



Sun Coast Marine
Surveying and Consulting

Marine Survey Report For Sample Survey
"2005 Hydra-Sport Vector 3300 CC"



Membership with the Society of Accredited Marine Surveyors and the American Boat & Yacht Council

INTRODUCTION

CERTIFICATION

This Is To Certify that the undersigned Marine Surveyor acting on behalf of Sun Coast Marine Surveying & Consulting, LLC inspected the referenced twin screw fiberglass motor vessel on the dates specified.

PURPOSE OF SURVEY

The survey was made at the request of the named client Sample Survey for his/her account, in order to ascertain the vessel's general condition and valuation for pre-purchase consideration.

CIRCUMSTANCES OF SURVEY

The vessel was inspected while hauled for an inspection of the waterline hull, appendages, and machinery than in the water. All accessible compartments were entered but do to paneling, liner, tanks, and installed equipment only about 20 percent of the hulls interior surface could be observed. Any reference to bronze, aluminum or stainless steel metals is a color reference for convenience only, as the actual metallurgy cannot be determined without laboratory testing. The specific materials and layup schedule for the fiberglass moldings could not be determined with the non-destructive techniques available for inspection. A formal sea trial was performed. Machinery and equipment were inspected while operating unless specifically noted. Electrical power was available and used during the inspection. The deck and superstructure were examined visually and by way of ransom percussion testing, random moisture meter readings, and thermal imaging. The below draw waterline hull and appendages were examined visually and by of random percussion testing, the use of digital moisture meter and thermal imaging were applicable.

NOTE: Ownership, HIN and Official numbers from documents. Numbers verified on the hull. All specifications included in the report are from official documents or sources such as USCG Documentation, state registration, manufacturer's data or other reference materials and were not measured during the inspection.

REPORT FILE NO

18-331 2005 Hydra-Sport Vector 3300 CC

SURVEYOR QUALIFICATIONS

The surveyor is a member of SAMS (Society of Accredited Marine Surveyors) with the designation of AMS (Accredited Marine Surveyor), and a Certified Standards Technician with ABYC (American Boat and Yacht Council)



INTENDED USE

Recreational

18-331 2005 Hydra-Sport Vector 3300 CC

GENERAL VESSEL INFORMATION

DATE OF SURVEY: 10/28/2018
FILE NUMBER: 18-331 2005 Hydra-Sport Vector 3300 CC
CUSTOMER NAME: Sample Survey
CUSTOMER ADDRESS: Sample Survey
VESSEL BUILDER: Hydra-Sports, Inc.
HIN (HULL IDENTIFICATION NUMBER): Sample Survey

See Findings & Recommendations

A true digital photograph of the hull ID number of the referenced vessel is shown in the report. The photograph has been enhanced for the purposes of this report to provide maximum visibility.

MODEL YEAR: 2005
LENGTH OVERALL (LOA): 33'5" Per Power Boat Guide
BEAM: 10'4" Per Power Boat Guide
DRAFT: 2'10" Per Power Boat Guide
DISPLACEMENT: 8620 Lbs Per Power Boat Guide
FUEL CAPACITY: 352 Gallons Per Power Boat Guide
WATER CAPACITY: 29 Gallons Per Power Boat Guide
HOLDING TANK CAPACITY: Unknown
LOCATION OF SURVEY INSPECTION: Islamorada Marina 80461 Overseas Hwy, Islamorada, FL 33036

HULL, DECK & SUPERSTRUCTURE

DESIGN

Standard manufacture' s hull, deck & superstructure.

HULL: Planing type hull with moderately raked bow, vertical with increasing flare forward, straight reverse sheer and square stern with dive platform. The bottom is a deep V design, with a reported 23-degree deadrise aft, lifting strakes and steered by the triple outboard engine.

DECK(S) & SUPERSTRUCTURE: Single level deck with raised foredeck with FRP hard top.

WATERTIGHT INTEGRITY: A single watertight compartment divided into separate cabins by apparently non-watertight bulkheads and an overboard self-draining anchor locker at the forepeak. The hatches and portholes opening to the exterior hull, weather decks, and cockpit were apparently water tight types (ABYC Standards H-3) except for the companionway, cockpit locker hatches which were apparently water tight. The companionway was equipped with a sill and the cockpit was a self-draining type via scuppers located at the aft outboard corners of the cockpits engine compartment hatch gutters.

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HULL, DECK & SUPERSTRUCTURE

Conventional fiberglass reinforced plastic (FRP) moldings with unknown core material, white gel coat exterior shell below the waterline and blue and white gel coat above the waterline with bulkheads grafted to the hull with FRP laminates. Deck has unknown core with white exterior gel coat surfaces and molded in anti-skid texture in tread areas. Hull-deck joint is a shoe box design sealed with an elastomeric type compound and secured with stainless steel fasteners and FRP tabbing where observed. Joint protection provided by an external type plastic rub rail with a stainless steel striker molding and stainless steel fasteners. See Findings & Recommendations.

FINDING B-1

FINDING B-2

FINDING B-3

FINDING C-2

FINDING C-3

STRUCTURAL MEMBERS

The longitudinal and athwartship framing system comprised of FRP encapsulated longitudinal box stringers and frames of an unknown core material. Both stringers and frames laminated to the hull's interior along with full and partial plywood bulkheads and plywood floors grafted to the hull with FRP laminates and full and partial plywood bulkheads secured with mechanical fasteners.

BLISTER COMMENT

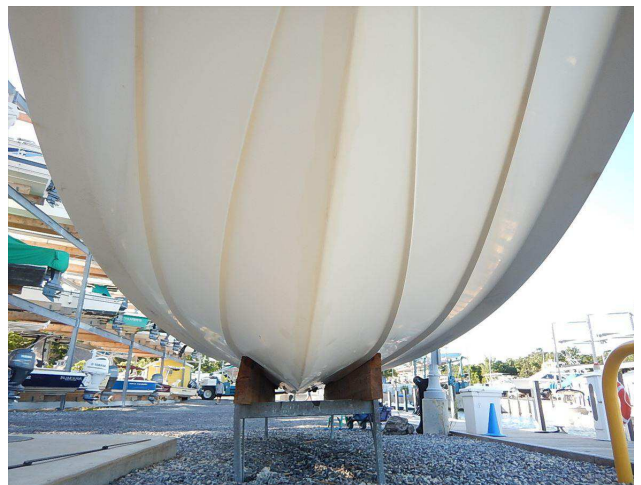
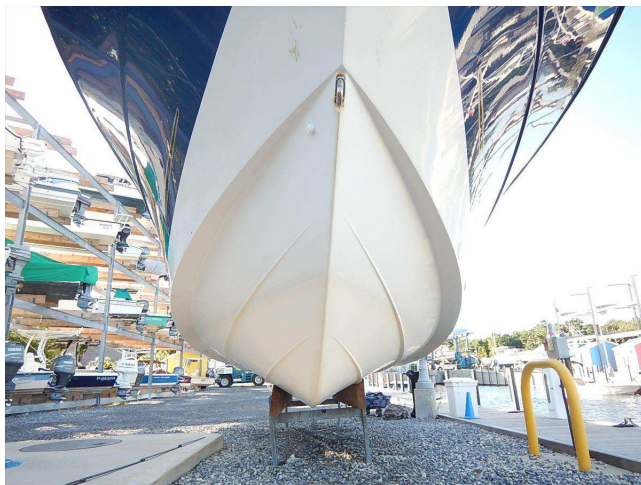
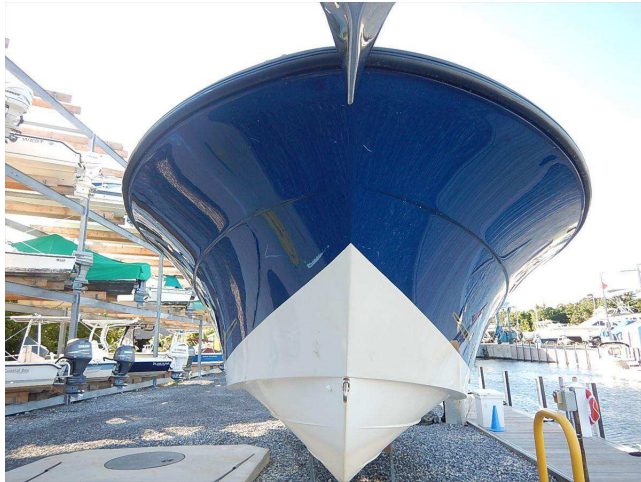
Blisters are an unknown factor on all boats and if not currently present, there is no guarantee that they will not appear in the future. Blisters have a tendency to dry out over winter storage unless severe or large. Blisters (if any) best appear after the vessel has been in the water for an entire season. 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 haul-out and power wash. Surveyor has no firsthand knowledge of the history of bottom maintenance, blistering, repairs or prophylactic coatings on this vessel.

TRANSOM

Well secured, no cracks or defects sighted. Moisture readings were relatively Dry. No delamination when checked with a percussion hammer.



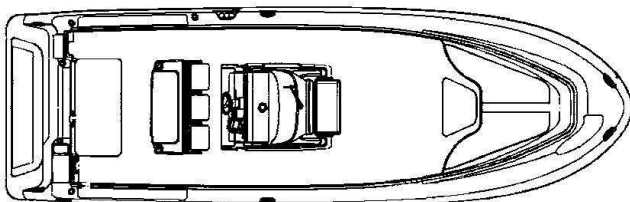
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ABOVE WATER LINE HULL, DECK SUPERSTRUCTURE, HARDWARE & FITTINGS

LAYOUT OVERVIEW IMAGE

Standard Manufactures Image



DECK FLOOR PLAN

Standard manufactures deck layout with no modifications to the original design.

ANCHOR PLATFORM

Stainless steel platform with dual anchor rollers, well secured to the deck and rollers in good condition.

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TOE RAILS & STANCHIONS & LIFELINES

Molded FRP toe rail, part of deck lay up, aluminum bow rails mounted to the deck with stainless steel fasteners. Firmly mounted and serviceable except as otherwise noted.

MOORING HARDWARE

Polished stainless steel pop up cleats, firmly attached with stainless steel fasteners.

EXTERIOR SEATING & TABLES

The exterior seat structures were firmly mounted and the upholstery was serviceable showing average wear and tear for age of the vessel.

BOARDING LADDER

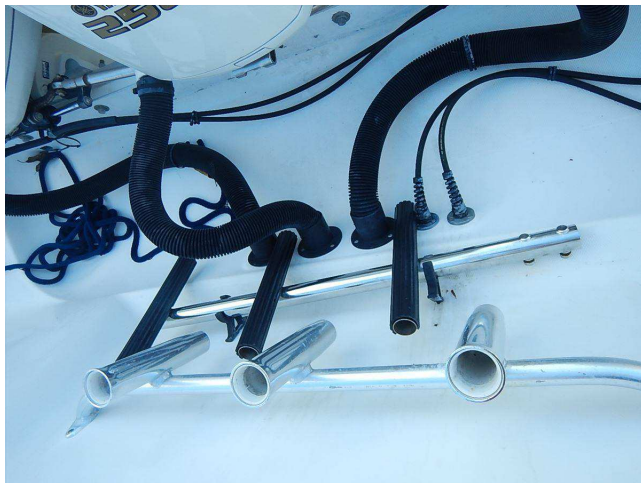
Stainless steel dive style boarding ladder that stows using mounts onto the transom and has a bracket on the starboard transom. Bracket and ladder were secure when tested.

SWIM PLATFORM

Molded in FRP swim platform with welded stainless steel supports. Serviceably showing moderate wear and tear from normal use except as noted in the findings.

ABOVE DRAW WATER LINE (ADWL) THRU HULLS

Stainless steel thru hull fittings, all secure and showing average wear and tear for the age of the vessel. See Findings & Recommendations.



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FINDING C-4

BELOW DRAW WATER LINE SKIN FITTINGS, MACHINERY & FITTINGS

BELOW DRAW WATER LINE THRU HULL FITTINGS

Bronze fittings that appear to be in serviceable condition showing average wear and tear for the age of the vessel and secure.

THRU HULL STRAINERS & SCOOPS

Bronze slot style thru hull strainer covers, appear to be in serviceable condition with limited wastage.

FAIRING BLOCK(S)

Two composite fairing blocks with depth sounders that were secure.

SEA VALVES/SEA COCK TYPE

Bronze sea cocks with mounting flanges. Valves were exercised and found to be functional.

TRIM TABS

Kiekhaefer Mercury Marine 12Vdc hydraulic trim tabs with reinforced flex piping, composite struts, aluminum trim tab offshore blades. Operable and no hydraulic fluid leaks found.

UNDERWATER LIGHTS

Four underwater lights that were functional when tested.

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NOTE

This company suggests the sea cock/ sea valves be serviced according to the manufactures recommendations as a preventative measure upon purchasing a used vessel and thereafter as recommended by the sea cock/ sea valve manufacturer or more frequently as a part of the vessel's regular maintenance program. We also strongly recommend that if the vessel is left unattended that all below waterline sea valves be closed with the exception of scuppers, bilge pump discharge, or other valves that are required to be in the open position to prevent flooding of the vessel during inclement weather. This provides an extra measure of safety for the vessel as well as the added benefit of familiarizing the crew with safety valve locations and to exercise the valves to prevent seizure. Moreover, if not already done so, it is strongly suggested that properly sized tapered wooden plugs be kept in the vicinity of each sea cock/sea valve/thru hull to be used as a plugging device in the case of an emergency. Finally, when renewing the vessels protective coatings, it must be kept in mind that antifouling paints containing copper or other metals must not be applied to metal fittings and/or machinery without first having an insulated coating such as underwater metal primer or epoxy barrier coat applied. Failure to do so can result in harmful galvanic corrosion damage to the fittings and/or machinery.

CONDITION & COMMENTS

In apparent serviceable condition except as noted in the Findings & Recommendations.





CATHODIC PROTECTION

LIGHTNING PROTECTION

None, but not normally found on boats of this type.

Note: Few boats are actually wired for lightning protection from the manufacture. There is no known way to ensure complete protection for personnel and equipment from a lightning strike. However, we suggest that any owner review the information at www.marinelightning.com and ABYC TE_4.

ADDITIONAL REMARKS

A separate bonding system survey was not performed, and a corrosion meter was not used to establish the level of protection. If a more detailed analysis is required, a complete separate bonding system survey is recommended.

NOTE

A vessels bonding system should be checked as part of the vessel's regular maintenance program. Each bonding wire should be checked regularly for corrosion, and its connection should be checked for connectivity. Resistance should be less than one (1) Ohm.

FISHING EQUIPMENT

FISHING EQUIPMENT

A forward deck coffin box with cushions to act as a lounge when not used for storage, a large live well inside the leaning post with cutting boards, a fresh and raw water washdown, TACO Grand Slam outrigger mounts with aluminum outriggers that were not deployed or tested. Tackle storage in the leaning post in addition to the starboard aft deck. Fish boxes located below the forward bow hatches and the coffin box. The vessel was not floated today due to engine issue so the live well and raw water wash down pumps were not tested in the water.

HELM STATION & NAVIGATIONAL ELECTRONICS

HELM STATION

Electronics mounted on cockpit bulkhead. A 4" Ritchie compass in serviceable condition. The accuracy of the compass was not verified. A Garmin 200 VHF radio, powered up and received transmission using the weather service. Unable to receive transmission when tested using the Sea Tow automated service as no microphone was sighted. Two Garmin GPSmap XSV touch screen chart plotters with navigational charts and a Raymarine E120 chart plotter with navigational charts and radar that powered up and appears to function properly. A Raymarine ST6002 smart pilot autohelm system that was proven operational during the sea trial.



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THROTTLE & SHIFT CONTROLS

Kiekhaefer Separate levers for each engine throttle and shift control.



ENGINE STATUS

All engine instruments are Yamaha digital displays.

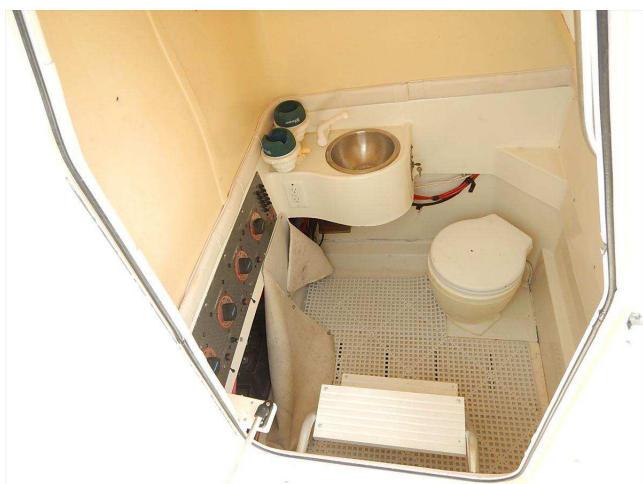
OTHER ELECTRONICS & CONTROLS

Spotlight Controls: ACR point Pad that was functional.

CABIN INTERIOR APPOINTMENTS

WATER CLOSET(S)

One water closet located inside the center console. Wash basin piped with flex hose and secured with a hose clamp to polished stainless steel faucet. An unknown brand marine head (Toilet) that operates on an electric flush system piped with reinforced hoses and secured with hose clamps. See Findings & Recommendations.



FINDING B-4

FINDING C-5

ELECTRICAL SYSTEMS

DIRECT CURRENT SYSTEM(S) TYPE

The vessel was equipped with a single 12VDC system consisting of two battery banks. (4) Group 27 12VDC wet cell lead acid batteries are located in the center console and are in plastic battery boxes. The batteries provide power to all 12 V systems to include the engine start batteries, house electrical and anchor windlass. Four Guest rotary switches are located in the center console. Where visible the vessel was wired with multi-stranded copper conductors with plastic-type insulation. Much of the wire did not appear to have been modified from its factory installation. Furthermore, were observed, no indications of overheating conductor insulation was observed. The terminals where splices could be seen consisted of ring terminals, terminal plugs, spade and blade terminals, fork terminals, common butt splices, and waterproof butt splices. Battery charging was accomplished by 12 VDC unknown amperage alternators on each engine, the onboard generator and shore power by the Professional Mariner Pro Tournament battery charger that that was not tested as no 120 VAC shore power was available. The main DC panel board is located on the starboard side wall of the main salon. All panels were clearly marked for voltage. Overcurrent protection of the system was provided by a variety of in-line fuses of different types, push-button thermal reset breakers and circuit breakers. See Findings & Recommendations.

Check all battery dates prior to purchase to determine any batteries that are older than 3 years, It is recommended any battery over 3 years be replaced. Batteries are not load tested as a part of the survey and often battery dates

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are not visible. Verify this information prior to closing.



FINDING B-5

FINDING B-6

BATTERY HEALTH STATUS

See Findings & Recommendations.

FINDING B-7

ALTERNATIVE CURRENT (A.C.) SYSTEM(S)

The vessel was equipped with one 120 VAc Marinc 30 amp single phase Ac system. The vessel shore power connection was located on the starboard inside gunnel midship. The operable main shore power circuit breaker is located at the AC distribution panel in the center console. No 120 VAc power was available so the system wasn't tested.

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OUTBOARD ENGINE(S)

NO./TYPE/CYLINDERS

Three Yamaha 250 HP four stroke outboards. The engine mounts were secure. Both tilt and trim functions were operational when tested. Engine fluid levels were full and no metal shavings or emulsified oil sighted in the upper or lower unit. The props were stainless steel three bladed props. See Findings & Recommendations.



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FINDING B-8

FINDING C-6

FINDING C-7

FINDING C-8



SERIAL

Port Engine: 6P3 X 1000984

Center Engine: 6P2 U 1003410

Starboard Engine: 6P2 X 1002958

DISCLAIMER

It is good practice when buying a used vessel that all fluids (Engine/Transmission or Outdrive) 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 that all engines and transmissions be inspected by a qualified expert engine surveyor/mechanic to determine the internal condition and any repairs necessary of the engine(s), transmission gears, and pumps, heat exchangers, coolers, etc.

If engine diagnostics was performed as a part of this survey it is understood the surveyor is not a trained engine mechanic and therefore is providing general information only about the engine(s) and verification of the engine hours. The diagnostics in no way is a guarantee of the health and condition of the engines and any information obtained should be considered informational only and it is recommended you have the information verified by a qualified engine mechanic. Sun Coast Marine Surveying & Consulting LLC take no liability as to the information obtained or the health of the engines and reduction gears or outdrive(s).

COMPRESSION TESTING

See Findings & Recommendations.

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V6 Engine Compression Checks
 Vessel: 2005 Hydra-Sport Vector 3300 Center Console
 Engines: Yamaha 250 hp Four stroke outboards
 Date: Oct. 28, 2018
 Location: Islamorada, FL

PORT				CENTER				STARBOARD			
Cylinder	PSI	Cylinder	PSI	Cylinder	PSI	Cylinder	PSI	Cylinder	PSI	Cylinder	PSI
1	159	2	180	1	180	2	179	1	185	2	180
3	159	4	188	3	185	4	180	3	181	4	181
5	156	6	189	5	180	6	182	5	189	6	185

Minimum	156	Minimum	179	Minimum	180
Maximum	189	Maximum	185	Maximum	189
Percentage difference	17.5%	Percentage difference	3.2%	Percentage difference	4.8%

Front of Engine

View from top of engine

Front of Engine

View from top of engine

Front of Engine

View from top of engine

■ Cylinder pressure within 10% considered in good condition
■ Cylinder pressure within 10% to 20% possible issue monitor further
■ Cylinder pressure over 20% difference further investigation needed

FINDING B-9

STEERING SYSTEM

MANUFACTURE

Seastar-Teleflex

STEERING SYSTEM COMPONENTS

Helm pump wheel assembly, reinforced steering system hoses, hydraulic ram, stainless steel drag link with clevis ends. See Findings & Recommendations.

Note: Upon purchase of a used vessel this company suggests, the steering system is serviced according to the manufacturer's recommendations as a preventive measure and inspected regularly thereafter as part of a regular on-going maintenance program.



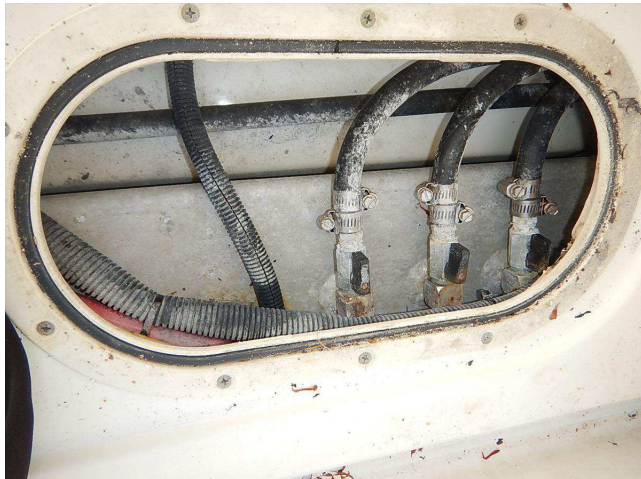


FINDING B-10

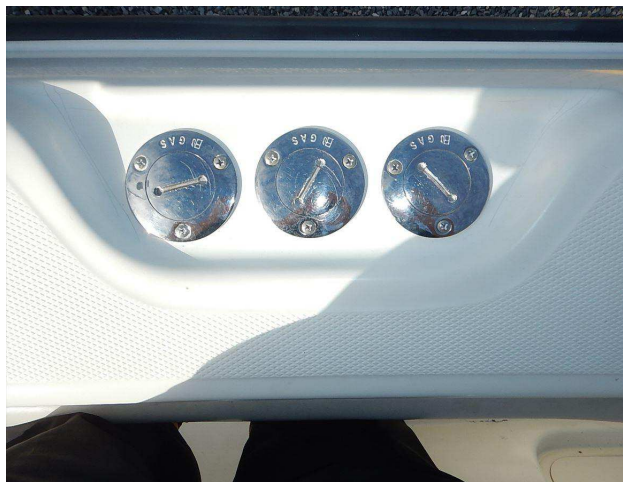
TANKAGE

FUEL TANK(S) & PIPING

Three tanks located with two in the aft port and starboard side and one below the helm seat all below the deck with visible manufactures labels. Unknown how the tanks were secured due to visibility. Grounding conductors were not observed at the tanks and pipe to weather deck mounted stainless steel pipes marked for gasoline. Continuity testing was performed using a multimeter and the results were consistent with tanks and fills that are grounded. The fill hoses were USCG approved Type A hoses secured with double hose clamps where visible. The tanks were vented to topside mounted fittings with flame screens and were plumbed with SAE j1527 hoses secured with hose clamps. The fuel supply and return hoses were also SAEj1527 with swaged mechanical fittings, and the engines were equipped with OEM type flexible fuel lines and metal fuel tubing. Fuel filtration was provided by three remotely mounted primary fuel filters and engine mounted OEM type fuel filters. Fuel shutoff valves were sighted on tank tops. Tanks appear to be original and in serviceable condition.



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POTABLE WATER SYSTEM

Tank below deck not sighted. Fresh water pump was tested and functional.

HOLDING TANK(S)-BLACK WATER

Tank below deck not sighted.

SAFETY EQUIPMENT

NAVIGATIONAL LIGHTS

All Navigation lights are fully operational.

LIFE JACKETS (P.F.D,'S)

The following USCG approved life jackets were sighted on board: (15) U.S.G.G. Type II All appear to be in serviceable condition showing minimal wear and tear.

THROWABLE TYPE P.F.D.

The type of USCG approved throwable PFD devices sighted were: (1) USCG approved buoyant cushion(s) Appears to be in good condition showing average wear and tear for the age of the vessel.

VISUAL DISTRESS SIGNALS

See Findings & Recommendations.

FINDING A-1

SOUND DEVICES

12 Vdc horn, functional.

U.S.C.G. PLACARDS

Both USCG mandated placards (Oil & Garbage) are properly posted.

FIRE FIGHTING EQUIPMENT

Type I portable extinguishers were sighted in the following locations: Three extinguishers, two at the helm seat and one in a forward port side gunnel locker. See Findings & Recommendations.

FINDING A-2

BILGE PUMPS

Aft Bilge: Two Rule 1500 GPH bilge pumps with float switches that were operational when tested.

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GROUND TACKLE & WINDLASS

(The anchor rodes were inspected as stored without ranging)

Primary: A polished stainless steel 35lb Ultra anchor is mounted at the anchor platform with an undetermined length of raw chain and considered serviceable other than noted in the Findings & Recommendations, showing moderate wear and wastage.

Secondary: An aluminum FX7 anchor is stowed in the anchor locker with an undetermined length of raw chain. A standard anchor shackle properly seized and considered serviceable other than noted in the Findings & Recommendations, showing moderate wear and wastage.

Windlass: A Lewmar windlass is mounted on the platform and was functional using both the helm and the bow foot controls.



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Findings & Recommendations

A: SAFETY DEFICIENCIES

FINDING A-1 VISUAL DISTRESS SIGNALS

Expired and or no visual distress signals are onboard the vessel.

RECOMMENDATION

Ensure visual distress signals are aboard to comply with USCG regulations 33 CFR 175.110 for visual distress signals prior to using the vessel. You must have at least three aerial or three red handheld signals that are current.

FINDING A-2 FIRE FIGHTING EQUIPMENT

The portable extinguishers' gauge indicated serviceable but appeared to be of considerable age and no inspection tags were observed.

RECOMMENDATION

Have portable fire extinguishers inspected annually per ABYC A-4.

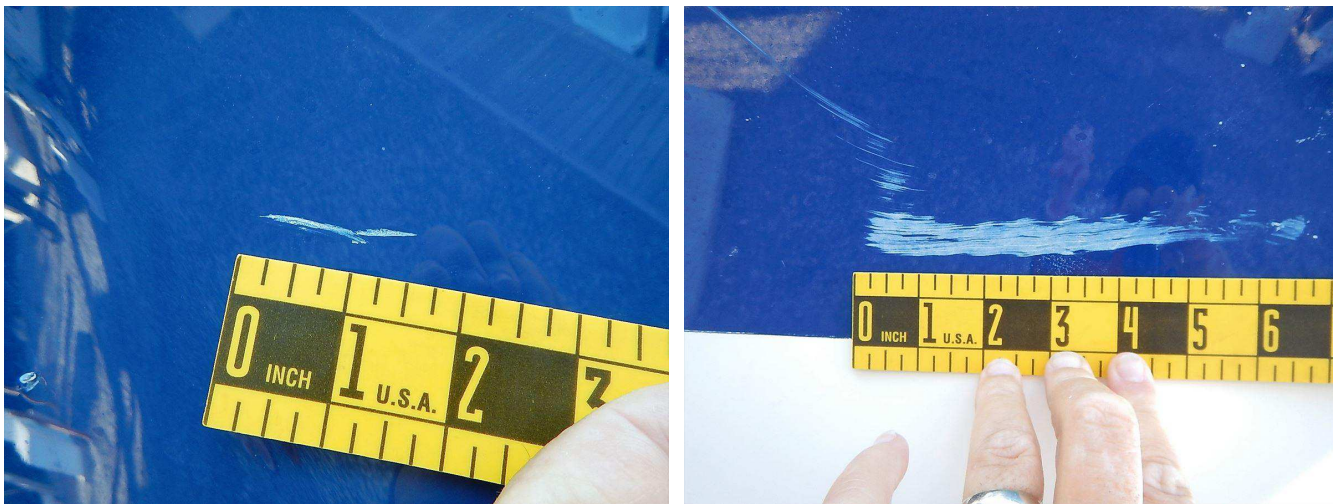
B: OTHER DEFICIENCIES REQUIRING ATTENTION

FINDING B-1 HULL, DECK & SUPERSTRUCTURE

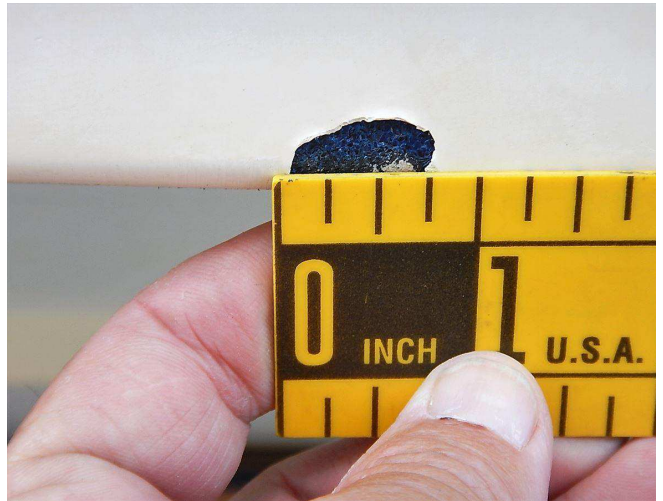
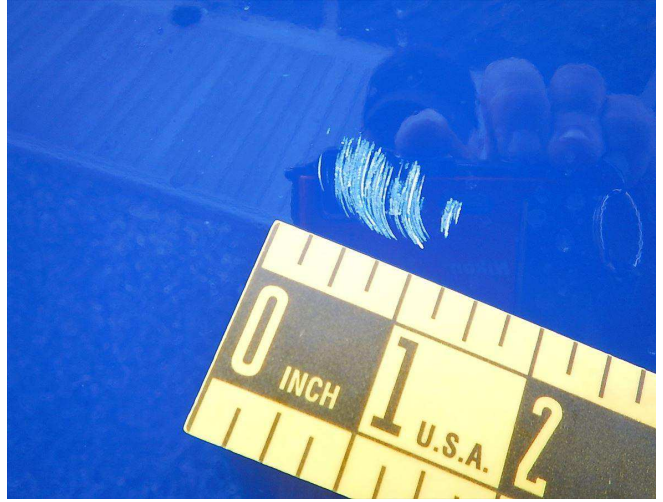
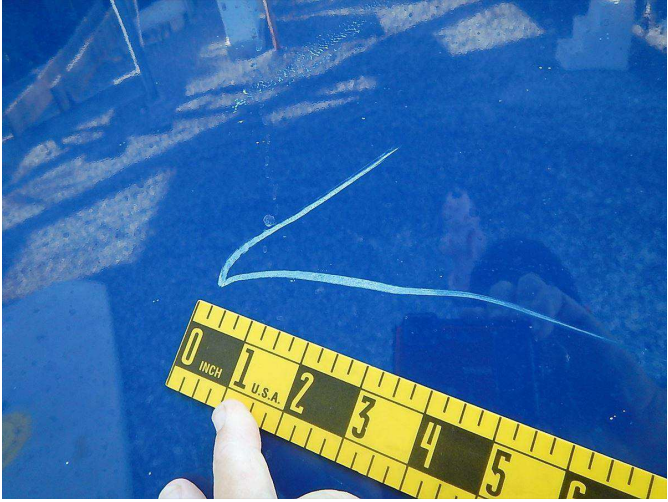
Multiple scratches sighted on the above waterline topsides and several gelcoat chips sighted on the hull bottom where the bottom and the topsides meet on both port and starboard sides.

RECOMMENDATION

Repair gelcoat chips and scratches if desired.



Findings & Recommendations



Findings & Recommendations



FINDING B-2 HULL, DECK & SUPERSTRUCTURE

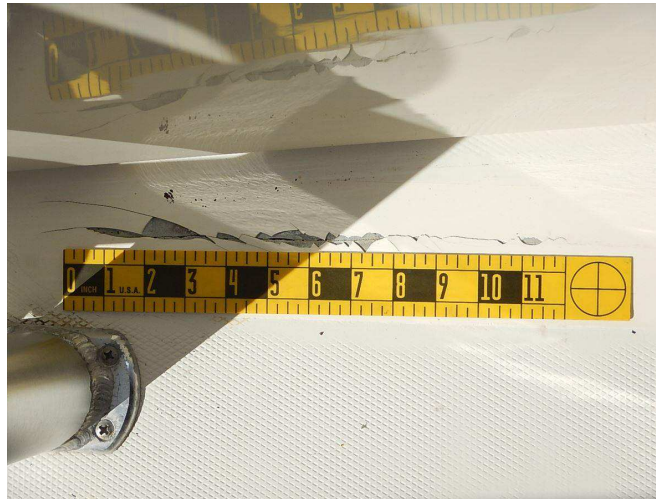
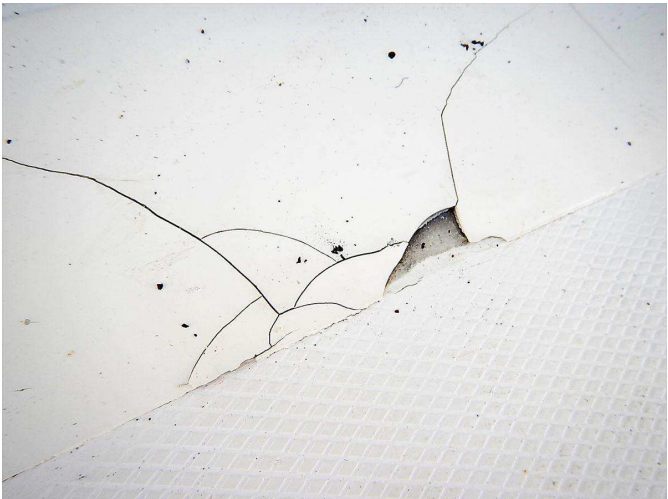
On the port side deck foreword where the lounge/coffin box is located the deck is spongy/soft. Stress cracks can be sighted, percussion soundings were consistent with delamination and moisture meter readings were elevated consistent with moisture intrusion. Gelcoat cracking was sighted on both sides of the lounge back near the forward center console superstructure mounting brackets.

RECOMMENDATION

Investigate further damaged/delaminated and moist deck further and take action required to repair deck.



Findings & Recommendations



FINDING B-3 HULL, DECK & SUPERSTRUCTURE

Elevated moisture readings were taken at the center console superstructure where it mounts to the deck and the helm seat deck mounting positions.

RECOMMENDATION

Remove fasteners and re-bed to prevent moisture from getting into the deck.

Findings & Recommendations



FINDING B-4 WATER CLOSET(S)

The toilet activated when tested but no water came into the bowl so unit didn't operate correctly.

RECOMMENDATION

Investigate further and repair as required to enable the toilet to function.

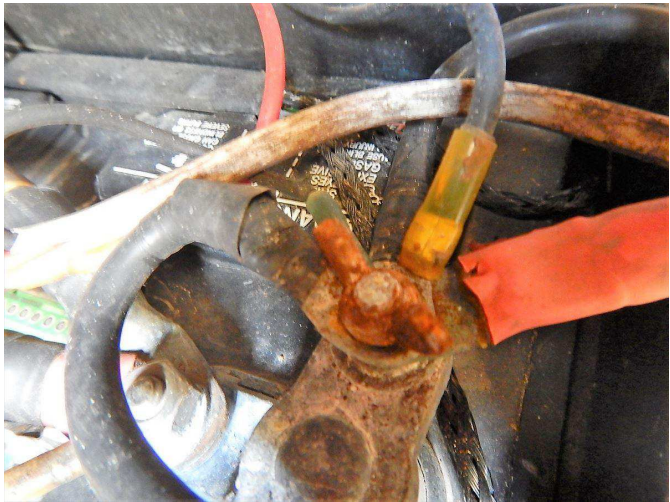
FINDING B-5 DIRECT CURRENT SYSTEM(S) TYPE

Batteries have wing nuts used for securing battery cables.

RECOMMENDATION

ABYC E10.8.3 states: "Battery cables and other conductors size 6 AWG (13.3 mm²) and larger shall not be connected to the battery with wing nuts". Recommend compliance.

Findings & Recommendations



FINDING B-6 DIRECT CURRENT SYSTEM(S) TYPE

Batteries not secured.

RECOMMENDATION

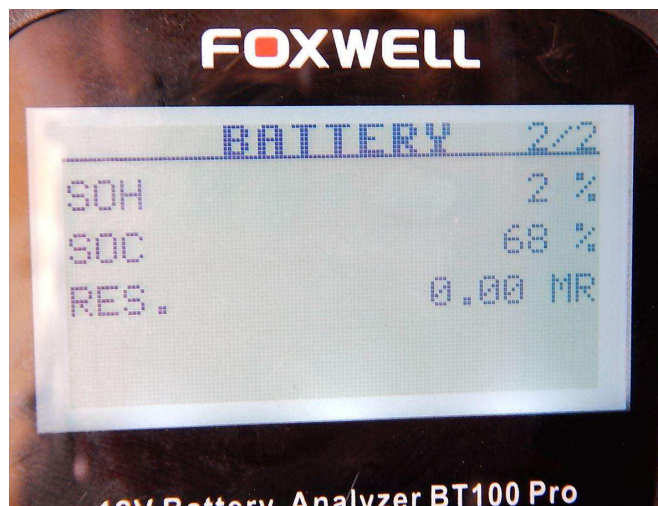
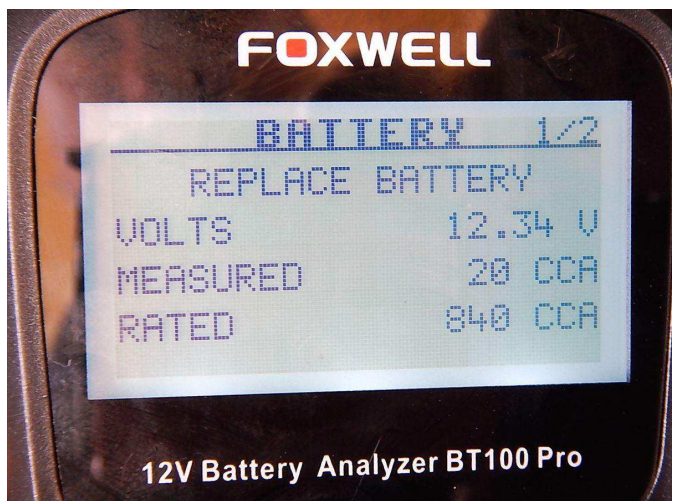
ABYC E-10.7.4 states "Batteries, as installed, shall be restrained to not move more than one inch (25mm) in any direction when a pulling force of twice the battery weight is applied through the center of gravity of the battery", recommend compliance.

FINDING B-7 BATTERY HEALTH STATUS

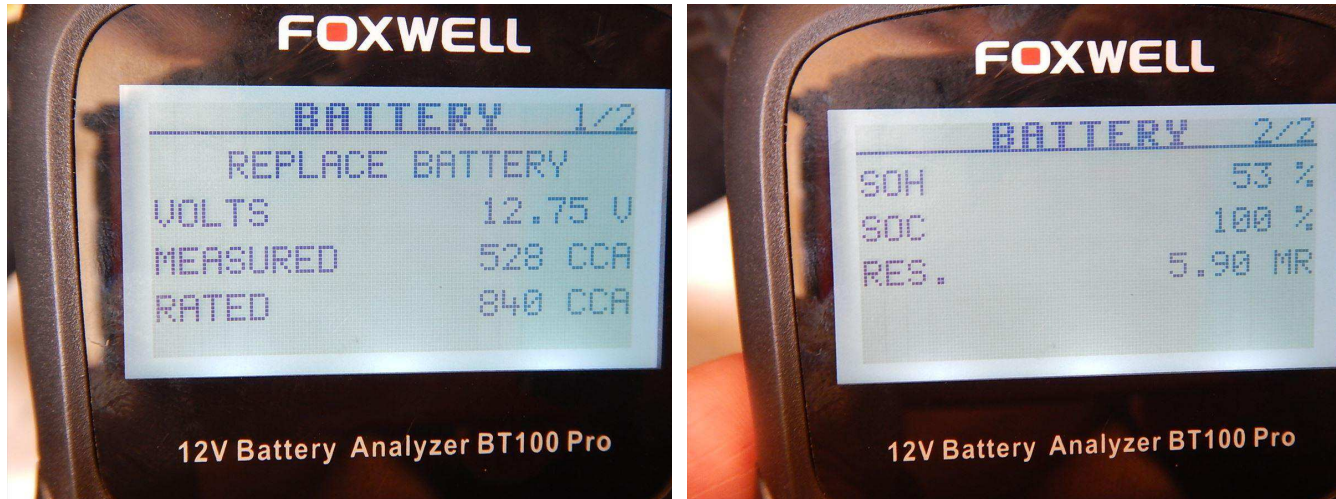
The starboard center battery had only 2% and the starboard battery had 53% of the battery life left.

RECOMMENDATION

Replace the two batteries with limited battery life.



Findings & Recommendations



FINDING B-8 NO./TYPE/CYLINDERS

The port side motor would not tilt and trim when tested. The motor was functional.

RECOMMENDATION

Have the tilt system for the port motor inspected and take actions required to properly operate.

FINDING B-9 COMPRESSION TESTING

The port engine had low compression on cylinders 1-3-5.

RECOMMENDATION

Investigate further and take action to provide proper compression.

FINDING B-10 STEERING SYSTEM COMPONENTS

The port motor hydraulic wasn't properly bled and was not fully operational. Hydraulic fluid had leaked from the steering onto the lower unit.

RECOMMENDATION

Have the port steering serviced and clean hydraulic fluid from lower unit.

Findings & Recommendations

C: SURVEYOR'S NOTES & OBSERVATIONS

FINDING C-1 HIN (HULL IDENTIFICATION NUMBER)

The 6th and 12th digits in the hull ID stamped in the transom have been altered.

RECOMMENDATION

Verify hull ID.

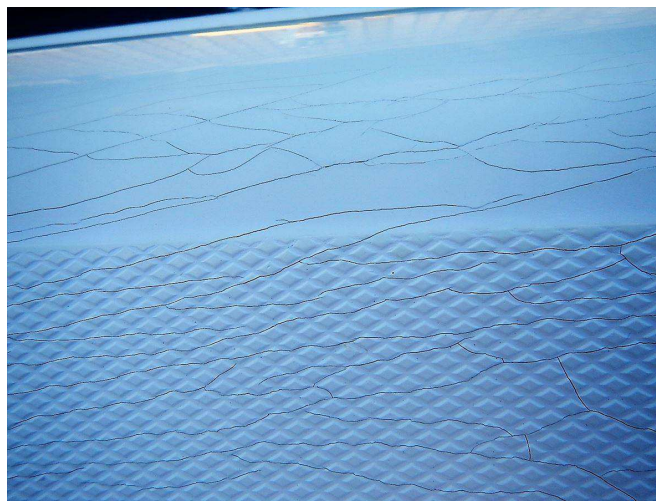


FINDING C-2 HULL, DECK & SUPERSTRUCTURE

Gelcoat stress cracks sighted on the port and starboard gunnels.

RECOMMENDATION

Repair stress cracks if desired.



Findings & Recommendations



FINDING C-3 HULL, DECK & SUPERSTRUCTURE

Gelcoat stress cracks and gelcoat chips sighted on the deck.

RECOMMENDATION

Repair cracks and gelcoat chips if desired.



FINDING C-4 ABOVE DRAW WATER LINE (ADWL) THRU HULLS

Elevated moisture readings were taken at the starboard furthest aft thru hull fitting.

RECOMMENDATION

Remove and re-bed to prevent water intrusion.

Findings & Recommendations

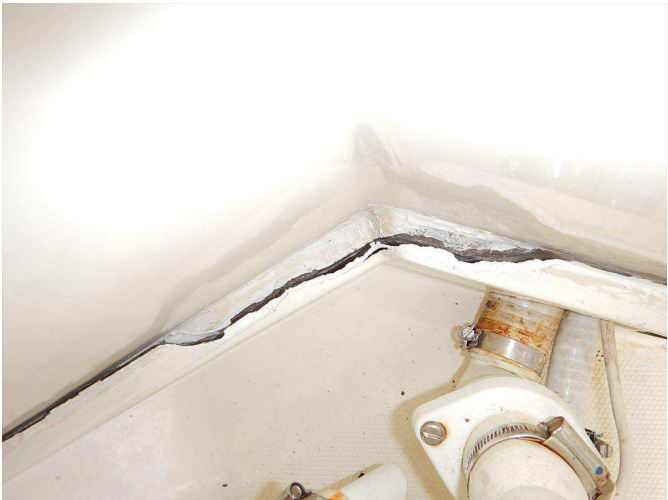


FINDING C-5 WATER CLOSET(S)

Gelcoat chips and caulking separation was sighted inside the center console.

RECOMMENDATION

Have the gelcoat repaired and area re-caulked if desired.



FINDING C-6 NO./TYPE/CYLINDERS

The lower unit on the port motor was replaced, the existing lower unit is Yamaha silver and the motors are white.

RECOMMENDATION

Have the port engine lower unit painted to match the engine.

Findings & Recommendations



FINDING C-7 NO./TYPE/CYLINDERS

The cowlings had large scrapes.

RECOMMENDATION

Have the cowlings repaired if desired.



FINDING C-8 NO./TYPE/CYLINDERS

The center engine skeg has a chip.

RECOMMENDATION

Have the skeg repaired if desired.

Findings & Recommendations



Report Summary

VALUE

CONDITION & VALUATION

CONCLUSION:

Insofar as could be determined by general examination without making removals to expose concealed parts, the vessel was considered to be in good overall general condition, and it is my considered opinion that upon compliance with the recommendations stated above, it would be in satisfactory condition for the intended use of its designer and builder.

VALUATION:

The definition of "Fair Market Value" as used in this report is that as issued by the Machinery & Technical Specialties of the American Society of Appraisers-July 25, 2010.

The "Fair Market Value" "is, "an opinion, expressed in terms of money, at which a property would change hands between a willing buyer and a willing seller, neither under any compulsion to buy or sell, and both having a reasonable knowledge of relevant facts, as of a specific date." Implicit in this definition is the consummation of a sale as of a specified date and of 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 acting in what they consider their own best interest.
- c. A reasonable amount of time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in US 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.

The valuation offered in this report is based on the vessel's apparent condition on the date of the survey and assumes that the vessel's engines and/or other installed equipment not proven during the survey inspection are in fact operational. Discoveries made as a consequence of additional testing/inspection procedures may significantly lower this valuation. Also, there is no warranty given, or implied, of the future useful life of engines or machinery described herein. Valuations are developed by using some or all of the following resources; commercially published used boat price guides(BUC, NADA, Boats & Harbors, Soldboats.com, Yacht World, etc.), commonly accepted Marine depreciation schedules, and consultations with knowledgeable boat brokers not involved with this specific transaction. 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 or comparable vessel with the same equipment.

Report Summary

A. Comparable Sales Market Approach:

1. The current NADA provides a value range for the vessel of approx. \$92,600.00
2. The current BUC ValuePro provides a value range for an average condition of approx. \$73,600.00
3. The current Power Boat Guide provides a value range for the vessel of approx. \$101,000.00
4. The following were the only verified sales found of the same make, model and year vessel between Jan. 2017-Oct. 2018 found on SoldBoats.
 - a. Vessel Year: 2005 Location: FL Sold Date: 12/17 Sale Price: \$111,500.00
 - b. Vessel Year: 2005 Location: AL Sold Date: 03/18 Sale Price: \$ 91,000.00
 - c. Vessel Year: 2005 Location: FL Sold Date: 10/18 Sale Price: \$ 95,000.00

5. Calculations:

- a. NADA Average: \$ 92,600.00
 - b. BUC Book Average: \$ 73,600.00 (Value not used for average as unrealistically low)
 - c. PBG Average: \$101,000.00
 - d. Sold Boats Average: \$ 99,200.00
- Average Valuation: \$ 97,600.00

B. Cost Approach Method:

If the Cost Method of appraisal is considered using the Martin Scale with research indicating the same make and model vessel would now cost 250,000.00 new, this 13-year-old vessel in 2018 would be worth approximately \$127,500.00. Based upon the Soldboats, BUC and NADA data the Cost Approach Method of appraisal is not considered the most accurate. We will, therefore, rely on the Comparable Sales/Market Approach Method. Therefore, consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel the:

Estimated Fair Market Value is: \$ 95,000.00

Estimated Replacement Cost is: \$250,000.00 (Per internet research)

Report Summary

SURVEYOR CERTIFICATION

Acting on behalf of Sun Coast Marine Surveying & Consulting, LLC, the undersigned surveyor certifies that to the best of his or her knowledge and belief: I have made a personal inspection of the property that is the subject of this report. The statements of fact in this report are true and correct. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions at the time of inspection and are my personal, impartial and unbiased professional analyses, opinions and conclusions. I have not performed services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment. I have no present or prospective interest in the property that is the subject of this report and no 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 the assignment. My engagement in this assignment was not contingent upon developing or reporting predetermined results. My compensation for completing this assignment was not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client or seller, 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 the report content including the appraisal. No one provided significant appraisal assistance to me.

REPORT SUBMITTED WITHOUT PREJUDICE

Sun Coast Marine Surveying and Consulting LLC

J. Chet Stephens

By:

Senior Surveyor

J. Chet Stephens, SAMS-AMS

