JA OUTBOARD SERVICE, INC.

INDEPENDENT MARINE SURVEYING

Sports Fisherman

Boston Whaler 370 Outrage

MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

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Report of Marine Survey

Of The Vessel

Boston Whaler 370 Outrage

Sports Fisherman

Conducted by
Jorge Alberto

MARINE SURVEYOR ASSOCIATE

PREPARED EXCLUSIVELY FOR:

Red Marine Key West, LLC.

September 24, 2022

MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Red Marine Key West, LLC., the attending surveyor did attend onboard the Whaler 370 Outrage, beginning on, September 17, 2022 AND 9:00 a.m where an ''in-the-water-survey'' WAS conducted at owner's residences. The ship's papers were on board and appeared to be in order. The Hull Identification Number **(BWCE0976L314)** WAS verified from the transom. A sea trial WAS performed. An out-of the water inspection underwater machinery and the exterior of the hulls wetted surface area WAS performed on September 19, 2022 AT 1:00 p.m at Grove Harbor Marina, Coconut Grove, Fl 33133. The reason for the survey, was to ascertain the physical condition and value of the vessel. DC and AC power WAS used to check operation of the electrical systems specified in this report only. Electronic equipment was checked for ''power up'' only.

The engine survey was performed by JA OUTBOARD SERVICE on the vessel's propulsion system. A visual inspection and test operation (via computer), only; unless a cylinder compression test is performed. Further diagnose testing may be needed. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity.

The parties attending the sea trial was the owner of the vessel, the broker of the buyer and the attending surveyor.

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

CONDUCT OF SURVEY:

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

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

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

VESSEL DESCRIPTION

The Boston Whaler Outrage 370 offers the perfect combination of hardcore fishing and luxurious cruising. Huge live-wells, in-floor fish-boxes and other angler empowering features make this a fishing machine. While protected from the elements with the hard top and the wind-shield system.
The Boston Whaler 370 Outrage also offers a soft, dry ride and a sense of safety with it's unsinkable hull design.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER:	**0007**
SURVEY PREPARED FOR:	**Red Marine Key West, LLC.**
DATE:	**September 17, 2022**
NAME OF VESSEL:	**Boston Whaler 370 Outrage**
TYPE OF SURVEY:	**Pre-Purchase for Buyer**
OVERALL VESSEL RATING:	****** FAIR CONDITION**
ESTIMATED MARKET VALUE:	**$350,651 (Calculation sent in addendum)**
ESTIMATED REPLACEMENT COST:	**$587,000 (does not include engines)**
YEAR/MAKE/MODEL OF VESSEL:	**2014 / Boston Whaler / 370 Outrage**
HULL IDENTIFICATION NUMBER (HIN):	**BWCE0976L314** **Note: Picture taken not legible. See vessel registration at Section VI Photographs.**
STATE REGISTRATION NUMBER:	**FL4487TF** **Note: See section VI Photographs.**
OWNER'S NAME:	**Jorge Gomariz**
OWNER'S ADDRESS:	**114 Malvas CT** **Coral Gables, FL 33143**
PLACE OF SURVEY:	**Owner's Residence**
PLACE OF HAULOUT:	**Grove Harbor Marina, Coconut Grove, FL.**
DATE/TIME OF SURVEY:	**September 17, 2022**
DATE/TIME OF HAULOUT:	**September 19, 2022 / 1:00 p.m.**
HULL MATERIAL:	**Reported to be FRP (Fiber Reinforced Plastic).**
HULL TYPE:	**Deep Vee**
LENGTH OVER ALL (L.O.A).:	**37' 6"**
BEAM:	**11' 6"**
DRAFT:	**2 ft**
DISPLACEMENT (WEIGHT):	**13,500 LB (Hull Only)**
PROPULSION SYSTEM:	**Tripple Mercury Veraldo 300 HP, 2013**
FUEL TYPE:	**Gasoline.**
FUEL CAPACITY:	**425 gallons**
AC POWER:	**Yes 120 volt.**
DC POWER:	**Yes, 12 volt.**
FRESH WATER CAPACITY:	**60 gallons**
HOLDING TANK:	**Yes, Approx. 10 gal.**

GENERAL INFORMATION*(continued)*

INTENDED USE/BUYER: . . . . . **Recreational near coastal cruising.**

INTENDED CRUISING AREA: . . . . . **Near coastal Florida.**

DEFINITION OF TERMS

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

APPEARS:

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

FIT FOR INTENDED USE:

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

SERVICEABLE: ADEQUATE:

Sufficient for a specific requirement.

POWERS UP:

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

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

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

FAIR CONDITION:

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

POOR CONDITION:

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

USE OF *:

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

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

*** Per Manufacturer's Specifications**
****Refer to Summary and Valuation Section**
***** Per USCG Documentation**
****** Per Buc Book**

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

HULL: Deep Vee

STEM: Sharply raked stem of reinforced fiberglass.

Stem

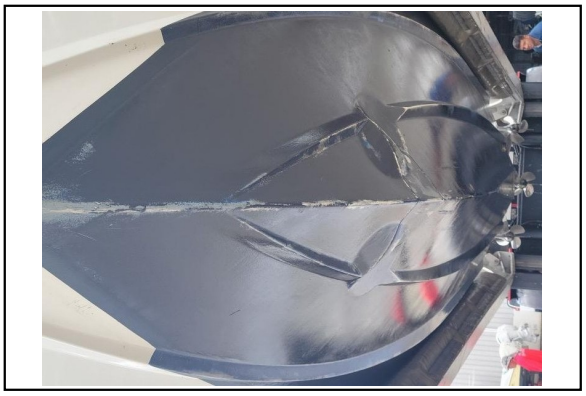
TRANSOM: Reinforced, FRP slightly rounded with tumble home design.

BULKHEADS/STRINGERS: Not accessible. Boston Whaler boats have a unibold hull construction. Two molds are seated and sealed with foam together.

HULL-TO-DECK JOINT: Chemically bonded and secured with S.S. bolts

CHAIN LOCKER (DRAINAGE): The chain locker is accessible through a hatch in the forward Compartment. The drainage holes in the locker are approximately 1/2" in diameter.

KEEL: No ground damage noticeable. The hull was checked with a rubber hammer in-order to detect blistering.



Keel

<User Define> STBD Side Hull: The gel-coat has some yellow stains towards the AFT. No nicks, spider web cracks or any type of stress markings noticeable.

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION*(continued)*

*** <User Define>** ***(continued)***

STBD Hull Side

STBD Hull Side- pic 2

<User Define> One of the port side thru-hull fittings has a yellow stain running down.

Port Hull Side

Port Bow Stain

*** NOTE: [B1]** A full detail is recommended to restore several areas of the hull and superstructure that have yellow staining. The majority of the yellow staining can be seen around the transom and near the water line (AFT).

SUPERSTRUCTURE

DESCRIPTION: Cabin house and deck are one unit molded FRP (fiber reinforced plastic).

DECKS: AFT deck very spacious ideal for fishing or diving.
The bow has a sun deck.

HULL, DECK AND SUPERSTRUCTURE

SUPERSTRUCTURE*(continued)*

*** DECKS:** ***(continued)***

AFT View

WINDOWS/PORTS/DOORS: Electric Vent Window

Electric WindSheild Vent

JOINERY STRESS: None Sighted.

*** CANVAS AND SUPPORT STRUCTURE: [B2]** The hard-Top is supported by a aluminum tubing structure powder coated.

SUPERSTRUCTURE HOUSE TO DECK JOINT: Deck house and deck appeared to be molded seamlessly, no joint was observed . Condition appeared new.

BRIDGE DECK: Good visibility.

COCKPIT: The cockpit is protected with a windshield, side windows and a hard-top.

HULL, DECK AND SUPERSTRUCTURE

SUPERSTRUCTURE*(continued)*

*** COCKPIT:** ***(continued)***

Hard-Top

<User Define> Helm Seat can be converted to a lean post.
Appear in new condition

C.C. Seating

<User Define> The foredeck features additional seating.

Bow Seating

NOTE: Deck Gel-Coat finish is in good condition.

HULL, DECK AND SUPERSTRUCTURE

SUPERSTRUCTURE*(continued)*

*** NOTE:** ***(continued)***

Superdeck View

DECK FITTINGS

ANCHOR PLATFORM: Yes FRP platform with removable anchor bow roller assembly. Appears serviceable.

ADDITIONAL EQUIPMENT AND ACCESSORIES

ACCESSORIES: Spreader and cockpit lights provide additional and convenient task lighting.

CANVAS AND COVERS: Upholstery have canvas covers (black)

FENDERS: Four (4) Black Polyform Fender, 8.5" X 20.5" L
Note: Purchased on 10/26/2021.

DOCK LINES: Four (4) dock lines, 5/8" X 25' black nylon double braid with eye end only.
Four (4) dock lines, 3/8" X 8' black nylon double braid with eye end only.
Note: Purchased on 10/26/2021.

<User Define> Aluminum dive ladder at the aft center of transom.

Ladder

HULL, DECK AND SUPERSTRUCTURE

FISHING EQUIPMENT

LIVE BAIT WELLS: A live-well is located in the AFT of the deck. It is fully insulated to keep storage cool and drains out-side the boat.

Baitwell

WASH DOWN SYSTEM: Both fresh water and salt water wash down hose bibs are available on the port starboard side. Both operate well.

Saltwater Washdown

Fresh Water faucet

ROD HOLDERS: Tower mounted rod holders ten (10) on the aft rail of hard-top and three (3) on STBD AFT gunwale. All secured.

Rod-Holders

HULL, DECK AND SUPERSTRUCTURE

FISHING EQUIPMENT*(continued)*

* **FISH BOX: [B3]** Two (2) saddle fish boxes at the aft of boat.
The pumps that extract are made by Whale. The Port side fishbox pump is leaking.

INTERIOR

ACCOMMODATIONS: Inclosed cuddy cabin with galley.

Cabin interior

HEADS: One (1) toilet with a 20 gallon holding tank. Flushing pump and macerator work well.

Toilet

VENTILATION: Note: No Humidity noticed within cabin.
ABYC H-2.5.3, Natural Ventilation-Each compartment not open to the atmosphere must be provided with a natural system.

AIR CONDITIONING: AC unit was powered-up. Works well.
One Marine Air self contained unit with a digital controls (Dometic).
Note: Last service was performed on 9 /27/2021.

HULL, DECK AND SUPERSTRUCTURE

INTERIOR*(continued)*

*** AIR CONDITIONING:** ***(continued)***

Air Condition Control

GALLEY

SINKS: Tempered glass sink.

REFRIGERATION: Stand alone refrigerator units built into galley wall made by isotherm. Appears serviceable.

Refrigerator

MICROWAVE: Microwave made by FranklinChef

Microwave

PROPULSION

MAIN ENGINES

TYPE/MANUFACTURER/LOCATION: Triple (3) In-line 6 cylinder four stroke, Mercury Outboard.

Engine AFT view

NUMBER OF CYLINDERS/HORSE POWER: Mercury Verado 300 HP, 2013.

Note: Last service (300 Hour Annual Service) performed on 9/27/2021.

Powerhead Front View-STBD

Powerhead Front View-CNTR

Powerhead Front View-Port

PROPULSION

MAIN ENGINES*(continued)*

SERIAL NUMBER(S): 2B033175, 2B033141, 2B033147
See pictures in section VI (Photographs).

INDICATED HOURS: Port: 643
CNTR: 642
STBD: 642

THROTTLE CONTROLS: Mercury digital throttle and shift (DTS) multiple engine helm control.

EMERGENCY SHUT DOWN: Engines shut down pull cable (Landyard) at helm station clearly marked beneath key switch. Operable.

* **LUBRICATION: [B4]** Level and Condition: Level indication on the CNTR engine was low by at least 1.5 quarts. The appearance of the oil is black / brown.

EXHAUST SYSTEM: Raw Water Cooled- aluminum extension through the mid-section and down the lower unit out through the propeller.

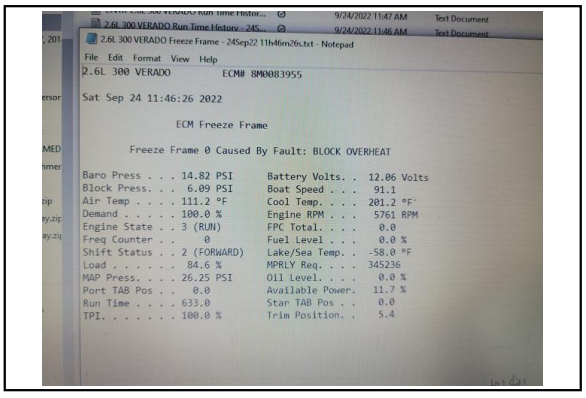
FUEL PUMP: Mercury Verado direct fuel injection with a fuel supply module (FSM).

ENGINE ALARMS: Mercury SmartCraft Vessel View will display fault codes.

RECORDED:
CNTR Eng. Fault: Block Overheat at 633 hrs. Temp. 201 F.- WTR Pressure- Block 6.9 psi, On 633 hours.

Note: The only engine fault recorded in the CNTR Engine is the above that happen 10 hours ago, before the sea trial. The fault history report was retrieved on 9/24/2022, cylinder compression test day. The CNTR engine has 644 hours of operation.

No RUNNING engine fault was recorded during the sea trial.



CNTR ENG. Fault History

ENGINE SYNCHRONIZER: Mercury DTS Helm Control offers engine synchronization function for dual station vessels.

PROPULSION

MAIN ENGINES*(continued)*

COOLING SYSTEM: Raw water cooled.

TRANSMISSION: The STBD is a standard rotation 25" shaft, the CNTR is a 30" shaft standard rotation and the Port is a 25" shaft counter rotation.

PROPELLER SHAFT: Mercury Revolution 4 S.S. propellers-Spun to detect warp-ness, rotated evenly. Appeared serviceable.

OVERALL CONDITION: Surveyor recommends engines to have the 100 hour or 1 year Maintenance Service performed. Which includes the motor oil / filter and gear lube to be replaced. The gear oil was not checked during the survey.
Note: Last Maintenance Service (300 hour) was performed on 9/27/2021 (1 year).

Corrosion level is maintained for these late model 2013.

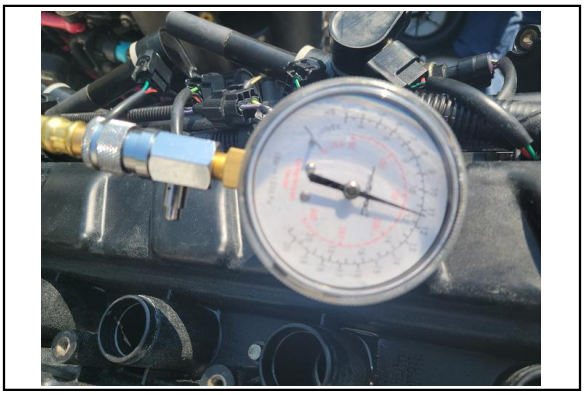
The cylinder compression test and spark plug coloration test results are good. The vessel performed solid throughout the sea trial.
The Overall Condition of the engines is FAIR CONDITION, because the 100 maintenance is due and the engine cover repairs / adjustments.

<User Define> Cylinder Compression Test:

The Port engine Average Compression is 170 psi and the differences between cylinders is 1 psi. The STBD engine Average Compression is 170 psi and the Cylinder Compression difference between cylinders is 1 psi. And, the CNTR engine Average Compression is 170 psi and the difference between cylinders is 2 psi. **Excellent Compression**

Note: Cylinder Compression Test should not have a difference in compression reading more than 15 psi between the highest and lowest reading.

CNTR ENG Comp Test.



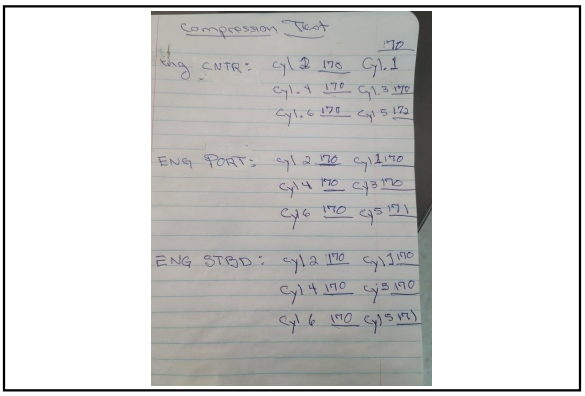
STBD ENG. Comp. Test

PROPULSION

MAIN ENGINES*(continued)*

*** <User Define>** ***(continued)***

PORT ENG. Comp.Test



Cylinder Comp. Test

<User Define> Spark Plug Diagnose:

All spark plugs reflect a consistent combustion.

A consistent combustion throughout all the spark plugs reflex a tuned engine.

CNTR ENG. Spark Plug Test

PORT ENG. Spark Plug Test

STBD ENG. Spark Plug Test

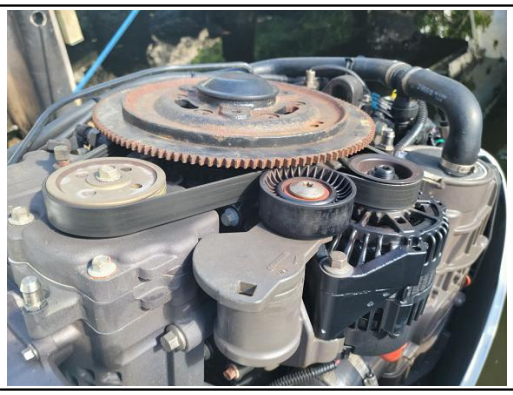
PROPULSION

MAIN ENGINES*(continued)*

OTHER:

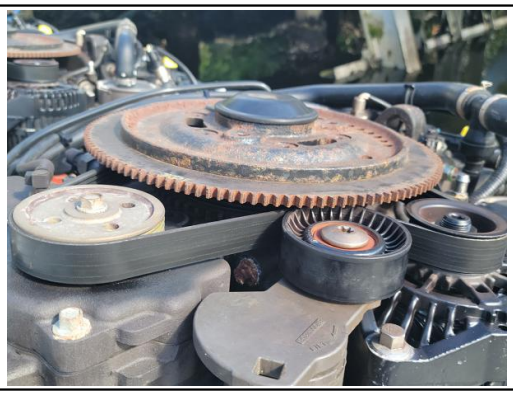
Additional repairs performed on 9/27/2021.

* New ram and seals were installed on all three Trim & Tilt Units.
* New alternator, belt and pulley were installed on all three engines.



Powerhead Top View (STBD)

Powerhead Top View (CNTR)



Powerhead Top View

*** NOTE: [B5, B6]** No nicks or scratches on all three engine covers.
Note: The seal on one of the engines covers is damaged / worn.

Engine Cover Seal

PROPULSION

GENERATORS AND INVERTERS

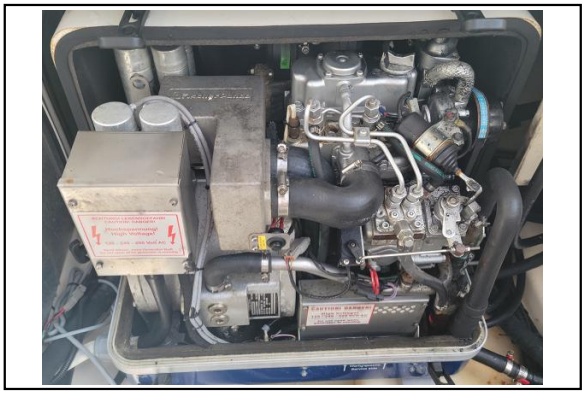
TYPE/MANUFACTURER: 8KW, Fisher Panda Diesel Generator. Panda 8 mini PMS DIGITAL.

SERIAL NUMBER(S): Fisher Panda #C02-086-085

Genator Label

KILOWATT/VOLTAGE RATING: 7.5 KW

LOCATION: AFT compartment. Well insulated and sound protected.



Generator

*** FLUID LEVELS: [B7]** The fuel level is not being read at the Panda display. Due to the sender being defective.

EXHAUST SYSTEM: Powered Blower sighted in the compartment behind the generator. The Blower is controlled at the generator control panel.

ABYC H-2, Ventilation of Boats Using Diesel Fuel: Power or Natural Ventilation may be needed to control compartment tempature, power ventilation may also be used in the machinery space for odor control and personal comfort while servicing equipment. Requirements for gasoline engines in closed compartments are different.

<User Define> Fill hoses doubled clamped.

PROPULSION

GENERATORS AND INVERTERS*(continued)*

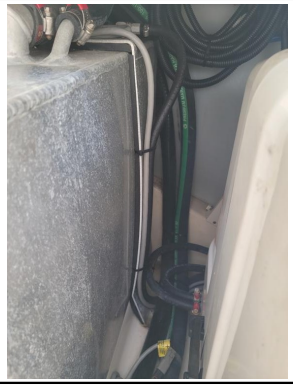
*** <User Define>** ***(continued)***

Generator-fill hose

OTHER: The generator was turned on to power the air condition unit. Engine temperature was obtained from the thermostat (125 degree).
Last service was performed on 9/27/2021.

NOTE: 20 gallon aluminum fuel tank.

ABYC H 33.10.6, Fuel Tanks shall be installed and restrained so that the fuel tank does not move at the mounting suface more than 1/4 inch (6.4 mm).



Fuel Tank-Generator

Fuel Tank Label Generator

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE: Gasoline.

TANKS/CAPACITY/MATERIAL: One (1) 425 gallons tank.

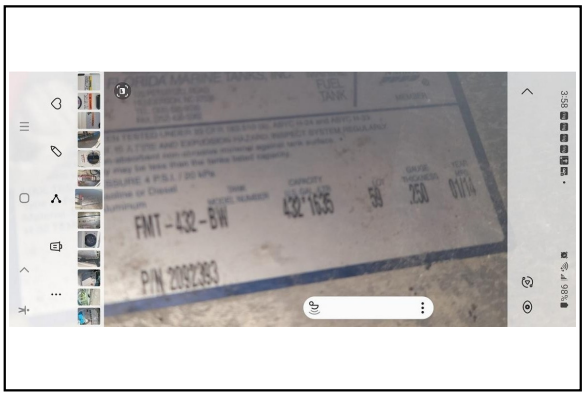
LOCATION/SECURED: Not accessible to visualize.

MANUFACTURING LABEL: The ABYC required labels were sighted on the fuel tanks.

FUEL SYSTEM

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

*** MANUFACTURING LABEL:** ***(continued)***



Gas Tank label

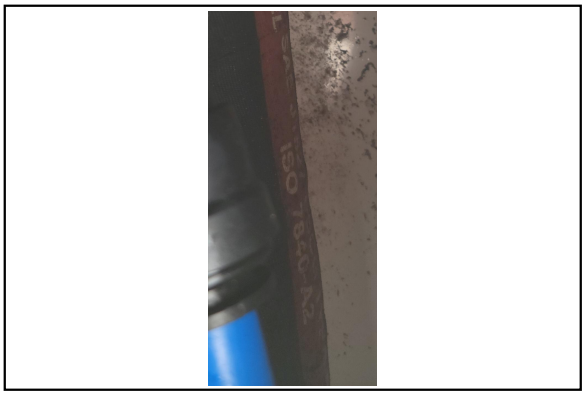
FILL PIPE LOCATION(S): Port side decks marked for fuel.

FILL PIPE GROUNDED: Not sighted due to access.

ABYC 24.16.1, 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 resistant to the boat's ground is less than one ohm.

VENT LOCATION: Port topsides, flame screens not sighted.

FUEL LINES: Fill hose was sighted to be doubled clamped and Grade USCG type A2.



Gas Fill Hose -A2

Gas Tank Eng. Fill Hoses

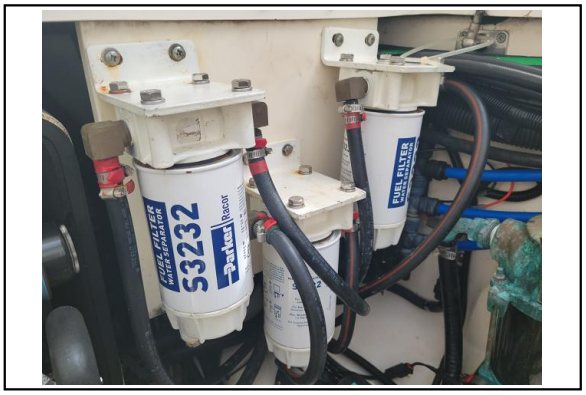
SHUT-OFF VALVE: Yes, there are one (1) shut-off valves each tank to control the flow of fuel. Valves are located in the port AFT deck compartment.

FUEL FILTERS: Yes. Engines have both remote mounted Racor filter/water separator type and engine mount in-line type.

FUEL SYSTEM

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

*** FUEL FILTERS:** ***(continued)***



WTR Separator Filters

ELECTRICAL SYSTEM(S)

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE/BATTERIES: House Batteries: Odyss Performance-AGM 31M. Note: Purchased on 8/18/2022.
Engine Batteries: Brute Force AGM 31M. Purchased on 9/27/2021.

House Batteries

Batteries-Engines

INSTALLATION/PROTECTION: Three (3) AGM batteries for the engines are located in the AFT compartment. Two (2) house batteries (AGM) are location in the galley compartment.
All of the batteries positive post were shielded and a restrained system in place.

MAIN BATTERY SWITCHES/LOCATION: The DC main panel is located in the cabin.

ELECTRICAL SYSTEM(S)

ELECTRICAL SYSTEM (D.C. SYSTEM)*(continued)*

*** MAIN BATTERY SWITCHES/LOCATION:** ***(continued)***

DC Panel

CONNECTORS/ROUTING/SUPPORT: Wiring installation meet ABYC requirements.

CHARGING SYSTEM: ProMariner, ProNautic 12V-50 AMP.

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

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET/CORD: Number: Set of two (2) Marinco 30 amp. Location Midship STBD underneath gunwale. Weather protected: Yes.

Shore-Power Connection

AC SOURCE SELECTOR SWITCH: AC / Generator: Manual selector switch for shore or ship power. Location: Main AC panel, galley.
Power was supplied (tested) via generator and shore power**.**

ELECTRICAL SYSTEM(S)

ELECTRICAL SYSTEM (A.C. SYSTEM)*(continued)*

*** AC SOURCE SELECTOR SWITCH:** ***(continued)***

AC Control Panel

MAIN BREAKER: Yes in the AC electrical panel -cabin.

OUTLETS: Two (2) AC outlets GFCI (ground fault circuit interrupter) in the cabin. One (1) tested ok for proper polarity Port side. The one in the STBD side failed.

STEERING SYSTEM

STEERING SYSTEM

TYPE/MANUFACTURE: Mercury Marine Power Steering-Verado / Single Helm, Triple Cylinders.

NUMBER OF STATIONS: One (1) main helm station at the flybridge.

LINES AND FITTINGS: Reinforced flexible hose, with metallic fittings. Appears serviceable.

PRESSURE/RESERVOIR TANK: Mercury Verado Power Steering. Equipped with Three (3) oil pumps / reservoir units and one cylinder per engine.

Power Steering Reservior

GROUND TACKLE

GROUND TACKLE

ANCHORS: One (1) Lewmar 22 lbs.

LINE/RODE MATERIAL: Forty feet of S.S. chain connected to 100 feet of 3 strand HS 9/16" rope.
Note: Customer purchased on 10/26/2021.

S.S Chain- Anchor

WINDLASS: Quick Windlass, Appears serviceable. Switch is accessible at bow and cockpit companionway. Mounting appears adequate for service required.

Winch-Motor

Winch

CONDITION AND DEFICIENCIES: Tested windlass from helm and bow control -works well.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS (NAVIGATION)

VHF: Handheld- Standard Horizon HX 890

RADAR: Garmin xHD2 Satellite install on 9/27/2021.

ELECTRONICS AND NAVIGATION EQUIPMENT

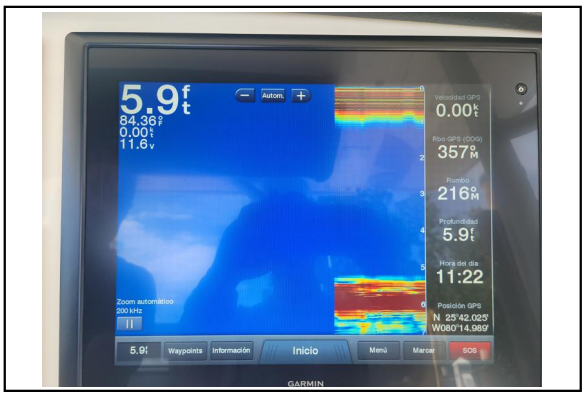
ELECTRONICS (NAVIGATION)*(continued)*

*** RADAR:** ***(continued)***

Satalite-Garmin

*** AUTOPILOT: [B8]** Mercury Marine Joystick Piloting: Outboard docking system with Joystick, electronic steering and skyhook / autopilot keypad.

DEPTH SOUNDER: Two (2) Gamin Multi-Function -Depth Screen



Garmin-depth Screen

*** ANTENNAS: [B9]** GPS Antennas mounted on the hard-top.

GPS Antenna

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS (NAVIGATION)*(continued)*

<User Define> Garmin Multi-Function Monitor-Satellite Screen

Garmin-Satilite Screen View

<User Define> Garmin Multi-Function Monitor-Engine Data Screen.

Running Engine Data

OTHER: Mercury Vessel View 7.

Mercury Vessel View 7

*** NOTE: [B10]** FLIR Thermal Night Vision Camera did not power-up. Located on the hardtop to the port side of the satellite.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS (ENTERTAINMENT)

STEREO SYSTEM: Fusion MS-NRX300

Sterio

SPEAKERS: JL Audio Waterproof Speakers, Total of eight(8).

TV/VCR: One (1) Television (Jensen) inside cabin.

TV

<User Define>

THRU-HULLS

THRU-HULLS

THRU-HULLS LIST: Four (4) thru-Hull valves.

THRU-HULLS

THRU-HULLS*(continued)*

*** THRU-HULLS LIST:** ***(continued)***

thru-Hull for Macerator

Thru-Hull for Baitwell

LOCATION: AFT of the boat in the bilge compartments (STBD & PORT).

USE: Bait-Well Pump, Macerator Pump and Generator.

MATERIAL: Hard Plastic

TYPE: Gate Valve

BONDED: No bonding sighted (Plastic material)

CONDITION: Appeared serviceable.

OPERABLE: Yes

HULL REINFORCEMENTS: Yes core material was plugged with solid FRP.

DRAIN PLUGS: Drain Plug is of brass and is sealed.

Drain Plug - Anode

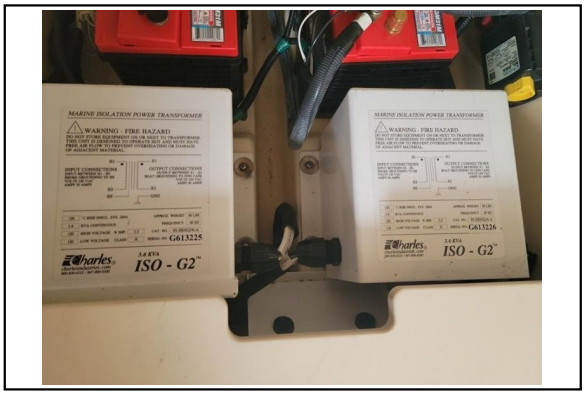
BONDING SYSTEM

BONDING SYSTEM

MAIN BONDING CONDUCTOR: The bonding system is mostly well established where sighted. A separate bonding system was not performed and I did not use a corrosion meter to establish the level of protection. However the bonding system is using individual green insulated wire and appeared to be serviceable were sighted. I also noted sacrificial anodes in the bottom of the hull. Monitor it frequently for condition and adequate protection.

ENGINES AND GENERATORS: Appears to be bonded and grounded.

CHECK FOR GALVANIC ISOLATOR: Yes, two (2) made by Charles Industries model ISO-G2



Battery Isolator

*** OTHER: [B11]** Anodes on the engines and hull need to be replaced.

NOTE: Dissimilar metals and medal alloys have different electrode potentials when two or more metals exit 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 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 help prevent or slow the galvanic corrosion process.*

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S: Twelve(12) Type I-U.S.C.G. approved. Located in the bow compartment and Hard-Top over hang.

NUMBER OF THROWABLE PFD'S: One (1) Type IV-U.S.C.G. approved throwable cushion device. The throw-able cushion is located underneath the Port gunwale-accessible. .

FIRE EXTINGUISHERS: Yes, One (1) BC-10 USCG new and in boxes not ready for use in bow compartment. One (1) automatic SEA-FIRE model HFC-227ea in the AFT compartment and two (2) BC-10 USCG in the cabin.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)*(continued)*

*** FIRE EXTINGUISHERS:** ***(continued)***

Fire Extinguiher-Cabin

Safety Equipment-Bow Compartment

VISUAL DISTRESS SIGNALS (FLARE KITS): Day/night visual distress signals are hand held flares.

Handheld Flares

SOUND DEVICES: Yes, air horn. Operable.

NAVIGATIONAL LIGHTS: Sidelights are operable.
Anchor lights are operable.

AUXILIARY SAFETY EQUIPMENT

FIXED FIRE EXTINGUISHING SYSTEM: Yes, a automatic fire extinguisher by SEA FIRE HFC-227ea is installed on the port side wall of the AFT compartment.
The gauge reads full.

ABYC 4.8 FIXED FIRE EXTINGUISHING SYSTEM: 4.82.1- Where installed, a manual release device shall be readly accessible. 4.8.5.1.2-A remote discharge indicator shall be installed at the primary helm location.

SAFETY EQUIPMENT

AUXILIARY SAFETY EQUIPMENT*(continued)*

*** FIXED FIRE EXTINGUISHING SYSTEM:** ***(continued)***

Fire Extinguiher-Inline

Fire Extinguisher Helm Control

SEARCH LIGHT: Yes, a remote control light located on the hard-top facing the bow of the vessel.

*** CARBON MONOXIDE DETECTOR: [A1]** None sighted onboard (cabin).

Note: Carbon monoxide detectors shall be installed on all boats with an enclosed accommodation compartment(s). ABYC A-24.6.1 Installation of Carbon Monoxide Detectors and Alarms

BILGE PUMPS

*** LIST: [A2]** Yes, two (1) midships and two (2) AFT inside the bilge compartment. Rule 2000 GPH with remote float switches appears to be operable and serviceable.

Auto-Switch-NOT SECURED

NOTE: Note: The manual operating switches in the main DC panel are well marked and are operable. The center bilge pump float switch is not accessible for the surveyors visual observation (tested). The motor was listen to be operable.

OUT OF WATER INSPECTION

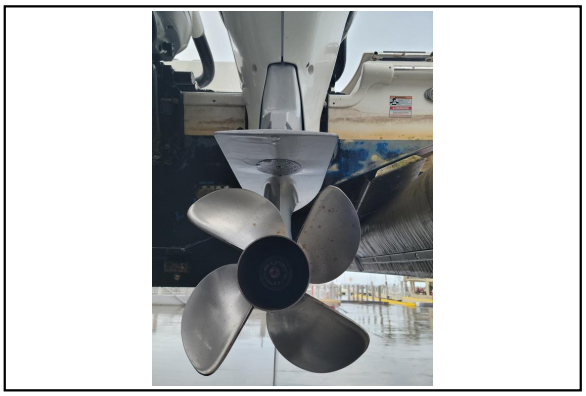
BELOW WATERLINE MACHINERY

PROPELLER(S): Mercury Revolution 4 S.S. propellers-Spun to detect warp-ness, rotated evenly. Appeared serviceable.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY*(continued)*

*** PROPELLER(S):** ***(continued)***



CNTR Prop

STBD Prop

Port Prop

SKEGS: No damage. Appears serviceable.

*** TRIM TABS: [B12]** Electric Trim Tabs with Dual Rams.
Both Trim Cylinders on each Tab are covered with sea-critters. In-order to diagnose they need to be pressure washed.

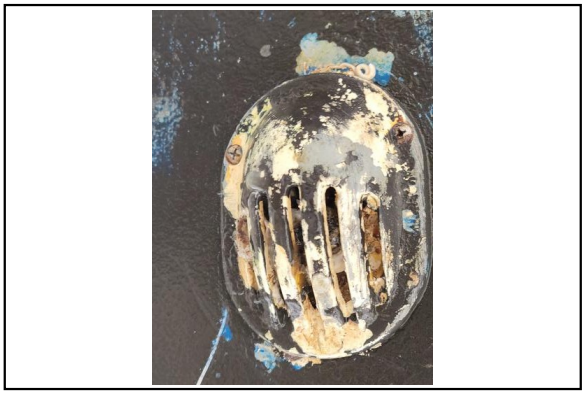
Port Trim Tab

STBD Trim Tab

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY*(continued)*

* **STRAINERS/SCOOPS/SCREENS: [B13]** Two (2) Scoopers for the Thru-Hull gate valves are external bronze alloy slotted type.



Scrupper

Scrupper pic 2

CONDITION OF HULL (UNDERWATER PORTION)

BLISTERS: None Sighted.

Blister Comments: Blisters (de lamination) 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 tenancy to dry out over winter or during dry storage unless severe or large.

* **CONDITION OF BOTTOM PAINT: [B14]** Bottom painted (black) approximately one year ago. Not prepared and applied correctly, (see photos)

STBD Hull Side

SEATRIAL REPORT

INTRODUCTION

INTRODUCTION: The Boston Whaler 370 Outrage, 2014 was operated from the owner's dock TO 1-2 miles inlet waters between the hours of 12:15 a.m to 1:00 p.m on 9 / 17 /2021. The vessel was operated by the owner. Attending the sea trial was the owner, myself, the buyer and the owners broker.

SEATRIAL REPORT

OBSERVATIONS

OBSERVATIONS: We performed the sea trial with the computer connected to the CNTR engine and monitored the Port and STBD engine with the boats Garmin Monitor that displays OIL PSI and TEMP. Degree. The temperature and oil pressure did maintain within specification for all three engines. The temperature read (158 deg.) and the oil pressure read (75 psi approx) all throughout the sea-trial. The RPM range of 4500 and 5400 was maintained mostly thought out the sea trial. Within this range the boat and engines performed solid.

NOTE: When higher RPM's of 5600-5700 was reached an alarm was activated.
The Engine fault history was retrieved after the sea trial. No running engine fault stayed recorded due to the sea trial.
Cylinder Compression and Spark Plug Coloration test results are good.

The boat was also maneuvered in different direction to test the steering and each engine was throttled individually starting at idle to compare response. Response was good.

IV. FINDINGS AND RECOMMENDATIONS

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

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

Deficiencies will be listed under the appropriate heading:

A. SAFETY DEFICIENCIES

B. OTHER DEFICIENCIES NEEDING ATTENTION

C. SURVEYORS NOTES AND OBSERVATIONS

A. SAFETY FINDINGS (United States Coast Guard):

FINDINGS	*RECOMMENDATIONS*
A.1 (PAGE 30) CARBON MONOXIDE DETECTOR:	
No Carbon Monoxide detector sighted.	*Comply with recommended safety Regulations.*
A.2 (PAGE 30) LIST:	
One (1) of the auto-switches needs to be secured.	*Correct issue with the proper marine repair.*

B. FINDINGS NEEDING ATTENTION:

FINDINGS	*RECOMMENDATIONS*
B.1 (PAGE 5) NOTE:	
A full detail is recommended to restore several areas of the hull and superstructure that have yellow staining.	*Further investigate and repair with like kind materials in keeping with accepted marine repair practices.*
B.2 (PAGE 6) CANVAS AND SUPPORT STRUCTURE:	
The retractable canvas system for the AFT is deck dissembled. Not operational.	*Owner states hardware is available and has communicated to buyer.*
B.3 (PAGE 10) FISH BOX:	
The Port side fish-box pump is leaking.	*Investigate further and repair or renew as necessary.*
B.4 (PAGE 13) LUBRICATION:	
The appearance of the oil is black / brown. Surveyor recommends engines to have the 100 hour or 1 year Maintenance Service performed.	*All three engines need to have the 100 hour maintenance service performed, as per Mercury Marine Scheduled Maintenance Service.* *See attached.*
B.5 (PAGE 16) NOTE:	
The Port rear cowling assembly does not seat well. Also, the cowling latch components do not lock well on all three engines.	*Investigate further and repair or renew as necessary.*
B.6 (PAGE 16) NOTE:	
The seal on one of the engines covers is damaged / worn.	*Investigate further and repair or renew as necessary.*

B. FINDINGS NEEDING ATTENTION:

FINDINGS	*RECOMMENDATIONS*
B.7 (PAGE 17) FLUID LEVELS:	
The fuel level is not being read at the Panda display (generator). Due to the sender being defective.	*Investigate further and repair or renew as necessary.*
B.8 (PAGE 24) AUTOPILOT:	
Shyhook is not operating because the GPS antenna is defective.	*Investigate further and repair or renew as necessary.*
B.9 (PAGE 24) ANTENNAS:	
Customer states the GPS Antenna is defective.	*Further investigate and repair with like kind materials in keeping with accepted marine repair practices.*
B.10 (PAGE 25) NOTE:	
FLIR Thermal Night Vision Camera did not power-up.	*Investigate further and repair or renew as necessary.*
B.11 (PAGE 28) OTHER:	
Anodes on the hull and engine need to be replaced.	*Investigate further and repair or renew as necessary.*
B.12 (PAGE 31) TRIM TABS:	
Both Trim Cylinders on each Tab are covered with sea-critters.	*In-order to diagnose they need to be pressure washed.*
B.13 (PAGE 32) STRAINERS/SCOOPS/SCREENS:	
Both scoopers are restricted with sea critters.	*Pressure wash both thru-hull gate valves to unclog passage.*
B.14 (PAGE 32) CONDITION OF BOTTOM PAINT:	
Bottom paint not prepared and applied correctly.	*Further investigate and repair with like kind materials in keeping with accepted marine repair practices.*

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

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

The grading of condition, developed by **BUC RESEARCH**, and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the **BUC USED BOAT PRICE GUIDE**, for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted marine grading system of condition:

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

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

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

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

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

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

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

OVERALL VESSEL RATING: FAIR CONDITION.

STATEMENT OF VALUATION:

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

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

a. Buyer and seller are typically motivated.

b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.

c. A reasonable time is allowed for exposure in the open market.

d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and

e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

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

V. SUMMARY AND VALUATION

$350,651
Three Hundred Fifty Thousand Six Hundred Fifty One

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

$587,000
Five Hundred Eighty Seven Thousand

SUMMARY:

In accordance with the request for a marine survey of the Boston Whaler 370 Outrage, 2014, for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on September 19, 2022 and was found to be a well constructed, appointed and comfortable vessel. The vessel is very capably captained and well-kept. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies list should be attended to in a timely fashion.

SURVEYOR'S CERTIFICATION:

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

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

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

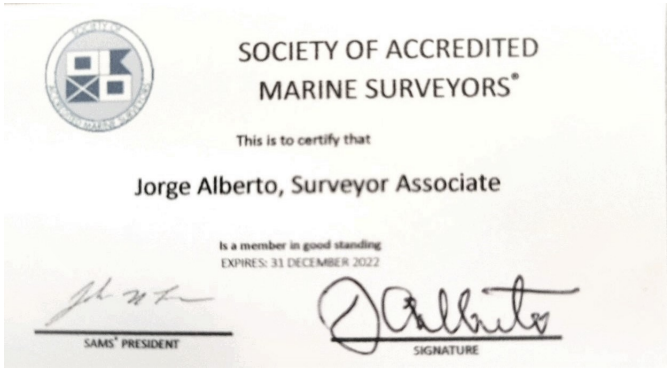
I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

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

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

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

ATTENDING SURVEYOR:



Date of this report submitted, [September 24, 2022]

VI. PHOTOGRAPHS

Bow Seating

Diving door

High - Low Table

VI. PHOTOGRAPHS

AFT View

Bow Storage Compartment

C.C. Seating

VI. PHOTOGRAPHS

STBD Side seating

Transom folder-up seating

Side View

VI. PHOTOGRAPHS

Stem

Keel

Hard-Top

VI. PHOTOGRAPHS

Superdeck View

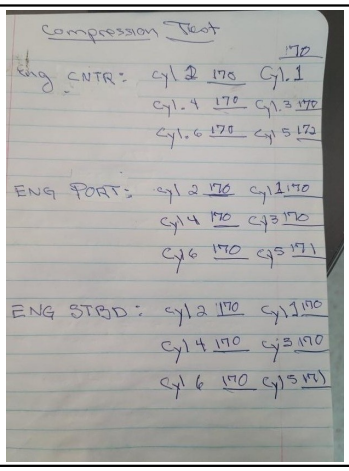
STBD Hull Side

STBD Hull Side- pic 2

VI. PHOTOGRAPHS

Port Hull Side

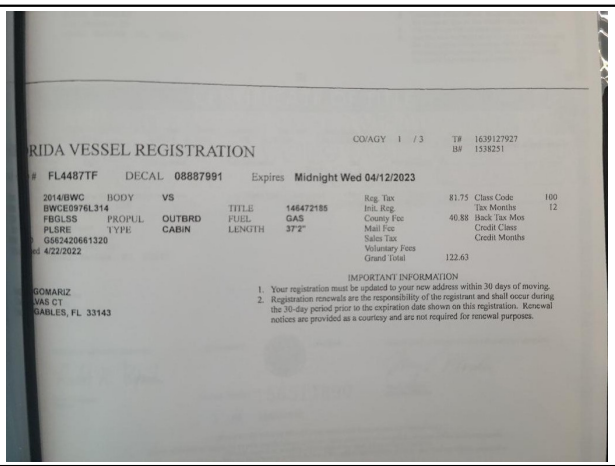
Cabin interior



Cylinder Comp. Test

VI. PHOTOGRAPHS

State Registration

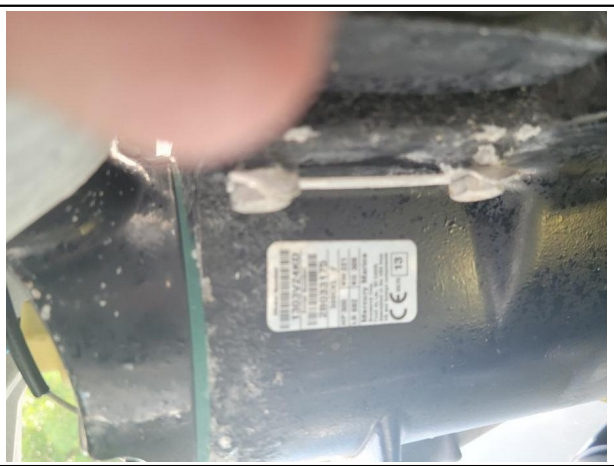


Vessel Registration

Engine Serial # (CNTR) I

VI. PHOTOGRAPHS

Engine Serial #STBD



Engine Serial # PORT