

Pre-purchase survey of Boston Whaler Walkaround 25, 1990



Discovery Marine Surveys®

N, 2013
DISCOVERYMARINESURVEYS.COM
604 318-1402
Vancouver, B.C.
Canada

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Pre-purchase Marine Survey Report

Report Number

2013-xxx

Date of Inspection

Commissioned by

Axxxddress

Telephone

xxx

E-mail

xxx

Summary

Vessel condition

The vessel is in: Above average condition.

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General information

Vessel

Name of Vessel: n/a
Model year: 1990
Date of mfg.: 1990



Licence

xxx



HIN/MIC

xxxx



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Survey site

Vessel inspected at: North Vancouver B.C.
Vessel observed: on blocks
Weather was: 5-6 degree, cloudy & wet.
Survey started at: 10:30
Survey ended at: 14:15

The client attended: No

NOTES:

The vessel has been re-powered with a pair of 2007-225hp Mercury Optimax two stroke and a 2005 9.9hp Mercury Four stroke.

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Scope of survey

The purpose of this inspection and survey report, requested by and created for Mr. xcz, is to determine insofar as possible within the limitations of visual and physical accessibility, through non-invasive and non-destructive means, the vessel's condition at time of survey by reporting deficiencies against the standards quoted in the "comments" section of this report and to present the surveyor's personal opinion as to the vessel's condition. This type of survey is also known Pre-purchase survey. Certain parts of the structure, systems and equipment are inaccessible without removing decks, tanks, bulkheads and headliners etc. or in the case of cored structure, drilling core samples. This is not within the scope of this survey. Coatings build up, corrosion, marine growth, excessive gear on board or dirt may have hampered the surveyor's ability to inspect. Thick layers of anti-fouling paint may inhibit bottom inspection and therefore destructive testing is offered at additional cost.

Be advised that moisture meter readings and percussive soundings on frozen structure are not reliable and that if a survey must be conducted under these conditions the soundings and meter readings should be re-done at thaw. It should be noted that moisture meter readings are relative and these meters are affected by many factors other than moisture and that percussive sounding interpretations are subjective.

Components requiring access with tools or by disassembly are not inspected. A vessel's systems and component parts have a limited useful life and are subject to deterioration over time. Some conditions affecting useful life include original material specifications, fabrication techniques, environmental exposure and history of use. These systems and component parts often give no readily detectable external indication of deterioration or failure. Cosmetic or comfort issues may be addressed where there is a significant effect on the value of the vessel. Electronic and electrical equipment may be tested by powering up, only when power is already connected. A complete analysis of the vessels electrical systems would require the services of a qualified marine electrician. Only the external visual condition of wiring, connections and panels is reported. The surveyor recommends that a qualified marine mechanic inspect all engines, generators, V-drives, transmissions, sail-drives and or stern drives regularly. Loose gear and accessories are neither inventoried nor inspected. This survey is an opinion of the surveyor based on his knowledge, experience and following the ABYC standards, NFDA standards and the SAMS code of ethics. Within these parameters the surveyor will report on the hull, deck, vessel systems, running gear, cosmetic condition and provide a valuation based on the foregoing. This is surveyor cannot predict how the vessel or its systems will perform over time and therefore this report is valid only at time of survey. The surveyor has made neither weight calculations nor measurements. All dimensions and weights are from published specifications such as original brochures, the PowerBoat Guide, Mauch's Sailboat Guides, manufacturers or owners association web sites. Survey fees are based on such published L.O.A.

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Structural components

The internal and external structural elements were visually inspected and tested with an Electrophysics GRP200 moisture metre, where accessible, and by percussion sounding.

General

Vessel is frp, where accessible the structure was inspected. Appears sound and in serviceable condition, clean, no stress cracks were noticed, low moisture levels were found for a vessel this age. These vessels offer limited access for inspection of the interior structure.



Structural changes

A stainless steel arch was added to the vessel, it is mounted securely and in serviceable condition.

Deck to hull joint

Joint was inspected where possible and showed no signs of separation no cracks at the joint. The rub-rail is in above average condition for a vessel this age. See picture of HIN & Licence. The topsides were visually inspected, no hull deformations were noticed, and no cracks. There was minimal wear for a vessel of this age. Moisture metre readings were consistent over the topsides returning low moisture levels.

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Transom

A diver's ladder is located at the transom on starboard side on the engine platform and in serviceable condition. Two 225hp engines are center line, the smaller 9.9hp is on port. A small hairline crack was noticed on starboard side near the ladder. Stainless steel brackets have been added port and starboard to accommodate the 9.9hp engine and the ladder, above average installation. The transom is capped with teak in above average condition. A removable well/live-

bait compartments is located in the transom is in above average condition for a vessel this age. Under this section (believe to have been installed when the vessel was re-powered) are fuel filters, starting batteries and battery switches. A galvanic isolator is installed. A Rule bilge pump is located centerline. Electrical bus bar is installed, a protective cover should be over the bus bar. Access is also possible via two wooden louvered panels under the transom, in above average condition. Due to its contents this compartment must remain well ventilated at all time.

See comment C1.

Hull

The hull is vee bottom; the vee is flattened off and stepped. The under water part of the hull was inspected as possible due to access, the hull has no dents, scratches or signs of repairs. A coat of antifouling has been applied and is serviceable condition. The hull was tapped with a plastic hammer and returned a clear solid sound. Recessed trim tabs are in serviceable condition on port and starboard showing no dents or scratches. The anodes appear less then 10% depleted. The hydraulic cylinders showed no leaks, all hoses appear in good condition. Diver plate anode with green/bonding wire on port side of the transom is in good condition. A pair of bow lights are installed port and starboard appear in good condition, not tested, reported as being in working condition. Transducer mounted securely on starboard.



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Fore deck and cleats

The deck is frp with some non-skid, in above average condition. On the bow section a small bowsprit has a bow-roller with anchor followed by a Horizon 600 series windlass. Anchor locker on centered the lid cannot be secured in close position. Stainless steel rail with stainless steel stanchions from bow to mid deck, are secure and in good condition, fender holders are installed on both sides in serviceable condition. Mooring cleats are located port and starboard on the bow and the stern, are secure and in serviceable condition. The aluminum windscreen frames are in serviceable condition and showed neither leaks nor cracks. A bench with a cushion is aft of the windlass in above average condition; cushion is reported as re-upholstered in 2009. A large hatch is located on top of the cuddy cabin in good condition, no signs of leaks were noticed. Two horns are located on starboard side below the windscreen, were not tested. Two opening ports located on port and starboard are in good condition and showed no leaks. The non-skid, passageway and deck are in above average condition.



See comment B2.

Aft deck

The aft deck is a large open concept with a deck chair and small table in good condition. The deck has inspection holes for the fuel located under the deck and for the fuel filler hoses on port and starboard. Fishing rod holders and filler caps are located around the aft-deck secure and in serviceable condition. Wells are located on port and starboard and in good condition. Pump for the live-bait well did not work. Stainless steel grab-rails are located port and starboard are secure and in good condition. The aft deck has cushioned knee-rail installed all around in good condition. The deck shows no cracks or dings in the fibreglass, the non-skid is in good condition, above average. Wash down connection is located on starboard side, reported in working condition; a shore water connection is located nearby reported as never used. Lockable drawers with wooden face are located under the captain's seat; wood is in above average condition.



See comments C2, B3.

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Flybridge

There is no fly-bridge on this vessel.

Cabin

The cabin has port and starboard opening ports and a large opening hatch centerline forward. The fibreglass is in above average condition for a vessel this age. Entrance for the cabin is centerline from the helm station via accordion type wooden doors and sliding hatch in above average condition.



Helm station

From the aft-deck up one step there is the captain seat on starboard and first mate on port with aluminum foot rests, upgrades from originals, in above average condition. Helm to starboard with original equipment and a complement of newer equipment. All equipment that was tested was in working condition. Equipment that was not tested is reported as in working order. The windscreen has no cracks seals appear in good condition and no water stain was noticed. No cracks in the fiberglass. The stainless steel arch is solidly mounted port and starboard to the lower part of the helm station and supports the Garmin enclosed array type radar. Windshield wipers appear in working order. The helm operated smoothly, no sign of fluid leaks and hoses appear in good condition. Mercury throttle controls at the helm for main engines and separate throttle control to starboard of helm's seat for auxiliary engine. All three engines are linked to allow operation from the helm. The helm console tilts forward to provide access to the wiring and hydraulic system, all clean and in good condition. Storage bins are inserted in the helm station on port and starboard, in serviceable condition. Radar, VHF antennas are attached to the helm station fiberglass portion, secured and good condition. Grab rails are secured on port and starboard. A Bimini is installed over the helm station with a stainless steel frame, the bimini extends forward to attach itself to the top of the wind-screen and aft to create full enclosure, In near new condition. Other reported canvas, purchased and reported in same condition



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as bimini are: Stern cover zips into top of Bimini and stretches to cover the entire back of the helm station (this was on the boat at time of survey). Front cover fits over the entire cockpit Walkaround windows and cockpit Bimini. Mooring Covers, not sighted. **See comment C3, C4, C5**

Interior

General comment

The interior is a complement of wood, fibreglass and carpeting all in serviceable condition. Entrance is centerline from helm station, a small three steps removable teak ladder provide easy access. Immediately to starboard are the electrical panels and the head, to port is a convertible settee and birth. Moving forward is the dinette area centerline, a 'U' shaped settee with a removable round table. The 'U' shaped settee converts into the v-birth. Under the cushions storage area is available. The lids are teak and in above average condition. No signs of leaks or water intrusion were noticed. All materials are in good condition. A wood trim around the 'U' shaped settee, apparently to prevent the cushions from slipping has separated from the fibreglass. The second HIN number is located in the starboard storage locker of the 'U' shaped settee. A GFCI AC outlet is located immediately to port upon entering the cabin.



See comment C7, C8, C9, C10.

Salon

There are no separate cabins on this vessel.

Galley

There is no separate galley area.

V-berth

There is no separate V-birth in this vessel.

Aft cabin

There is no separate aft-cabin in this vessel.

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Sanitation

Forward head

There is one head on starboard immediately down from the helm station. The head has one sink round stainless steel moulded fibreglass counter space. The head is porta-potty style appearing in working order, the sink has original water tap. A small water tank is located in a small crawl space behind the removable steps under the helm station, the tank is as new. There is one GFCI AC outlet under the sink. No odour, signs of water intrusion or damage was sighted. Some wiring in the storage is unsupported.

See comment C5, C6.



Water heater

Not sighted.

Heating system

Not sighted.

Entertainment system.

MCD 4115 radio with CD player located port side in the cabin, Bose speakers located near helm station and aft of aft-deck, powered-up. See aft deck pictures.



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Propulsion system

The vessel was re-powered reportedly in 2007. The propulsion system consists of two main outboards, counter-rotating, and a smaller outboard for emergencies/trolling purposes. The engines are securely installed on the original manufacturer platform. Sturdy stainless steel bracket support plates have been installed, port and starboard, bolted. Wiring for the engines appear like new, reported replaced in 2007.

Engine controls

The engine controls are located at the helm station are in above average condition for a vessel this age. Throttle controls for main engine reported to need servicing. See 'Helm station' section above.

Engine (s)

Main outboard: Two, 2007 225hp Mercury Optimax two stroke hybrid.
Built: June 2007.
Engine hours: 328hr each, as per gauges.
Auxiliary outboard: One 2005 9.9hp Mercury four stroke.
Engine hours: n/a.



Engines are very clean and all have individual canvas covers. The two mains tilted properly at the helm and at the engines controls. Engines were connected to water supply and started one at a time; they started easily with no smoke and idled properly for about three minutes. Lids were removed; the blocs are clean with no signs of leaks, all wires and hoses are in good condition. Reported to have 45hr since last servicing.



The 9.9hp was not started. The engine is clean and linked to the main engines for control.

Engine mounts & linkage.

Engines are mounted securely on the transom with stainless steel fittings. Hinges were greased properly. The linkage between the engines and the helm appear in serviceable condition and reported to have been replaced in 2007.

Oil filter

OEM type. No leaks were noticed.

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Fuel system

Fuel tank

Fuel type: Gas

The large Florida Marine fuel tank (5052 aluminum) is located under the aft deck; inspection is limited to holes available on the aft-deck. The tank appears in serviceable condition. The ID plate is damaged and capacity and year of manufacture are illegible. Some fittings and some rust have been noticed under the aft inspection port. No smell or other indication of a leak was noticed.



See comment B4, B5.

Fuel filters.

Fuel polishers Racor have been installed for all three engines in the transom, all filters are secure the hoses are properly installed and in good condition, they are flexible, no cracks were noticed. The filters are of proper size and clean.



Fill fuel lines

Fuel fittings are located on port and starboard near the helm station. Hoses can be viewed via inspection holes. One hose has been replaced, the other has not.



See comment. B6.

Propellers

Two stainless steel three blade propellers, in serviceable condition with no dings, scratches or damage to the blades, no hairline cracks or signs of stress at the roots. Mercury Inertia 4xds98 19P & 48sss 19P.



Trim tabs

Trim tabs appear in good condition no cracks or corrosion sighted at the hinges, no twist or play was noticed when tabs were played with by hand. No signs of leaks from the hydraulics.

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Ground tackle

Windlass

Electric windlass, located at the bow Horizon 600. The windlass does not work.

See comment B7.



Anchors

Anchor, plow type (Delta), located on bow roller. Lengths of chain located in chain locker both appear of sufficient length and size, in serviceable condition.

See comment C11



AC electrical system

Only 15Amp was available.

AC panel

An after market BlueSea AC panel is installed, located on starboard near the head under the DC panel. Reverse polarity indicator was sighted. Surveyor tested the GFCI outlet in head with Gardner & Bender 3501 which indicated no reverse polarity. All breakers were turned on and none showed signs of heating up. Access to the rear of the panel was not possible.

See comment B12.



AC shore connection

30A shore connection on port, behind the first mate seat, appears recent and shows no signs of arcing or heating.

The power cord shows no signs of arcing or heating, appears in serviceable condition.



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G.F.C.I.

A GFCI, AC outlet is located on port under the sea-birth, the outlet is damaged and does not appear to work. A second GFCI outlet is located in the head, this outlet was under AC load regardless if the main AC breaker was in the on or the off position.

See comment B8, B9.



Battery charger

Inteli-power pd2030 e phase charger located in the tilting console of the helm, was charging the batteries during survey. The charger serves all the batteries on board.



DC electrical system

DC panel

DC panel is original equipment, appears in serviceable condition. All breakers were turn on and off and in serviceable condition.



Ship's power/batteries

Starting batteries.

Two starting batteries Nautilus 1000MCA the date was not visible located in the stern compartment with their own separate Perko battery switches. The batteries started their respective engines without difficulties. This set-up appears recent and possibly installed during the repowering of the vessel.



See comments. C13, C14, C15, C16, C17.

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House batteries.

Two house batteries, Federal battery group 24D deep cycle, are located in a small compartment behind the stairs leading to the cuddy cabin secured to a platform over the water tank. Date on batteries not indicated. These are connected in parallel. Some wiring on port side near the Jabsco pump is labeled as 'Prestoflex welding cable 4ga'.



See comments. C13, C15, C16, C17, C18, B10.

Electronic, Navigational Equipment

A four-inch compass located at the helm is clear and responded to magnetic influence. Helm original equipment, all gauges are in working order. Garmin 7212 included but was not on the boat, reported in working order. Garmin 240 fishfinder powered up. Icom VHF M502 at helm's seat powered up. Garmin enclosed radar array model 011-0148700 gmr18 on radar arch, not tested.

Navigation Lights

All navigation light fittings appear to be original equipment and are properly placed and appear in good condition, reported as all in working condition.

See comment C19.

Security system

Security system is installed, heat sensor type, has been disconnected (fuse removed) by owner, and reported in working condition.

Sea connections

Bilge & bilge pumps

The boat has two bilge pumps, the pump in the bilge located in the cabin is a Rule 1000, and the one at the stern is a Rule 1500. Both in working order.



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Thru-hulls and seacocks

Thru-hulls appear in serviceable condition, all thru-hulls above water are plastic. The seacocks are Marelon, all in serviceable condition.



Safety equipment

Safety equipment that is not integral to the vessel or permanently installed has not been inventoried or inspected by the surveyor. The Transport Canada “Safe Boating Guide” (TP511E) should be consulted for requirements specific to the vessel. The vessel should comply with the regulations for the area in which it is intend to be used.

Items sighted

Partial list.

Fire extinguishers, two; one at first-mate station, one starboard side of the V-birth. Both gauge are in green section, neither have date tags.

Flares, lifejackets etc. as required by TP511E or the equivalent US Coast Guard will be needed on board.

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Comments

Comments based on a specific authority are cited as such. Other comments are based on the opinion of the surveyor as being of "good marine practice".

A: Issues in need of immediate attention.

n/a.

B: Issues that may enhance safety and/or value of vessel.

B1. The lid for the anchor locker could have a mean to be secured in the 'closed' position. ABYC.

B2. The horn should be tested and confirm in working order or another mean of sound alert provided on the vessel to meet CCG regulations.

B3. The shore water connection should be tested for integrity or should be retired to avoid accidentally connecting it.

B4. The fuel tank shows signs of corrosion; an aluminum tank of this age needs to be inspected. It was not possible to inspect the tank completely without removing the sole of the aft deck; this is outside the scope of this survey.

B5. The fitting on the fuel tank show sings of corrosion and should at a minimum brushed clean and protected with coating. The hoses on these fitting need to be monitored or replaced.

B6. The fuel hose that has not been replaced shows signs of aging and should monitored.

B7. The windlass will need servicing, suspected motor failure there is power in the circuit and one can hear the 'click-click' of the solenoid.

B8. The GFCI outlet should be replaced.

B9. Every electrical circuit should be connected to a breaker under the main breaker at the AC panel. The circuit for the outlet in the head does not appear to be connected that way. The circuit should be traced.

B10. Welding cable is not acceptable, does not meet ABYC standards and needs to be replaced by proper marine cable of the right gauge for the current carrying capacity and the length of the run for this circuit.

C: Offered for information or suggested as maintenance or upgrades.

* Due to the large investment the propulsion system represents on this vessel, a complete mechanical inspection of the engines is recommended.

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- C1. The diver ladder needs a retaining pin or some form of attachment to allow it to stay up out of the water.
- C2. The pump for live-bait could be replace.
- C3. The face plate on the auxiliary throttle control has come loose and could be re-attached.
- C4. Part of the panelling on starboard near the captain's seat has separated from the helm's station fibreglass and could be re-attached.
- C5. Some wiring is unsupported and should be secured, as per ABYC standards.
- C6. Wiring connection should have heat-shrink over them.
- C7. Cushion could be cleaned as some small stains were noticed.
- C8. The removable steps are difficult to operate and the locking latch/screw does not meet the threaded fitting properly.
- C9. The wood trim around the 'U' shaped settee is/was secured with screws, a better system would be bolts with some form of backing plated to prevent the fibreglass from cracking.
- C10. The starboard cabin light is not working.
- C11. Consider adding a length of rode or snubber on the chain to avoid shock load on the fitting as the boat move while at anchor.
- C12. This AC panel is good quality but not original equipment. Some other electrical maintenance/upgrade was sighted that does not meet marine standards.
- C13. Battery terminals should have boots to protect against accidental short-circuit.
- C14. The battery boxes used may not be resistant to battery acid, if that is confirmed then the boxes should be replaced.
- C15. A lid should be secured over the batteries to protect against accidental short-circuit.
- C16. ABYC does not recommend wing nuts to be used on battery cables; these should be replaced.
- C17. Most of the wiring is properly supported every 7-9 inches, any wiring not supported should be.
- C18. Proper battery boxes with lid should replace the trays for the house batteries.
- C19. Navigation lights should be confirmed as in working condition before operating the boat.

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Standards used

Standards used are the most current editions and may not have been in place when this vessel was built.

ABYC standards are voluntary but generally accepted throughout the marine pleasure craft industry and counts as the reference standard. Transport Canada "Construction Standards for Small Vessels, TP1332 are mandatory to the date of manufacture and states "existing pleasure craft shall comply with this standard insofar as it is reasonable and practicable to do so". TP1332 frequently refers to and is in the process of being harmonized with ABYC Standards. Compliance with "Collision Regulations" is mandatory. NFPA 302 is a voluntary standard. Standards quoted may have been paraphrased in the interest of brevity. A 100% accurate survey to the aforementioned standards would require complete disassembly of the vessel and inspection by several specialists and is not within the scope of this report. Canada Shipping Act, CSA Small Vessel Regulations. TP127 "Ships Electrical Systems". TP10739B "International Regulations for Preventing Collisions at Sea, ed.1972 with Canadian Modifications".

American Boat and Yacht Council "Standards and Technical Information Reports for Small Craft". National Fire Protection Association. NFPA302 "Fire Protection Standard for Pleasure and Commercial Motor Craft" might be referred to as necessary.

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Certification statement

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, opinions and conclusions are limited only by the reported assumptions and limiting conditions and are my personal unbiased professional analysis, 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 reporting of a predetermined value or direction in value that favours 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 should be considered as an entire document. No single section is meant to be used except as part of the whole.

This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time if the survey only.

Valuation

Valuation is primarily determined through www.yachtworld.com and may also derived from consultation with knowledgeable boat brokers, other marine surveyors, personal experience, current listings of similar vessels in the area and available pricing sources such, Computer Boat Value Guide, N.A.D.A. Marine Appraisal Guide or the BUC Value Guide. Boat values vary considerably due to local market demands and significant premiums may be paid for fresh water vessels in exceptional condition for example. Currency conversion is done on date of survey using www.xe.com Universal Currency Converter. Valuations do not include taxes. www.yachtworld.com, www.sailboatlisting.com, and others.

Survey report is available as PDF file upon request.

Survey report and the information it contains remain property of Discovery Marine Surveys until invoice is paid in full.

Survey report must be signed by the surveyor on the last page for this document to be valid.

Fair market value

"Current fair market value" is the price, in terms of currency or its equivalent that a willing seller will accept for property from a willing buyer, neither part being under undue pressure to act in the matter.

The assigned value assumes that components, systems, sails or equipment not inspected during the survey are in serviceable condition commensurate with age. This valuation opinion is intended for insurance and financing purposes only and is not intended to influence the purchase or purchase price of the subject vessel. The surveyor has no interest in the vessel financial or otherwise.

Currently listed:

Yachtworld.com list a few asking prices from \$22,000.00 to mid \$30,000.00USD. These have original outboards.

Other sites average \$29,000.00USD

Lowest asking price \$22,000.00USD

Most expensive asking price \$49,000.00 USD

It is the opinion of the surveyor that:

The vessel surveyed on November 19 2013, is in "Above average" condition and that the current fair market value is: \$xxx,000.00USD

Replacement value.

"Replacement value" is the value of replacement in case of a total loss of the vessel.

It is the opinion of the surveyor that the vessel HIN xxxxx0 current replacement value is: \$xxx,000.00CDN

Prepared without prejudice.

Captain Alain Pascal Routhier
Discovery Marine Surveys.com®
Cpt. Licence A104769
CDN# 142164M
SAMS-SA member
ABYC member
NFPA member
BoatUS member

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Marine grading system of condition

The following is the accepted marine grading system of condition used:

“BRISTOL CONDITION”	Vessel is maintained in mint or Bristol fashion, loaded with extras. Maintenance is performed as ‘restoration’ projects – a rarity.
“ABOVE AVERAGE CONDITION”	Has had above average care and is equipped with extra gear. Maintenance is done as ‘improvement’.
AVERAGE CONDITION”	Ready for sale requiring no additional work and normally equipped for its size. Maintenance is done as repair of faults.
“FAIR CONDITION”	Requires usual maintenance to prepare for sale.
“BELOW AVERAGE CONDITION”	Yard work required and/or maintenance previously performed was sub-standard.
“RESTORABLE CONDITION”	Enough of hull and engine exists to restore the boat to usable condition.

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