

Ulrick Marine
MARINE SURVEYOR AND CONSULTANT

2006 Boston Whaler 24 Outrage



MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

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Report of Marine Survey

Of The Vessel

2006 Boston Whaler 24 Outrage

Conducted by
Charles Ulrick

INDEPENDENT (SAMS # 906) MARINE SURVEYOR

PREPARED FOR:

August 08, 2013

MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of , the attending surveyor did attend onboard the *2006 Boston Whaler 24 Outrage*, beginning on August 8, 2013 where an "out-of-the-water-survey" was conducted at ,Ocean View NJ, The ship's papers were not on board. The Hull Identification Number US-BWCE was verified from the transom. A sea trial was performed. An out of the water inspection of underwater machinery and the exterior of the hulls wetted surface area was performed .The reason for the survey, was to ascertain the physical condition and value of the vessel. Moisture readings taken and referenced throughout the body of the report, were taken with the Electrophysics GRP model 33 moisture meter. DC power was available to to check operation of the electrical systems. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

CONDUCT OF SURVEY:

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

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

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

This vessel was manufactured prior to enactment of some of the current USCG CFR regulations and NAPA and ABYC standards . Compliance with those currently in force through necessary for the safety of the vessel and those on board results in entries in Section IV A and/or Section IV B of the Findings and Recommendations Section of this report. Others

I. INTRODUCTION

left to the discretion of the owner are in Section IV C. Thus the report does not suggest complete compliance with all current requirements, standards or practices.

I. INTRODUCTION

VESSEL DESCRIPTION

With big-boat standard features in an easily trailerable package, the 240 Outrage is ready for serious bluewater fishing right out of the box. Its wide beam provides plenty of space for 360-degree fishing for up to a dozen avid anglers - made to feel comfortable and secure, thanks to high interior freeboard, stainless steel toe rails and aft coaming bolsters. There's ample storage for everyone's gear, including rod holders at the gunnels and transom, as well as under-gunnel rod racks, plus port and starboard fishboxes to hold the day's catch. An enclosed head / storage area helps keep the fun going all day long without heading back to shore. And getting in and out of the boat is easy, with a convenient transom door and integral swim platform with grab rail and stainless steel swim ladder

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER:	130808100
TYPE OF SURVEY:	Pre-Purchase for Buyer
OVERALL VESSEL RATING:	**** AVERAGE
ESTIMATED MARKET VALUE:	48,000.00
ESTIMATED REPLACEMENT COST:	70,000.00
BUILDER:	Boston Whaler
YEAR BUILT:	2006
MODEL OF VESSEL:	240 Outrage
HULL IDENTIFICATION NUMBER (HIN):	US-BWC
OWNER:	N/A
DATE/TIME OF SURVEY:	August 08, 2013 8 am
HULL MATERIAL:	Solid FRP (Fiber Reinforced Plastic)
HULL TYPE:	Deep - V
LENGTH OVER ALL (L.O.A.):	23' 9"
BEAM:	8' 6"
DEADRISE AFT:	22 Degrees
DRAFT:	18"
DISPLACEMENT:	4400 lbs.
OVERHEAD CLEARANCE:	8' 10"
PROPULSION SYSTEM:	Single outboard
FUEL TYPE:	Gasoline.
FUEL CAPACITY:	150 Gallons
DC POWER:	12 Volt system
FRESH WATER CAPACITY:	20 Gallons
HOLDING TANK:	3 Gallons
INTENDED USE/BUYER:	Recreational near coastal fishing
BUYER'S EXPERIENCE:	Not Determined.
INTENDED CRUISING AREA:	Near coastal and inland Florida.

No USCG recalls for found for this vessel.

II. GENERAL INFORMATION

DEFINITION OF TERMS:

The terms and words used in this report have the following meanings as used in this Report of survey:

APPEARS:

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor(e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests).

FIT FOR INTENDED USE:

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

SERVICEABLE: ADEQUATE:

Sufficient for a specific requirement.

POWERS UP:

Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

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

FAIR CONDITION:

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

POOR CONDITION:

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

USE OF *:

Use of * in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" section pertaining to the * item.

Asterisks * in this General Information section refers to the source of such information as follows:

* Per Manufacturer's Specifications

**Refer to Summary and Valuation Section

II. GENERAL INFORMATION

DEFINITION OF TERMS: *(continued)*

*** Per USCG Documentation

**** Per Buc Book

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

TYPE:

Deep- V, V bottom, planing type with flared bow.

MATERIAL:

FRP (fiber reinforced plastic). Assorted mats, chopstran, resin and gelcoat and foam.

EXTERIOR HULL:

White gelcoat with black boot stripe. Sweeping sheer. Good condition, No damage or repairs were sighted. Needs cleaning and wax.

BULKHEADS:

Athwartships reinforcement enhanced by encapsulated bulkheads and structural grid bonded to the hull with FRP (fiber reinforced plastic). Good condition where sighted.

STRINGERS:

Hull stiffness provided by FRP encapsulated longitudinal stringers. Serviceable condition. Low moisture readings no delamination was detected.

STEM:

Raked stem FRP with flared bow. No damage or repairs were observed.

TRANSOM:

Flat reinforced transom with door, self bailing engine well with access hatch.

BILGE:

Small bilge aft , shallow bilge forward, generally clean and dry.

CHAIN LOCKER (DRAINAGE):

The anchor locker is located in the foredeck and is a single V-shaped locker draining over the starboard bow.

MOISTURE CONTENT:

Low moisture readings and good soundings at topside's and transom.

DECK CONSTRUCTION

TYPE:

Open-center console

MATERIAL:

Molded FRP (fiber reinforced plastic) with white gelcoat and non-skid surface.

HULL-TO-DECK JOINT

TYPE:

Overlapping type.

BEDDING COMPOUND:

Heavy duty marine adhesive.

REINFORCEMENT:

A rub rail surrounds the vessels hull joint and is in good condition

NOTE:

No leaks were sighted at the hull joint .

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

DECK FITTINGS

STANCHIONS/BOW RAIL:

Low profile rail and stanchions/hand rail. Well secured.

SCUPPERS:

The scuppers are adequate and are clear of debris.

DECK SURFACE:

Diamond molded non skid surface. Good condition. No damage or repairs low moisture and good soundings.

GRAB RAIL:

Stainless and aluminum hand rails at various locations on vessel. Adequate and secured.

CLEATS:

6 Stainless steel cleats well secured.

ANCHOR PLATFORM:

Stainless steel anchor roller. Serviceable.

BRIDGE DECK

MATERIAL:

Molded FRP. Low moisture and good soundings.

TYPE:

Open cockpit type with center console and hardtop

COCKPIT:

Large single level cockpit with white vinyl coaming, two fish boxes with macerator(powers up) 1 live well with 12 volt Pumps(power up) tackle center.

SEATS:

***B1**

Fold away aft bench seat, helm leaning post/bolster forward console seat. White vinyl needs cleaning and no forward cushions were sighted.

HARDTOP:

The vessel is equipped with a factory FRP hard top(low moisture and good soundings) using aluminum tubular supports. Well secured all welds are good. The metal needs polish

WINDSHIELD:

Plastic spray shield good condition.

HELM:

Center helm with overhead locker, stainless steel wheel,overhead PFD storage, gauges and electronics and good filed of vision.

ADDITIONAL EQUIPMENT AND ACCESSORIES

ACCESSORIES:

Cockpit lighting, Spreader lights (power up) conveniently placed cup holders. Fresh water transom shower.

CANVAS AND COVERS:

Helm and seat covers are black Sunbrela. Good condition.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

ADDITIONAL EQUIPMENT AND ACCESSORIES (*continued*)

FENDERS:

None sighted

DOCK LINES:

None sighted.

BOAT TRAILER:

***B2**

Tidewater galvanized roller trailer with manual cable winch, trailer jack. 4 Wheel disc brakes, hubs with grease fittings. VIN # 5LFGR27288P003867. The lights and tires are in good condition. Some corrosion was sighted to the brake lines and rotors.

FISHING EQUIPMENT

LIVE BAIT WELLS:

Live well with aerator and light.

WASH DOWN SYSTEM:

Raw water wash down. Powers up

ROD HOLDERS:

Rocket launchers and flush gunwale mounted and transom mounted rod holders. Well secured and serviceable

FISH BOX(S):

2 In sole fish boxes with pumps. Both power up.

OUTRIGGERS:

None sighted

TACKLE DRAWERS.:

Tackle drawers starboard side of helm seat.

CONDITION AND DEFICIENCIES:

Good condition.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

WATER INTRUSION SIGNS:

No water intrusion was sighted.

HEADS:

Sana-A-Potie

LIGHT FIXTURES:

12 volt cabin light is operable.

NOTE:

The cabin is a console compartment with a head and portlights.

III. SYSTEMS

PROPULSION

MAIN ENGINES

TYPE:

Single fuel injected four cycle supercharged engine.

MANUFACTURER:

Mercury Verado 4 stroke 250 XXLVER

SERIAL NUMBERS:

000000

HORSE POWER:

Approximately 250 rated hp.

NUMBER OF CYLINDERS:

Six (6) in a V configuration.

INDICATED HOURS:

283 Hours

THROTTLE CONTROLS:

MerCruiser single lever electronic type.

EMERGENCY SHUT DOWN:

Attachable kill cord.

ENGINE MOUNTS AND BED:

Thru-bolted to the transom with stainless steel hardware, well secured no corrosion was sighted.

LUBRICATION:

Internal oil pump with spin off filter. The oil is full and clean.

VENTILATION:

Natural, flow ventilation.

EXHAUST SYSTEM:

Exhaust exits out the lower unit.

INSULATION:

Water proof engine cowl **with some minor nicks and scratches.**

ENGINE ALARMS:

Audible alarm worked when tested.

ENGINE SHUT DOWN:

Ignition key and helm button.

CONDITION AND DEFICIENCIES:

Good condition.

NOTE:

The vessel is equipped with Smart Craft technology.

COOLING SYSTEM

TYPE:

Raw water cooled

III. SYSTEMS

PROPULSION

COOLING SYSTEM (*continued*)

RAW WATER STRAINERS:

Water enters through lower unit (strainer)

BELTS AND PULLEYS:

The belt is serviceable.

NOTE:

The engine are equipped with fresh water flush inlet.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

Gasoline.

MATERIAL:

Aluminum fuel tank.

NUMBER OF TANKS:

Single tank

TANKS CAPACITY:

150 Gallons

SECURED:

Appears well secured.

LOCATION:

On center line under the cockpit.

MANUFACTURING LABEL:

The ABYC required label was sighted on the fuel tank.

FILL PIPE LOCATIONS:

Port side deck marked GAS

FILL PIPE GROUNDED:

Appears to be properly grounded.

FILL PIPE MATERIAL:

USCG A2 hose

FILL PIPE FITTINGS:

Stainless steel

HOSE CONNECTIONS, CLAMPS:

Doubled clamped.

FUEL LINES AND FITTINGS:

Approved type and serviceable condition.

VENT LOCATION:

Port topside with flame screen.

FUEL FILTERS:

Engine mounted spin off type.

III. SYSTEMS

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM *(continued)*

FILTER/FUEL CONDITION:

Appears new

IGNITION PROTECTION:

Properly protected were sighted.

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:

Lead acid battery powered 12 volt system.

BATTERIES:

2 Batteries properly installed.

MAIN BATTERY SWITCHES:

Perko rotary switch in console compartment.

PANEL:

The 12 volt panel is at the helm with sub panel in console compartment.

BREAKERS/FUSES:

The vessel uses circuit breaker and fuse protection.

TYPE CONNECTORS:

Round lugs.

ROUTING/SUPPORT:

Well supported and secured where sighted meets ABYC standards. Fit for intended use.

CHARGING SYSTEM (ALTERNATOR):

Belt driven alternator estimated at 65 amps. Serviceable.

OUTLETS:

12 Volt outlets were sighted in the helm station and was of cigarette socket type.
Appeared serviceable.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS:

One fresh water tank.

CAPACITY:

20 Gallons

ACCESS:

Access fair

LOCATION:

Under aft cockpit

MATERIAL:

Plastic.

III. SYSTEMS

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER) *(continued)*

FILL PIPE LOCATION:

Transom

PUMPS:

Shur Flo 12 volt on demand. Powers up. Located in console compartment.

HOSES AND CLAMPS:

Rubber hoses. Fit for intended use. No leaks detected.

NOTE:

The water system is winterized.

SANITATION

SANITATION (BLACK WATER)

MANUFACTURER:

San A Potie

MANUAL OR ELECTRIC TYPE:

Manual, not checked for operation.

LOCATION OF HEADS:

In console compartment.

M.S.D TYPE USCG SYSTEM:

Certification Type: MSD U.S.C.G. Type III. (Holding tank)

DISCHARGE HOSES AND CLAMPS:

Reinforced marine type hoses. Serviceable.

PUMP-OUT LOCATION:

Starboard side deck marked for waste.

MACERATOR:

ShurFlo. Powers up with key switch.

SYSTEM INSTALLATION:

Well installed.

HOLDING TANK:

Plastic lower part of unit.

CAPACITIES:

Estimated at 3 gallons

NOTE:

THE CAPTAIN IS RESPONSIBLE FOR LOCAL ORDINANCE REGARDING SANITATION.

STEERING SYSTEM

STEERING SYSTEM

TYPE:

Power assist hydraulic.

III. SYSTEMS

STEERING SYSTEM

STEERING SYSTEM (*continued*)

LINES AND FITTINGS:

***B3**

Reinforced flexible hose, with metallic fittings. Some excessive corrosion was sighted to a fitting in the aft bilge.

ACTUATOR CYLINDER:

Serviceable. No leaks were sighted.

GROUND TACKLE

GROUND TACKLE

ANCHORS:

Danforth anchor appears adequate size for the vessel.

RODE MATERIAL:

Plastic coded chain and marine grade nylon line.

RODE CONSTRUCTION:

***C1**

Thimble and U- shackle. The thimble is corroded.

LINE:

Secured to boat estimated at 100'

CHAIN:

Estimated at 5'

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF:

Icom M 422. with distress. Powers up.

GPS/CHART PLOTTER:

Raymarine A-65 with chip. Multifunction unit, powers up.

SPEED LOG:

Smart Craft and GPS

DEPTH SOUNDER:

Smart Craft and Raymarine

FISH FINDER:

Yes

COMPASSES:

3" Ritchie. Serviceable.

ANTENNAS:

All antennas well mounted and serviceable.

III. SYSTEMS

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS (ENTERTAINMENT)

STEREO SYSTEM:

Clarion stereo with CD. Powers up

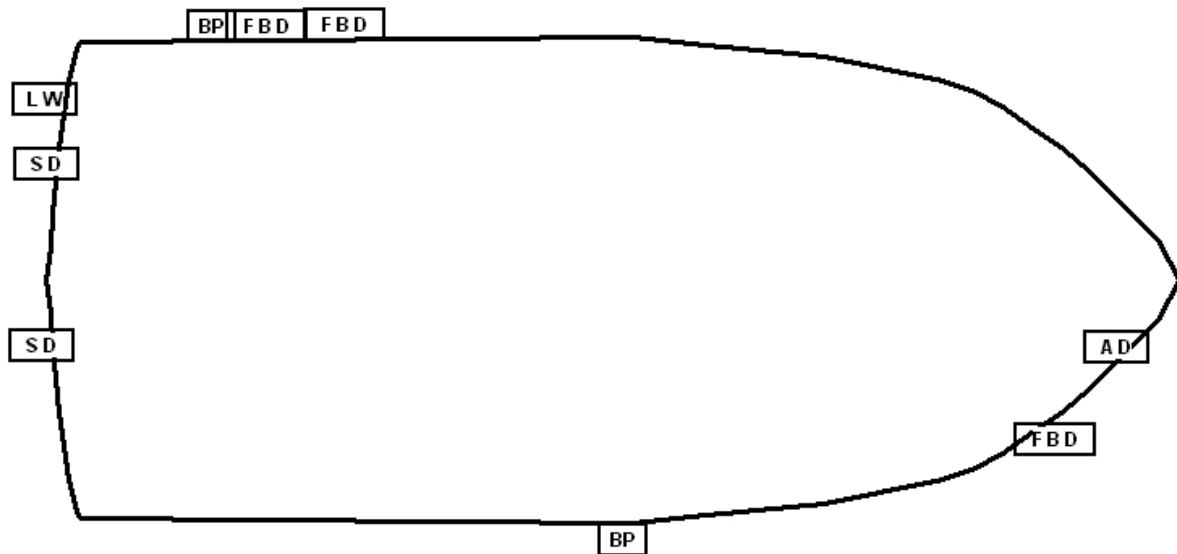
SPEAKERS:

Weather proof speakers. Serviceable.

THRU-HULLS

THRU-HULLS:

THRU-HULLS ABOVE WATER LINE (DIAGRAM):



Abbreviation	Description
A D	anchor drain
BP	Bilge Pumps
F B D	fish box drain
L W	live well
S D	scupper drain

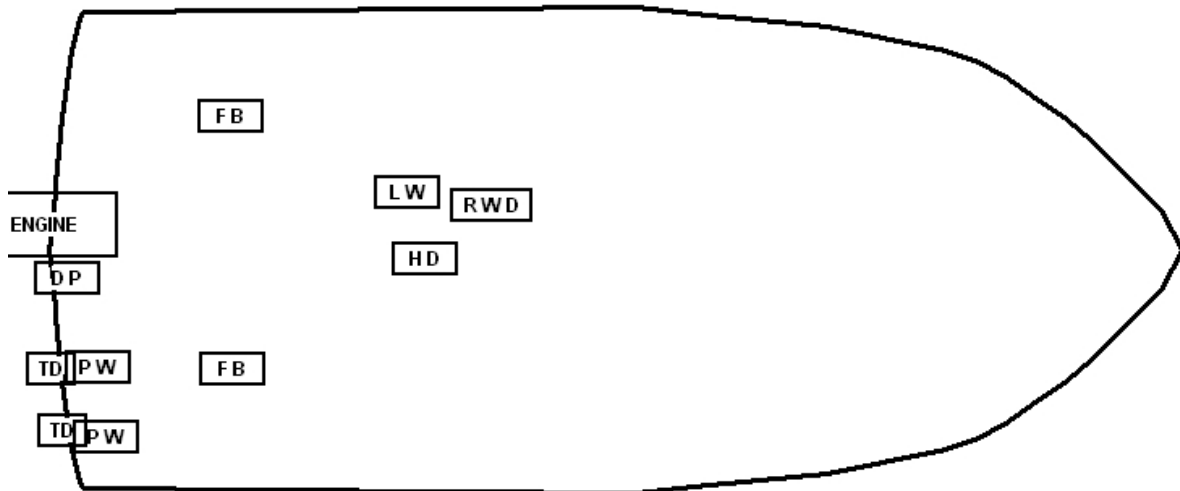
**Red Icon(s) with white text indicates inoperable item.

III. SYSTEMS

THRU-HULLS

THRU-HULLS: (continued)

THRU-HULLS BELOW WATER LINE (DIAGRAM):



Abbreviation	Description
D P	drain plug
ENGINE	Engine
F B	fish box
H D	head discharge
L W	live well
P W	paddle wheel
R W D	raw water wash down
TD	Transducer

****Red Icon(s) with white text indicates inoperable item.**

MATERIAL:

Marelon

TYPE:

Ball valve

CONDITION:

As new.

OPERABLE:

The valves were operable

DRAIN PLUGS:

Transom drain plug.

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S:

None sighted

NUMBER OF THROWABLE PFD'S:

None sighted

FIRE EXTINGUISHERS:

Meets USCG requirements Kidde size 1 BC

VISUAL DISTRESS SIGNALS:

None sighted

SOUND DEVICES:

Electric horn (works)

NAVIGATION LIGHTS:

Properly located and power up.

"NO OIL DISCHARGE" PLAQUE:

Not required <26'

TRASH DISPOSAL PLACARD:

Not required

NOTE:

***A1**

The vessel is missing coast guard safety equipment. Comply with USCG safety regulations.

AUXILIARY SAFETY EQUIPMENT

E.P.I.R.B.:

None Sighted. But highly recommended.

FIRST AID KIT:

No. This is highly recommended.

BILGE PUMPS

LIST:

Rule 1100 aft and Rule 800 forward both with float switches. Both power up.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER:

3 Blade stainless steel, properly installed, no damage or corrosion. turns true. 13 x 24 with a gear ratio of 1:85:1

TRIM TABS:

Lenco single piston recessed trim tabs well secured and power up.

THRU-HULLS:

Thru hulls are well installed and clear.

III. SYSTEMS

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY (*continued*)

TRANSDUCERS:

Well installed and bedded.

STRAINERS/SCOOPS/SCREENS:

Slotted type screens are clear.

ZINCS:

Zincs are serviceable.

CONDITION OF HULL (WETTED SURFACE)

BLISTERS:

No blisters were sighted, this is not a guarantee that blisters won't form in the future.

CONDITION OF BOTTOM PAINT:

Black ablative bottom paint in serviceable condition. Recommend sanding and repainting for next season.

NOTE:

The moisture readings were low, the sounding were good. No damage or repairs were sighted.

SEATRIAL REPORT

INTRODUCTION

INTRODUCTION:

The was operated on the inland water way between the hours of 10 and 11am on August 8, 2013 The vessel was operated by Chris . Attending the sea trial was myself. There was no wind the tide was running in at about 1 knot, the water way was calm with some small boat traffic.

III. SYSTEMS

SEATRIAL REPORT

OBSERVATIONS

OBSERVATIONS:

1. The engine started without excessive cranking.
2. The engine exhaust appeared normal.
3. The cooling water exhaust appeared adequate and normal.
4. The engine instruments operate within normal operating limits at idle, cruising speed, and maximum throttle.
5. Manufacturer's recommended max RPM is 5500 -6000
Engine reached 5600 RPM at full throttle.
6. The steering system operated normally.
7. The throttle operated normally.
8. The gears operated normally/smoothly.
9. The back down test was satisfactory.
10. There were no excessive vibrations noted.
11. The trim tabs and drive trim operated normally.
12. There were no oil or coolant leaks observed. (On main engines or in exhaust water)

The water temperature is in Fahrenheit. The oil pressure is in pounds per square inch. Revs refers to revolutions per minute. Batts are in volts of charge from the alternator. These figures are comprised of data read from the vessels gauges while underway on the above stated date and time of the sea trial.

TRIAL RUN DATA

MAIN ENGINE:

RPM	OIL	TEMP	VOLTS	WATER PRESSURE
1000	75.6	125	13.1	2.1
4000	68	150	14.2	15.6
5600	70	150	14.1	15.6

NOTE:

The readings were taken from the vessels smart craft, speed was checked using a Garmin hand held GPS.

PERFORMANCE DATA

HEADLINE WORDS:

The gas was at 3/4 and the boat tested a several different trim settings.

III. SYSTEMS

SEATRIAL REPORT

PERFORMANCE DATA (*continued*)

DETAILS:

The boat cruised comfortable between 4200 and 5000 RPMs.

SPEED DATA:

RPM	Knots
1400	6.2
4000	21.5
4300	23.1
4500	24.5
5300	30
5600	31.3

IV. FINDINGS AND RECOMMENDATIONS

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

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

Deficiencies will be listed under the appropriate heading:

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

A. SAFETY DEFICIENCIES:

A.1 (PAGE 17) NOTE:

The vessel is missing coast guard safety equipment. Comply with USCG safety regulations.	
FINDINGS	RECOMMENDATIONS
The vessel is missing coast guard safety equipment.	<i>Comply with USCG safety regulations.</i>

B. OTHER DEFICIENCIES NEEDING ATTENTION:

B.1 (PAGE 8) SEATS:

Fold away aft bench seat, helm leaning post/bolster forward console seat. White vinyl needs cleaning and no forward cushions were sighted.	
FINDINGS	RECOMMENDATIONS
White vinyl needs cleaning and no forward cushions were sighted.	<i>Clean vinyl and locate front cushions if included with the boat.</i>

B.2 (PAGE 9) BOAT TRAILER:

Tidewater galvanized roller trailer with manual cable winch, trailer jack. 4 Wheel disc brakes, hubs with grease fittings. VIN # 5LFGR27288P003867. The lights and tires are in good condition. Some corrosion was sighted to the brake lines and rotors.	
FINDINGS	RECOMMENDATIONS
Some corrosion was sighted to the brake lines and rotors.	<i>Inspect and repair as necessary</i>

B.3 (PAGE 14) LINES AND FITTINGS:

Reinforced flexible hose, with metallic fittings. Some excessive corrosion was sighted to a fitting in the aft bilge.	
FINDINGS	RECOMMENDATIONS
Some excessive corrosion was sighted to a fitting in the aft bilge.	<i>Investigate further and repair or renew as necessary.</i>

IV. FINDINGS AND RECOMMENDATIONS

C. SURVEYOR'S NOTES AND OBSERVATIONS:

C.1 (PAGE 14) RODE CONSTRUCTION:

Thimble and U- shackle. The thimble is corroded.	
FINDINGS	RECOMMENDATIONS
The thimble is corroded.	<i>Replace thimble.</i>

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION After a the survey has been completed and the findings have been organized in a logical manner.

The grading of condition, developed by BUC RESEARCH, and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the BUC USED BOAT PRICE GUIDE, ABOS, Yacht World.com, NADA, The Power Boat Guide and Internet listings for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted marine grading system of condition:

"EXCELLENT (BRISTOL) CONDITION", is a vessel that is maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

"ABOVE AVERAGE CONDITION", has had above average care and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION", ready for sale requiring no additional work and normally equipped for her size.

"FAIR CONDITION", requires usual maintenance to prepare for sale.

"POOR CONDITION", substantial yard work required and devoid of extras.

"RESTORABLE CONDITION", enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the SYSTEMS AND FINDINGS AND RECOMMENDATIONS section of this REPORT OF SURVEY, and by virtue of my experience, my opinion is

OVERALL VESSEL RATING:

AVERAGE

V. SUMMARY AND VALUATION

STATEMENT OF VALUATION:

1. The **"FAIR MARKET VALUE"** is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the **"FAIR MARKET VALUE"** of the subject vessel is:

48,000.00

Forty Eight Thousand Dollars and Zero cents

2. The **"ESTIMATED REPLACEMENT COST"** indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. **"ESTIMATED REPLACEMENT COST"** of the subject vessel is:

70,000.00

Seventy Thousand Dollars and Zero cents

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the , for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on **August 8, 2013** and was found to be a well constructed vessel. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies list should be attended to in a timely fashion.

SURVEYOR'S CERTIFICATION:

I certify that, to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct.

The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.

I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.

I have made a personal inspection of the vessel that is the subject of this report.

This report is submitted without prejudice and for the benefit of whom it may concern.

ATTENDING SURVEYOR:



Charles Ulrich (SAMS Y,SC) # 906



Charles Ulrich (SAMS Y,SC) # 906

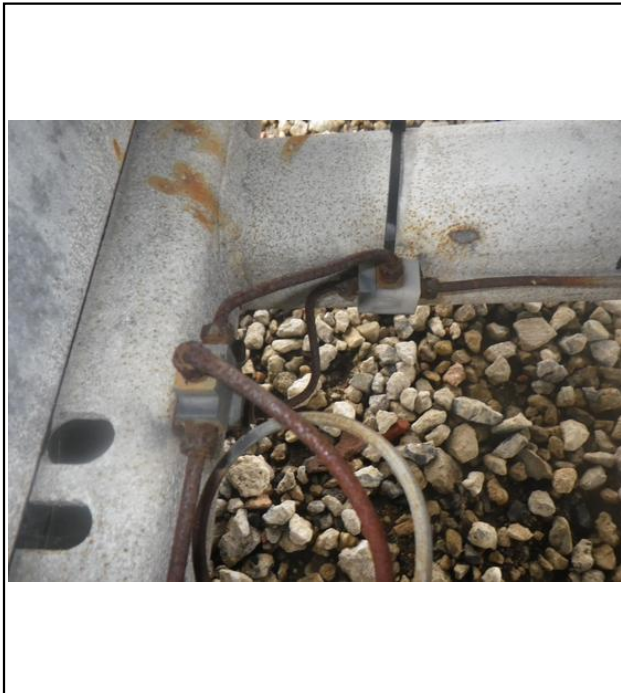
VI. PHOTOGRAPHS



IMGP4802.JPG



Bottom should be painted



Rusted brake lines



Rusted rotors

VI. PHOTOGRAPHS



Calipers with some rust



Corroded steering line fitting



Vinyl needs cleaning



Aluminum needs polishing

VI. PHOTOGRAPHS



Missing forward cushions



Vinyl needs cleaning



Corroded thimble



Nicks on engine cowl.