

JA Marine Survey

REPORT OF MARINE SURVEY

**Pre-purchase Condition and Value
of the bearing vessel**

Contender 27', Center Console-2000



PREPARED EXCLUSIVELY FOR:

**John Cartier
460 79th Avenue NE
St. Petersburg, FL 33702**

CONDUCTED BY:

**Jorge Alberto
on**

**JA Marine Survey
P.O. Box 565821
Miami, FL 33265**

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INTRODUCTION

REPORT INTRODUCTION COMMENTS:

At the request of Mr. John Cartier, the prospective buyer of a 2000 Contender 27' Center Console, I agreed to conduct a pre-purchase and valuation survey. I arrived at the vessel's location on July 11, 2019 at 9:00 AM. The vessel was located at Alex Acosta Marine Repair, Miami, Florida.

Vessel description: The 2000 Contender 27' center console is a recreational sport fishing power boat. The vessel is made of fiberglass on a deep vee hull design and is powered by two Yamaha 200 horsepower, two stroke outboard engines. The vessel included a VHF Radio, a Garmin Navigation System, Live-well, Fresh & Raw Water System, Stereo System, Spotlight, Aluminum T-Top, padded vinyl cushions, two fish boxes, and storage space.

Onboard electrical readings were taken on the DC system with a multi-meter. Computer diagnostic reports were retrieved from the outboard engines. Cylinder compressions were taken. The batteries were tested with a conductance tester. A load test was performed on the battery cables. And, the interior and exterior of the hull was inspected. There were no AC electrical systems sighted on this vessel.

The customer requested to perform the sea trial by himself due to scheduling reason. Later, he called and said the boat performed well during the sea trial.

During a vessel's survey, the mandatory standards by the United States Coast Guard (USCG) and the voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC) have been used as guidelines in the conduct of this survey. Findings at the end of each subject heading reflect conditions observed at the time of survey.

DEFINITION OF TERMS

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

APPEARED- 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 SERVICE- Service for which is intended by Survey Purchaser (present or prospective owner).

ADEQUATE- Sufficient for specific requirement.

POWERED 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.

AVERAGE CONDITION- Denotes that the system, component, or item is functional as is with minor repairs.

POOR CONDITION- Unusable as is. Requires the replacement of a system for the component or item to be considered functional.

USE OF*- Use of * in the body of this report will indicate that the footage may be listed at the bottom of the page or a finding will be listed in the “Findings and Recommendations” section pertaining to the * items or the use of the text colors red, green, and blue.

GENERAL INFORMATION (SHORT FORM)

FILE NUMBER: 000002
SURVEY PREPARED FOR: Mr. John Cartier
NAME OF VESSEL: Not legible
TYPE OF SURVEY: Pre- purchased and valuation survey
OVERALL VESSEL RATING: AVERAGE CONDITION
ESTIMATED MARKET VALUE: (hull only: \$48,000.00, outboard: \$9,137.00)
ESTIMATED PLACEMENT COST: \$196,000.00 (hull only)
YEAR/MAKE/MODEL OF VESSEL: 2000 Contender 27' Center Console
BUILDER: Contender Boats, Inc.
YEAR BUILT: 2000
MAKE OF VESSEL: Contender
MODEL OF VESSEL: Open
HULL IDENTIFICATION NUMBER: J0J27283D000
ENGINE SERIAL NUMBERS: 1005327, 1000379
ENGINE OPERATION HOURS: 1396 (Port), 234(STBD)
OFFICIAL NUMBER: N/A
HAILING PORT: N/A
STATE VALIDATION STICKER: 05-20
STATE REGISTRATION NUMBER: FL6049RF
OWNER'S NAME: Alvaro Ordonez
OWNER'S ADDRESS:
PLACE OF SURVEY: Alex Acosta Marine Repair, Inc.
DATE/TIME OF SURVEY: July 11, 2019
HULL MATERIAL: Fiberglass
HULL TYPE: Deep Vee
LENGTH OVERALL: 30'
BEAM: 102"
DEPTH:
DRAFT: 1' 6"
DISPLACEMENT: 3200 lbs (w/o engines)
PROPULSION SYSTEM: Two Yamaha six- cylinder, Two- stroke, 200 horsepower engines
FUEL TYPE: Gasoline
FUEL CAPACITY: 200 gallons
A/C POWER: N/A
DC POWER: 12 volts
FRESH WATER CAPACITY: gallons
HOLDING TANK: N/A
INTENDED USE: Recreation
INTENDED CRUISING AREA: Inland and coastal waters

SURVEY SCOPE

SCOPE OF SURVEY

Report file no:	000002
Inspection date(s):	July 11, 2019
Date of written report:	July 17, 2019
Conducted by:	Jorge Alberto
Requested by:	John Cartier 460 79 th Avenue NE ST. Petersburg, FL 33702
Purpose of survey:	To assess the overall condition and value of the vessel for pre-purchase decision making.
Intended use:	Recreational.
Vessel surveyed at:	Alex Acosta Marine Repair, Inc.
Weather conditions:	Sunny, warm with waves from 2 to 3 feet. Light winds.
How survey conducted:	The vessel was surveyed out of the water.
Sea trail:	Customer requested to perform sea trial by himself due to scheduling.
Electrical systems checked:	A multi-meter was used to check the DC electrical systems. There were no AC electrical systems sighted on board this vessel.
Surveyor's qualifications:	The surveyor is a member of ABYC (American Boat and Yacht Council) and MCTINA (Marine Career Training Institute of North America).

SURVEY STANDARDS

Standards followed:

During a vessel's survey the mandatory standards by the United States Coast Guard (USCG) and the voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC) have been used as guidelines in the conduct of this survey.

SURVEY INSPECTION COMMENTS

Comments:

- All systems and components inspected and described herein are considered serviceable and/or functional except as indicated in the survey report and recommendations section. Electronic devices and instruments were checked for power up only, not for functionality. If a component is not identified in this report, it was not inspected.
- "Priority I Recommendations" are related to /safety and Regulatory findings and are listed in **Red** in the report.

- “Priority II Recommendations” are related to Maintenance and Standards findings and are listed in **Green** in the report.
- “Other Recommendations” are findings that are relatively minor in nature and are listed in **Blue** in the report.
- It is the nature of the marine vessel that deterioration, wear, and accidents do occur and as such this report therefore represents the condition of the vessel only at the time the survey was conducted.

EXTERIOR HULL & BOTTOM INSPECTION

HULL EXTERIOR

Construction material:	Fiberglass
Stem:	No stress marks on the external inspection. The thru-hull fitting is well secured to the hull.
Rub rail:	No movement noticed- secured.
Transom:	2" wide transom. No sign of laminate crushing at the engine bolts.
Hull cosmetic:	Lots of scratches, some chips, and the gelcoat has many areas that are oxidized.



Condition summary: Average condition.

Findings:

*Lots of scratches, some chips and oxidation.

Recommendations:

*Hull needs gelcoat repair, wet sand, and compound/wax.

* New decals will be needed.

HULL BOTTOM

Bottom paint:

No bottom paint needed.

Stress cracks:

No stress marks.

Osmotic blistering:

The bottom of the hull was sounded with a phenolic hammer. No evidence of blisters or delamination was found on the hull bottom.

***Note:** Blisters (delamination) 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 or during dry storage unless severe or large. Blisters (if any) best appear after the vessel has been in water for an entire season or for a long period of time. 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 each time the vessel is hauled out of the water. The Surveyor has no firsthand knowledge of the history of the bottom maintenance, blistering, repairs or prophylactic coatings on this vessel.*

Grounding damage:

The keel has approximately 1' of gelcoat and possibly fiberglass repair needed.



Thru hull fittings: No sign of delamination around the thru-hull fittings.



Transducer: Secured well.

Condition summary: Average condition.

Findings:

*The keel has several gelcoat/fiberglass damage.

Recommendations:

*Have a certified technician repair the keel.

TRIM TABS, STABILIZERS, AND THRUSTER SYSTEMS

Trim tabs: Operate well. No leaks. Bennett trim tabs single ram installed.

Condition summary: Good condition

Findings:

*Motor fluid is low.

Recommendations:

*Check fluid level. Best to use hydraulic oil.

ANODES

The only anodes are the ones on the engines. Replaced on 7/10/2019.

***Note:** Monitor all anodes frequently and replace when they are more than 50% worn. Anodes are normal replacement items designed to protect the running gear from galvanic corrosion.*

Condition summary: Average condition.

Findings:

Recommendations:

INTERIOR HULL & STRUCTURAL INSPECTION

HULL INTERIOR & STRUCTURAL COMPONENTS

Hull to deck joint: Solid, no sign of delamination.

Bilge floor: Gelcoat has peeled.



Gelcoat reduces water absorption in the laminate and aids in the boat maintenance.

Sea valves: All thru valves are bronze ball valves. The valves open and close well.

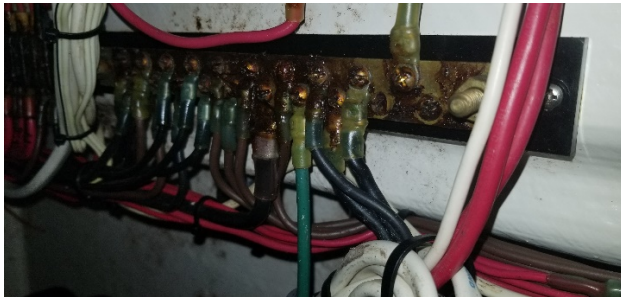
Stringers:

Solid, no sign of delamination.



Bonding system:

The bonding wire (green) was sighted connected to the negative bus bar and the main gas tank. No bonding wire was sighted connecting the thru-hull fitting and neither outboard engine.



***Note:** If a DC grounding system is installed, the DC grounding conductor shall be used to connect metallic non-current carrying parts of those direct current devices to the engine negative terminal or its bus for the purpose of minimizing stray current corrosion. As per ABYC E-9.14.3 recommendations.*

***Note:** A properly installed and isolated bonding system is there to provide a low resistance electrical path to reduce electrolytic corrosion and as a measure of personal protection.*

Other Note: Dissimilar metals and metal alloys have different electrode potentials when two or more these metals exist in the same electrolyte (such as seawater). When this happens a galvanic couple can be created and depending upon the nobility of the metal, one metal will become the anode and another metal will become the cathode and can form electrolysis between the two electrodes (the anode and the cathode). Once the galvanic couple is formed between the two metals, the anode metal will dissolve into the electrolyte. This electrochemical reaction is called galvanic corrosion and can occur on a vessel below the waterline between two metals that are different in nobility or charged at different levels. Bonding underwater metals together causes the metals to remain at the same potential and helps prevent or slows the galvanic corrosion process.

Other note: All seacocks aboard a vessel should be in the closed position when the vessel is unattended. Seacock valves can and will corrode if left unattended. It is a good practice to turn the seacock valves regularly to insure the valves are working properly. Tapered wooden plugs tied to sea valves are an inexpensive safety item and highly recommended under current ABYC standards.

Condition summary: Average condition.

Findings:

*Interior gelcoat application on the bilge floor has peeled.

*No wooden plugs sighted at the thru-hulls.

Recommendations:

*Have a technician gelcoat paint bilge compartment floor.

*Gelcoat reduces water absorption in the laminate and aids in boat maintenance.

TOP DECK & SUPERSTRUCTURE

MAIN DECK & FITTINGS

Anchor/chain locker: Deck hatch needs to be secured.



Center console to deck joint:

Secured.

Cleats & fairleads:

Secured.

Deck drain(s)/ scupper(s):

Deck hatches:

Three (3) deck latches need to be replaced. Hinges secured.

Deck surface:

Grab rail(s):

All secured.

Transom shower:

Motor sounded good. No water flow. Tank located at rear of gas tank.

GROUND TACKLE

Anchors:

Fortress FX-11 with a 10' to 12' 5.5 chain.

Grupnel- Anchor with chain and rope.

Windlass:

None sighted.

Other deck items:

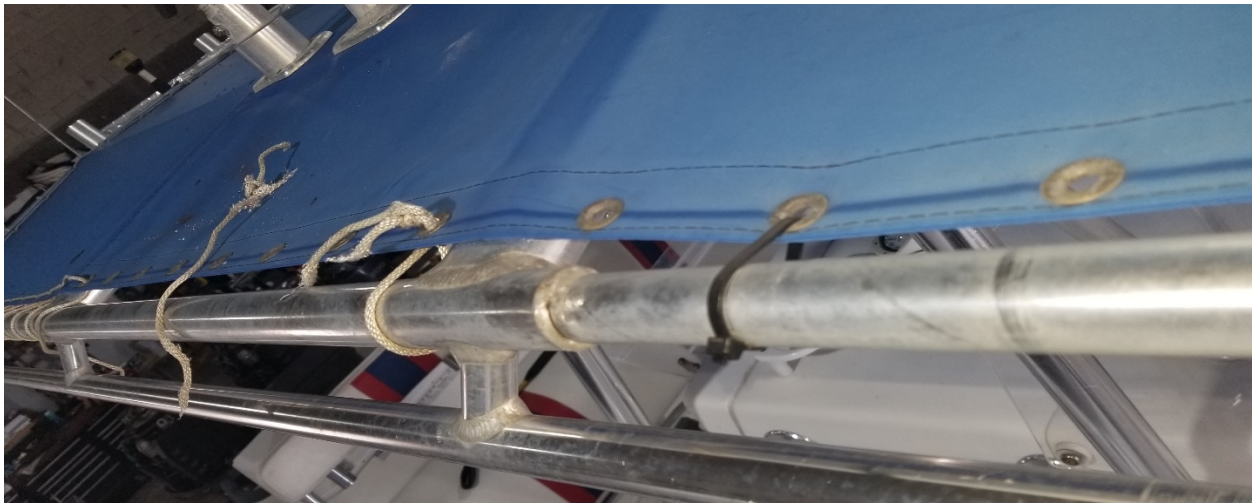
Upholstery is in good condition.

Condition summary:

Average condition.

BRIDGE DECK/ COCKPIT

Canvas: The overhead T-Top canvas needs to be laced.



Cockpit & helm seating: Seat was secured by mechanic. Screw bolted and with marine adhesive.

Condition summary: Average condition.

Findings:

- *Hinges and latches need to be secured.
- *Canvas needs to be secured.

Recommendations:

- *Have a qualified technician perform the repairs.

FISHING EQUIPMENT

Fish box(es): Aft fish box in front of center counsel has delamination.



Floor is solid.

Live/ bait wells: Hatch door (plex-glass) is scratched.



Rod holders: Three (3) gunwale rod holders need to be secured. Rod holders underneath gunwale are loose.

Wash down system: Motor sounds good. Located underneath deck plate at transom. Not corroded.

Condition summary: Average condition.

Findings:

- *Rod holders need to be secured.
- *Fish box needs gelcoat repair.

Recommendations:

- *Have a qualified technician perform the repairs.

HELM & NAVIGATION ELECTRONICS

NAVIGATION ELECTRONICS

Compass: The compass is fit for intended use. Very little deviation noticed.
VHF radio(s): Cobra Marine radio powered up well.
Multi-function instrument(s): One Garmin Multifunction and one Garmin GPS Map.
Condition summary: Average condition

ENGINE INSTRUMENTS AND CONTROLS

Throttle and shift controls: Port throttle control is stiff.



Controls must be replaced.

Engine alarm shutdown: Works well.

Voltage gauges:

RPM multi-function: In 2016, all gauges were replaced. Yamaha multi-function gauge were installed.

Speedometer:

Fuel gauge:

Condition summary: Average condition

OTHER ELECTRONICS AND CONTROLS

Antenna: New marine radio antenna installed.

Courtesy lights: Did not power up.

Spreaders lights: Work well.

Stereo: Fusion Marine stereo with four (4) JL speakers. Work well.

Condition summary: Average condition.

Findings:

*Control cables need to be replaced.

*Courtesy lights checked.

Recommendations:

*Have a qualified marine technician perform the repairs.

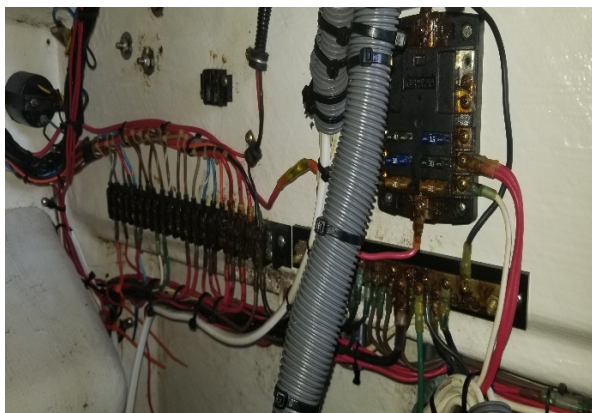
ELECTRICAL SYSTEMS

D.C. ELECTRICAL SYSTEMS

D.C. voltage system: 12-volt system.

Wiring:

The boat was rewired in 2016. Several voltage readings were taken with a multi-meter at the bus bars, switches, and relays. All displayed battery voltage.



***Note:** Wiring is supposed to be secured every 18 inches. As recommended by ABYC E-11 recommendations.*

Batteries:

Three (3) Interstate Marine Batteries, SR- 29, are installed in the C.C. Secured in a closed battery casing as per ABYC E-10. Two (2) need to be charged. One (1) has a bad cell. A conductance tester was used to test:

12.47V	12.47V	9.43V
650 SAE	744 SAE	Bad Cell



***Note:** All batteries should be properly secure to their locations and cannot be moved more than one inch in any direction as recommended by ABYC E-10.*

Charging system:

No charger sighted.

Breaker(s)/ fuse(s) and switches:

One (1) switch shorted at panel. One (1) push-bottom type relay frozen.



Condition summary: Average condition.

Findings:

- *One (1) battery needs to be replaced.
- *One (1) switch at panel needs to be replaced.
- *All battery terminals need to be serviced.

Recommendations:

- *Have a qualified marine technician perform the repairs.

OUTBOARD PROPULSION SYSTEM

OUTBOARD ENGINE(S)

No./ Type/ Cylinders: Two (2) Yamaha Marine, six- cylinder, two (2) stroke, 200 horsepower, HPDI fuel system.

Charging system: Two (2) “Cole Hersee” rotary battery switches were sighted at center console. A load test was performed to test the battery cables.

Voltage at starter: PORT, 9.32V and STBD, 9.53V.

***Note:** At least 10.0 volts is desired during engine cranking.*

Cooling system(s): A 200-hour service was performed by a mechanic. Engine temp at idle was 143 degrees, (as per specs) for both engines.

Fuel supply lines: No stress marks and secured.

Oil level and condition: Two (2) oil tanks located at center console. Tanks were full.

Cowling:

Fiberglass and gelcoat repair needed.



Mid- section:

Steering tube bushings are not worn, minimum movement noticed.

Trim & tilt assembly:

No sign of unit leaking. Motors sound good.

Lower unit:

No chips. Prop shaft was spun to check for warpage.

Gear lube oil condition:

Sample taken. No sign of water intrusion.

Prop(s):

Two (2) Yamaha Saltwater Series II, 19-T, 15.25. No dents.

Spark plug coloration:

Consistent.



Note: After spark plugs have been run in an engine for a bit, their color is a good indicator of proper running. They should have a fully brown-beige or gray-tan coloration on the center electrode insulator.

Compression test results:

Port engine:

Cylinder 1: 100 psi
Cylinder 2: 100 psi
Cylinder 3: 109 psi
Cylinder 4: 110 psi
Cylinder 5: 102 psi
Cylinder 6: 102 psi

Starboard engine:

Cylinder 1: 100 psi
Cylinder 2: 105 psi
Cylinder 3: 105 psi
Cylinder 4: 109 psi
Cylinder 5: 108 psi
Cylinder 6: 100 psi

Both the port and the starboard engines have a nine (9) percent difference between each cylinder.

***Note:** Compression checks should not have a difference in compression readings more than 15% psi between each cylinder.*

Run history reports: See addendum A & C

Freeze frame reports: See addendum B & D

Condition summary: Average condition.

Findings:

* The load test on the port battery cable is low.

Recommendations:

*Perform the load test again after replacing the port battery and charging the other.

STEERING SYSTEM

STEERING CYLINDER

Mounting(s): One (1) single cylinder center mount made by SeaStar. Seals are in good condition. Chrome shaft has markings.



Condition summary: Average condition.

Findings:

*No leaks. Even though the chrome shaft is marked.

Recommendations:

*Monitor unit for leaks. Keep unit filled.

TANKAGE

FUEL TANK(S)

Tank type & capacity: Main tank 110-gallon and two (2) 50-gallon saddle tanks.



Tanks replaced in 2016. Pictures supplied by owner.

Manufacturer's label(s): Not sighted due to limited access.

Fuel supply hoses: Not accessible. No leaks or order detected.

Fill line(s): Shield series 368 fuel feed 5/16" hose. No stress marks and clamped.



Corrosion needs to be removed at the fuel line pick-up fittings.

Fuel system grounding: All tanks grounded and the grounding wire (green) connected to the main tank.



***Note:** ABYC recommends fuel systems inspection at least once a year referencing the H-24 standard.*

Each metallic fuel tank and metal or metallic plated component of the fuel fill system, which is in contact with the fuel, shall be grounded so that its resistance to the boat's ground is less than one ohm. ABYC H-24-16.1.

Vent fitting: No sign of salt restriction.

FRESH WATER TANKS

Water pump(s): The motor of the pump sounded normal. No water in the tank. The tank is located behind the main gas tank. Well secured.

Condition summary: Average condition.

Findings:

*Fuel tank feed line fittings have corrosion.

Recommendations:

*Have a qualified technician service the fuel line fittings.

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

Navigation lights:

Lights did turn on at time of inspection. Customer said they worked well later.

Horn:

Switch is shorten.

Life jackets:

None sighted.

Portable fire extinguishers:

None sighted.

***Note:** U.S.C.G. standard (46 CFR 25) for vessels 26 to 40 feet require two (2) BI extinguishers or one BI and one fixed system.*

ABYC A-4 and NFPA-302 recommends that fire protection system be inspected and reweighted at one-year intervals and tagged accordingly.

Visual distress signals:

None sighted.

***Note:** All visual distress signals have a printed expiration date of three years of manufacture. It is recommended that expired signals be retained for back up. There must be at least three aerial or three red hand-held signals that are current.*

ELECTRIC PUMPS

Bilge pump:

There are two (2) Rule 1500 automatic pumps in the bilge compartment. At the time of inspection, one of them was not working and very hot, seemed frozen. Customer stated later, they operated well.

***Note:** Bilge pumps are high maintenance items. Bilge pumps are only the initial part of a de-watering system, which may include a strum box, check valves, anti-siphon loops, piping or seacocks (if the exit is below the waterline). This entire system must be understood and maintained. Bilge pumps may fail at any time. No warranty as to longevity can be expressed or implied in this survey*

report. Tapered wooden plugs tied to seacocks are an inexpensive safety item and highly recommended under current ABYC standards. Keeping bilges clean and free of debris is a vital part of insuring proper operation of the bilge pumps. It is also recommended that each bilge pump be periodically tested by filling the immediate bilge area with water to ensure the pumps and float switches are operating properly.

Condition summary: Average condition.

Findings:

*Bilge pump closest to the transom did not work during inspection. Customer stated it worked later.

*Navigation and anchor lights are not working.

*No fire extinguisher sighted on board.

*No visual distress signal sighted.

Recommendations:

*Clean bilge pumps and re-test.

*Have a qualified technician inspect and repair the nav/anchor light.

*Place at least two portable fire extinguishers on board this vessel as required by 46 CFR 25.

*Place three (3) aerial or three (3) red hand-held distress signals onboard.

SEA TRIAL

SEA TRIAL DETAILS

Sea trial results:

Customer requested to perform the sea-trial by himself due to scheduling. He stated later the boat performed well during the sea-trial.

SUMMARY AND VALUATION

STATEMENT OF VALUATION:

The **Comparable Vessel Calculation** is the most probable price terms of money which a vessel should bring in a competitive and open market under all condition's 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 are 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 is acting in what they consider their own best interest;
- c. A reasonable time is allowed for exposure in the 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.

The **Boat Value Guide Comparison Calculation** is an average of the low and high values in each of the published current years value guides where the subject vessel is listed. BUC, ABOS, NADA and KELLY Blue book values may be considered. The Value Guides have a condition factor imbedded in their values. The condition used in the guides should be indicated ("BUC CONDITION" per BUC definition etc.).

Several sources were used in the determination of the "**Comparable Market Value**" for the surveyed vessel. The sources include NADA online, BucValuePro.com and on-line searches. As Stated in the "**Summary and Valuation**" statement, all data collected was based on a vessel rating of "**BUC Condition-Average**". BUC and NADA Boat Guides provided an average of \$57,637. The condition rating was upgraded to Average-BUC Condition because of the upgrade in 2016 new gas tanks and boat rewiring. The average asking price on 3 vessels with similar details and descriptions as advertised on the line sources was \$57,013. The advantage of the "subject vessel" has is the upgrade in 2016. Legal and Safety Deficiencies notwithstanding, the list of deficiencies is relatively minor, and all structural elements are solid. Considering the overall condition and current listings data, the valuation of "Subject Vessel" is placed at the mid-range of the market values.

Comparable Approach:

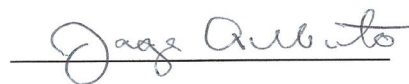
Comparable Adjusted Listings Value, Average	\$57,013
Soldboats.com data sold price, Average	N/ A
Boat Value Guide Comparison, Average	\$57,637
Comparable Approach	\$57,325

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 "**Market Value**" of the subject vessel & equipment is:

\$57,325

fifty-seven thousand three hundred twenty-five

ATTENDING SURVEYOR

A handwritten signature in cursive script, appearing to read "Jorge Alberto", is written over a horizontal line.

Jorge Alberto

SURVEYOR'S CERTIFICATION

Certification:

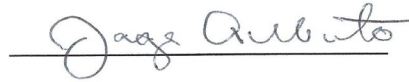
I certify that, to the best of my knowledge and belief:

The statement of fact contained in this report are 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 conditions. 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 that favors the cause of the client, the amount of the estimate, the attainment of a stipulated 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 of survey only.

ATTENDING SURVEYOR:



Date: July 11, 2019

Appendix A

Yamaha # 68F-8591A-20 Thu Jul 11 09:38:12 2019

Standard ECM Run Time History

0-1000 RPM:	121.5 Hrs
1000-2000 RPM:	30.9 Hrs
2000-3000 RPM:	12.6 Hrs
3000-4000 RPM:	61.2 Hrs
4000-5000 RPM:	8.2 Hrs
5000-6000 RPM:	0.0 Hrs
6000-7000 RPM:	0.0 Hrs

Total Run Time:	234.4 Hrs
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N/A On Yamaha ECM

Appendix B

No diagnosis records stored in ECM

Total Engine Run Time: 234.4 Hours

Appendix C

Yamaha # 68F-8591A-20 Thu Jul 11 09:47:30 2019

Standard ECM Run Time History

0-1000 RPM:	696.4 Hrs
1000-2000 RPM:	150.3 Hrs
2000-3000 RPM:	63.7 Hrs
3000-4000 RPM:	341.8 Hrs
4000-5000 RPM:	143.7 Hrs
5000-6000 RPM:	0.6 Hrs
6000-7000 RPM:	0.0 Hrs
 Total Run Time:	 1396.5 Hrs

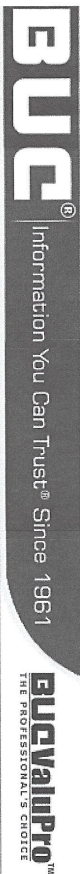
N/A On Yamaha ECM

Appendix D

No diagnosis records stored in ECM

Total Engine Run Time: 1396.5 Hours

Appendix E



JA OUTBOARD SERVICE
JORGE ALBERTO

July 17, 2019

CONTENDER BOATS INC, HOMESTEAD, FL (M/C: JDJ)	
Model Year	2000
Model	CONTENDER 27 OPEN
Length Overall	30'
Length On Deck	27'
Boat Type	Center Console Fisherman Open w/T-Top
Engine Type	(2) 2002 YAMAHA MOTOR CORPORATION L2200TXRA 200hp Engines
Hull Material	Fiberglass
Hull Configuration	Deep Vee
Draft	1' 6"
Beam	8' 10"
Weight	3300 lbs.
Ballast	

The information presented here is believed to be reliable but not guaranteed. For various reasons, including the subjective nature of vessel evaluations and the possibility of incomplete or inaccurate information regarding comparable vessels and sales thereof, we do not make any warranties whatsoever regarding this report, and WE EXPRESSLY DISCLAIM ALL WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. BUC does not provide expert witness testimony.

Average Condition	Current Retail Value Range	\$43,600-\$48,500
Fair Retail Value Adjusted for Fair Condition in the South Atlantic & Florida	117th edition (does not include outboard)	\$38,400-\$42,600 (does not include outboard)
2 YAMAHA MOTOR CORPORATION L2200TXRA 200hp Engines	\$7,144	✓ \$11,130 NADA ⇒ \$9,137 avg.
Total Adjusted Market Value Range	\$45,544-\$49,744	
Replacement Value	\$196,000 (does not include outboard)	

All prices in US Dollars.

Current Retail Value \$48,500
2 YAMAHA MOTOR \$9,137
L2200TXR
Adjusted Market Value \$57,637

Note: Boat Condition rated at Average.
Because the gas tanks and boat wiring was replaced in 2016.



Contender Center Console Boat in Sarasota, Florida

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27' 1999 Contender 27 Cc

Boat listing of Contender Center Console Boat for sale in Sarasota, Florida

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Category	Powerboats
Subcategory	Center Console Boats
Make	Contender
Model	27 CC
Year	1999
Length	Unspecified
Color	N/A
Condition	Used
Material	Fiberglass
Engine	Unspecified
Fuel	Other
Location	Sarasota, FL
Seller Type	Private Party
Price	\$48,500



Boat Description

Boat is water kept and could use a detail but other than that shes in 100% working condition. Has a second station with full controls. Yamaha powered with Garmin electronics and outriggers. Set for the Bahamas now!! Please submit any and All offers - your offer may be accepted! Submit your offer today! We encourage all buyers to schedule a survey for an independent analysis. Any offer to purchase is Always subject to satisfactory survey results. Take a look at All "90 Pictures" of this vessel on our main website at PopYachts Dot Com. At Pop Yachts International, we will always provide you with a True Representation of every vessel we market. We are a full-service brokerage company, ready to assist you with all the details, including photographing, inspections, shipping, Ce certification, shrink wrap, paperwork, and anything else that might come up! Please allow us to be your eyes and ears on the ground and assist you with your next vessel purchase. Thank you for visiting our listing for sale! - Stock #02431 Stock Id: 02431

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Contender Center Console Boat in Sarasota, Florida

27' 2000 Contender 27 Open

Boat listing of Contender Center Console Boat for sale in Sarasota, Florida

Report This Ad

Category	Powerboats
Subcategory	Center Console Boats
Make	Contender
Model	27 Open
Year	2000
Length	Unspecified
Color	N/A
Condition	Used
Material	Fiberglass
Engine	Unspecified
Fuel	Other
Location	Sarasota, FL
Seller Type	Private Party
Price	\$47,500



Boat Description

Classic 27 Contender 27 Open fishing Machine. Please submit any and All offers - your offer may be accepted! Submit your offer today! We encourage all buyers to schedule a survey for an independent analysis. Any offer to purchase is Always subject to satisfactory survey results. Take a look at All "52 Pictures" of this vessel on our main website at PopYachts Dot Com. At Pop Yachts International, we will always provide you with a True Representation of every vessel we market. We are a full-service brokerage company, ready to assist you with all the details - including photographing, inspections, shipping, Ce certification, shrink wrap, paperwork and anything else that might come up! Please allow us to be your eyes and ears on the ground and assist you with your next vessel purchase. Thank you for visiting our listing for sale! - Stock #03742 Stock Id: 03742

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Appendix H



View **2001 Contender 27 Open**
\$84,900 \$560/month

Dealer Inventory
Costa Del Mar Marine LLC
 (305) 745-7491

LOCATION
 3339 Virginia Street
 Miami, FL 33133

Hull Only → \$65,904
 YAH. 200 HP
 HPDI
 (Twin) → 9,137

Adjusted sales price → **\$75,041**

BOAT DETAILS

Class	Power
Category	Center Consoles, Saltwater Fishing
Year	2001
Make	Contender
Length	27'
Propulsion Type	Other
Hull Material	Fiberglass
Fuel Type	Gas
Location	Miami, FL

MEASUREMENTS

Dimensions	
Nominal Length	27

PROPULSION

Engine Make	Yamaha
Engine Model	F250
Engine Year	2008
Total Power	500hp
Engine Hours	850
Engine Type	Other
Fuel Type	Gas

OTHER DETAILS

Hull Shape Deep Vee

2001 Contender 27 Open

Boat Show Special Excellent Condition, Trailer/Barn Stored

2008, Yamaha :: 4Stroke, , Twin, 250 HP, 850 Hours

ELECTRONICS: Upgraded Garmin, 4210, New Furuno 582L Clarion Stereo, Amp Icom VHF, Compass

Trailer Available (Not included in Sales Price)

OPTIONS: New Custom TTop w/ 50 LED Light Bar, Leaning Post, Spreader Lights, Bolsters, Trim Tabs, Fresh Water Washdown, 3 Curtains, Dive Ladder, Swim platform, Livewell, Outriggers, Raw Water Washdown, 3 Batteries, Perko Switch 2 Coolers Fridig Rigid SELLER NOTES Reason for Selling: Too many toys, Last Service: Recent, Title Clear

Outboard Engines:
 BUC Int'l → \$7,361
 (L/F 250 TUR) → \$7,361
 \$14,722

NADA → \$11,440
 (L/F 250 TUR) → \$11,776
 \$23,216

Average Retain → \$18,996 Twin F250

[View Dealer Inventory](#)

Boat Services