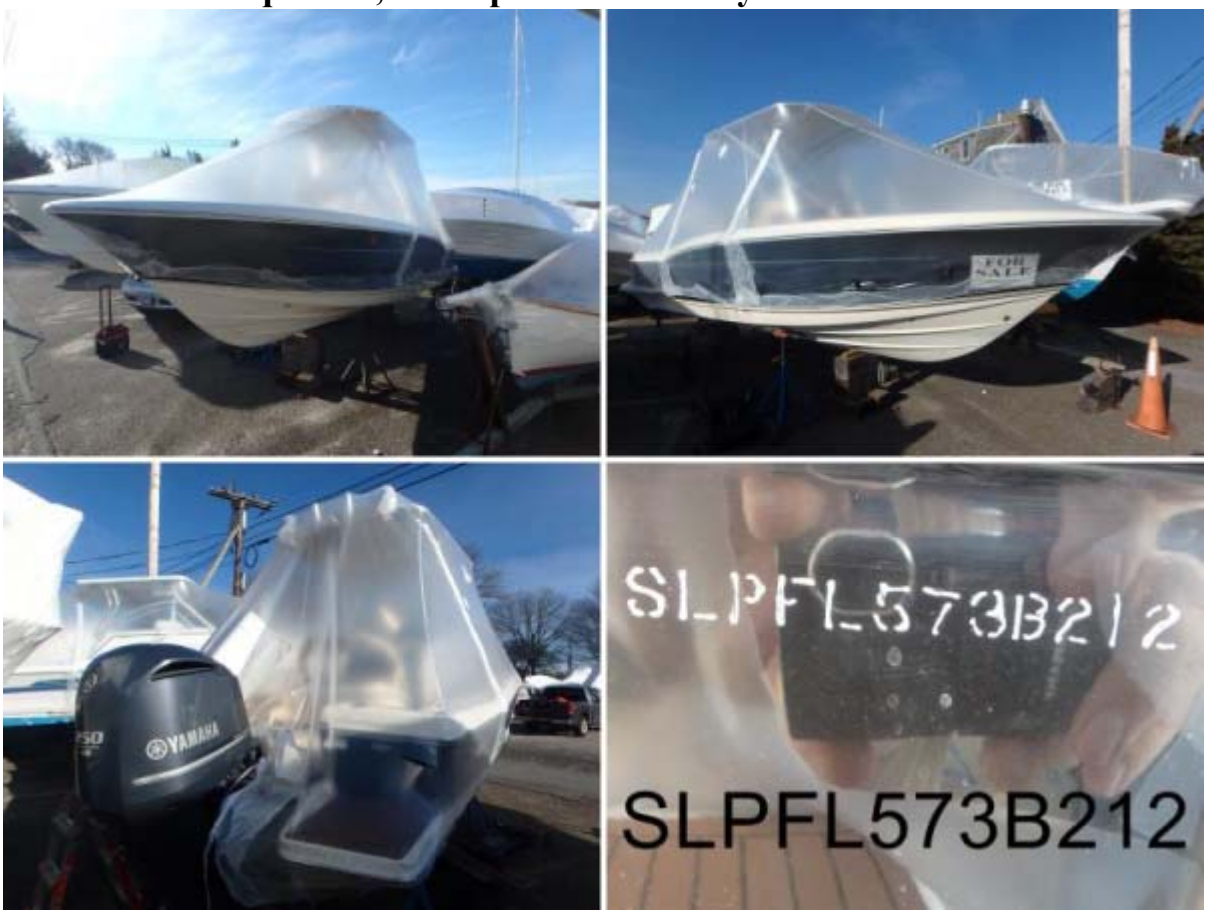
REPORT OF THE MARINE SURVEY

Survey completed: December 21, 2016
Report: December 22, 2016
Final Report: December 23, 2016

As requested, a Pre-purchase Survey was conducted of



2012 Scout 225 XSF

PREPARED EXCLUSIVELY FOR:
John T Mettling
14 Bradbury Lane Newburyport, MA 01950.

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.

SURVEY REPORT TABLE OF CONTENTS

Please note: This survey is prepared for the exclusive use of John T Mettling. 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 John T Mettling 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.

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: 122116scout225mettling.

1.4 Inspection date: December 21, 2016.

1.5 Report date: December 22, 2016.

1.6 Final Report date: December 23, 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, John T Mettling, 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 on the hard in storage, decommissioned and covered with shrinkwrap. Some parts of the boat were inaccessible and identified in the report. Electrical systems checked: The vessel's (12-24) volt DC system was checked using the ship's batteries. Weather conditions for the survey were moderate temperatures and dry weather. A complete survey was possible. A sea trial was not performed as part of this survey.

1.11 Intended use: Pleasure cruising. Sport fishing.

SURVEY REQUESTED BY

1.12 Client's name: John T Mettling.

1.13 Client address: 14 Bradbury Lane Newburyport, MA 01950.

1.14 Cellular phone: 978-273-8250.

1.15 Customer experience: ***Survey purchaser has admitted limited boating experience. It would be wise to attend a boater's safety course. Call the local Coast Guard Auxiliary for more information.***

VESSEL INFORMATION

1.16 Year /Make /Model: 2012 Scout 225 XSF.

1.17 Description: Manufactured by: Scout Boats, Inc. /Summerville, SC 29483. **Description:** This power vessel is of molded fiberglass (FRP) construction, with a planing deep-V, and single- monohull. The hull primary color is: Black. As designed, the hull has a hard chine molded-in at the turn of the bilge and double lifting strakes or chines molded-in each side. Vessel has a conventional sheer then stepped down at the cockpit, is of a family day cruiser/ sport fishing style, and with an open cockpit and center console. The vessel's **LOA: 22' 5", Beam: 8' 6", Draft: 1' 2", and Displacement: 2200 LBS.** (Dimensions as per BUC Research). **Hull Identification Number: SLPFL573B212.** A true digital photograph of the hull ID number of the referenced vessel is displayed. Vessel is dealer owned.

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: ABOVE AVERAGE CONDITION This vessel appears to have had above average care and/or is equipped with extra options and electronic gear.

1.20 Book values: BUC ValuePro and ABOS values used: Boat value only: $36,100 to $40,100. Outboard valued at $11,128.

1.21 Market value: $50,000... value for total package. Refer to Section 1.1 "Value reconciled"

1.22 Explanation: Valued at $50,000 using BUC ValuPro, ABOS, NADA and Soldboats.com among others as guides. Value reconciliation and methodology: Yachtworld currently lists 6 comparable 2011-2013 models, (in the US), asking $44,500 to $62,900. Soldboats.com currently lists 8 comparable 2011-2013 models that sold for $31,500 to $52,500 in the last year, (4 sold this season so far). (Note: 2 of the lower priced models were from southern states and not used to calculate value). Eliminating the unusually high and/or low values this calculates a mean market value as $48,000. Given the age and condition (+5%) 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. *This valuation also assumes engines and other untested systems etc. are in good /operable condition as represented.*

1.23 Replace cost: $54,400 per BUCValuPro.com. (Does not include outboard(s) or trailer). (MSRP was $69,428 per ABOS- including outboard).

1.24 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. **Below waterline machinery includes:** A single outboard propulsion unit. **Propeller is: In storage- not sighted. This vessel also has:** Apparently functional trim tabs. **The decks and house are constructed of:** Molded reinforced fiberglass (FRP) and reinforced with an unknown coring material. Mooring fittings include heavy duty well mounted 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: Is not visible.** The hull to deck joint is protected by: a plastic rub rail and metal rub strake 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, except for the only weathertight, and companionway.

2.3 Thru-hulls **Thru hull fittings:** All sighted appear to be serviceable and properly installed at reinforced locations in the hull and include- flanged seacocks- through bolted and securely mounted to the vessel with and bronze ball valves. All hose fittings below water line are double clamped as recommended by ways of a prudent mariner. *A bag of emergency bungs was not sighted on board and recommended in the ways of*

a prudent mariner.

2.4 Condition summary Components of the hull and deck structure are built and installed to ABYC standards and appear serviceable.

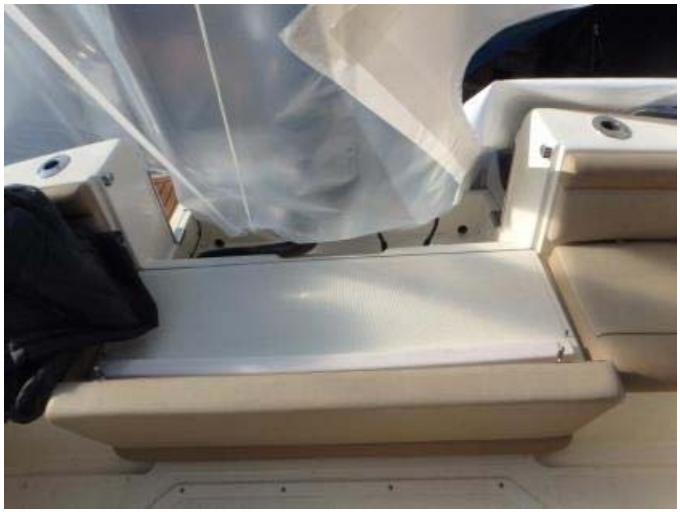
HULL EXTERIOR

2.5 Hull cosmetics: Excellent condition-well protected and no severe external scratches chips or abrasions were sighted.

2.6 Bow: Solid, no cracks visible on external inspection. Moisture readings are relatively dry. Bow eye is secure.

2.7 Rub rail: In like new condition. Well secured.

2.8 Transom:



A Euro style integral swim platform with cutout outboard(s) mount and scuppered splashwell, then a false transom with a gated walkthrough-(back of transom seat folds down).

2.9 Boarding ladder: A SS telescoping ladder is permanently mounted to the swim platform. Well secured.

2.10 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.

2.11 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

2.12 -->STEM: Anchor/chain locker drains thru side of stem.

2.13 -->HULL SIDES: Bronze mushroom head fittings. Used for; Bilge /sump drains and bait well drains. Vents for: Fuel tank and waste tank.

2.14 -->TRANSOM: Bronze mushroom head fittings. Used for: Cockpit /deck drain(s), (with flapper valves), and outboard splashwell scupper(s)

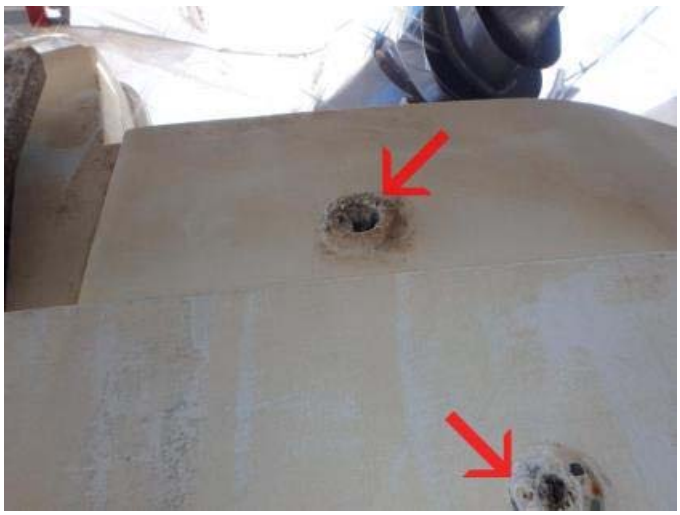
HULL BOTTOM

2.15 Bottom paint: Wetted surface is clean and fair. White Vivid paint used.

2.16 Osmotic blistering: No evidence of blistering was visible on hull bottom at the time of inspection. *Blisters are an unknown factor on all boats and if not currently present, there is no guarantee that they will not appear in the future. Blisters have a tendency to dry out over winter storage unless severe or large. Blisters (if any) best appear after vessel has been in water for an entire season. In addition, the symptomatic evidence of blistering can be obscured by bottom coatings, a dry storage period during which blisters spontaneously depressurize, bottom laminate sanding, and other conditions or actions. Recommend full inspection for blisters immediately after haulout and power wash. Surveyor has no firsthand knowledge of the history of bottom*

maintenance, blistering, repairs or prophylactic coatings on this vessel.

2.17 Thru Hulls



Thru-hulls are somewhat choked with anti-fouling paint and marine growth, specifically; raw water intakes.

2.18 Transducers Transom mounted speed and depth transducer well mounted. Appears serviceable.

2.19 Drain Plugs: Transom mounted bronze drain plug fitting.

2.20 Condition summary: Wetted surface requires routine maintenance for commissioning.

TRIM TABS, STABILIZERS AND THRUST SYSTEMS

2.21 Trim tabs:

Lenco single ram SS. System powers up & appears functional. Digital control pad at the helm with working indicators.

ANODES

2.22 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.**

2.23 Bonding: Hull zincs are connected to vessel's bonding system. Bonding wires on the outdrive are appropriate and well connected.

2.24 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

2.25 AFT BILGE : Bronze seacock ball valve(s) installed. Valve is functional and accessible. Threaded drain plug is bronze. **Thru hull valve used for:** Baitwell pump inlet, baitwell drain, and deck raw water wash down inlet. **Sea valve(s) are piped with:** Marine rubber covered reinforced hose. Hose connections are double clamped.

HULL INTERIOR

2.26 Bilge(s): Clean and dry.

2.27 Stem:	Solid stem, no cracks, damage, or separation sighted outside. Inside not accessible without removing screwed down panel.
2.28 Inside of transom:	Reinforced. Secure-no cracks or separation sighted where visible.
2.29 Condition summary:	Unless otherwise noted the hull system and related fittings meet ABYC standards and appear serviceable.
2.30 NOTE:	***All thru-valves need to be worked routinely to be kept serviceable. Simply open and close the valve several times.***

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. 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 and Danforth or danforth style. ***There is no secondary or backup anchor and rode as recommended in the ways of a prudent mariner.*** The bitter end of the anchor rode is properly secured to vessel. System is installed and maintained to ABYC standards. Appears to be serviceable. **Note: Thimble is rusty and should be replaced.**

3.2 Safety holds	Grab rails are well mounted to the weatherdeck structures in the cockpit, t-top support structure, a flush mount SS rail system in the forward cockpit, and on the swim platform.
3.3 Miscellaneous	The windscreen is of a typical marine style and quality utilizing lexan of a sufficient thickness, gaskets are in good condition, the framework is solid and well mounted. The field of vision from the helm is unobstructed apparently meeting standards of ABYC H-1.5 to 1.8.
3.4 Condition summary	Components of the top deck and/or superstructure system are built and installed to ABYC standards appear serviceable.

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 Port(s) /port light(s):	Opening portlight in console structure.
3.8 Deck Hatches:	FRP hatches in cockpit sole. Hatches are well secured, seals in good condition, support arm(s) in place.
3.9 Ventilation:	*Leave hatches open during winter storage to minimize mold growth.*
3.10 Chocks and cleats:	Cleats are flush mounted pop-up style. All are well sealed and secure.
3.11 Scuppers /drains:	Clearing ports or scuppers in each aft corner of the cockpit, with flappers to avoid

backwash.

3.12 Condition summary: Unless otherwise noted, deck system and related fittings meet ABYC standards and appear serviceable.

FISHING EQUIPMENT

FISHING GEAR

4.1 Live bait wells: There is a lighted live well with circulator and aerator pumps. The livewell drains overboard via scupper. Could not test, winterized, pump powers up.

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.

4.4 Lure storage: Under pilot seat.

4.5 Washdown system: There is a raw water and a fresh water washdown system provided. The washdown system could not be tested because the system is winterized.

CABIN INTERIOR APPOINTMENTS

ENTERTAINMENT ELECTRONICS

5.1 Stereo(s):

Located in the center console. Labeled "Marine". AM/FM/Satellite.

5.2 Speaker(s): By JBL. -- **all power up with stereo except the portside speaker next to the console.** Repair or replace as necessary.

GALLEY

5.3 Location: No galley on this vessel.

BERTHS / STATEROOMS

5.4 Berths: No sleeping quarters on this vessel.

HEAD(S)

5.5 Number /Location: One enclosed head. Located inside the center console.

5.6 Toilet(s): A mounted self contained toilet. Vented to outside with dockside pumpout available. Toilet and flush appears serviceable. System is winterized and was not powered up or tested.

5.7 Toilet raw water: Raw water flush supply is from the onboard fresh water tank.

5.8 NOTE: The head is clean and odor free. As new condition.

STEERING SYSTEM

STEERING Summary

6.1 System	The vessel has a hydraulic steering system without power assist and wheel controlled. Steering is accomplished, by steering the outboard(s).
6.2 Condition summary	Components of the steering system are built and installed to ABYC standards and appear serviceable.

STEERING SYSTEM

6.3 Steering location(s):	There is one helm is at the center console.
6.4 Type:	Sport style wheel. Wheel has adjustable tilt option.
6.5 Manufacturer:	System is by SeaStar-Teleflex.
6.6 Lines and fittings:	Flexible hydraulic lines from steering head to ram(s).
6.7 Reservoir tank:	**Steering fluid reservoir is low. RECOMMENDATION: Refill steering fluid reservoir and monitor system frequently for leaks.**
6.8 Mounting(s):	Cylinder & ram actuator well secured-no leaks sighted.

PROPULSION SYSTEM

PROPULSION Summary

7.1 Propulsion:	The vessel is propelled by a single engine, gasoline fueled, 4 stroke, V6 cylinders configuration, multi port fuel injected, and naturally aspirated. Outboard system installation manufactured by: **Yamaha. Engine year:** 2011 and **Model:** F250XCA. **Producing:** 250 HP and rated @5000 to 6000 RPM. **Serial # 1002482. Hours: Main engine: 652.** (Hours read from onboard instruments). *Engines require the usual maintenance for commissioning- clean raw water intakes, replace fuel filter, standard tuneup, change lower unit lube oil, change engine oil and filter if not already done- all to manufacturer's specifications.*
7.2 Controls:	Electronic type Yamaha outboard controls with tilt and trim switch on the handle. Remote tilt switch on the engine cowling is serviceable.
7.3 Alarms	There are alarms for: Low oil pressure and high coolant temperature. The alarms are: Visual and could not be fully tested without starting engine. Backed up with gauges for tachometer, oil pressure, coolant temperature, and DC voltage.
7.4 Shutdown	The emergency shutdown key and lanyard is available and, could not be tested without starting the engine(s)
7.5 Start-in-gear	Start-in-gear protection is appropriate for this boat and operational.
7.6 Condition summary	Components of the propulsion system are built and installed to ABYC standards and appear serviceable.
7.7 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)

7.8 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.
7.9 Oil level:	Oil appears dirty and slightly low level. **RECOMMENDATION: Change crankcase oil and filter if applicable.**

7.10 Flame arrestor(s):	Yes- USCG approved.
7.11 Fuel pump(s):	Engine mounted mechanical or vacuum operated.
7.12 Fuel supply lines:	Outboard style with squeeze bulb primers. Fuel lines and hoses appear appropriate and serviceable.
7.13 Fuel shutoff:	None, anti-siphon valve at tank outlet only. Meets regulations.
7.14 Oil filter(s):	Spin-on cartridge style. Located on engine block but accessible.
7.15 Fuel filter(s):	Engine mounted filter/separator and remote mounted separator/filter, by Yamaha.
7.16 Engine mounts:	Outboard bolted to transom with backing plates. Appears secure. Tilt and steering bushings feel tight and well lubricated.
7.17 Engine ground:	Part of outboard harness. Not visible.
7.18 Engine(s) operated:	Engine(s) winterized, not operated for purposes of this survey.
7.19 Fresh water flush:	Available, not tested.
7.20 Condition summary:	Appearance leads one to believe this engine has been well maintained.

DRIVE(S)

7.21 Appearance:	Apparently in good condition by appearance.
7.22 Tilt /trim /trailer:	Powers up & appears functional. Trim indicator at the helm is operational. Braided bonding wires are attached, appropriate and apparently serviceable.
7.23 Hydraulic lines:	Trim/ tilt hydraulic lines and rams are secure and show no signs of leakage.
7.24 Anti-cavitation plate(s):	Sound, no cracks or separation.
7.25 Lube oil condition:	*Note that lower unit gear lube should be drained then renewed to full each season. Discoloration, evidence of water, shiny metallic flakes, and/or loss of fluid indicates service needs to be performed immediately.*
7.26 Skeg condition:	Good condition. No excessive areas of bare metal. No chipped or damaged areas sighted.

ENGINE INSTRUMENTS AND CONTROLS

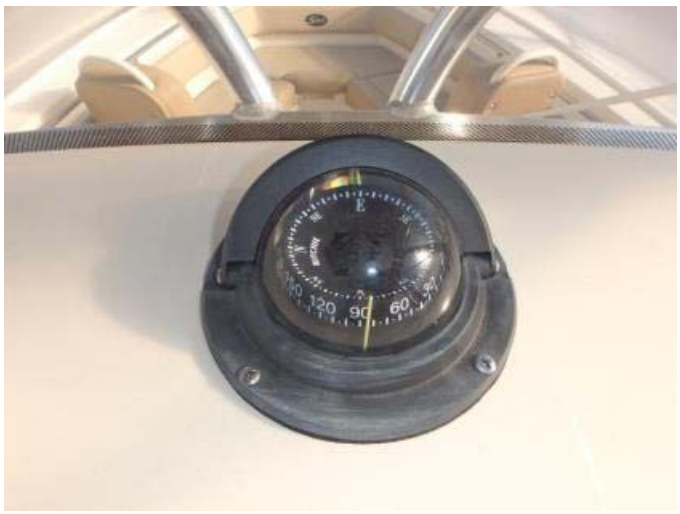
7.27 Gauge cluster:	Gauges include: Tachometer, engine temperature, engine oil pressure, DC voltmeter, engine hour meter, speedometer or knotmeter, fuel gauge for each tank, power trim indicator, and engine fuel use in gallons per hour (GPH), LED monitor(s) each engine as installed is/are part of a; Yamaha gauge package.
7.28 Condition summary:	Installed to ABYC and USCG standards. Appears serviceable. *Serviceability and accuracy of gauges can only be analyzed during a sea trial.*

NAVIGATION ELECTRONICS

NAVIGATION EQUIPMENT Full and Summary

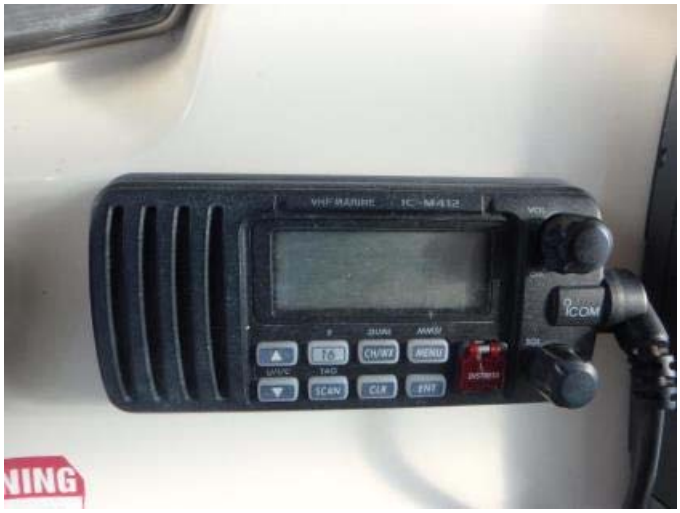
8.1 Navigation station:	All navigational instruments are at the helm.

8.2 Compass(es):



Ritchie. With a 4" card. Lighted and shaded. Located on the helm dash. The compass appears functional. No statement as to its accuracy can be made.

8.3 VHF radio(s):



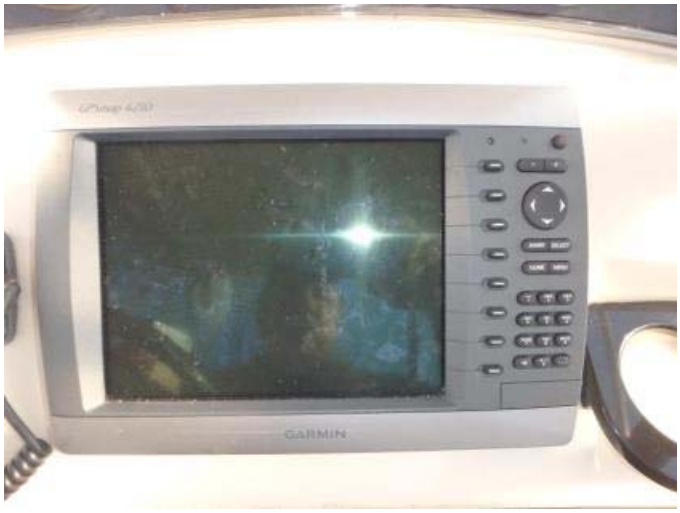
ICOM, ICM-41 2 model. *This VHF radio has a NMMEA interface and is DSC capable- register the vessel and owner with the USCG. Go to http://www.boatus.com/MMSI/ to obtain a MMSI number- it's free.* A wired RAM is at the helm. Radio powers up. Not tested.

8.4 Fish finder(s): See multi-function.

8.5 Speed /log: See multi-function.

8.6 Chart plotter(s): See multi-function system.

8.7 Multi-function:



Garmin multi functional-multi functional-GPSmap 4210. Instrument powers up.

8.8 Radar: System capable.

8.9 Antenna(s): There is an antenna for: VHF and Satellite radio.

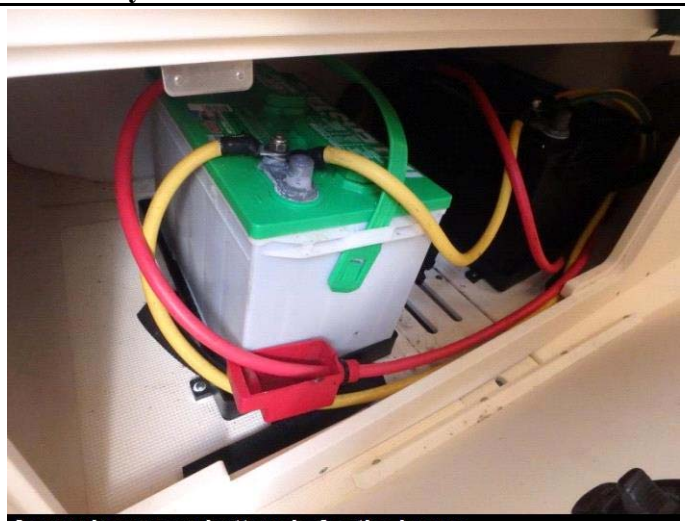
8.10 AIS system System capable. Recommended.

8.11 Condition summary: Vessel is well equipped for its' intended service.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEMS Summary

9.1 House Batteries:



Assuming green battery is for the house

There is one Interstate 12 volt, wet cell lead acid, deep cycle battery dedicated to engine starting function. Passed Cold Crank Amp test.

9.2 Starting batteries:

There is: one, 12 volt, wet cell lead acid battery. Note: As located, both batteries are virtually inaccessible without removing them. Located in a locker forward the toilet and deep in the bilge. Both batteries were tested at the rear of the battery switch and identified per markings on the switch. **Cranking battery failed the CCA test and should be replaced.**

9.3 Battery installation: Batteries are secured: In trays and with straps. The terminals are protected from accidental short circuiting. Apparently meets standards of ABYC E-10 and 33CFR Sec. 183.420. **Note: As sighted, straps are not in use and terminal boots are not in place. Install properly before commissioning.**

9.4 DC system: There is a 3 position switch for both battery banks. 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. The DC electrical system utilizes appropriate marine grade UL approved wire, properly bundled and supported wherever sighted. Battery charging via engine alternator. Problems noted with the DC system are noted. Refer below.

9.5 AC system: No AC system on this vessel.

9.6 Generator: No generator on this vessel.

9.7 Bonding /galvanics The vessel is partially, but satisfactorily bonded.

9.8 Condition summary Components of the ship's electrical system are built and installed to ABYC

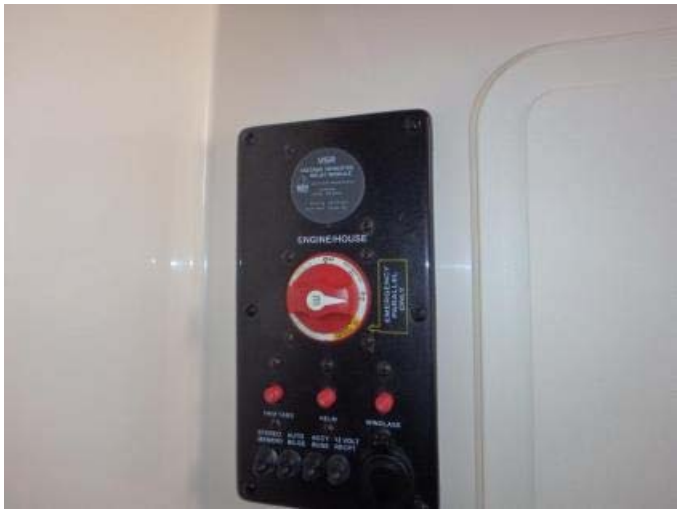
standards and appear serviceable but with exceptions noted below.

D.C. ELECTRICAL SYSTEMS

9.9 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 sheath cable as required. (Breaker is installed near the battery switch).**

9.10 Terminal boots: **Other DC system non-grounded terminal(s) sighted are not properly protected.** RECOMMENDATION: Code of Federal Regulations, 33 CFR 183.420 mandates that all non-grounded terminals be protected against accidental shorting by the use of insulation barriers or sleeves. **Protect the back of the main battery switch- see above photo.**

9.11 Battery switch:



Yes at DC Power panel and is functional.

9.12 Battery monitor: Voltmeter/ammeter part of the OEM propulsion gauge cluster.

9.13 DC panel: Yes, all DC circuits are controlled from the helm station dash.

9.14 Breaker /fuse: All D.C. circuits are adequately protected by switched breakers.

9.15 Connectors: Appropriate ring, split ring, spade crimped-on connectors sighted for wiring connections.

9.16 Terminal strip(s): Terminal strip(s)/block(s) have proper protective cover(s).

TANKAGE

TANKAGE Summary

10.1 Marine Sanitation A manual pump flush toilet is connected to: A Type III self contained toilet. Dockside pumpout only. System is winterized and unable to test.

10.2 Water Heater There is no domestic hot water heating tank or system on this vessel.

10.3 Fuel Tanks There is one fuel tank made from, 5052 aluminum with a capacity of 100 gallons per listing sheet. 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. Hoses are double clamped at all connections. Tank is manufactured and properly labeled by: RDS of Perry, FL. System is built and installed to ABYC standards and CFR requirements.

10.4 LPG/CNG System There is no LP or CN gas system on this vessel.

10.5 Water Tanks Fresh non-potable water storage tank is made of ?- not sighted, and has a total capacity of 15 gallons per listing. (Assume Poly plastic). Piping throughout the

vessel is simple plastic tubing. Water is pumped by a system's pressure regulated 12 VDC pump. System is installed and maintained to ABYC H-23 standards. Appears to be serviceable. Briefly powered up but not tested as it is winterized.

10.6 Condition summary Components of the ship's tankage and related components systems are built and installed to ABYC standards and appear serviceable.

FUEL TANK(S)

10.7 Tank(s) location(s): Installed beneath the cockpit sole.

10.8 Manuf. label(s): *Tank manufacturer label sighted on fuel tank but could not be read because of the fill hose in the way.* ***Recommend owner verify that the fuel tank meets all USCG 33CFR Sec. 183 requirements.***

10.9 Tank(s) grounded: Tanks are grounded properly.

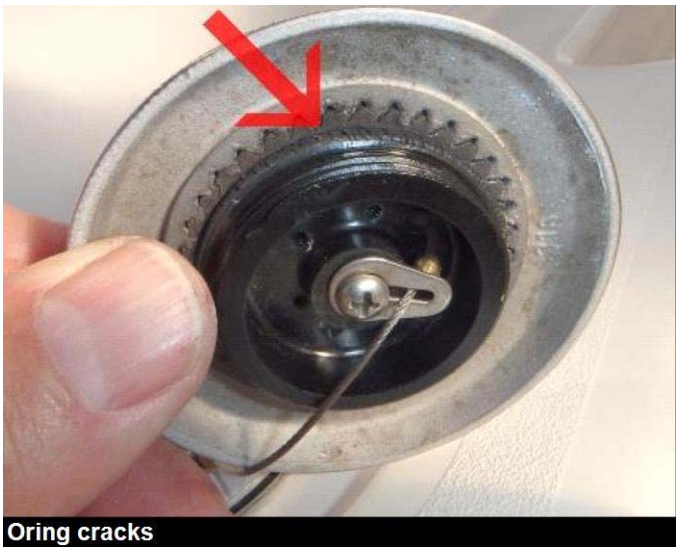
10.10 Access: Provision has been made by the manufacturer to remove portion of the deck to access the tank.

10.11 Tank(s) condition: Visually good, (where accessible), No gasoline odor detected.

10.12 Shut off valve(s): An anti-siphon valve is installed at the fuel tank outlet fitting.

10.13 Vent line/location: Fuel tank vent(s) sighted on hull sides and appear serviceable. Back-fire /bug screens are in place and clear.

10.14 Fuel fills located:



Oring cracks

On the side deck, portside. The deck plate is clearly labeled, appears weather- tight and serviceable. Cap tether in place. **O-ring on the fuel fill cap(s) is/are in poor condition or missing. Replace O-ring to prevent water in fuel tank(s).**

10.15 Fuel fill grounded: *Fill plate is not visible. Proper grounding to tank is not verifiable.*

10.16 Fill pipe: USCG Type A2 flex hose. Fill hose is properly double clamped at both ends of fill hose.

FRESH WATER TANK(S)

10.17 Inlet(s) located: On the side deck, starboardside. O-ring cracked- replace.

HOLDING TANK(S) - BLACK WATER

10.18 Sanitation Device:

Type III-A system self contained. Holding tank integral with toilet must be pumped out to be emptied.

10.19 Tank(s) Material: Manufactured of molded polyethylene.
10.20 Capacity: 10 gallons per broker's listing.
10.21 Monitor system: Tank is translucent and level can be seen through tank sides.
10.22 Tank(s) secured: Tank is well secured.
10.23 Access: Available.

AUXILIARY EQUIPMENT

AUXILLIARY Summary

11.1 Miscellaneous **Equipment sighted** that is necessary for the normal operation and maintenance of this vessel includes: a boarding ladder**. Not sighted** was the following that would be considered necessary on-board equipment, a combined fending pole and boat hook, docking fenders, a working spotlight or marine quality flashlight, adequate supply of serviceable dock lines.

11.2 Tender or dinghy No.

11.3 Trailer No.

MISCELLANEOUS EQUIPMENT & ACCESSORIES

11.4 Boarding ladder: Boarding ladder is available and appears serviceable. Accessible and deployable from the water.

11.5 Canvas/Covers: T-top trampoline in like new condition.

11.6 Cockpit cushions: Yes available- Appear to be in excellent condition.

11.7 Cup Holder: Yes, drink holders sighted.

11.8 Deck light: Cockpit flood lights mounted on superstructure. Cockpit courtesy lights installed.

11.9 Ice Chest: Insulated lockers with drains available.

11.10 Spotlight: None installed nor sighted.

11.11 US Flag: *Not sighted- please display colors.*

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 navigational lighting is appropriate and fully operational. *Note that the anchor light could not be tested. Owner is advised to ensure all navigation lights are operational after removing shrink wrap.* **Sound devices:** This vessel has an **electric horn and** - appears functional. **USCG Placards:** Not applicable to this vessel. **PFDs and Life Jackets:** **This vessel must be properly equipped with PFDs per USCG Required Equipment chart before leaving dock.** **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.*

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- and aftdeck or cockpit floodlight(s) installed- and apparently operational. **Search light:** ***No searchlight, highly recommended either mounted or handheld.*** **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.**

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.....ABOVE AVERAGE CONDITION This vessel appears to have had above average care and/or is equipped with extra options and electronic gear.**
- **ESTIMATED MARKET VALUE.....$50,000... value for total package. Refer to Section 1.1 "Value reconciled"**
- **APPROXIMATE REPLACEMENT COST.....$54,400 per BUCValuPro.com. (Does not include outboard(s) or trailer). (MSRP was $69,428 per ABOS- including outboard)**
- **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)

RECOMMENDATIONS:

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

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEMS Summary

9.3 Battery installation:

1. Note: As sighted, straps are not in use and terminal boots are not in place. Install properly before commissioning.

D.C. ELECTRICAL SYSTEMS

9.9 Cables /wiring:

2. RECOMMEND: Compliance with the law and sheath cable as required. (Breaker is installed near the battery switch).

9.10 Terminal boots:

3. Other DC system non-grounded terminal(s) sighted are not properly protected. Protect the terminals on the back of the main battery switch.

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

12.2 Required equipment:

4. Visual or pyrotechnic emergency signal devices not included with sale- must provide. This vessel must be properly equipped with PFDs per USCG Required Equipment chart before leaving dock.

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 BOTTOM

2.17 Thru Hulls

1. Thru-hulls are somewhat choked with anti-fouling paint and marine growth, specifically; raw water intakes.

TOP DECK & SUPERSTRUCTURE

DECK Summary

3.1 Ground tackle

2. Note: Thimble is rusty and should be replaced.

CABIN INTERIOR APPOINTMENTS

ENTERTAINMENT ELECTRONICS

5.2 Speaker(s):

3. All power up with stereo except the portside speaker next to the console.

STEERING SYSTEM

STEERING SYSTEM

6.7 Reservoir tank:

4. Steering fluid reservoir is low. RECOMMENDATION: Refill steering fluid reservoir and monitor system frequently for leaks.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEMS Summary

9.2 Starting batteries:

5. Cranking battery failed the CCA test and should be replaced.

TANKAGE

FUEL TANK(S)

10.14 Fuel fills located:

6. O-ring on the fuel fill cap (and water fill cap) are in poor condition. Replace O-ring to prevent water in fuel tank (and contamination of onboard H2O).

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

GENERAL SURVEY INFORMATION

SURVEY REQUESTED BY

1.15 Customer experience:

1. Survey purchaser has admitted limited boating experience. It would be wise to attend a boater's safety course. Call the local Coast Guard Auxiliary for more information.

VESSEL INFORMATION

1.18 NOTE:

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

HULL INSPECTION

HULL INTERIOR

2.30 NOTE:

3. All thru-valves need to be worked routinely to be kept serviceable. Simply open and close the valve several times.

TOP DECK & SUPERSTRUCTURE

DECK Summary

3.1 Ground tackle

4. 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.

TANKAGE

FUEL TANK(S)

10.8 Manuf. label(s):

5. Recommend owner verify that the fuel tank meets all USCG 33CFR Sec. 183 requirements.

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

12.2 Required equipment:

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

AUXILIARY SAFETY EQUIPMENT

12.3 Recommended

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