JA Marine Survey

REPORT OF MARINE SURVEY

Pre-purchase Condition and Value
of the bearing vessel

Hydro Sports 33′, Cuddy-1989

PREPARED EXCLUSIVELY FOR:
Dr. Barry Clower
380 Quarter Rd.
Fayetteville, GA 30215

CONDUCTED BY:
Jorge Alberto
on
August 22, 2019

JA Marine Survey
P.O. Box 565821
Miami, Fl 33256

SURVEY REPORT TABLE OF CONTENTS

INTRODUCTION

REPORT INTRODUCTION COMMENTS:

At the request of Dr. Barry Clower, the prospective buyer of a Hydro Sports 33′, I agreed to conduct a pre-purchase and valuation survey. I arrived at the vessel's location on Aug. 22, 2019 at 9:00 AM. The vessel was located at the owner's residence. The survey was conducted from 9:00 AM – 4:00 PM.

Vessel description: The Hydro Sports 33′ 1989 cuddy is a recreational sport fishing boat. The vessel is made of fiberglass on a deep vee hull design and powered by three Suzuki four stroke 250 hp engines. The vessel has a hard top, 2′ grab rail around the stern, stand up bathroom, plenty of storage space, fishing equipment, under water, and deck lighting.

Onboard electrical readings were taken on the DC system with a multi-meter. A load test was performed on the battery cables. The batteries were tested with a conductance tester.
The AC electrical system is not operative. Computer diagnostic reports were retrieved from the outboard engines. Cylinder compressions were taken. The lower units on the Suzuki engines were inspected and dropped some. The exterior, interior, top deck of the hull, electronics, and the boat trailer were inspected.

The customer performed the sea trial with the owner of the vessel, prior to survey date.

During the 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) were 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: 000003
SURVEY PREPARED FOR: Dr. Barry Clower
NAME OF VESSEL: N/A
TYPE OF SURVEY: Pre- purchased and valuation survey
OVERALL VESSEL RATING: AVERAGE CONDITION
ESTIMATED MARKET VALUE: hull only: $ 25,408, outboard: $ 21,536, trailer: $2,950
ESTIMATED PLACEMENT COST: $ 193,000 (hull only)
YEAR/MAKE/MODEL OF VESSEL: 1989 / Hydro Sports 33′/ Vector
BUILDER: Hydro Sports
YEAR BUILT: 1989
MAKE OF VESSEL: Hydro Sports
MODEL OF VESSEL: Vector
HULL IDENTIFICATION NUMBER: HSXV4940G889
ENGINE SERIAL NUMBERS: 25001F-680466 (S), 680725 (C), 680478(P)
ENGINE OPERATION HOURS: 629 (S), 622 (C), 636 (P)
OFFICIAL NUMBER: N/A
HAILING PORT: N/A
STATE VALIDATION STICKER: 03-20
STATE REGISTRATION NUMBER: FL 3792 HL
OWNER'S NAME: Elizardo Cabrera
OWNER'S ADDRESS:
PLACE OF SURVEY: 4470 NW 199 Street, Miami Fl 33055
DATE/TIME OF SURVEY: Aug. 22, 2019 @ 9:00 AM.
HULL MATERIAL: Fiberglass
HULL TYPE: Deep Vee
LENGTH OVERALL: 32.6′
BEAM: 9.6′
DEPTH:
DRAFT: 2.6′
DISPLACEMENT: 10,500 lbs. (w/o engines)
PROPULSION SYSTEM:
FUEL TYPE: Gasoline
FUEL CAPACITY: 300 gallons
A/C POWER: Shore power connection only.
DC POWER: 12 volts
FRESH WATER CAPACITY: 48 gallons
HOLDING TANK: 20 gallons
INTENDED USE: Recreation
INTENDED CRUISING AREA: Inland and coastal waters

SURVEY SCOPE

SCOPE OF SURVEY

Report file no:	000002
Inspection date(s):	Aug. 22, 2019
Date of written report:	Aug. 25**,** 2019
Conducted by:	Jorge Alberto
Requested by:	Dr. Barry Clower 380 Quarter Rd. Fayetteville, GA 30215
Purpose of survey:	To assess the overall condition and value of the vessel for pre-purchase decision making.
Intended use:	Recreational.
Vessel surveyed at:	Owners residence.
Weather conditions:	Cloudy and some rain.
How survey conducted:	The vessel was surveyed out of the water.
Sea trail:	The customer performed the sea trial with the owner of the vessel.
Electrical systems checked:	A multi-meter was used and a battery conductance tester.
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) were 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: Small cosmetic nick due to trailering. U bolt is secured and sealed.

Rub rail: Secured.

Transom: Solid. Boat has a stainless-steel platform.

Hull cosmetic: The hull was sounded with a phenolic hammer. No evidence of delamination. The hull was painted in 2017.

The stripping on the side are painted.

Condition summary: average condition

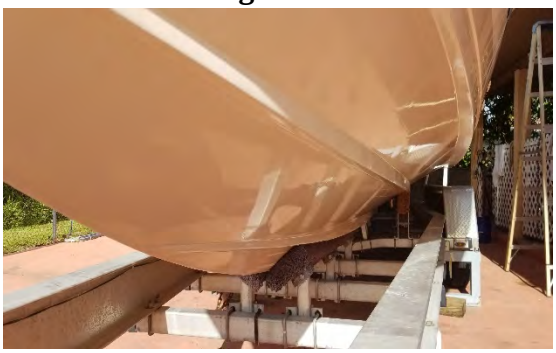
Findings:	Recommendations:
Small scratches due to trailer.	Compound and wax gelcoat.

HULL BOTTOM

Bottom paint: No bottom paint. The bottom was sounded with a phenolic hammer. No evidence of delamination.

Stress cracks: No stress marks.

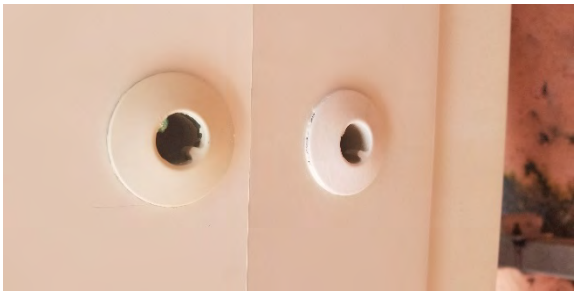
Osmotic blistering: No blisters. Hull was painted in 2017.



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 front portion of the keel has minor scratches from the trailer.

Thru hull fittings: Fittings exterior edges are sealed to the hull. Painted in 2017.



Transducer: Secured.

Condition summary: good condition

Findings:	Recommendations:
Front portion of keel has minor damage due to the trailer.	Recommend compound and wax.

TRIM TABS, STABILIZERS, AND THRUSTER SYSTEMS

Trim tabs: Hydraulic Bennett System. Motor sounds good. Actuators do not lower.

Unit is dirty from the restoration work in 2017.

Condition summary: average condition

Findings:	Recommendations:
Actuators do not lower.	System has to be filled with hydraulic fluid, in order to diagnose cause of actuators not

lowering.

ANODES The engine anodes have been replaced. The hull and transom anodes need to be replaced.

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:
Hull and transom anodes need to be replaced.	Replace anodes during the annual inspection.

INTERIOR HULL & STRUCTURAL INSPECTION

HULL INTERIOR & STRUCTURAL COMPONENTS

Hull to deck joint: Center console was reinstalled in 2017. Joints are all secured and sealed.

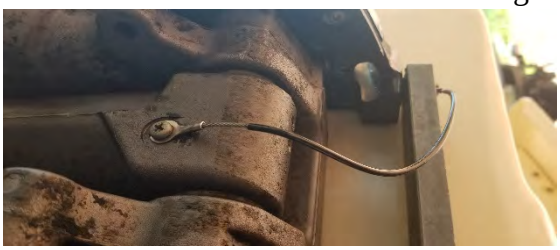
Bilge floor: No delamination or gelcoat peeling sighted.

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

Sea valves: Two (2) open and close well. One (1) is frozen. No delamination sighted around valves.

Stringers: Not possible to sight. “The Hydro Sports Vector series are built using a integrated structural grid system. This is a one -piece stringer that is packed with foam and is bonded to the hull and then bonded to the top deck structure.”

Bonding system: No bonding wire were sighted at the negative bus bars or battery terminals. The fuel tank has no grounding either. The only bonding sighted onboard the vessel is at the engines.



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:	Recommendations:
One sea valve frozen.	Replace or secure valve opening, to seal.
No bonding system found onboard.	The bonding system needs to be restored. Connecting all metals to the negative bus bar and leading out to one of the engines anodes.

TOP DECK & S UPERSTRUTURE

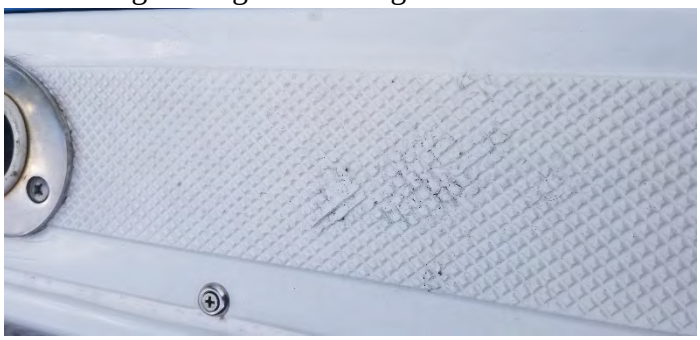
MAIN DECK & FITTINGS

Anchor/chain locker: The ¾ inch rope is stored inside. The anchor is in one of the fish boxes.

Cabin: The electrical panel does not power up. The electrical DC and AC system needs to be repaired. No plumbing works because the fresh-water system needs to be replaced.

Center console to deck joint: Reinstalled in 2017. Secured and sealed.
Cleats & fairleads: Secured.
Deck drain(s)/ scupper(s): Deck drain clear.
Deck hatches: All hatches secured.
Deck surface: Painted in 2017.

Gunwale: The gelcoat grid is damaged.



Grab rail(s): Secured. Boat has a 2′ aluminum rail around the stern.

Transom shower: Fresh water system not operable.

GROUND TACKLE

Anchors / Rope: New anchor Grupnel style. Size # 18, chain approx. 6′ and ¾″ of blue rope.

Windlass: No electric windlass.

Other deck items: Upholstery was replaced in 2017.

Bathroom: Stand-up**,** not operable.

A new complete system is needed.

Condition summary: poor condition

BRIDGE DECK/ COCKPIT

Canvas: Hard Top replaced in 2017, along with the aluminum rails.

Cockpit & helm seating: Upholstery, cockpit and panels restored in 2017.

Condition summary: average condition

Findings:	Recommendations:
Transom shower does not work.	The fresh-water system needs to be replaced.
The toilet does not work.	The sanitation system needs to be replaced.
The gunwale gelcoat grid is scratched.	
The electrical panel in the cabin does not power-up.	Have a technician diagnose the panel.

FISHING EQUIPMENT

Fish box(es): Two (2) fish boxes solid floor. No delamination.

Live/ bait wells: Motor sounds good. No delamination in box. Not able to test on dry ground.

Rod holders: Secured. All sealed with marine adhesive in 2017.

Saltwater washdown: Motor sounded good. Located in the transom. Has surface corrosion. Not able to test on dry ground.

Electric rod holder socket: Two (2) sockets.

Condition summary: average condition

Findings:	Recommendations:
Live / bait well and washdown systems not able to test.	Test both system on the water.

HELM & NAVIGATION ELECTRONICS

NAVIGATION ELECTRONICS

Compass: The original Ritchie-Power Amp Plus. Painted in 2017.

No sign of deviation.

VHF radio(s): Standard Horizon-Eclipse

Multi-function instrument(s): Lowrance LC X-113 chd. and antenna (fairly new). Powers-up, display clear.

Condition summary: average condition

ENGINE INSTRUMENTS AND CONTROLS

Throttle and shift controls: Control cables seem to work with normal amount of friction**.**

Engine alarm shutdown:

Voltage gauges: Faria gauges (white face) installed in 2017.

RPM multi-function: Suzuki Multi-function (white face) installed in 2017.

Speedometer: Included in SUZ. gauges

Fuel gauge: Included in SUZ. gauges

Condition summary: average condition

OTHER ELECTRONICS AND CONTROLS

Antenna: Two (2) Shakespeare Galaxy 5420-TX, fairly new.

Courtesy lights: Two (2) LED lights installed alongside C.C. and one in the transom wall.

Note: There are also four similar underwater lights in the transom. All power-up.

Spreader lights: Two (2) LED white lights on t-top, powered-up.

Stereo: JBL PRV-175 and four (4) speakers Pioneer 10 inch. Stereo system sounds well.

Condition summary: good condition

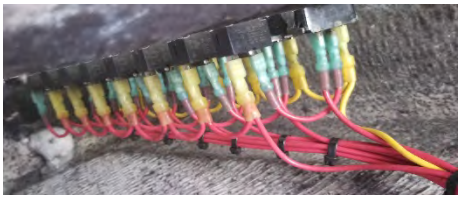
Findings:	Recommendations:

ELECTRICAL SYSTEMS

D.C. ELECTRICAL SYSTEMS

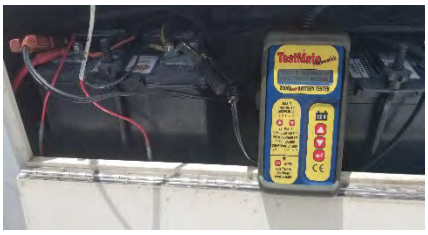
D.C. voltage system: 12-volt system.

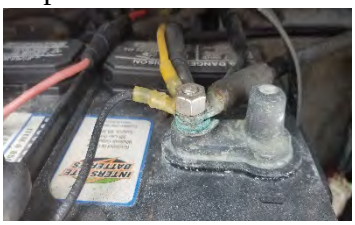
Wiring: Boat wiring was replaced in 2017. Wiring was neatly routed and secured.



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

Batteries: Four (4) Interstate Batteries. Two (2) are grp #24 and grp #27. They are secured to the tray. They were tested with a conductance tester and all passed.





All terminals should be secured with locknuts as per ABYC.
Batteries have dates of 2017.

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: A Pro-Mariner Pro-Sport 20 Plus charger is located in the transom.

The batteries and switches were replaced 2017.
A voltage load test was performed with the engines:
11.0 V (S), 10.5V (C), 10.5 V (P)

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

Breaker(s)/ fuse(s) and switches: Battery voltage was checked at center console wiring. All circuits have 12.6 V.

Condition summary: average condition

Findings:	Recommendations:
Battery terminals need to be cleaned. Terminals do not have lock nuts.	Wire brush terminals and secure with lock nuts.

OUTBOARD PROPULSION SYSTEM

OUTBOARD ENGINE(S)

No./ Type/ Cylinders: Three (3) four stoke Suzuki 250 hp. The PORT and STBD engines are 2006 and the CNTR is a 2008 (30″ shaft).

Cooling system(s): See engine reports. The Port engine experienced an overheat at 3875 rpm. Recorded at 605 hours. The PORT engine has 629 hours, recent code.

Fuel system: All fuel lines are secured and have no stress marks. Engines seem to have been maintained lubricated.

The inline fuel filters need to be replaced.

Oil level and condition: Level is good. In the next 50 hours the oil should be replaced.

Cowling: One (1) seal needs to be replaced. No nicks, painted well.

Mid- section: Steering bushing are good. No movement- vibration while running.

Trim & tilt assembly: No leaks, chrome shafts have no markings and the seals look good. Motors sound good on the Port and Center. The STBD sounds ok.

Lower unit: No nicks and sign of any leak. The L.Units were lowered some to confirm the driveshaft are not frozen to the powerhead.

Gear lube oil condition: All three (3) gear lubes need to be replaced. The STBD has some WTR intrusion. The STBD unit should be pressure tested.

Prop(s): No nicks. S.S. Three (3) blades. Suzuki 3x16x21 5L

Spark plug coloration: The spark plugs reflect a consistent combustion on all spark plugs.

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.*

Note: During the cranking for the cylinder compression test. The port engine did not crank sometimes. The neutral safety switch needs to be tested. Routine repair or adjustment.

Compression test results:

Port engine:	**Starboard engine:**	**Center engine:**
Cylinder 1: 180 psi	Cylinder 1: 175 psi	Cylinder 1: 185 psi
Cylinder 2: 189 psi	Cylinder 2: 180 psi	Cylinder 2: 185 psi
Cylinder 3: 180 psi	Cylinder 3: 180 psi	Cylinder 3: 186 psi
Cylinder 4: 181 psi	Cylinder 4: 185 psi	Cylinder 4: 180 psi
Cylinder 5: 180 psi	Cylinder 5: 180 psi	Cylinder 5: 187 psi
Cylinder 6: 185 psi	Cylinder 6: 185 psi	Cylinder 6: 180 psi

Note: *Maximum compression between any cylinder should not be more than 14 psi in one engine.*

Run history reports: See addendum
Freeze frame reports: See addendum

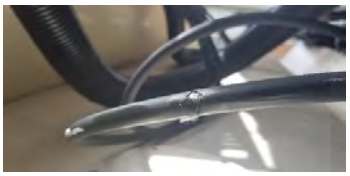
Condition summary: average condition

Findings:	Recommendations:
Lower units oil, fuel filters and engines oil need to be replaced. Port engine experienced an overheat. The STBD L.Unit has some WTR intrusion. The port engine did not crank sometimes.	A complete 200 hour maintenance service should be performed on all three engines. Complete the 200 hr. serv. and sea-trial. STBD L U. needs to be pressure tested. The neutral safety switch needs to be tested and /or throttle adjustments.

STEERING SYSTEM

STEERING CYLINDER

Mounting(s): Two (2) Center Mount Hydraulic Cylinders. No sign of corrosion. The chrome shafts are not marked. One hose is kinked and has a tear. Hoses are dry have stress marks.



Condition summary: poor condition

Findings:	Recommendations:
One hose has a kink and a tear.	Replace the straight fittings with 90-degree fittings to avoid kinks during engine tilt. Replace all hoses at the transom.

TANKAGE

FUEL TANK(S)

Tank type & capacity: The **original** aluminum 300-gallon tank was inspected and coat in 2017. Owner's father stated that his son may have pictures of the tank during coating.

Manufacturer's label(s): Not sighted. Tank was coated.

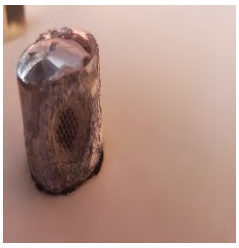
Fuel supply hose: Replaced in 2017. Double clamped.

Fill line(s): Replaced in 2017. Doubled clamped.

Fuel system grounding: No grounding (green wire) was sighted on the tank.

The **only** grounded (black or yellow) wire on the tank is the one connected to the sending unit.

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: Hoses were replaced in 2017. Double clamped.

The tank as two (2) vents. The above vent should be replaced**.**

Note: *Vent (air) restriction causes a fuel supply restriction. Possibly damaging the engine if not noticed in time.*

FRESH WATER TANKS

Water pump(s): The freshwater system has to be replaced. There are two holding tanks and the plumbing **might be** reusable, located in front of the center console.

Condition summary: poor condition

Findings:	Recommendations:
Gas tank is only grounded at the sender.	Ground the tank and the fuel fill fitting.
One vent has restriction.	Replace one vent.
The freshwater system is inoperable.	A new system needs to be installed.

SAFETY EQUIPMENT

U.S.C.G. REQUIRED

Navigation lights: Powers-up, lights are fairly new.

Horn: Sounds well

Life jackets: Eight (8) jackets Type II PFD and one (1) ring bugy Type IV PFD.

Portable fire extinguishers: Four (4) units. Two (2) of the units are full.

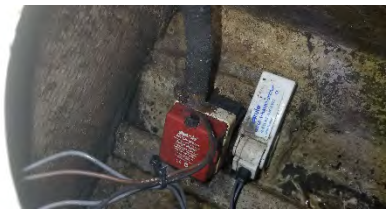
Note: *U.S.C.G. standard (46 CFR 25) for vessels 26 to 40 feet require two (2) BI extinguishers or one BI and one fixed system. ABYC A-4 and NFPA-302 recommends that fire protection system be inspected and reweighted at one-year intervals and tagged accordingly.*

Visual distress signals:

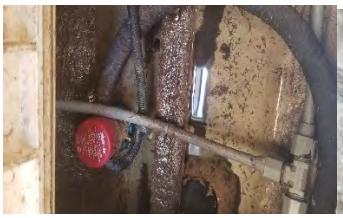
Note: *All visual distress signals have a printed expiration date of three years of manufacture. It is recommended that expired signals be retained for back up. There must be at least three aerial or three red hand-held signals that are current.*

ELECTRIC PUMPS

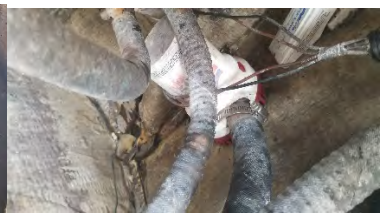
Bilge pump: Three (3) pumps all work well.



Center Console



Cabin



Bilge

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:	Recommendations:

AUXILIARY EQUIPMENT

TRAILER

Manufactured by: Real Extreme

:

Trailer serial number:

Frame material: Aluminum

Length: 34′

GVWR: 16,500

Brakes: Not able to test**.**

Electrical: Appear to be working.

Winch: Manual winch.

Trailer Jack: Swivel wheel.

Axles: Triple-torsion, replaced in 2017.

Tires: The tire size on six (6) tires is ST 235 / 80 R16. All the tires appear to be in good condition.

Bunkers: Replaced in 2017.

Loading guides: Aluminum, replaced in 2017.

Fenders: Aluminum.

Condition Summary: average condition

Note: *Based on the overall appearance of the trailer components that are visible, as many details about the trailer as possible are included in this portion of the survey report. It should be understood that a marine surveyor is not to be considered a trailer expert and as such the trailer should be inspected by a qualified trailer maintenance person and the electrical system and brakes tested with the owner's vehicle prior to use.*

SEA TRIAL

SEA TRIAL DETAILS

Sea trial results: Customer performed the sea trial with the owner. Stated vessel exceeded 5000 rpm and the performance was a solid ride.

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.

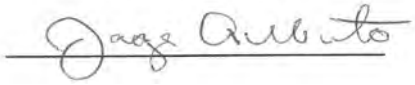
The **Boat Value Guide Comparison Calculation** is an average of the low and high values in each of the published current years value guides where the subject vessel is listed. BUC, ABOS, NADA and KELLY Blue book values may be considered. The Value Guides have a condition factor imbedded in their values.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

Comparable Approach:
Comparable Adjusted Listings Value (hull only), Average ..... $ 29,422
Soldboats.com data sold price, Average ……..... N/ A
Boat Value Guide Comparison (hull only), Average $21,395
Comparable Approach (hull only) $25,408
(Plus, engines…$21,536 and trailer….$2,950)

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:

$49,894

ATTENDING SURVEYOR 

Jorge Alberto

SURVEYOR'S CERTIFICATION

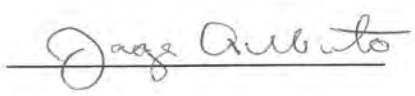
Certification:

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: August 25, 2019

Appendix A

Hydro Sports 33 STBD, Suzuki 4S 33920-93J36 250PS Run Time History - 22Aug19 12h42m12s.txt
BRP, Suzuki 4S 33920-93J36 250PS Thu Aug 22 12:42:12 2019

Standard ECM Run Time History

RPM Band	Time
0-1000 :	226.7 Hrs
1000-2000 :	175.3 Hrs
2000-3000 :	45.3 Hrs
3000-4000 :	168.7 Hrs
4000-5000 :	20.2 Hrs
5000-6000 :	0.5 Hrs
6000+ :	0.0 Hrs

Total Run Time: 636.8 Hrs

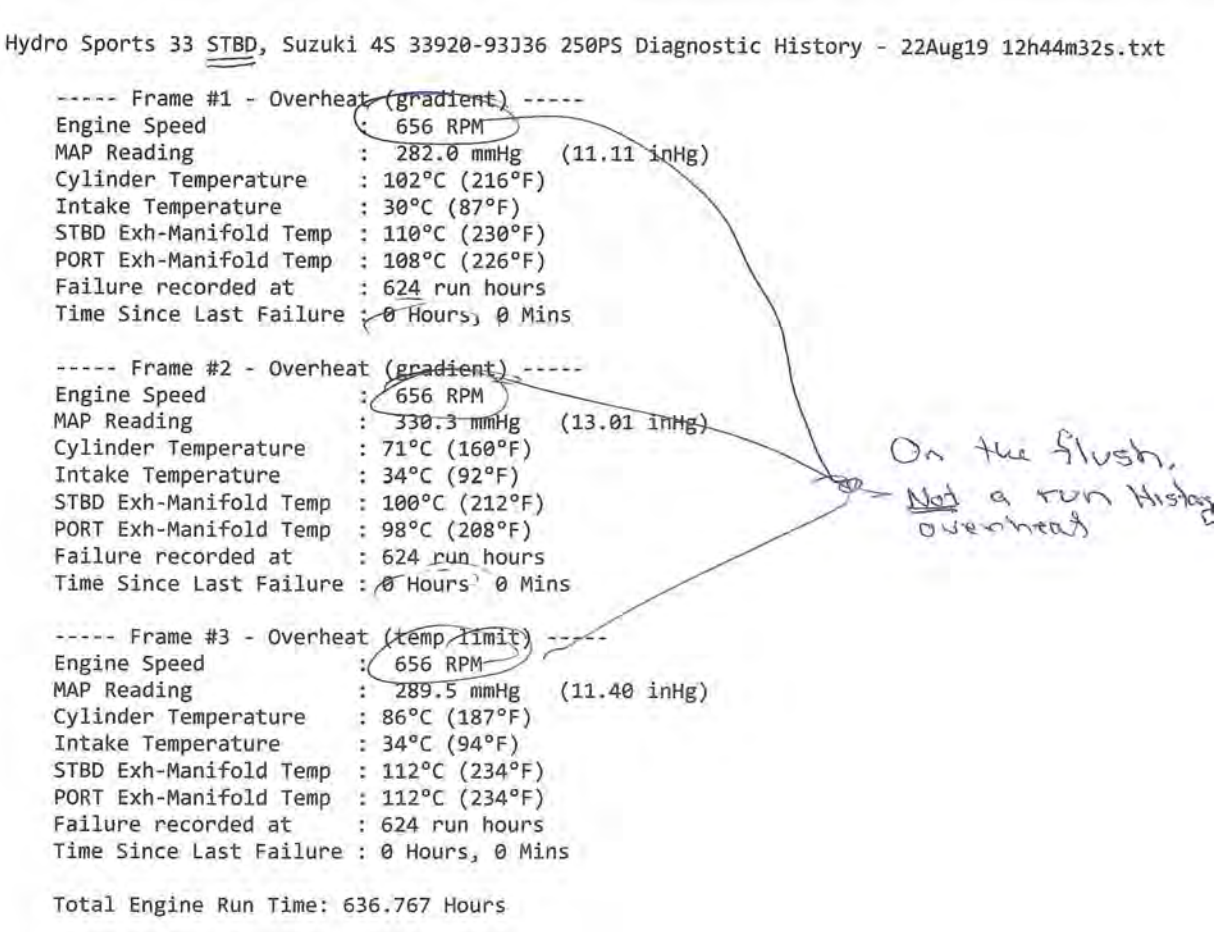
No. of oil change reminders:
16

Hours since last cancel:
1 Hours

Time of last O2 feedback:
0 Hours

Stored O2 Compensation factors:
1.00 (Zone 1)
1.00 (Zone 2)
1.00 (Zone 3)

Appendix B



Hydro Sports 33 STBD, Suzuki 4S 33920-93J36 250PS Diagnostic History - 22Aug19 12h44m32s.txt

```
----- Frame #1 - Overheat (gradient) -----
Engine Speed             :  656 RPM
MAP Reading              :  282.0 mmHg   (11.11 inHg)
Cylinder Temperature     : 102°C (216°F)
Intake Temperature       : 30°C (87°F)
STBD Exh-Manifold Temp   : 110°C (230°F)
PORT Exh-Manifold Temp   : 108°C (226°F)
Failure recorded at      : 624 run hours
Time Since Last Failure  : 0 Hours, 0 Mins

----- Frame #2 - Overheat (gradient) -----
Engine Speed             :  656 RPM
MAP Reading              :  330.3 mmHg   (13.01 inHg)
Cylinder Temperature     : 71°C (160°F)
Intake Temperature       : 34°C (92°F)
STBD Exh-Manifold Temp   : 100°C (212°F)
PORT Exh-Manifold Temp   : 98°C (208°F)
Failure recorded at      : 624 run hours
Time Since Last Failure  : 0 Hours, 0 Mins

----- Frame #3 - Overheat (temp limit) -----
Engine Speed             :  656 RPM
MAP Reading              :  289.5 mmHg   (11.40 inHg)
Cylinder Temperature     : 86°C (187°F)
Intake Temperature       : 34°C (94°F)
STBD Exh-Manifold Temp   : 112°C (234°F)
PORT Exh-Manifold Temp   : 112°C (234°F)
Failure recorded at      : 624 run hours
Time Since Last Failure  : 0 Hours, 0 Mins

Total Engine Run Time: 636.767 Hours
```

On the flush. Not a run History overheat

Appendix C

PORT

BRP, Suzuki 4S 33920-93J36 250PS Run Time History - 22Aug19 12h29m06s.txt

BRP, Suzuki 4S 33920-93J36 250PS Thu Aug 22 12:29:06 2019

Standard ECM Run Time History

RPM Band	Time
0-1000 :	249.9 Hrs
1000-2000 :	148.2 Hrs
2000-3000 :	52.8 Hrs
3000-4000 :	161.8 Hrs
4000-5000 :	16.1 Hrs
5000-6000 :	0.3 Hrs
6000+ :	0.0 Hrs

Total Run Time: 629.1 Hrs

No. of oil change reminders:
11

Hours since last cancel:
2 Hours

Time of last O2 feedback:
0 Hours

Stored O2 Compensation factors:
1.00 (Zone 1)
1.00 (Zone 2)
1.00 (Zone 3)

Appendix D

Hydro Sports-PORT 33 , Suzuki 4S 33920-93J36 250PS Diagnostic History - 22Aug19 12h35m08s.txt

```
----- Frame #1 - Overheat (gradient) -----
Engine Speed             : 3875 RPM
MAP Reading              :  564.1 mmHg   (22.22 inHg)
Cylinder Temperature     : 104°C (219°F)
Intake Temperature       : 42°C (107°F)
STBD Exh-Manifold Temp   : 60°C (140°F)
PORT Exh-Manifold Temp   : 98°C (208°F)
Failure recorded at      : 605 run hours
Time Since Last Failure  : 0 Hours, 0 Mins

----- Frame #2 - Overheat (temp limit) -----
Engine Speed             :  656 RPM
MAP Reading              :  289.5 mmHg   (11.40 inHg)
Cylinder Temperature     : 88°C (190°F)
Intake Temperature       : 32°C (90°F)
STBD Exh-Manifold Temp   : 112°C (234°F)
PORT Exh-Manifold Temp   : 106°C (223°F)
Failure recorded at      : 616 run hours
Time Since Last Failure  : 0 Hours, 0 Mins

----- Frame #3 - Overheat (temp limit) -----
Engine Speed             :  781 RPM
MAP Reading              :  304.3 mmHg   (11.99 inHg)
Cylinder Temperature     : 92°C (198°F)
Intake Temperature       : 37°C (98°F)
STBD Exh-Manifold Temp   : 112°C (234°F)
PORT Exh-Manifold Temp   : 106°C (223°F)
Failure recorded at      : 616 run hours
Time Since Last Failure  : 0 Hours, 0 Mins

Total Engine Run Time: 629.1 Hours
```

Appendix E

Hull only

BUC® Information You Can Trust® Since 1961 — BUCValuPro™ THE PROFESSIONAL'S CHOICE

JORGE ALBERTO			August 23, 2019
HCB YACHTS, VONORE, TN (MIC, VHS,GHY,HSX,MHS) DIV OF MASTERCRAFT BOATS			
Model Year	1989	Hull Material	Fiberglass
Model	3000 SF	Hull Configuration	Deep Vee
Length Overall	32' 11"	Draft	
Length On Deck		Beam	9' 6"
Boat Type	Sport Fisherman | Open w/Tuna Tower	Weight	10500 lbs.
Engine Type	OB	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.

Current Retail Value Range	$37,600-$41,800 Price changed after 117th edition.
Fair Retail Value Adjusted for BUC Condition in the South Atlantic & Florida	$38,900-$43,200
Replacement Value	$193,000

All prices in US Dollars.

* Poor Condition
(25% - 50% minus)
Note: substantial yard work required and devoid of extras

45% deduct
* Eng. 200 Hour services
* cabin restoration
* WTR system
* sanition system
* Bonding system (additional ground to gas Tank.
* Steering Hoses
* Trim Tabs Diagnose pending

38,900 * .40 = $17,505
- 38,900
$21,395

Appendix F

F

NADAguides Value Report 8/23/2019

2000 Boat Trailer Tandem 34 Feet

Values

	Suggested List Price	Low Retail	Average Retail
Base Price	N/A	$2,625	$2,950
Options (Change)			
Custom Wheels (Tri-Axle), Per Set		$270	$305
Disc Brakes - Per Axle		$185	$210
Fenders - Chrome (Tri-Axle), Per Pair		$185	$210
Wide Oval Tires (Tri-Axle), Per Set		$165	$185
Total Price	**N/A**	**$3,430**	**$3,860**

Don't make a $2,950 mistake,
get a Boat History Report before you buy!

Value Type Definitions

Suggested List – We have included manufacturer's suggested retail pricing (MSRP) to assist in the financing, insuring and appraising of vessels. The MSRP is the manufacturer's and/or distributor's highest suggested retail price in the U.S.A. when the unit was new. The MSRP is furnished by the manufacturer and/or distributor and are assumed to be correct. Unless indicated, the MSRP does not include destination charges, dealer set-up, state or local taxes, license tags or insurance.

Low Retail Value — A low retail valued trailer will be mechanically functional. The paint, wiring, tires, and/or rollers may require reconditioning. It may have been stored outside in the elements and will require cosmetic or mechanical work. Low retail trailers usually are not found on a dealer's lot. **Low Retail is not a trade-in value.**

Average Retail Value — An average retail valued trailer should be in good condition with no visible damage or defects. This trailer should be in good working condition. The buyer may need to invest in either minor cosmetic or mechanical work.

Note: Vehicles/Vessels in exceptional condition can be worth a significantly higher value than the Average Retail Price shown.

Popular Categories

Power Boats
Outboard Motors
Personal Watercraft
Sailboats

Popular Makes

2019 Tracker Marine
2018 Sea Ray Boats
2019 Bayliner Marine Corp
2019 Yamaha
2018 Chaparral Boats
2018 Bennington Pontoons
2019 Sea-Doo/BRP
2018 Lund Boat Co
2019 Four Winns
2019 MasterCraft Boat Co

Popular Values

Popular Specification Pages