

JA OUTBOARD SERVICE, INC.
MARINE SURVEYOR ASSOCIATE

Center Console
Scout 275 lxf



MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

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Report of Marine Survey

Of The Vessel

Scout 275 lxf

Center Console

Conducted by
Jorge Alberto, SA

SAMS ASSOCIATE SURVEYOR
ABYC MEMBER

PREPARED EXCLUSIVELY FOR:
Luis Gordillo

February 16, 2024

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Luis Gordillo, the attending surveyor did attend onboard the Scout 275 lxf, 2013 beginning on 02/10 /2024 where an "in-the-water-survey "WAS NOT" conducted at Marine Max Ocean-Reef Marina. The ship's papers were on board and appeared to be in order. The Hull Identification Number (**SLPLM178A313**) WAS verified from the transom. A sea trial WAS NOT performed. An out-of the water inspection of underwater machinery and the exterior of the hulls wetted surface area WAS performed on 02/10/2024 at Marine Max Ocean Reef Marina. The reason for the survey, was to ascertain the physical condition and value of the vessel. DC power meter and battery tester WAS used to check operation of the electrical systems specified in this report, only. All 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; No cylinder compression test was performed. 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 attending surveyor, only.

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.

SURVEY STANDARDS

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE;
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.

VESSEL DESCRIPTION

Scout's 275 LXF center console is a sleek sportster that has the bona fides for serious offshore pursuits. The Nu-V3 hull performs with negligible bow rise on acceleration and a soft, smooth, fuel-efficient ride regardless of heading. The aggressive bow flares knocks down any spray to keep the cockpit bone-dry. The helmsman and companion are comfortably snuggled into the console's bolstered flip-back leaning post. Either position, standing or seated, offers commanding view and protection from the elements. The fit and finish of all Scout boats is impeccable. All hatch lids close snugly and smoothly without rubbing, binding or squeaking. The two tone upholstery is striking yet durable and premium hardware is used throughout. The 275 Luxury Sportfisher is a boat that'll certainly turn heads in any marina or complement a megayacht as a tender. But beneath that gorgeous facade lies a serious fishing machine.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER: 00000
SURVEY PREPARED FOR: Luis Gordillo

NAME OF VESSEL: Scout 275 LXF
TYPE OF SURVEY: Re-Insurance
OVERALL VESSEL RATING: Fair Condition
ESTIMATED MARKET VALUE: \$106,795
ESTIMATED REPLACEMENT COST: \$168,500 (does not include outboard engine or trailer)
YEAR/MAKE/MODEL OF VESSEL: 2013/Scout/275 LXF, Center Console.
BUILDER: Scout Boats
HULL IDENTIFICATION NUMBER (HIN): SLPLM178A313
SEE PHOTO GALLEY
HOME PORT: Key Largo, Fl.
HAILING PORT: Key Largo, Fl.
STATE VALIDATION STICKER NUMBER: 18757125
SEE PHOTO GALLEY
STATE REGISTRATION NUMBER: FL5908PW
SEE PHOTO GALLEY
OWNER'S NAME: Luis Gordillo
OWNER'S ADDRESS: 6200 SW 113th ST
Pinecrest, Fl 33156
PLACE OF SURVEY: MarineMax OceanReef Marina
DATE/TIME OF SURVEY: February 10, 2024
HULL MATERIAL: Fiberglass
HULL TYPE: Deep Vee
LENGTH OVER ALL (L.O.A.): 27'6"
BEAM: 9 feet
DRAFT: 1' 4"
DISPLACEMENT: 5100 LB
PROPULSION SYSTEM: Outboard Engine (four stroke)
FUEL TYPE: Gasoline.
FUEL CAPACITY: 175 gallons
AC POWER: Shore Power-onboard charger/ inverter.
DC POWER: 12V System
FRESH WATER CAPACITY: 15 gallons

II. GENERAL INFORMATION

GENERAL INFORMATION(*continued*)

HOLDING TANK: 9.5 gallons
INTENDED USE/BUYER: Recreational / Sport Fishing
INTENDED CRUISING AREA: Near coastal Florida.
INTENDED USE: Recreational, Offshore Cruising.

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

II. GENERAL INFORMATION

DEFINITION OF TERMS:(*continued*)

*** Per USCG Documentation

**** Per Buc Book

SURVEY INSPECTION 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 instructions were checked for power up only, not for functionality. If a component is not identified in this report, it was not inspected.

It is the nature of marine vessels 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.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

TYPE: Deep Veep

MATERIAL: FRP (Fiberglass Reinforced Plastic)
Hand-laid process.

EXTERIOR HULL: No, Gel-Coat nicks, spider-web or blisters were found.
The Gel-Coat finish is maintained.



Stern STBD View



Hull Port View

PORTLIGHTS: None Sighted.

BULKHEADS: No Access

STRINGERS: Only access to stringer is in the bilge compartment.
Fiberglass reinforced- No de lamination.

STEM: Sharply raked stem of reinforced fiberglass.



Stem View

TRANSOM: The transom has a 22-degree dead-rise.
No stress marks.

BILGE:

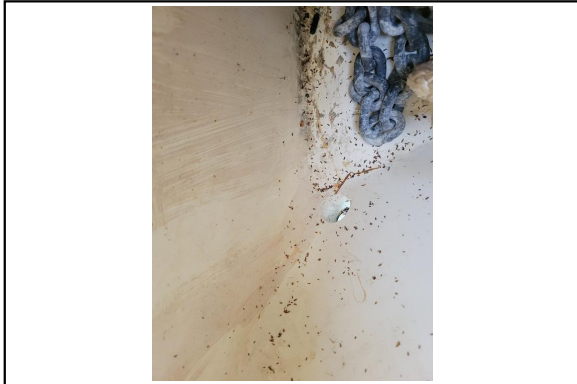
CHAIN LOCKER (DRAINAGE): The limber hole in the chain locker exits the hull on the STBD side.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

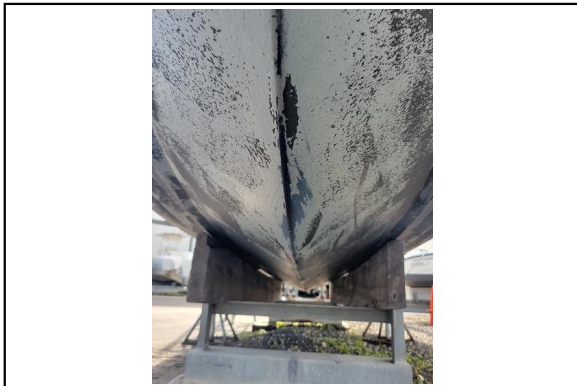
HULL CONSTRUCTION (continued)

* CHAIN LOCKER (DRAINAGE): (continued)

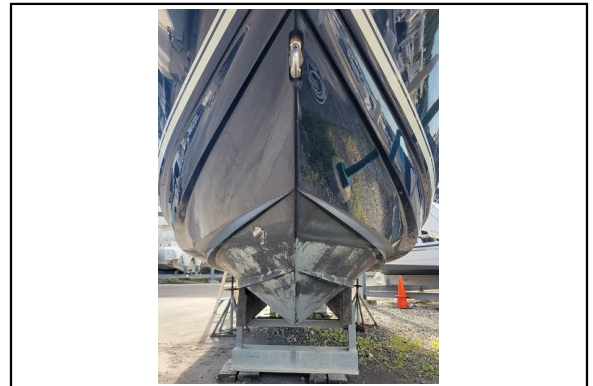


Anchor Compartment Drain hole

KEEL EXTERNAL: keel is solid.
Sounded keel with a phenolic hammer.



Keel pic 2



Keel

MOISTURE CONTENT: No Moisture detected in the hull.

Blisters 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 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 the water for an entire season or for a long period of time. In addition, the symptomatic evidence of blistering can be obscured by bottom coating, a dry storage period during which blisters spontaneously de pressurize, 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 bottom maintenance, blistering repairs or prophylactic coating on this vessel.

DECK CONSTRUCTION

MATERIAL: Fiberglass reinforced composite / foam.

COCKPIT: Large cockpit fishing area.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

DECK CONSTRUCTION *(continued)*

* COCKPIT: *(continued)*



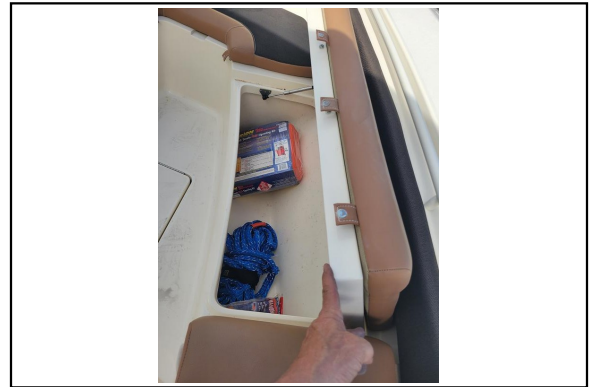
Bow Cockpit View

<User Define> Floor is solid. No soft spots.
Self-Bailing Cockpit.

<User Define> Storage: FWD compartments.



Storage Port Bow



Storage STBD Bow

OTHER: Additional storage at Bow- Center Floor.

HULL-TO-DECK JOINT

TYPE: The hull and deck joint appears to be bonded with a heavy layer of glass that makes the joint watertight.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL-TO-DECK JOINT(*continued*)

* TYPE: (*continued*)



Deck to Hull Joint

FASTENERS: Not visible fiberglass reinforced. .

REINFORCEMENT: Marine Adhesive / Fiberglass

DECK FITTINGS

SCUPPERS: None-enclosed deck
Self Bailing Hull via thru-hull fittings.

CHOCKS AND CLEATS: Stainless Steel hardware.
316 S.S. Recessed Cleats.

DECK SURFACE: Gel-Coat diamond non-skid surface.

GRAB RAIL: Bow Grab Rails.

SUPERSTRUCTURE

MATERIAL: FRP (fiber reinforced plastic) and foam.

DECK HATCHES: All are Stainless Steel 316-Recessed.

SUPERSTRUCTURE HOUSE TO DECK JOINTNo sign of stress marks. Appears solid.

BRIDGE DECK

COCKPIT: Center Console

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

BRIDGE DECK(continued)

* COCKPIT: (continued)



Helm

SEATS: Dual seat and leaning post with cushions and arm rest.
All Upholstery is in good condition.



Helm Seat



Seat Stern



Seat Bow

WINDSHIELD: Tempered Glass Enclosure
NO Stress Marks

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

BRIDGE DECK(continued)

* WINDSHIELD: (continued)



Windsheid

ADDITIONAL EQUIPMENT AND ACCESSORIES

FENDERS: Six (6) onboard.

DOCK LINES: Four (4) double braided 1/2" X 20' nylon dock lines.

FISHING EQUIPMENT

DOWN RIGGERS: None sighted

LIVE BAIT WELLS: Two (2) 20 gallon livewell located at the AFT of the boat.
Both pumps Powered-Up.



Livewell Port



Livewell STBD

WASH DOWN SYSTEM: Water Pressure Pump 12V, 3.0 GPM
Powered-Up (pump only).

ROD HOLDERS: On the AFT of the boat, T-Top Rail System and Gunwale-(11 units).

* **FISH BOX(S): [B1]** Two (2) fish boxes.
Gel-Coat chip and blisters on both fish box.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

FISHING EQUIPMENT *(continued)*

* FISH BOX(S): *(continued)*



Gelco Chip at STBD Livewell.



Gelco Blisters at Both Livewells

OUTRIGGERS: None Sighted.

CABIN APPOINTMENTS

GALLEY

LOCATION: AFT of Center Console.



Grill, Sink at CC Stern Side

* **SINKS:** [B2] Did not Power-Up.

REFRIGERATION: Isotherm Refrigerators

III. SYSTEMS

CABIN APPOINTMENTS

GALLEY (continued)

* REFRIGERATION: (continued)



Refrigerator Temp.



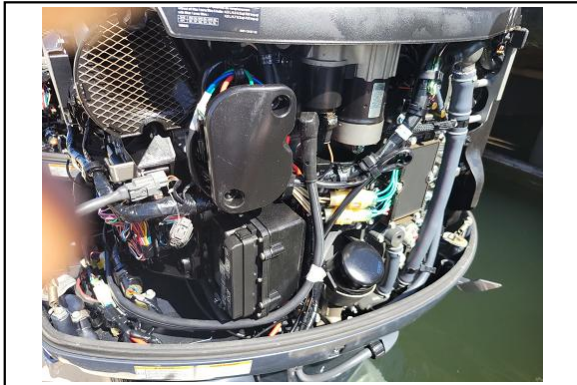
Refrigerator

STOVE/OVEN: NO, Shore Powercord available to Power-Up the grill.

PROPULSION

MAIN ENGINES

TYPE: Four Stroke-Outboard Engine



Powerhead Port View



Powerhead STBD pic2



Powerhead STBD



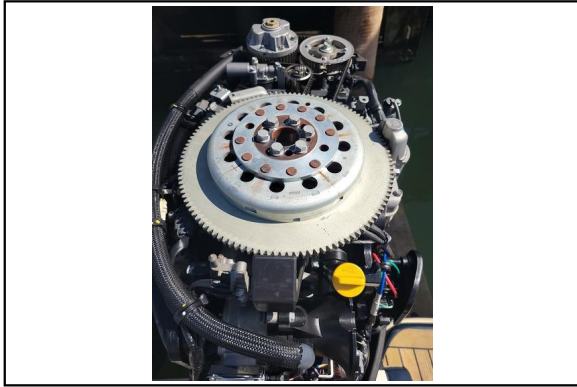
Powerhead Top View

III. SYSTEMS

PROPULSION

MAIN ENGINES *(continued)*

* TYPE: *(continued)*



Powerhead Top.View pic 2.jpg

MANUFACTURER: Yamaha Outboard Marine

SERIAL NUMBERS: 6DA X 1000117
6DB X 1000011

NOTE: DECAL IN PHOTOGRAPHS SECTION

HORSE POWER: 200

NUMBER OF CYLINDERS: Six Cylinder

* **INDICATED HOURS:** [B3] The engine gauges read 143 and 140 hours.
Both gauges are clearly read.

THROTTLE CONTROLS: Yamaha Remote Dual Control-Gable Wire.
Engines were shifted into gear during idle-Both engaged well.



Control

EMERGENCY SHUT DOWN: Engine shut down pull cable (lanyard) clearly marked beneath key switch.

III. SYSTEMS

PROPULSION

MAIN ENGINES *(continued)*

* EMERGENCY SHUTDOWN: *(continued)*



Emergency lanyard

LUBRICATION: Wet sump by Trochoid pump.

Note: The engine oil is clean and the level is within range.

EXHAUST SYSTEM: Through prop exhaust.

FUEL TRANSFER (PUMPS): Multi-Port Sequential Electronic Fuel Injection.

ENGINE ALARMS: The Caution System is clearly visible and audible. Yamaha has four lamps OIL, TEMP, CHECK ENGINE AND REV LIMIT displayed on the RPM gauge.

ENGINE SYNCHRONIZER: Not available

CONDITION AND DEFICIENCIES: The engines were **idled** in the water. Yamaha Software Diagnose was used to monitor the engines. All systems maintained readings within spec's. And, the engines shifted into gear well.

Both engines had a complete scheduled maintenance service performed on May 12, 2023. The STBD engine had 132 and the PORT 130 hours at the time.

Note: See Appendix for Live Engine Data Report.

<User Define> No need to check cylinder compression.

<User Define> No need to check the spark plugs.

OTHER: TNT Unit:

Good condition-Seals, S.S. Shaft, Motor-No Corrosion and No Leaks.

III. SYSTEMS

PROPULSION

MAIN ENGINES *(continued)*

* OTHER: *(continued)*



TNT Unit PORT



TNT Unit STBD

COOLING SYSTEM

TYPE: Water Cooled

TRANSMISSIONS

TYPE: Lower Unit: Standard rotation 25" shaft and a Port counter rotation 25" shaft.

MANUFACTURER: OEM Yamaha Lower Unit

DRIVE TYPE: Driveshaft Pinion Gear.

FLUID LEVEL AND CONDITION: NO, sign of water intrusion.



Gear Oil-NO WATER

PROP SHAFT: Inspected visually for straightness.

Note: The propeller was spined to detect warpage in the prop-shaft.

* **NOTE:** [B4] Anodes on the lower unit and bracket need to be replaced.
The bonding wire is connected.

III. SYSTEMS

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE: Gasoline.

MATERIAL: Reportedly Aluminum.

NUMBER OF TANKS: One (1)

TANKS CAPACITY: 175 gallons

SECURED: Tank is foamed-in and secured to the transom.

* **MANUFACTURING LABEL:** [C1] Label not accessible to visualize.



Gas Tank AFT Hatch SEALED



Gas Tank FWD Hatch SEALED

FILL PIPE LOCATIONS: Port Mid-Ship

Fill Cap Secured.



Gas Fill Cap Secured

FILL PIPE GROUNDED: Yes, at fitting base.

III. SYSTEMS

FUEL SYSTEM

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

* FILL PIPE GROUNDED: (*continued*)



Gas Tank Fill GROUNDED pic 2

HOSE CONNECTIONS, CLAMPS: Double clamped

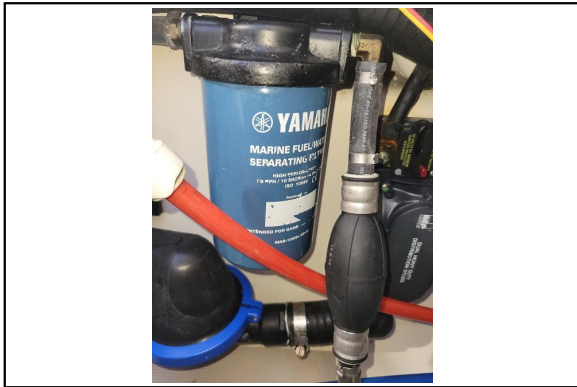
Note: ABYC 24.12.7- Hose used in the fuel tank fill system shall be secured, by at least two corrosion resistant clamp.

RETURN LINES: Yes, Type B.

Note: USCG TYPE B, located outside a engine compartment.

SHUT-OFF VALVE: No access.

FUEL FILTERS: One (1) remote mounted Water Separator Filter located in the bilge compartment for each engine.



Fuel Water Separator

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (DC SYSTEM)

VOLTAGE: 12 volts

III. SYSTEMS

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (DC SYSTEM)(continued)

* **BATTERIES: [B5]** Three (3) Interstate Batteries Deep Cycle and one (1) Cranking, GRP 27

Note: All Tested with-in spec's.

* ALL BATTERIES SHOULD BE PROPERLY SECURED TO THEIR LOCATION AND CANNOT BE MOVED MORE THAN ONE INCH IN ANY DIRECTION BY ABYC E-10.



Battery Test #1



Battery Test #3



Battery Test #2



Battery Test #4

MAIN BATTERY SWITCHES: Rotary Selector Switch and one Digital Voltage Sensing Relay (DVSR)-one for each switch.

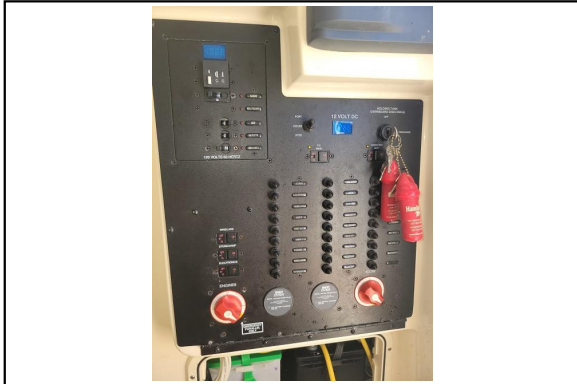
PANEL: Relay and Fuse Panel- Blue Seas

III. SYSTEMS

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (DC SYSTEM)(continued)

* **PANEL:** (continued)



Main Electrical Panel

* **BREAKERS/FUSES:** [B6] One (1) breaker corroded. Needs to be replaced.
Located in the bilge compartment Port Side.



Electrical Relay CORRODED

TYPE CONNECTORS: Round Lugs: Captive type where sighted w/ lock nuts.

ROUTING/SUPPORT: Well supported and secured where sighted.

* WIRING IS SUPPOSED TO BE SECURED EVERY 18 INCHES. AS RECOMMENDED BY ABYC E-11.

CHARGING SYSTEM (BATTERY CHARGER) Victron MultiPlus Compact (battery charger/ Inverter)

III. SYSTEMS

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (DC SYSTEM)(continued)

* CHARGINGSYSTEM(BATTERYCHARGER): (continued)



Charger , Inverter

ELECTRICAL SYSTEM (AC SYSTEM)

SHORE POWER INLET: Port Side.

Marinco 30A 125V



Shore Power Outlet

AC SOURCE SELECTOR SWITCH:120V 60 Hertz

* OUTLETS: [C2] Two (2) Outlets GFCI.



Recepticle GFCI



Recepticle

III. SYSTEMS

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (AC SYSTEM)(continued)

GALVANIC ISOLATOR: None Sighted

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS: Not accessible.



Fresh Water Tank

CAPACITY: 15 gallons

LOCATION: Center Console Compartment.

MATERIAL: Plastic (polyethylene) material.

PUMPS: Powered-UP



Fresh Water Pump



Fresh Water Nozzle

FILTERS: Dirty

III. SYSTEMS

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)(continued)

* FILTERS: (continued)



Fresh Water Filter, DIRTY

HOSES AND CLAMPS: Single S.S clamp.

FRESH WATER SYSTEM (HOT WATER SYSTEM)

MANUFACTURER: Isothemp



Water Heater

NOTE: Did not Power-Up. No Shore-Power Cord available.

SANITATION

SANITATION (BLACK WATER)

MANUFACTURER: Master Flush Technology.

MANUAL OR ELECTRIC TYPE: Both manual and electric.

NUMBER OF HEADS: One (1)

LOCATION OF HEADS: Center Console with forward entry.

M.S.D TYPE USCG SYSTEM:Type III MSD Sanitation System.

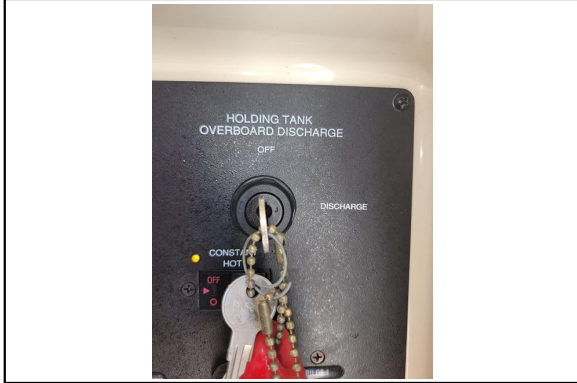
III. SYSTEMS

SANITATION

SANITATION (BLACK WATER)(continued)

MACERATOR: No access.

"Y" VALVES: Panel-Switch.



Holding Tank Discharge Switch

HOLDING TANK: 9.5 gallons

* **NOTE:** [B7] Sanitation System did not Power-Up.

STEERING SYSTEM

STEERING SYSTEM

TYPE: Hydraulic

MANUFACTURER: Sea-Star Tournament Series

NUMBER OF STATIONS: One (1)

LINES AND FITTINGS: Hydraulic brass fittings
NOTE: No stress marks on hoses

PRESSURE/RESERVOIR TANK READINGPower Assist Unit-Sea Star.



Steering Power Assit Unit

ACTUATOR CYLINDER: Center-mount cylinder w/ tie bar.

III. SYSTEMS

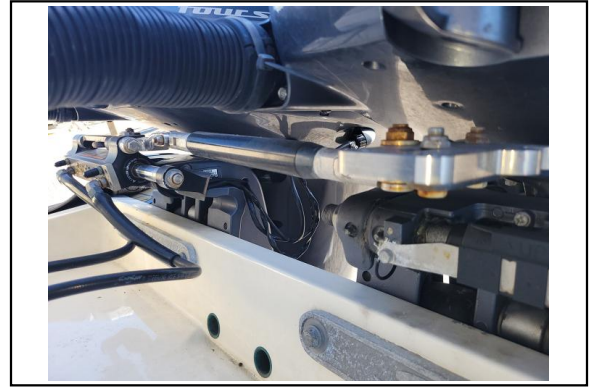
STEERING SYSTEM

STEERING SYSTEM(continued)

* ACTUATORCYLINDER: (continued)



Steering Cylinder



Steering Cylinder Tie Rod

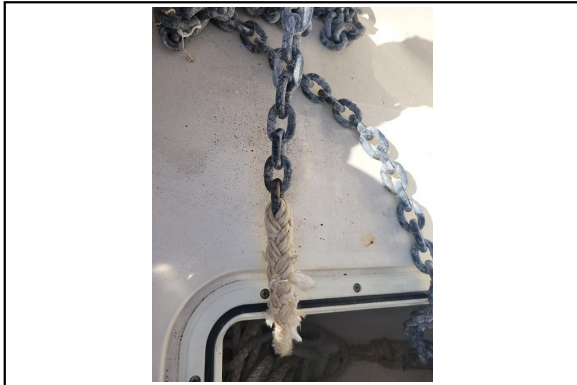
NOTE: Note:Steering was tested out of water, only (Not during a Sea-Trial). Responded well.

GROUND TACKLE

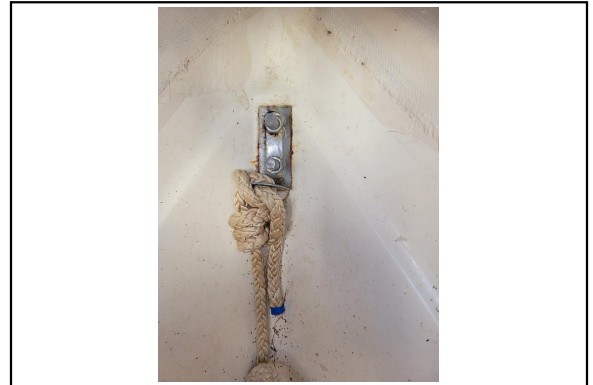
GROUND TACKLE

ANCHORS: Fortress Aluminum Alloy, FX-14lbs

LINE: 1/2 " Three Strand Twisted Nylon-approx. 150 feet



Tied Anchor Rope to Chain



Tow U-Clamp, Tied Anchor Rope

CHAIN: 1/2" Galvanized Chain 8' long.

WINDLASS: Lewmar Pro Series 700

III. SYSTEMS

GROUND TACKLE

GROUND TACKLE(continued)

* WINDLASS: (continued)



Windlass

NOTE: The anchor rope is tied to the hull U-clamp and chain.
The windlass operated well in both direction.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF: Gamin VHF 100
Powered-UP

RADAR: Gamin HD Radar Dome



Radar

AUTOHELM: None Sighted.

COMPASSES: Ritchee Black 3"

ANTENNAS: One (1) shakespeare

NAVIGATION COMPUTER: Gamin GPS Map 5212
Powered Up.

III. SYSTEMS

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT (continued)

* NAVIGATION COMPUTER: (continued)



Navigation Computer

ELECTRONICS (ENTERTAINMENT)

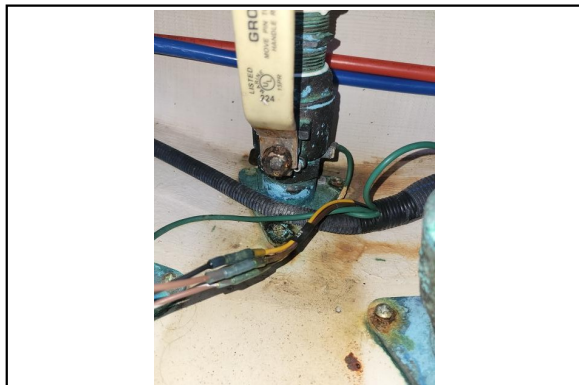
STEREO SYSTEM: Fusion MS UD 755 Stereo with a Fusion MS-NRX200 (remote).
Powered-up

SPEAKERS: Two (2) Fusion Speakers and one (1) SubWoofer 10".
Sounds well.

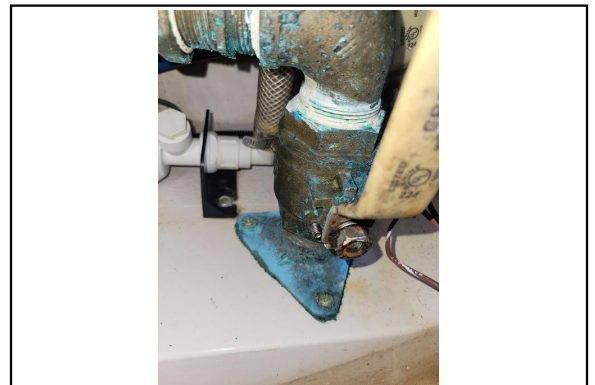
THRU-HULLS

THRU-HULLS:

THRU-HULLS LIST: Two (2) for Self-Bailing, one (1) for both the Fishbox and one (1) for each Livewells. A total of five(5) Thru-Hulls.



Thru-Hull Pic 1



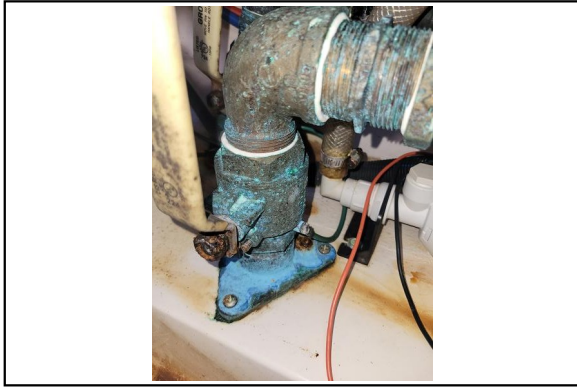
Thru-Hull Pic 2

III. SYSTEMS

THRU-HULLS

THRU-HULLS:(continued)

* THRU-HULLSLIST: (continued)



Thru-Hull Pic 3



Thru-Hull Pic 4

LOCATION: AFT in the bilge compartment.

MATERIAL: Cast Iron / Bronze

TYPE: Gatevalve

BONDED: Yes



Bonding Wire at Thru-Hulls

CONDITION: Two are Operable the ones for the Livewells.
The other three (3) are frozen.

HULL REINFORCEMENTS: Fiberglass reinforced.
Solid

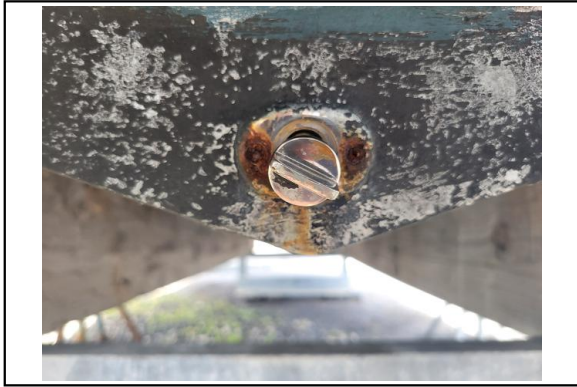
DRAIN PLUGS: Stainless Steel flange and plug

III. SYSTEMS

THRU-HULLS

THRU-HULLS:(continued)

* DRAIN PLUGS: (continued)

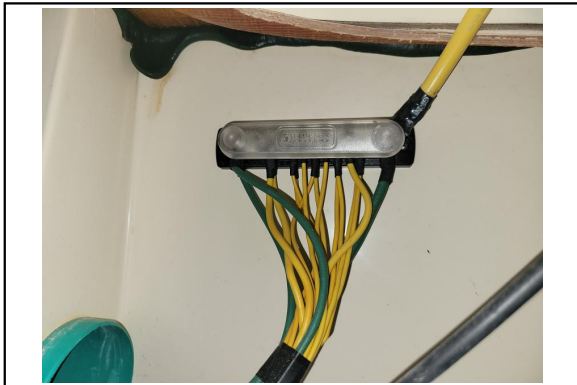


Drain Plug

BONDING SYSTEM

BONDING SYSTEM

MAIN BONDING CONDUCTOR: Terminal Strip located in the Center Console compartment.



Bonding Terminal

THRU-HULL FITTINGS: Yes, bonding wire attached.

ENGINES AND GENERATORS: Connected at mid-section

ZINC (HULL ZINC): None Sighted.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S: Five (5) Adult vest and three (3) youth.

No person may use a recreation vessel unless-At least one wearable PFD is on board for each person (175.15 USCG Regulations for Recreational Boats).

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)(continued)

* NUMBER AND TYPE OF PFD'S: (continued)



Life-Vest

NUMBER OF THROWABLE PFD'S: Two (2) sighted.

No person may use a recreational vessel 16 feet or more in length unless one throwable PFD is on board in addition to the total number of wearable PFD required onboard. 175.15 USCG Regulations for Recreational Boats.



Throwable Overboard

FIRE EXTINGUISHERS:(2) Two onboard-Full, NEW

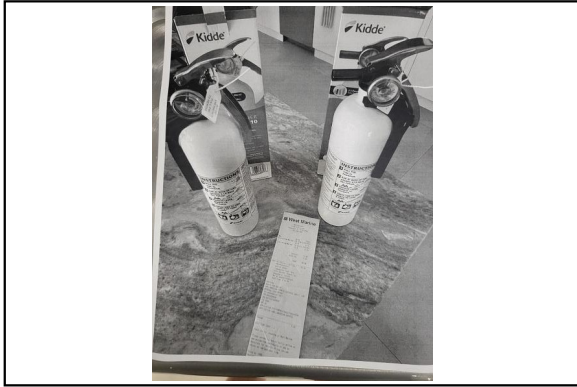
A recreational boat between 26' and 40' in length must carry at least two (2) portable fire extinguisher system , unless a fixed fire extinguishing system in machinery space is installed. Then only one (1) portable fire extinguisher system is required. Set forth in table 1 to 175.320 (a)(1) of the USCG Regulations For Recreational Boats.

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)(continued)

* FIRE EXTINGUISHERS:(continued)



Fire Extinguishers

VISUAL DISTRESS SIGNALS: Flare Gun-Expiration Date for the Flares: March 2027.



Flares

SOUND DEVICES: Horn onboard is operable.

NAVIGATION LIGHTS: Navigation lights- Powered-Up.



Anchor Light



Navigation Lights pic 2

III. SYSTEMS

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)(continued)

* NAVIGATION LIGHTS: (continued)



Navigation Lights

AUXILIARY SAFETY EQUIPMENT

E.P.I.R.B.: None Sighted.

BILGE WATER ALARM AND SAFETY SWITCHES: None Sighted.

* SEARCH LIGHT: [B8] One (1) bow deck light.
Powered-Up, but remote is damaged.

FIRST AID KIT: None Sighted

BILGE PUMPS

LIST: One (1) Rule 2000 w/ Automatic Switch in the bilge compartment and one (1) Rule 1100 GPH Auto-Switch mid-ship.
Both Powered-UP.



Bilge Pump AFT



Bilge Pump FWDjpg

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S): Two (2) Yamaha Reliance Stainless Steel, three bladed propellers. 18 x 14 1/4"
No nicks-Damages

III. SYSTEMS

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY (continued)

SKEGS: Both skeg are in good condition.

TRIM TABS: Both Electric Trim Tabs operate well.



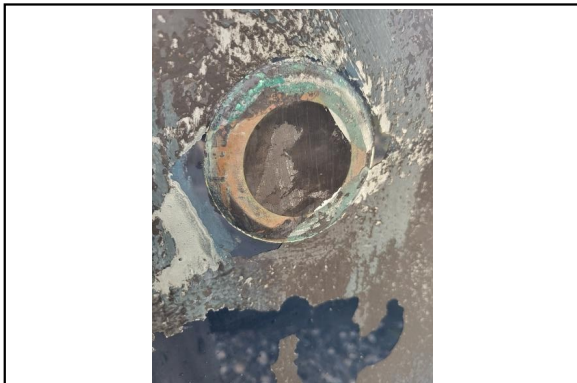
Trim Tabs STBD



Trim Tab. Portjpg

THRUSTERS: None Sighted.

TRANSDUCERS: Thru-Hull Tranducer
Hull reinforcement solid.



Tranducer

* **STRAINERS/SCOOPS/SCREENS:** [B9] Thru-Hull fittings.
Some corrosion on the thru-hull exterior fitting (bottom).

III. SYSTEMS

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY (continued)

* STRAINERS/SCOOPS/SCREENS: (continued)



Scuppers for Livewells & Selfbailing ports



Scupper Fishbox-STBD

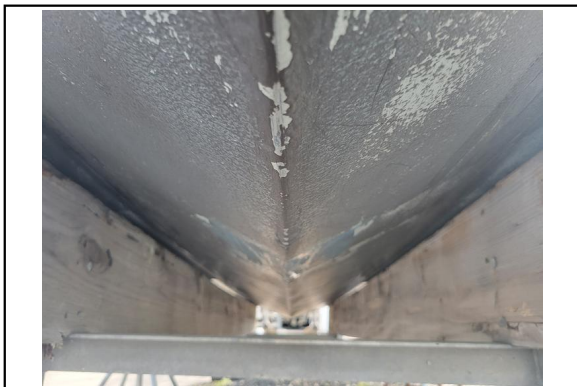
* ZINCS: [B10] One (1) anode on each trim tab. Need to be replaced.

CONDITION OF HULL (WETTED SURFACE)

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. Blisters (if any) best appear after the vessel has been in the water for an entire season or for a long period of time. In addition, the symptomatic evidence of blistering can be obscured by bottom coating, a dry storage period during which blisters spontaneously de pressurize, 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 bottom maintenance, blistering repairs or prophylactic coating on this vessel.

* **CONDITION OF BOTTOM PAINT:**[C3] The Bottom Paint is warn. The owner has not repaint the bottom, because the boat is kept in dry storage.



Bottom Center



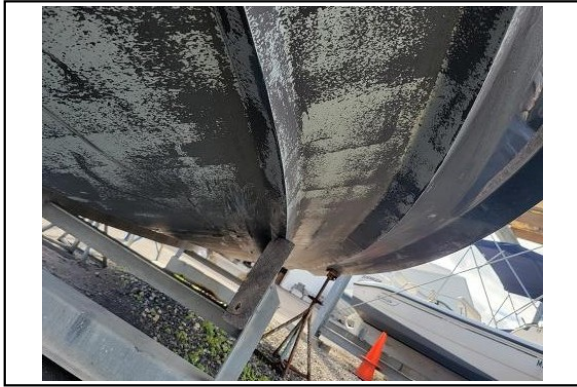
Bottom pic2

III. SYSTEMS

OUT OF WATER INSPECTION

CONDITION OF HULL (WETTED SURFACE) *(continued)*

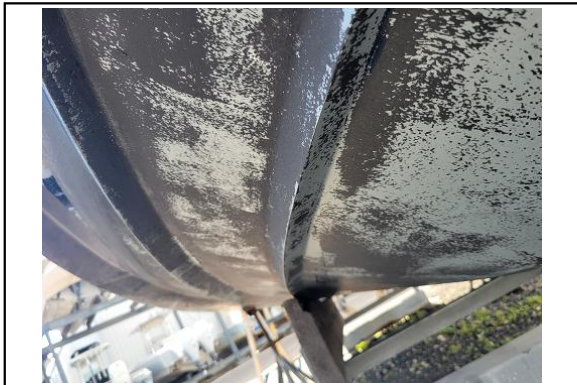
* CONDITION OF BOTTOMPAINT: *(continued)*



Bottom Port



Bottom STBD pic2



Bottom STBD

NOTE: The Bottom was sounded with a phenolic hammer.

SEATRIAL REPORT

OBSERVATIONS

OBSERVATIONS: The engines were idled in the water (No Sea Trial). Yamaha Software Diagnose was used to monitor the engines. All systems maintained readings within spec's. And, the engines shifted into gear well.

See the appendix for the live software diagnose reports.

ENGINE SURVEY SUMMARY

ENGINE SURVEY

ENGINE SURVEY PERFORMED BY: Jorge Alberto, SA.

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 its value.

Deficiencies will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES
- B. OTHER DEFICIENCIES NEEDING ATTENTION
- C. SURVEYORS NOTES AND OBSERVATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

FINDINGS	RECOMMENDATIONS
B.1 (PAGE 10) FISH BOX(S): Gel-Coat chip and blisters on both fish box.	<i>Investigate further and repair or renew as necessary.</i>
B.2 (PAGE 11) SINKS: Sink at AFT of CC did not Power-Up.	<i>Investigate further and repair or renew as necessary.</i>
B.3 (PAGE 13) INDICATED HOURS: The engine gauges are inverted.	<i>Investigate further and repair or renew as necessary.</i>
B.4 (PAGE 15) NOTE: Anodes on the lower unit and bracket need to be replaced.	<i>Investigate further and repair or renew as necessary.</i>
B.5 (PAGE 18) BATTERIES: Two batteries needed to be charged.	<i>Recommend to keep the boat charging system connected during storage.</i>
B.6 (PAGE 19) BREAKERS/FUSES: One (1) Breaker Corroded-Unwanted Open Circuit. Located in the bilge compartment port side.	<i>Investigate further and repair or renew as necessary with marine grade industry practice.</i>
B.7 (PAGE 23) NOTE: Sanitation System did not Power-Up.	<i>Investigate further and Repair or renew as necessary.</i>
B.8 (PAGE 31) SEARCH LIGHT: Powered-Up, but remote is damaged.	<i>Investigate further and repair or renew as necessary.</i>
B.9 (PAGE 32) STRAINERS/SCOOPS/SCREENS: Some corrosion on the thru-hull exterior fitting (bottom).	<i>Recommend to pressure wash.</i>
B.10 (PAGE 33) ZINCS: One (1) anode on each trim tab. Need to be replaced.	<i>Replace Anodes.</i>

IV. FINDINGS AND RECOMMENDATIONS

C. SURVEYOR'S NOTES AND OBSERVATIONS:

FINDINGS

RECOMMENDATIONS

C.1 (PAGE 16) MANUFACTURING LABEL:

Label not accessible to visualize.

The gas tank hatches are sealed with silicone. See pictures.

C.2 (PAGE 20) OUTLETS:

AC Outlets were not tested do to no shore power-cord onboard.

No Shore Power-Cord Onboard.

C.3 (PAGE 33) CONDITION OF BOTTOM PAINT:

The Bottom Paint is warn.

The owner has not repaint the bottom, because the boat is kept in dry storage.

NOTE: If cruising more than 25 nautical miles offshore it is also recommended that a USCG approved self-inflating life raft be fitted to the vessel. And a first aid kit and small manual watermaker be added to the ships safety gear.

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 **BUCRESEARCH** 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 **BUCUSED 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

\$106,795

One Hundred Six Thousand Seven Hundred Ninety Five

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

\$168,500

One Hundred Sixty Eight Thousand Five Hundred

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the Scout 275 LXF, 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 02/10/2024 and was found to be a well constructed, appointed and comfortable vessel. 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.

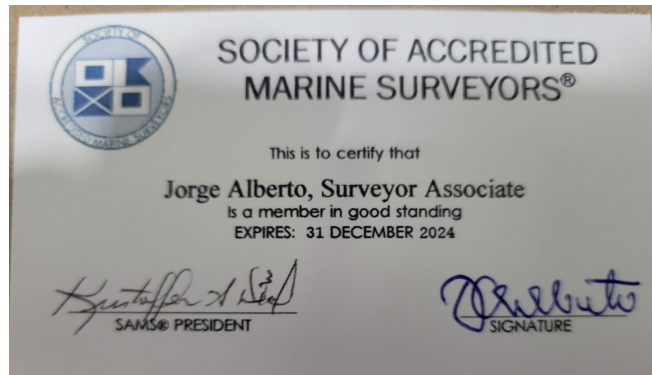
I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

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:

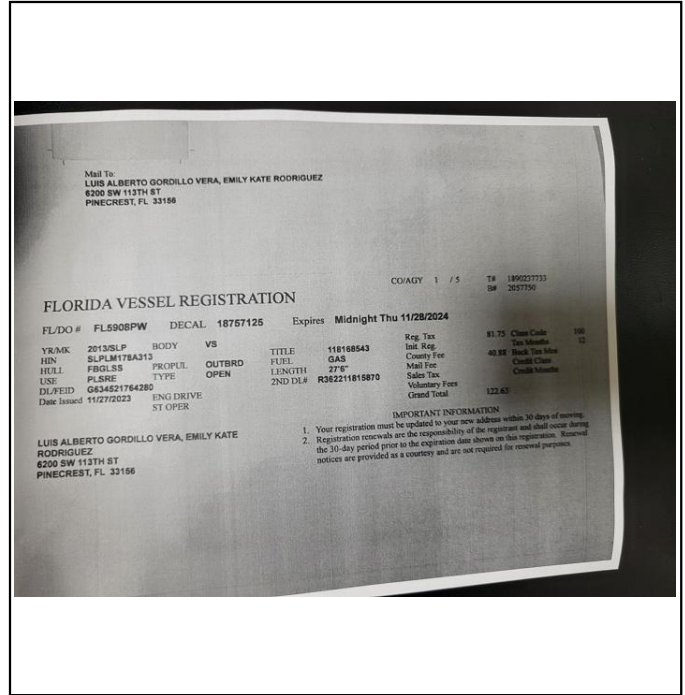


Date submitted of this report, (02/ 16/ 2024

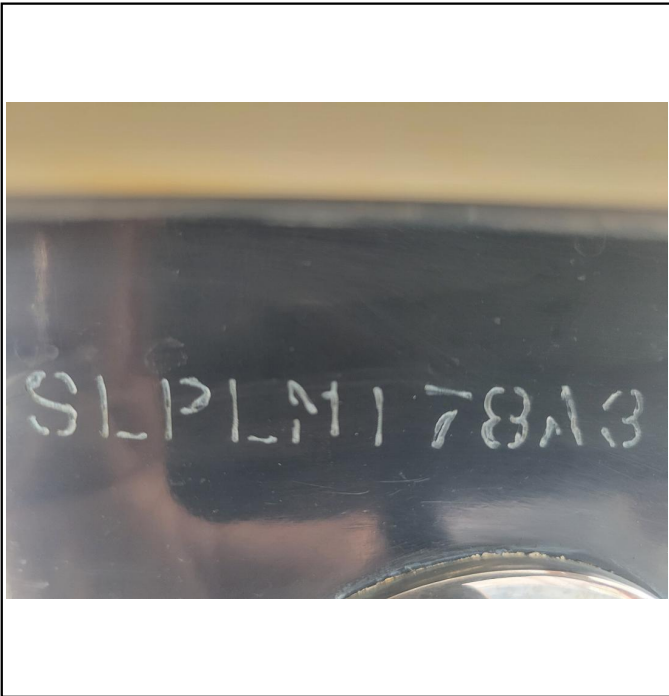
VI. PHOTOGRAPHS



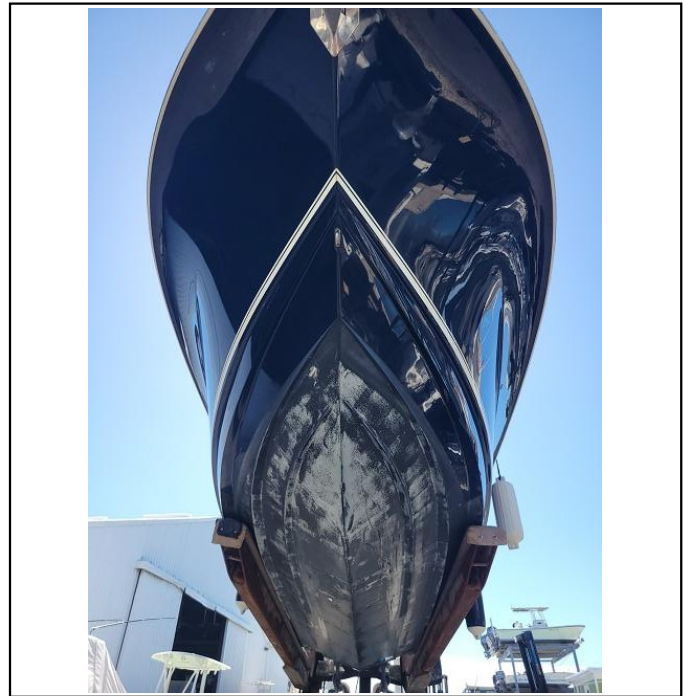
Decal



Registration

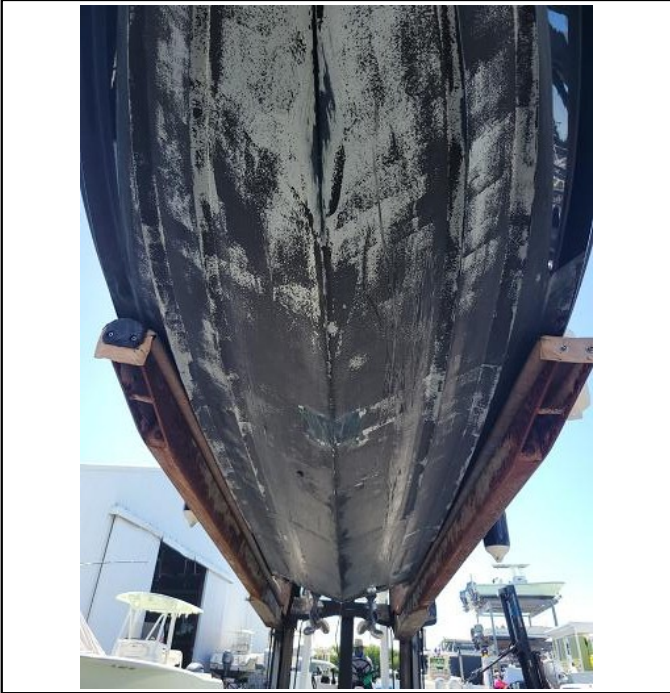


Hull Number

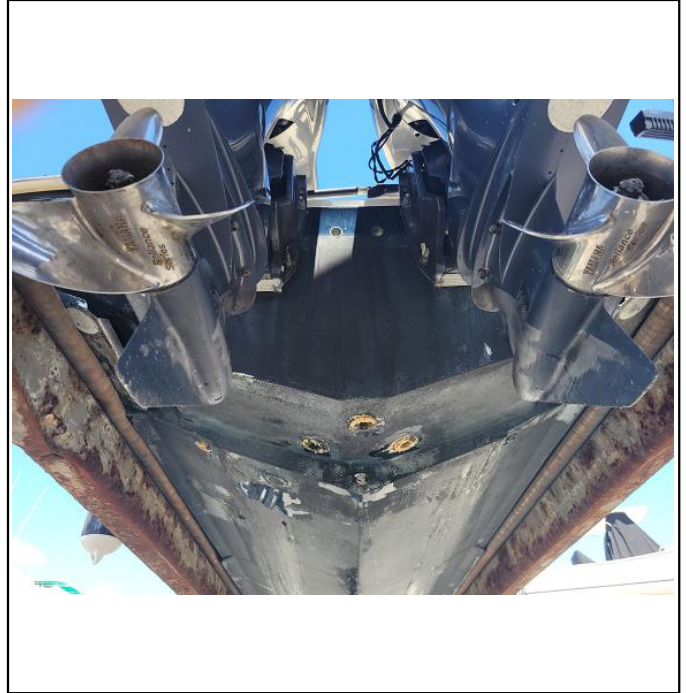


Bottom View

VI. PHOTOGRAPHS



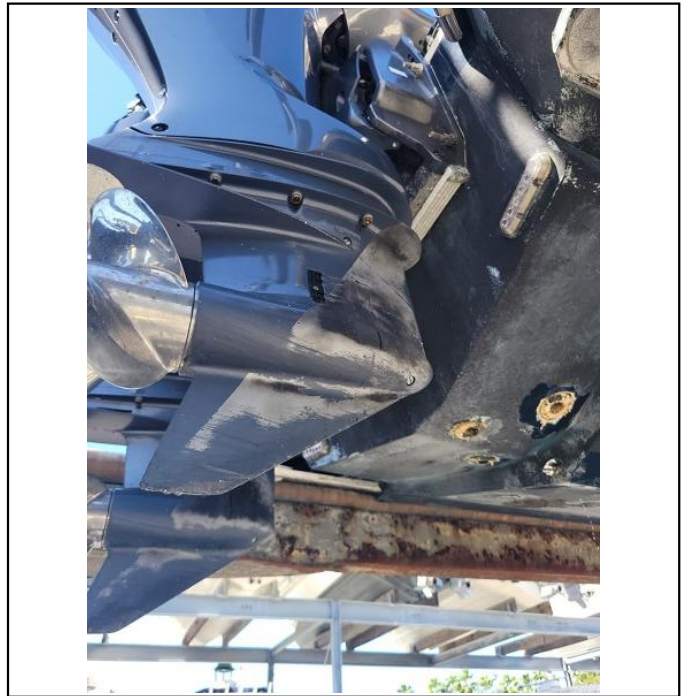
Bottom View Pic 2



Bottom View pic4

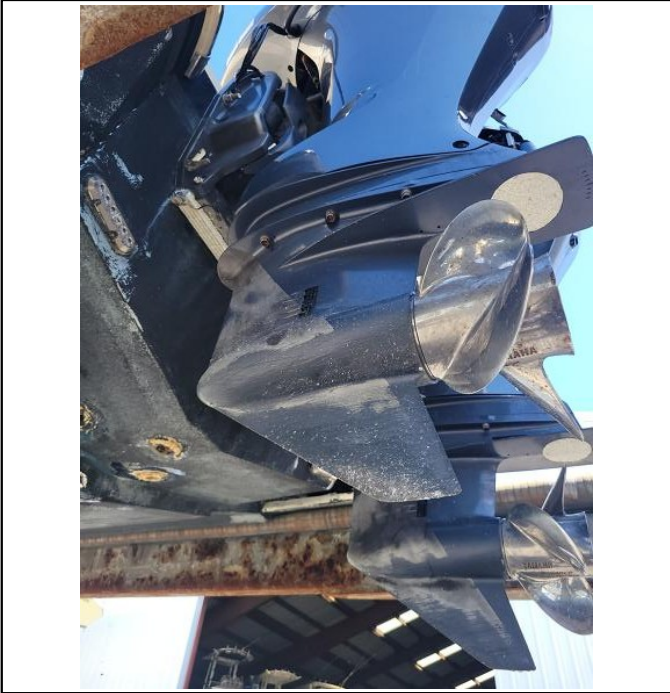


Stern Port View



Lower-Units Bottom View pic 2

VI. PHOTOGRAPHS



Lower-Units Bottom View



Stem View



Bow Cockpit View



Eng. Port Serial #

VI. PHOTOGRAPHS



Eng. STBD Serial #



Engine Cowling



Engine STBD View



Engines Port View

VI. PHOTOGRAPHS



Engine Rear View