.

MAIN ENGINE(S)

- 5.6 Cooling system(s):** Raw water intake through lower gearcase, circulated through engine, combined with engine exhaust and routed through the outboard prop. raw water intakes are clear of debris and marine growth.
- 5.7 Flame arrestor(s):** Yes- USCG approved.
- 5.8 Fuel pump(s):** Engine mounted mechanical or vacuum operated.
- 5.9 Fuel supply lines:** Outboard style with squeeze bulb primers.
- 5.10 Fuel filter(s):** Remote mounted separator/filter, by Mercruiser.
- 5.11 Engine mounts:** Outboard bolted to transom with backing plates. Appears secure. Tilt and steering bushings feel tight and well lubricated.



- 5.12 Engine(s) operated: Engine(s) was/were not operated for purposes of this survey.
- 5.13 Condition summary: Appearance leads one to believe this engine has been well maintained.
- 5.14 Damage sighted: Skeg has minimal paint scuffing from contact with bottom sand.
- 5.15 NOTE: This boat was used mostly in fresh water.

DRIVETRAIN

- 5.16 Prop(s): Single prop, Prop nut is secure and properly locked in place with lock washer. *Small nicks in the blades noted.*

Compression test:

- 5.17 MAIN ENGINE(S) Compression test done on each cylinder, engine warmed up, battery fully charged, all spark plugs removed and wide open throttle, revealed equal compression of 130 psi. All cylinder readings are within 10% of each other.

NAVIGATION ELECTRONICS

NAVIGATION EQUIPMENT Full and Summary

- 6.1 Compass(es): **All vessels should be equipped with a compass.**
- 6.2 VHF radio(s): **No VHF radio sighted. RECOMMENDATION: Provide a VHF radio for safety purposes.**
- 6.3 Depth sounder(s): *Base and transducer installed. Unit not sighted. Ask for availability.*

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEMS Summary

- 7.1 Starting batteries: There is a battery box for a single battery installation. *No battery sighted. Ask for availability.*

TANKAGE

TANKAGE Summary

- 8.1 Marine Sanitation There is no holding tank, toilet or MSD system on this vessel.
- 8.2 Fuel Tanks Single outboard style 6 gallon tank.
- 8.3 Water Tanks There is no fresh water tank, plumbing or pump(s) installed on this vessel.

AUXILIARY EQUIPMENT

AUXILLIARY Summary

- 9.1 Trailer *There is a trailer supporting this vessel. As many details about the trailer as possible are included in this portion of the survey report, but NO SURVEY OR INSPECTION OF THIS TRAILER has been conducted by this surveyor beyond an appraisal of its approximate value based on the overall appearance of the trailer. All trailers should be inspected and serviced by a qualified trailer technician, then the electrical system and brakes tested when connected to the towing vehicle.*

TRAILER

- 9.2 Manufactured by: EZ Loader for Boston Whaler.



9.3 Trailer serial #:



VIN #1ZEWAAFBX1A128910.

9.4 Title: *A title is required for XX. It was not sighted or is not available. Make sure it is available.*

9.5 Frame material: Galvanized steel construction.

9.6 Hitch ball size: 2"

9.7 GVWR: 1475 lbs.

9.8 Brakes: Given the size of the trailer and load, brakes are not necessary if hauled by appropriately sized vehicle.

9.9 Safety chains: Yes, safety chains are fastened to trailer.

9.10 Electrical connections: 4 pin flatbar connector.

9.11 Trailer jack: Swivel wheel. Well secured and functional.

9.12 Winch: Manual crank winch appears serviceable. Nylon strap with hook.

9.13 Axle(s): Single. Appears solid. No corrosion.

9.14 Fenders: Full fenders with step pads. Fenders appear serviceable and well mounted.

9.15 Tires: Condition: Appear to be in good condition with no UV cracks. **Driver's side tire is somewhat flat. RECOMMENDATION: Pump tires to recommended air pressure prior to road usage.**

9.16 Hold down straps: **No load securing system sighted. Do not trailer vessel without securing.**

9.17 Bunks /Rollers: Bunks are carpeted.

9.18 Lights: Brake lights and lenses in place. Appear functional. Not tested.

9.19 Observations: **Plastic trailer loading boat guide installed- stbd side only?**

SAFETY EQUIPMENT

DEWATERING PUMPS

10.1 Manual pump: None.

10.2 Other pumps: *No bilge pumps on vessel.*

U.S.C.G. REQUIRED

10.3 Required equipment: ***Be aware that State and Local regulations concerning mandatory safety equipment might differ from the Federal regulations enforced by the Coast Guard. They are usually more specific and comprehensive than the Federal regulations. For instance in Massachusetts; ALL power boats must carry an anchor and line, boats longer than 26' must have a bell in addition to the horn or whistle, toilet waste cannot be discharged in any inshore State waters except a small area in*



*Nantucket Sound and the ferry channel between Woods Hole and Martha's Vineyard, etc. These are examples and not conclusive. As you know, "Ignorance of the law is not excuse". When you register your boat, you will be given a copy of the State Regulations. Take a few minute to read the booklet and make sure when you are boarded by Local, State, or Federal Authorities your boat will be compliant. That said, the following is to meet USCG CFR 33 and 46 regulations only. **Safety notice:** Please read this important notice of a recall for some fire extinguishers with plastic valves made by Kidde. Go to: [ht, tp://marinesurvey.us8.list-manage2.com/track/click?u=be99d3cfe0e55e99f3413d7e8&id=0b03df0333&e=dc9600d0ec](http://marinesurvey.us8.list-manage2.com/track/click?u=be99d3cfe0e55e99f3413d7e8&id=0b03df0333&e=dc9600d0ec).*

Visual and pyrotechnic signals: This vessel is exempt because it falls into one or more of the following categories: A vessel competing in any organized marine parade, regatta, race, or similar event. A manually propelled boat. A completely open sailboat < 26' without mechanical propulsion. A mechanically propelled boat less than 16'. **Navigation lights: The following navigation lights are either not appropriate and/nor operational: and** by definition: A **white light** placed as nearly as practical at the stern showing an unbroken light over an arc to the horizon of 135 degrees. (Vessels < 39' may exhibit a single all around white light at the stern instead of the masthead and stern light combination). **The required stern light is not available.** **Sound devices: No sound devices on board this vessel. RECOMMENDATION: Recommend an approved marine sound device; horn, whistle or bell, be made readily available to comply with USCG regulations.** **Fire Fighting Equipment: No fire fighting equipment sighted. Although not required- this outboard powered vessel should be equipped with at least one fire extinguisher in the ways of a prudent mariner.**



RECOMMENDATIONS:

PRIORITY I - SAFETY & REGULATORY RECOMMENDATIONS: (MAY BE MANDATORY)

TOP DECK & SUPERSTRUCTURE

DECK Summary

3.1 Ground tackle

1. None. Anchoring system is considered essential for safe boating and should be installed. Select an anchor and rode suitable for the typical bottom makeup and depth of water routinely navigated.

NAVIGATION ELECTRONICS

NAVIGATION EQUIPMENT Full and Summary

6.1 Compass(es):

2. All vessels should be equipped with a compass.

6.2 VHF radio(s):

3. No VHF radio sighted. RECOMMENDATION: Provide a VHF radio for safety purposes.

AUXILIARY EQUIPMENT

TRAILER

9.16 Hold down straps:

4. No load securing system sighted. Do not trailer vessel without securing.

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

10.3 Required equipment:

5. The following navigation lights are either not appropriate and/nor operational: and. The required stern light is not available. RECOMMENDATION: Recommend an approved marine sound device; horn, whistle or bell.

PRIORITY II - MAINTENANCE & STANDARDS RELATED: (NOT NORMALLY MANDATORY)

HULL INSPECTION

HULL BOTTOM

2.13 Damage sighted:

1. Damage to the wetted surface laminate at the transom. Appears to have been dragged on hard surface of launching ramp? Fibers are exposed and moisture readings surrounding the damage are high. This must be repaired to prevent further ingress of water.

TOP DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

3.8 Fabric structure:

2. Framed Bimini top over helm. Support frame is stainless steel. Fabric is in fair condition but zippers need replacement.

AUXILIARY EQUIPMENT

TRAILER

9.15 Tires:

3. Driver's side tire is somewhat flat. RECOMMENDATION: Pump tires to recommended air pressure prior to road usage.

9.19 Observations:

4. Plastic trailer loading boat guide installed- stbd side only?



OTHER RECOMMENDATIONS: (SUGGESTIONS IN THE WAYS OF A PRUDENT MARINER)

GENERAL SURVEY INFORMATION

VESSEL INFORMATION

1.18 NOTE:

1. Manuals for ship's systems, propulsion and electronics were not sighted on board. Ask for availability.

HULL INSPECTION

HULL EXTERIOR

2.8 Moist./Delam.:

2. Moisture meter readings on topsides near the water line and surrounding thru hull fittings show wet laminate in the following areas: Both side hulls from waterline to rubrail 3/4 the way forward from the transom. See photo.

TOP DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

3.10 Scuppers /drains:

3. Unknown if they drain while boat is in the water?

BRIDGE DECK / COCKPIT

3.15 Seating:

4. Vinyl cockpit cushions are missing or unavailable.

PROPULSION SYSTEM

PROPULSION Summary

5.1 Propulsion:

5. Strongly suggest installing an hour meter for keeping track of engine use for proper maintenance scheduling.

DRIVETRAIN

5.16 Prop(s):

6. Small nicks in the blades noted.

NAVIGATION ELECTRONICS

NAVIGATION EQUIPMENT Full and Summary

6.3 Depth sounder(s):

7. Base and transducer installed. Unit not sighted. Ask for availability.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEMS Summary

7.1 Starting batteries:

8. No battery sighted. Ask for availability.

AUXILIARY EQUIPMENT

TRAILER

9.4 Title:

9. A title is required for XX. It was not sighted or is not available. Make sure it is available.

SAFETY EQUIPMENT

DEWATERING PUMPS

10.2 Other pumps:

10. No bilge pumps on vessel.




U.S.C.G. REQUIRED

10.3 Required equipment:

11. No fire fighting equipment sighted. Although not required-



**US COAST GUARD
Enforced minimum safety equipment requirements**

U. S. COAST GUARD MINIMUM REQUIREMENTS FOR RECREATIONAL VESSELS				
EQUIPMENT	CLASS A Less than 16ft/4.9m	CLASS 1 16 to less than 26 ft/7.9m	CLASS 2 26 to less than 40 ft/12.2m	CLASS 3 40 to not more than 65 ft/19.8m
 Personal Flotation Devices (PFDs)	One approved Type I, II, III or V (must be worn) PFD for each person on board or being towed on water skis, tubes, etc.	One approved Type I, II or III PFD for each person on board or being towed on water skis, etc.; and one throwable Type IV device. (A type V PFD may be used in lieu of any wearable PFD, if approved for the activity in which it is being used. A TYPE V HYBRID MUST be worn to be legal.)		
Check state laws for PFD requirements for children and certain water craft & sports.				
Bell,  Whistle	Every vessel less than 39.4 ft (12 meters) in length must carry an efficient sound producing device.	Every vessel 39.4 ft (12 meters) or larger in length must carry a whistle and a bell. The whistle must be audible for 1/2 nautical mile. The mouth of the bell must be at least 7.87 inches (200mm) in diameter.		
Visual Distress Signals (Coastal Waters, the Great Lakes & US owned boats on the high seas)	Required to carry approved visual distress signals for night-time use.	Must carry approved visual distress signals for both daytime and night-time use.		
 Fire Extinguisher (Must be Coast Guard approved)	One B-I type approved hand portable fire extinguisher. (Not required on outboard motorboats less than 26 ft in length if the construction of the motorboat is such that it does not permit the entrapment of explosive or flammable gases or vapors and if fuel tanks are not permanently installed.)	Two B-I type OR one B-II type approved portable fire extinguishers.	Three B-I type OR one B-I type PLUS one B-II type approved portable fire extinguishers.	
When a fixed fire extinguishing system is installed in machinery spaces it will replace one B-I portable fire extinguisher.				
Ventilation (Boats built on or after 8/1/80)	At least two ventilation ducts capable of efficiently ventilating every closed compartment that contains a gasoline engine and/or tank, except those having permanently installed tanks which vent outside of the boat and which contain no unprotected electrical devices. Engine compartments containing a gasoline engine with a cranking motor are additionally required to contain power operated exhaust blowers which can be controlled from the instrument panel.			
Ventilation (Boats built before 8/1/80)	At least two ventilation ducts fitted with cowls (or their equivalent) for the purpose of efficiently and properly ventilating the bilges of every closed engine and fuel tank compartment using gasoline as fuel or other fuels having a flashpoint of 110 degrees or less. Applies to boats constructed or decked over after April 25, 1940.			
Back-fire Flame Arrestor	One approved device on each carburetor of all gasoline engines installed after April 25, 1940, except outboard motors.			
Note: Some states have requirements in addition to the federal requirements. Check your state's boating laws.				



DECLARATION:

Rating of vessel condition was determined upon completion and review of all reported survey information including recommendations and comparing vessel to the same or similar age models. BUC condition ratings are defined as:

- **EXCELLENT /BRISTOL** - Essentially as new in appearance- loaded with extras. A rarity.
- **ABOVE AVERAGE** - Above average care- no obvious defects or limitations. Optional electronics or systems.
- **AVERAGE** - Ready for sale needing no repairs, updates or cleaning.
- **FAIR** - Needs the usual maintenance, TLC, repair or service to prepare for sale
- **POOR** - Requires substantial yard work and is devoid of extras.
- **RESTORABLE** - Enough of the hull and engine exists to restore the boat to usable condition.

RESULTS:

- **THIS VESSEL'S CONDITION.....AVERAGE CONDITION** This vessel is ready for commissioning or sale requiring TLC, little, or no additional work and normally equipped for her size.
- **ESTIMATED MARKET VALUE.....\$5,500... value for total package. Refer to Section 1.1 "Value reconciled"**
- **APPROXIMATE REPLACEMENT COST.....MSRP is \$16,216 per dealer. This model with a Mercury 40hp 4-stroke and trailer was sighted at the Miami Boat Show in February this year for \$14,990**
- **INTENDED USE OF VESSELPleasure cruising. Inland protected waters including lakes, rivers, bays and sounds of Cape Cod and New England**
- **SUITABILITY FOR INTENDED SERVICE: Vessel IS considered fit for it's intended service upon correction of all listed Priority I and specific Priority II recommendations.**

NOTE1: All "Priority II" and "Other Recommendations" should be thoroughly reviewed to bring vessel up to current standards and or improve the value of the vessel.

NOTE2: The vessel owner is solely responsible for researching and knowledge of manufacturers' warranties and recalls for any and all components of this vessel and responsibly responding to same.

NOTE3: **Estimated replacement cost** was determined using information obtained from BUC ValuPro.com and dealer prices using the same or similar make and model with similar equipment options.

CLOSING STATEMENT & SIGNATURE:

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, impartial, and unbiased professional analyses, opinions and conclusions.*
- *I have no, (or the specified), present or prospective interest in the property that is the subject of this report, and I have no, (or the specified), personal interest with respect to the parties involved.*
- *I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.*
- *my engagement in this assignment was not contingent upon developing or reporting predetermined results.*
- *my compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.*
- *my analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice, (USPAP).*
- *no one provided significant business and /or intangible asset appraisal assistance to the person signing this certification. (If there are exceptions, the name of each individual providing significant business and/or intangible asset appraisal assistance must be stated).*

This report is submitted in confidence for the exclusive use of without prejudice to the rights and/or interests of other concerned parties and may not be used for any other purpose or relied upon by any other person.




Peter J. Spang, SAMS® AMS® (Society of Accredited Marine Surveyors #987)