

REPORT OF THE MARINE SURVEY

Survey completed: December 15, 2016

Report: December 16, 2016

Final Report: December 19, 2016

As requested, a Pre-purchase Survey was conducted of

"Lay Lo Life"



1999 Edgewater 247 CC

PREPARED EXCLUSIVELY FOR:

David Warlick

Box 486 Jackson, NH 03846.

CONDUCTED BY:

Peter J. Spang, SAMS® AMS®



GLOSSARY

The terms and words used in this report have the following meanings...

ACRONYMS:

ABYC - American Boating and Yacht Council **AF** - Appraisal Foundation **CE** - European Certification
CFR - US Code of Federal Regulations **COLREGS** - International Regulations for Preventing Collisions at Sea
ISO - International Organization for Standardization **NFPA** - National Fire Protection Agency **UL** - Underwriters Laboratory
USPAP - Uniform Standards of Professional Appraisal Practices

ADEQUATE: Sufficient for a specific requirement.

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).

CONDITIONS (Descriptive- different from vessel value):

EXCELLENT or BRISTOL: New or like new.

GOOD: Nearly new, with only minor cosmetic or structural discrepancies noted.

FAIR: Denotes that a system, component, or item is functional as is with minor repairs. (MONITOR OFTEN)

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

INTENDED SERVICE: Use of vessel that is intended by Survey Purchaser (present or prospective owner).

MATERIALS: FRP: (Fiber Reinforced Plastic) Typical fiberglass laminate construction. **SS:** (Stainless Steel)

NA: Not applicable to this vessel.

POWERS UP: Power was applied only and system appeared to react properly. This does not refer to the operability of any system or component unless specifically indicated.

SERVICEABLE: Sufficient for a specific requirement.

TERMINOLOGY:

ABAFT: Towards aft **ATHWART:** Across the vessel **AWL:** Above waterline **BWL:** Below waterline

LOA: Length overall **LWL:** Length at waterline **Stbd:** Starboard **Port:** Port **Topsides:** Hull sides (not deck)

Terms used in USCG Documentation: GRT: Gross tonnage **NET:** Net tonnage **BREADTH:** Beam

DEPTH: This is *not* draft. Note: GRT and NET are calculated from hull volumes. *Do not confuse with displacement or weight of the vessel.*

PRIORITY I - SAFETY & REGULATORY RECOMMENDATIONS: (*MAY BE MANDATORY*) The deficiencies listed as Priority I are required by state laws or CFR -federal laws enforced by the U.S.C.G. or are considered by the attending surveyor to represent unsafe operating conditions. Response by the vessel caretaker should be before next use of vessel.

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

These are important maintenance items sighted which in this surveyor's opinion need to be rectified. They may also include recommendations to conform to current ABYC and NFPA-302 voluntary standards which may not have been in effect or may not have been adhered to by the builder when the vessel was constructed. Some of these, if not addressed, could lead to a Priority I safety issue and/or may result in a reduced vessel market value. Response by the vessel caretaker should be ASAP.

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

These are other less significant maintenance items or observations that if not addressed, could lead to more important priority issues and/or could lead to a reduced vessel market value. The cost of addressing these recommendations is generally minimal. Might include suggestions in the context of FYI, ways of a prudent mariner, etc.



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Please note: This survey is prepared for the exclusive use of David Warlick. 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 Warlick 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: 121516edgewater24warlick.

1.4 Inspection date: December 15, 2016.

1.5 Report date: December 16, 2016.

1.6 Final Report date: December 19, 2016.

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 Warlick, who was 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. The vessel was commissioned and hauled at some point during the survey for a complete inspection. Inspection was indoors. Electrical systems checked: The vessel's (12-24) volt DC system was checked using the ship's batteries. Weather conditions for the survey were cold temps (above freezing) and dry weather. A complete survey was possible. A sea trial was performed as part of this survey.

1.11 Intended use: Pleasure cruising. Sport fishing.

SURVEY REQUESTED BY

- 1.12 Client's name:** David Warlick.
- 1.13 Client address:** Box 486 Jackson, NH 03846.
- 1.14 Cellular phone:** 603-534-2632.
- 1.15 Customer experience:** Customer admits to 35 years of pleasure boating experience in this class of boat. Power Squadron.

VESSEL INFORMATION

- 1.16 Year /Make /Model:** 1999 Edgewater 247 CC.
- 1.17 Vessel name:** Lay Lo Life.
- 1.18 Description:** Manufactured by: Edgewater Powerboats; Edgewater, Florida, **Description:** This power vessel is of molded fiberglass (FRP) construction, with a planing modified-V, and single- monohull. The hull primary color is: White. As designed, the hull has a hard chine molded-in at the turn of the bilge and a single lifting strake or chine molded-in each side. Vessel has a conventional sheer, is of a sport fisherman style, and has an open cockpit and center console. The vessel's **LOA24' 7", Beam: 8' 6", Draft: 1' 5", and Displacement: 3300 LBS.** (Dimensions as per BUC Research). **Hull Identification Number: DMA01427A999.** A true digital photograph of the hull ID number of the referenced vessel is displayed.
- 1.19 NOTE:** *Manuals for ship's systems, propulsion and electronics were not sighted on board. Ask for availability.*

VESSEL CONDITION & VALUE

- 1.20 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.
- 1.21 Book values:** BUC ValuePro and ABOS values used: Boat value only: \$19,300 to \$21,500. Outboard valued at \$3,690.
- 1.22 Market value:** \$20,000... value for total package. Refer to Section 1.1 "Value reconciled"
- 1.23 Explanation:** Valued at \$20,000 using BUC ValuPro, ABOS, NADA and Soldboats.com among others as guides. Value reconciliation and methodology: Yachtworld currently lists just one comparable year 2000 model, (in the US), asking \$29,000. Soldboats.com currently lists 7 comparable 2000-2002 models that sold for \$15,000 to \$29,300 in the last year, (1 sold this season so far). Eliminating the unusually high (\$50,000 with brand new outboards) and/or low values this calculates a mean market value as \$19,000. Whether single or dual outboard installations did not have bearing on price sold. Given the age and condition of this vessel, equipment offered and systems repairs 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).

1.24 Replace cost: \$62,100 per BUCValuPro.com. (Does not include outboard(s) or trailer). (MSRP was \$44,087 including outboard per ABOS).

1.25 NOTE: 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 without coring- solid FRP, with a molded-in grid system, and with a bonded inner and outer hull monocoque system. **Machinery includes:** A single outboard propulsion unit. **Propeller is:** three blades fixed made of stainless steel. Prop is (RH) right hand rotation. Size: ?-diameter and pitch not stamped. **The decks and house are constructed of:** Molded reinforced fiberglass (FRP) and reinforced with an unknown coring material. Mooring fittings include heavy duty bow cleat(s), cleats amidships on each sidedeck, and cleats on each of the stern quarterdecks. Strafe protection appears adequate. **The hull to deck joint:** A deck overlapping or shoe box configuration well sealed and fastened to the hull with mechanical fasteners and an unknown adhesive bonding compound The hull to deck joint is protected by: a plastic rub rail system. A swim platform is integrally molded into the transom. A boarding ladder or some other means of access from the water is provided as recommended by ABYC H-41.
- 2.2 Integrity** **This hull** is a watertight compartment divided by non-watertight bulkheads. There is a self draining anchor locker in the forepeak. **Hatches**, doors, windows and port lights opening to exterior decks are apparently watertight types, meeting ABYC H-3.5.2 standards, except for the only weathertight, companionway, and cockpit



locker hatches. **The cockpit** has 2 apparently functional and appropriate clearing ports and/or drain.

2.3 Thru-hulls

As sighted, the thru hull fixtures below waterline do not have valves attached. This is not compliant with ABYC H-27.5.1 "All penetrations below waterline must have a seacock". Should a hose fail, there is no way to secure the vessel from sinking. Recommend having emergency bungs on board to plug the thru hulls if necessary. Go to thru-hull section below.

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. **RECOMMEND: Compound and polish with UV screen to highlight and preserve finish.**

2.6 Bow:

Deep flared bow, Carolina style- appears solid on external inspection. Solid, no cracks visible on external inspection. Moisture readings are relatively dry. Bow eye is secure.

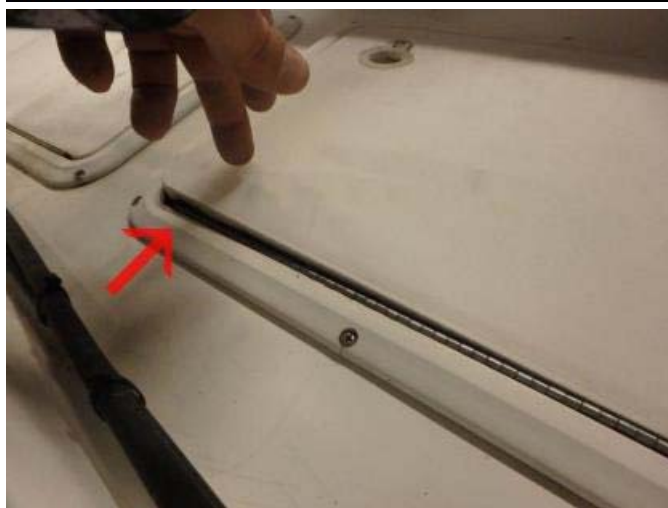
2.7 Rub rail:



White PVC rubrail with black PVC rubstrake insert. **The rubrail needs repair as follows: portside amidships. RECOMMEND repair rubrail as directed to prevent damage or injury.**

Broken within arrows

2.8 Transom:



A Euro style integral swim platform with cutout outboard(s) mount and scuppered splashwell, then a false transom. **Noted that one of the hatches in the outboard well has a bent hinge that will not allow the hatch to properly seal when closed. Repair or replace hinge.**

2.9 Anchor platform:

FRP platform bolted to foredeck. Anchor roller installed. Well secured, solid, no major cracks.

2.10 Swim Platform

Platform is molded into the transom portside of the outboard.



2.11 Boarding ladder:

Stainless steel drop down ladder mounted on swim platform. Well secured.

2.12 Moist./Delam.:

Moisture meter readings on topsides near the water line and surrounding thru hull fittings are relatively dry. A moisture meter was used to measure hull moisture in the wetted surface in a 6" grid pattern and around all thru hull fittings. All readings show relatively dry readings. Percussion testing with a phenolic hammer on a 6" grid pattern reveals: What appears to be solid laminate.

2.13 Condition summary:

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

ABOVE WATER LINE THRU-HULLS

2.14 -->STEM:

None.

2.15 -->HULL SIDES:

Plastic (Marelon) mushroom head fittings. Used for; Cockpit /deck drains, bilge /sump drains, and bait well drains. Vents for: Fuel tank.

2.16 -->TRANSOM:

Plastic (Marelon) mushroom head fittings. Used for: Outboard splashwell scupper(s)

HULL BOTTOM

2.17 Bottom paint:

*A thick buildup from many years of bottom paint applications is noted. Surface is rough from flaking and peeling. **RECOMMEND: Strip all antifouling paint to original gelcoat. Prep and apply new according to manufacturers directions.***

2.18 Grounding damage:

Antifouling paint worn from stem by beaching?

2.19 Thru Hulls

None.

2.20 Transducers

Transom mounted speed and depth transducer bracket well mounted. **Transducer broken off. Replace (if available) as necessary.**

2.21 Drain Plugs:

Transom mounted bronze drain plug fitting.

TRIM TABS, STABILIZERS AND THRUST SYSTEMS

2.22 Trim tabs:

Electro-mechanical actuator. Lenco single ram SS. **Trim tabs are not functional. RECOMMEND: Repair or replace as necessary to restore serviceability.**

ANODES

2.23 Outdrive(s):

Outboard bracket and lower unit anodes are wasted. Carefully examine all outboard anodes. Some might be hidden by prop etc. RECOMMEND: Replace drive anodes as necessary.

2.24 Hull mounted:

None.

2.25 Bonding:

Bonding wires on the outboard lower unit are appropriate and well connected.

2.26 Results

No evidence of abnormal galvanic or stray current corrosion is evident on the underwater metals. Sacrificial anodes are wasting normally.

BELOW WATER LINE THRU-HULLS



2.27 AFT BILGE :



Plastic inlet and outlet for passive baitwell circulation. No valves installed and made of plastic. Hoses are only single clamped. Recommend these below waterline fittings be replaced with bronze thru-hulls, fitted with valves, or removed and plugged. Failure would sink the boat.

HULL INTERIOR

2.28 Bilge(s):

Some black mold sighted in bilge and other closed in areas. RECOMMEND spraying with mild bleach or vinegar solution, then hosed out. Ways to ventilate these areas would help.

2.29 Stringers:

Hull stiffness provided by FRP (unknown core or no core) longitudinal stringers that run the length of the vessel. Complete inspection not possible due to limited access. Stringers are sighted in the aft bilge are well glassed into hull where sighted. Stringers were sounded with hammer where accessible and appear very sound. No soft spots, separation, cracks rotting or splitting sighted. Limber holes appear to be adequately sealed where sighted. Stringers checked with moisture meter where accessible and all readings are relatively dry.

2.30 Stem:

Solid stem, no cracks, damage, or separation sighted inside or out.

2.31 Inside of transom:

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

TOP DECK & SUPERSTRUCTURE

DECK Summary

3.1 Ground tackle

Ground tackle includes; A chain leader to 3 strand nylon line, (unknown length) with spliced eyes and galvanized thimbles, (*Replace corroded thimble*). Shackles and swivels appear serviceable. Shackle pins are not safety wired. *Recommend SS wire or tie wraps through the shackle pins to prevent loss of rode and/or anchor.* Anchor(s) include: One West Marine danforth style. *There is no secondary or backup anchor and rode as recommended in the ways of a prudent mariner. Check to see if the bitter end of the anchor rode is secured to the boat.* System is installed and maintained to ABYC standards. Appears to be serviceable.

3.2 Safety holds

Grab rails are well mounted to the weatherdeck structures in the cockpit, t-top support structure, and on the swim platform. Safety rails include: A bow rail, at a minimum height of 24", made from a single course, of welded SS 1" tubing, with side rails leading aft. System is sturdy and well secured.

3.3 Ladders and stairs

A boarding ladder is provided. It is always available or deployable by a person in the water. ABYC H-41.9.1.



3.4 Miscellaneous



Canvas covers or convertible enclosures or tops include: **A canvas trampoline on the T-top. Two worn through spots on the stbd side should be repaired.** Top is aged.

3.5 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

3.6 Const. material:

Molded FRP with an unknown core sandwich construction.

3.7 Deck Surface:

White gelcoat with molded non skid fiberglass surface.

3.8 Moist /Delam:

Abnormally high, (wet), moisture meter readings and delaminated or soft deck(s) on the top deck are as follows: Removable portion of the aft cockpit sole that covers the fuel tank. These areas should be addressed by a fiberglass/deck expert to determine whether repairs, if any, are necessary.

3.9 Windshield:

Lexan windscreen. Windshield is of marine quality and apparently meets range of visibility standards of ABYC H-1.5 to 1.8. and is glazed appropriately to standards of H-3. Glazing has manufacturers marks.

3.10 Deck Hatches:

FRP hatches in cockpit sole appear serviceable.

3.11 Ventilation:

Leave hatches open during winter storage to minimize mold growth.

3.12 Chocks and cleats:

Horn cleats, deck mounted at bow, amidships, and stern quarters. **Cleats are loose as described. Any loose deck hardware needs to be removed, rebbed with an elastomeric compound, and remounted with backing plates. RECOMMEND: Re-secure cleats in the following locations: Both bow cleats and amidships port side.**

3.13 Scuppers /drains:



Scupper drains in aft cockpit sole are clear and drains overboard at the waterline. **Hoses attached to drains are not on far enough and only single clamped. Attach properly.**

3.14 Transom shower:

Pullout handle with cold water only. Not tested-winterized. Pump powers on.



BRIDGE DECK / COCKPIT

- 3.15 Cockpit /Helm: Open cockpit with the helm at the center console. Bolster seat at helm station.
- 3.16 Top /superstructure: T-top, aluminum frame, soft vinyl top. Appears well secured.
- 3.17 Cockpit Equipment: Cockpit has courtesy lights that power up. Cockpit flood lights installed, **aft cockpit flood light does not power up, repair or replace as necessary.**
- 3.18 Door(s): Center console entrance portside. Door has locking device.
- 3.19 Seating:



Seat forward the center console- backrest in poor condition. No cushion for the forward cooler. Vinyl stand/sit padded bolster seat at helm and side companion seat. Vinyl in excellent condition. Drop down transom seat.

FISHING EQUIPMENT

FISHING GEAR

- 4.1 Live bait wells: There is a lighted live well. The livewell drains overboard via scupper. Has passive circulation system when boat is moving. **Light does not appear to work.**

4.2 Fish box(s)



In the transom with scupper drains overboard.

4.3 Rod holders:

There are thru-deck holders mounted on side decks /transom. There are rocket launcher style rod holders mounted on the T-top and attached to the helm seat.



4.4 Ice locker:



2 large Igloo coolers.
Handles broken on both.
Aft cooler body is cracked.

STEERING SYSTEM

STEERING Summary

- 5.1 System The vessel has a hydraulic steering system without power assist and wheel controlled. Steering is accomplished, by steering the outboard.
- 5.2 Condition summary *Steering head replaced after original failed to work properly on the first sea trial.*

STEERING SYSTEM

- 5.3 Manufacturer: System is by SeaStar-Teleflex.
- 5.4 Lines and fittings: Flexible hydraulic lines from steering head to ram(s). No leaks sighted.
- 5.5 Reservoir tank: Steering fluid reservoir is full.
- 5.6 Mounting(s): Cylinder and ram actuator are well secured. Hull mounted bracing appears adequate.
- 5.7 Condition summary: Steering system meets ABYC standards, turns smoothly and easily, appears serviceable.

PROPULSION SYSTEM

PROPULSION Summary

- 6.1 Propulsion: The vessel is propelled by a single engine, gasoline fueled with an oil injection system, 2 stroke, V6 cylinders configuration, throttle body fuel injected, and naturally aspirated. Outboard(s) system installation manufactured by: **Yamaha**, **Engine year:** 1999? and **Model:** 250 OX66. **Producing:** 250 HP and rated @4500 to 5500 RPM. **Serial #-?** label illegible. **Hours:** ? No meter sighted. Hours of use unknown. *Strongly suggest installing an hour meter for keeping track of engine use for proper maintenance scheduling.*
- 6.2 Controls: Manual type, -outboard controls with tilt and trim switch on the handle. On this vessel is one control station located at and the center console. Flame arrestor(s) are installed and appropriate for the gasoline engine(s). **Remote tilt switch on the engine cowling is not serviceable- replace as necessary.**
- 6.3 Alarms The alarms are: Visual and appear to be operating satisfactorily when the engine(s) started. No gauges, idiot lights only.
- 6.4 Shutdown The emergency shutdown key and lanyard is available and, tested. Appears operational.



6.5 Start-in-gear

Start-in-gear protection is appropriate for this boat and operational.

6.6 Condition summary

Components of the propulsion system are built and installed to ABYC standards and appear serviceable.

6.7 NOTE:

• *It is good practice when buying a used vessel with an outboard motor, (and maintenance records are not available), that all filters, fluids (Lower unit gear case) be changed, and the raw water cooling impeller(s) also be changed. As stated in the Terms and Conditions agreement, It is understood that the attending surveyor is not an engine/transmission surveyor. As such, I recommend if any doubt, that all outboards engines be inspected by a qualified engine surveyor/mechanic to determine the internal condition of the engine(s), lower unit gears, etc.*

MAIN ENGINE(S)

6.8 Ignition protection:

Yes -distributor, alternator and starter are OEM and ignition protected.

6.9 Fuel pump(s):

Engine mounted mechanical or vacuum operated.

6.10 Fuel supply lines:

Outboard style with squeeze bulb primers. *Fuel lines are original, the fuel lines have passed their recommended service age (5 years gasoline, 10 years diesel) and should be replaced.*

6.11 Fuel shutoff:

None, anti-siphon valve at tank outlet only. Meets regulations.

6.12 Fuel filter(s):

Remote mounted separator/filter, by Yamaha.

6.13 Engine mounts:

Outboard bolted to transom with backing plates. Appears secure. Tilt and steering bushings feel tight and well lubricated.

6.14 Engine ground:

Part of outboard harness. Not visible.

6.15 Engine(s) operated:

Engines observed on sea trial. Go to "Sea Trial" section for details.

6.16 Condition summary:

Appearance leads one to believe this engine has been well maintained. Engine(s) installed to ABYC standards and appear serviceable.

6.17 Damage sighted:



Skeg has minimal paint scuffing from contact with bottom sand. Tip is broken off.

DRIVETRAIN

6.18 Transmission

Transmission fluid level and condition: Lower unit gear oil is full and clean. Small sample dripped onto paper showed no evidence of water or shiny metal flakes.

6.19 Prop(s):

Single prop, Three blades fixed, stainless steel. Prop is in good condition with no cracks, corrosion or bent, nicked or chipped blades. Prop nut is secure and properly locked in place with lock washer.

ENGINE INSTRUMENTS AND CONTROLS

6.20 Throttle and shift:

Yamaha OEM control(s). Single lever for throttle/shift controls. The tilt/trim



6.21 Gauge cluster:

switch controls are built into the handle. Control(s) are mounted at the helm- right hand. Control(s) works smoothly and appears serviceable.

Gauges include: Tachometer, DC voltmeter, speedometer or knotmeter, fuel gauge for each tank, and power trim indicator. LED monitor(s) each engine as installed is/are part of a; Yamaha gauge package.

6.22 Tachometer:

Yes.

6.23 Temperature:

"Idiot light" only.

6.24 Oil level:

Yes.

6.25 Voltmeter:

Yes.

6.26 Hour meter(s):

None sighted -- recommend installation to facilitate tracking of routine maintenance.

6.27 MPH:

Yes. **Does not work. Repair as necessary.**

6.28 Fuel gauge:

Yes.

6.29 Power trim:

Yes, Trim indicator for the outboard only. Serviceable.

6.30 Condition summary:

Installed to ABYC and USCG standards. Appears serviceable.

Compression test:

6.31 MAIN ENGINE(S)

Compression test performed by dealer revealed equal compression in the 110 to 115 psi range. All cylinder readings are within 10% of each other.

NAVIGATION ELECTRONICS

NAVIGATION EQUIPMENT Full and Summary

7.1 Navigation station:

All navigational instruments are at the helm.

7.2 Compass(es):

Ritchie. With a 3" card. Lighted and shaded. Located on the helm dash. The compass appears functional.

7.3 VHF radio(s):

Standard Horizon, *Radio powers up but does not transmit nor receive. No antenna.*

7.4 Depth sounder(s):

Autohelm BiData. Does not work- no transducer.

7.5 Chart plotter(s):

Not installed.

7.6 Antenna(s):

None mounted.

7.7 Condition summary:

For its intended service, this vessel is only marginally equipped for safe navigation. RECOMMEND: Updating or adding navigational equipment. Know how to use.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEMS Summary



8.1 House Batteries:



There is one NAPA 12 volt, wet cell lead acid, and Group 24 size. **It failed the Cold Crank Amperage test. Replace battery.**

8.2 Starting batteries:

There is: one Interstate 12 volt, wet cell lead acid, Group 24 size, cranking battery. Passed Cold Crank Amp test.

8.3 Battery installation:

Batteries are secured: In trays and with straps. Problems are noted with the battery installation to comply with ABYC E-10 and 33CFR Sec. 183.420. Refer below.

8.4 DC system:

There is one 4 position main battery switch. It is appropriate, accessible and functional. Panels and meters are marine appropriate and appear functional. Overcurrent protection is installed on each branch of the DC system. Battery charging via engine alternator. Problems noted with the DC system are noted. Refer below.

8.5 AC system:

No AC system on this vessel.

8.6 Bonding /galvanics

No bonding system is installed on this vessel.

8.7 Condition summary

Components of the ship's electrical system are built and installed to ABYC standards and appear serviceable but with exceptions noted below.

SHIP'S BATTERIES

8.8 Storage:

Battery terminals are not protected as required. Code of Federal Regulations - CFR33.183.420 mandates that ALL non-grounded battery (+) and DC circuit terminals be protected against accidental shorting by the use of insulation barriers or sleeves or compliant battery boxes with covers. Recommend compliance with CFR and insulate all non-grounded battery and DC terminals.

D.C. ELECTRICAL SYSTEMS

8.9 Cables /wiring:

(For vessels built or reconfigured after 8/1/1985) A primary circuit breaker is not installed within limits defined by 33CFR Sec. 183.460. (Preferably at the battery terminal or within 7". If the wire is sheathed, then within 72"). **RECOMMEND: Compliance with the law and install primary breaker as required.**

8.10 Battery monitor:

Voltmeter/ammeter part of the OEM propulsion gauge cluster.

8.11 DC panel:

Yes, located on the center console. Each branch switch is clearly labeled as to purpose except switches labeled only "AUX"

8.12 Wiring secured:

Not all well secured. Some loose wiring runs sighted. **RECOMMENDATION: ABYC E-11 currently recommends that all electrical wiring runs be bundled and secured no further apart than every 18 inches.**

8.13 Condition summary:

Aside from deficiencies noted, the DC system on this vessel is built to ABYC standards and appears serviceable.



TANKAGE

TANKAGE Summary

- | | |
|------------------------------|---|
| 9.1 Marine Sanitation | There is no holding tank, toilet or MSD system on this vessel. |
| 9.2 Water Heater | There is no domestic hot water heating tank or system on this vessel. |
| 9.3 Fuel Tanks | There is one fuel tank made from aluminum with a capacity of unknown gallons. Tank meets accessibility requirements. Deck fill plate, hoses, vent, supply and return lines and fittings inspected and tank has: A fuel gauge sending unit. Fuel piping is: USCG Type A-2 fuel hose for fill hose and vent applications and is double clamped appropriately. Fill hose appears more recent than vent and supply lines. |
| 9.4 LPG/CNG System | There is no LP or CN gas system on this vessel. |
| 9.5 Water Tanks | There is no fresh water tank, plumbing or pump(s) installed on this vessel. |
| 9.6 Condition summary | Components of the ship's tankage and related components systems are built and installed to ABYC standards and appear serviceable but with exceptions noted below. |

FUEL TANK(S)

- | | |
|---------------------------------|--|
| 9.7 Tank(s) location(s): | Installed beneath the cockpit sole. |
| 9.8 Manuf. label(s): | <i>The manufacturer's label is not sighted on the fuel tank(s). An unlabeled tank is a violation of 33CFR Sec. 183.514. Recommend owner verify that the fuel tank meets all USCG 33CFR Sec. 183 requirements.</i> |
| 9.9 Tank(s) grounded: | Tanks are grounded properly. |
| 9.10 Tank(s) secured: | <i>With foam. No longer approved. Unknown if an air gap of at least 1/4" has been left beneath the tank for ventilation.</i> |
| 9.11 Access: | Access to tank(s) and fuel system meets standards of ABYC H-24 and 33CFR Sec. 183.554. Provision has been made by the manufacturer to remove portion of the deck to access the tank. |
| 9.12 Tank(s) condition: | <i>Top of the fuel tank is covered with black scum/ mold which will accelerate corrosion. The access hatches in the cockpit sole have been leaking salt water directly onto the tank and fittings. Hatches should be kept in good order and seals must be kept clean and lubricated with an o-ring conditioner. Fuel level sending unit and wiring is very corroded.</i> |
| 9.13 Vent line/location: | Fuel tank vent(s) sighted on hull sides and appear serviceable. |
| 9.14 Fuel fills located: | On the side deck, portside. The deck plate is clearly labeled, appears weather-tight and serviceable. Cap tether in place. O-ring on cap is in good condition. |
| 9.15 Fuel fill grounded: | <i>Fill plate is not visible. Proper grounding to tank is not verifiable.</i> |

AUXILIARY EQUIPMENT

MISCELLANEOUS EQUIPMENT & ACCESSORIES

- | | |
|-------------------------------|---|
| 10.1 Boat hook: | None sighted. |
| 10.2 Boarding ladder: | Boarding ladder is available and appears serviceable. Accessible and deployable from the water. |
| 10.3 Cockpit cushions: | Fair condition. |
| 10.4 Deck light: | Cockpit courtesy lights installed. Cockpit flood lights mounted on superstructure fore and aft. |
| 10.5 Fenders: | <i>No docking fenders sighted. Provide docking fenders to protect topsides.</i> |



- 10.6 Ice Chest:
- 10.7 Spotlight:
- 10.8 US Flag:

Two insulated ice chests available. Fish hold in transom also insulated.
 None installed nor sighted.
Not sighted- please display colors.

SEA TRIAL

SEA TRIAL DETAILS

11.1 Date & Time: December 14, 2016 @ 15:00 (An earlier attempt to sea trial failed due to steering issue).

11.2 Operated from /to: Marina to Barnstable outer harbor, where the maneuvers were performed.

11.3 Attendees:



Sea trial attended by- Ian, employee of Millway Marine, and myself.

11.4 Vessel operated by: Ian.

11.5 Sea conditions: 1' chop.

11.6 Weather/temp: Cold, fair weather. Wind Northwest 10-15 knots.

SEA TRIAL OBSERVATIONS

11.7 Start test: Start in gear protection is appropriate and operational. Tested with engine start.

11.8 Cranking: The engine(s) started without excessive cranking.

11.9 Exhaust smoke: The engine exhaust smoke was nonexistent throughout the sea trial.

11.10 Cooling water: The outboard(s) cooling water monitor stream appeared adequate and normal.

11.11 Instruments: **Some instruments did not operate within normal limits or were not functional- namely the speedometer and depth gauge.**

11.12 Max throttle:



Manufacturer's recommended max RPM is 4500-5500- Engine reached 5200 RPM at full throttle.

11.13 Steering: The steering system operated normally/ smoothly from stop to stop. Vessel made



11.14 Throttle levers:

sharp turns at high speed without cavitating or skidding.

11.15 Transmission(s):

The throttles operated normally/smoothly.

11.16 Backdown test:

The transmissions operated normally/smoothly. No thunk or grind when shifted. The backdown test was satisfactory. Engine mounts secure & No unusual movement of the engine(s) was sighted. Seawater did not enter the cockpit.

11.17 Vibrations:

There were no excessive vibrations noted at any time during the sea trial run.

11.18 Leaks:

There were no oil, coolant or other leaks observed during or after the sea trial.

RELATIVE TEMPERATURE READINGS

11.19 Comments:

No indication of overheating from outboard.

SEA TRIAL ENGINE INSTRUMENT READINGS

11.20 RPM /Speed:

IDLE: rpm. SLOW: 1000 rpm/ 5 kts. CRUISE: 4000 rpm/ 23 kts. WOT: 5200 rpm/ 33 kts. Speed readings by GPS. SOG (Speed over ground)

11.21 Volts DC:

14 VDC at all throttles.

SAFETY EQUIPMENT

DEWATERING PUMPS

12.1 Aft bilge:

There is one pump, by Rulemate, and powered by 12 VDC, It is a centrifugal style pump rated at 1100 GPH and with an automatic built in float switch or sensor. *Float switch not tested. The internal float, sensor or switch could not be accessed. Monitor pump for proper operation.* Manual override at the helm operational.

U.S.C.G. REQUIRED

12.2 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: <http://marinesurvey.us8.list-manage2.com/track/click?u=be99d3cfe0e55e99f3413d7e8&id=0b03df0333&e=dc9600d0ec>.*

Visual and pyrotechnic signals: Visual or pyrotechnic emergency signal devices not included with sale- must provide. **Navigation lights:** The vessel's LED navigational lighting is appropriate and fully operational. **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.** **USCG Placards:** Both USCG 33CFR 151 mandated placards (Oil & Garbage) are properly posted. **PFDs and Life Jackets: Type II Coast Guard approved basic life jacket:** There are: two. **Coast Guard approved Type IV (Throwable):** None- *Though not required on vessels this size, strongly recommend having throwable Type IV Approved life preservers on board for emergency use. At least one should have 50' of line attached to throw*



and retrieve a person in the water. **Fire Fighting Equipment:** This vessel is not required to carry fire extinguishers, however, an appropriate **B-I dry powder** style sighted: One USCG Approved, located inside the center console. Extinguisher adequately pressurized per gauge.

AUXILIARY SAFETY EQUIPMENT

12.3 Recommended

The following safety equipment is strongly recommended in the ways of a prudent mariner: **First aid kit:** *No first aid kit sighted. Highly recommended.* **Emergency shutdown:** Emergency shutdown with lanyard available at helm position. **Deck lighting available:** Cockpit courtesy lights installed-, mast mounted foredeck light installed-, and aftdeck or cockpit floodlight(s) installed. **Search light:** *No searchlight, highly recommended.* **Man overboard:** *No, design MOB (Man Over Board) system and provide necessary equipment. Drill with all hands.*

Deficiencies: **USCG required safety equipment deficiencies on this vessel must be amended before putting to sea. Refer to Safety Equipment section for specific deficiencies, then refer to the USCG Safety Equipment Chart following this section to properly equip this vessel.**



RECOMMENDATIONS:

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

TOP DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

3.13 Scuppers /drains:

1. Hoses attached to drains are not on far enough and only single clamped. Attach properly.

ELECTRICAL SYSTEMS

SHIP'S BATTERIES

8.8 Storage:

2. Battery terminals are not protected as required. Recommend compliance with CFR and insulate all non-grounded battery and DC terminals.

D.C. ELECTRICAL SYSTEMS

8.9 Cables /wiring:

3. Install primary breaker within 7" of the house battery as required.

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

12.2 Required equipment:

4. Visual or pyrotechnic emergency signal devices not included with sale- must provide.

RECOMMENDATION: Recommend an approved marine sound device; horn, whistle or bell.

AUXILIARY SAFETY EQUIPMENT

12.3 Recommended

5. USCG required safety equipment deficiencies on this vessel must be amended before putting to sea. Refer to Safety Equipment section for specific deficiencies, then refer to the USCG Safety Equipment Chart following this section to properly equip this vessel.

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

HULL INSPECTION

HULL EXTERIOR

2.7 Rub rail:

1. RECOMMEND repair rubrail portside as directed to prevent damage or injury.

2.8 Transom:

2. Noted that one of the hatches in the outboard well has a bent hinge that will not allow the hatch to properly seal when closed. Repair or replace hinge.

HULL BOTTOM

2.20 Transducers

3. Depth/ speed transducer broken off. Replace (if available) as necessary.

BELOW WATER LINE THRU-HULLS

2.27 AFT BILGE :

4. Recommend these below waterline fittings be replaced with bronze thru-hulls, fitted with valves, or removed and plugged. Failure would sink the boat.

HULL INTERIOR

2.28 Bilge(s):

5. Some black mold sighted in bilge and other closed in areas.

TOP DECK & SUPERSTRUCTURE

DECK Summary

3.4 Miscellaneous

6. A canvas trampoline on the T-top. Two worn through spots on the stbd side should be repaired.



MAIN DECK & FITTINGS

3.8 Moist /Delam:

7. Abnormally high, (wet), moisture meter readings and delaminated or soft deck(s) on the top deck are as follows: Removable portion of the aft cockpit sole that covers the fuel tank.

BRIDGE DECK / COCKPIT

3.17 Cockpit Equipment:

8. Aft cockpit flood light does not power up, repair or replace as necessary.

3.19 Seating:

9. Seat forward the center console- backrest in poor condition.

FISHING EQUIPMENT

FISHING GEAR

4.1 Live bait wells:

10. Light does not appear to work.

PROPULSION SYSTEM

PROPULSION Summary

6.2 Controls:

11. Remote tilt switch on the engine cowling is not serviceable- replace as necessary.

ENGINE INSTRUMENTS AND CONTROLS

6.27 MPH:

12. Does not work. Repair as necessary.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEMS Summary

8.1 House Batteries:

13. It failed the Cold Crank Amperage test. Replace battery.

SEA TRIAL

SEA TRIAL OBSERVATIONS

11.11 Instruments:

14. Some instruments did not operate within normal limits or were not functional- namely the speedometer and depth gauge.

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

GENERAL SURVEY INFORMATION

VESSEL INFORMATION

1.19 NOTE:

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

HULL INSPECTION

HULL Summary

2.3 Thru-hulls

2. As sighted, the thru hull fixtures below waterline do not have valves attached. This is not compliant with ABYC H-27.5.1 "All penetrations below waterline must have a seacock". Should a hose fail, there is no way to secure the vessel from sinking. Recommend having emergency bungs on board to plug the thru hulls if necessary.

HULL EXTERIOR

2.5 Hull cosmetics:

3. RECOMMEND: Compound and polish with UV screen to highlight and preserve finish.

HULL BOTTOM

2.17 Bottom paint:

4. RECOMMEND: Strip all antifouling paint to original gelcoat. Prep and apply new according to manufacturers directions.



TOP DECK & SUPERSTRUCTURE

DECK Summary

3.1 Ground tackle

5. Replace corroded thimble. Recommend SS wire or tie wraps through the shackle pins to prevent loss of rode and/or anchor. There is no secondary or backup anchor and rode as recommended in the ways of a prudent mariner. Check to see if the bitter end of the anchor rode is secured to the boat.

BRIDGE DECK / COCKPIT

3.19 Seating:

6. No cushion for the forward cooler.

FISHING EQUIPMENT

FISHING GEAR

4.4 Ice locker:

7. 2 large Igloo coolers. Handles broken on both. Aft cooler body is cracked.

PROPULSION SYSTEM

PROPULSION Summary

6.1 Propulsion:

8. Suggest installing an hour meter for keeping track of engine use for proper maintenance scheduling.

MAIN ENGINE(S)

6.10 Fuel supply lines:

9. Fuel lines are original, the fuel lines have passed their recommended service age (5 years gasoline).

ENGINE INSTRUMENTS AND CONTROLS

6.26 Hour meter(s):

10. None sighted -- recommend installation to facilitate tracking of routine maintenance.

NAVIGATION ELECTRONICS

NAVIGATION EQUIPMENT Full and Summary

7.3 VHF radio(s):

11. Radio powers up but does not transmit nor receive. No antenna.

7.4 Depth sounder(s):

12. Autohelm BiData. Does not work- no transducer.

7.7 Condition summary:

13. RECOMMEND: Updating or adding navigational equipment. Know how to use.

TANKAGE

FUEL TANK(S)

9.8 Manuf. label(s):

14. No label, unable to verify that the fuel tank meets all USCG 33CFR Sec. 183 requirements.

9.10 Tank(s) secured:

15. With foam. No longer approved. Unknown if an air gap of at least 1/4" has been left beneath the tank.

9.12 Tank(s) condition:

16. Top of the fuel tank is covered with black scum/ mold which will accelerate corrosion. Fuel level sending unit and wiring is very corroded.

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

12.2 Required equipment:

17. Strongly recommend having throwable Type IV Approved life preservers on board.




AUXILIARY SAFETY EQUIPMENT

12.3 Recommended

18. No first aid kit sighted. Highly recommended. No searchlight, highly recommended. No, design MOB (Man Over Board) system and provide necessary equipment. Drill with all hands.



**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.....\$20,000...** value for total package. Refer to Section 1.1 "Value reconciled"
- **APPROXIMATE REPLACEMENT COST.....\$62,100 per BUCValuPro.com.** (Does not include outboard(s) or trailer). (MSRP was \$44,087 including outboard per ABOS)
- **INTENDED USE OF VESSEL**Pleasure cruising. Sport fishing
- **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)